START

THE BICYCLING WORLD

AND L.A.W. BULLETIN

ROLL CONTENTS

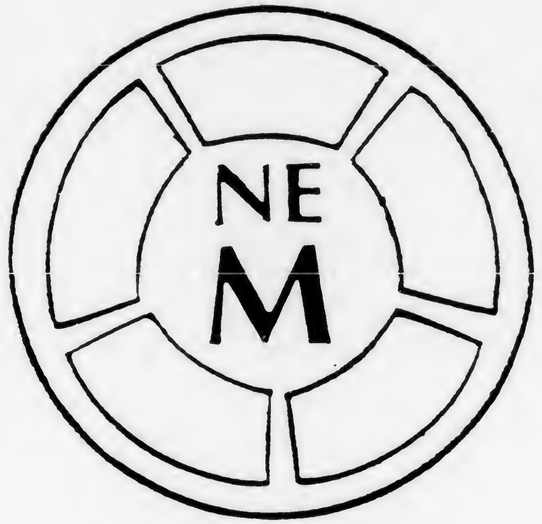
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The BICYCLING WORLD AND L.A.W. BULLETIN

Founded 1877

Volume XXVI. Number 2.

BOSTON, FRIDAY, MARCH 17, 1893.

$1.00 a Year
5 cents a Copy



OVERMAN WHEEL CO.,

BOSTON. WASHINGTON. DENVER. SAN FRANCISCO.

HERE AND THERE.

TWENTY-FIVE wheelmen met last week in Detroit and organized the Diamond Bicycle Club.

THE Somerville (Mass.) Cycle Club held its third annual dinner at the Quincy House last week.

THE Portsmouth (Va.) Bicycle Club had a big oyster roast at Wyatt's farm on the shell road last week.

THE Somerville (Mass.) Cycle Club will give a minstrel show in Odd Fellows' Hall Wednesday evening, April 5.

THE Staten Island Yacht Club is to organize a cycling department, under the supervision of Commodore Charles E. Hoyer.

A BICYCLE department is to be started by the Newark Bay Boat Club of Bayonne, N. J. Fifty-three of the 150 members are wheelmen.

THE Spencer Bicycle Club held their first social dance of the season last week in Odd Fellows' Hall, Spencer, Mass. Music for dancing dancing was furnished by Bemis' orchestra.

THE Central City Cycle Club of Macon, Ga., was organized last week. The club will soon get to work on a track that will be made in the mile track at the park preparatory to a spring tournament.

THE first social of the Franklin Wheel Club was held in G. A. R. Hall, Franklin, Mass., last week. A good-sized company enjoyed the dance. The floor was in charge of Will Milliken, C. A. Connor, W. B. Sommers, and A. G. Fiske.

THE recent performance of the Biddeford (Me.) Wheelmen's "Social Session" was attended by a good-sized audience. The chorus was a particularly fine one and the Five Funny Fellows were a new departure and improvement from the regulation end men.

THE Zigzag Club, of Indianapolis, is on the lookout for new quarters. It moved but a short time ago, and went to no little expense to fit up its present ones on North Pennsylvania street, and it is now informed that the building it is occupying is to be torn down.

AT the last monthly meeting of the Tonawanda (N. Y.) Bicycle Club partial arrangements were made for a tournament on July 4, and a minstrel show will probably be given by the club in a month or so. A committee was chosen to look into the matter of a new club house.

THE committee, who were appointed to select permanent quarters for the Rose of New England Wheel Club of Norwich, Ct., has decided upon the location, and the club will move into them as soon as everything can be conveniently arranged. A large room 25 feet square has been leased in the Rockwell building.

THE committee on the proposed addition to the Maryland Club's house reports that $10,000 has been subscribed for the purpose. Those who have subscribed have been requested to transfer the shares of stock which they agreed to take into the new series of building bonds, so that work may be begun in the near future.

AT the recent meeting of the Rockford (Ill.) Cycling Club it was decided to hold a tournament this year. As there will be thousands of wheelmen at the World's Fair, and as Rockford makes a nice century run from Chicago, there is every reason to expect the meet will be a successful one.

THE Penn Wheelmen of Reading, Pa., at their meeting last week appointed the following committee to make arrangements for the annual race meet: John Gaenzle, R. D. Frame, A. J. Geiger, F. B. Shalters, G. Packer. The club will hold a benefit at the Academy of Music before the close of the season, arrangements for which are now being made. A tramp smoker will be held at the club house the latter part of the month.

THE bicycle club, of Holyoke, Mass., in discussing the prospect of good roads the coming season for their excursions, express special anxiety that the roads between Holyoke and Northampton be in good condition, and there is talk of petitioning the city government of the two cities to repair the roadbed.

A MEETING of the Granite State Wheel Club of Nashua, N. H., was held last evening at which there was a large attendance. A vote of thanks was tendered Senators Howard and Hammond for the way in which they voted on the bicycle bill in the Legislature and used their efforts against the measure which had so many obnoxious features.

THE Columbia Cycle Club, of Hartford, Ct., will hold its second annual indoor meet in the First Regiment Armory, on March 25. Valuable gold medals of special design will be offered for prizes. Several prominent athletes are expected to compete. There will be several special events on the programme to be announced later. Entries close March 18.

At the monthly meeting of the Wilmington (Del.) Wheel Club last week, B. Frank McDaniel, the president, who had just returned from his wedding trip, reported by proxy, when the report of the president was called for, that he had made a successful run to Boston. An immense cake, a gift from Mr. McDaniel and his bride, was cut and eaten with much enjoyment by the members present.

THE Elks of Springfield, O., have hired the elaborate scenery from the Dayton Bicycle club, for their third annual minstrel entertainment. All the scenery, mechanical and electrical effects that created such a favorable sensation at the late Dayton minstrel show will be shipped to Springfield, and they will produce the same scenic effects for their first part and afterpiece that the Bicycle Club gave at the grand. The scenery will be brought back to Dayton for the hospital benefit the Dayton Bicycle Club have so kindly volunteered to give.

THIS spring an effort will be made to reorganize the Business Men's Cycle League of Newark, N. J., which was disrupted at the close of last season after a most successful career, through the doings of some of the members whose interests were not identical with those of the club. A meeting will shortly be called by President Knight, at which final decision will be made whether to disband or resume active work.

THE Malden (Mass.) Bicycle Club has made arrangements for a new club house to be built on the corner of Eastern and Stearns avenues. The building will be put up as soon as the plans can be drawn up, and will be one of the most commodious club rooms in the city. Some of the members are in active training at McCune's gymnasium, Franklin street, Boston.

THE Crescent League Wheelmen, of Plainfield, N. J., have decided to build a cycling track on their baseball grounds in North Plainfield. The club was a short time ago on the verge of bankrupty, but its members carried it over the crisis by purchasing bonds issued by the club, and new life was given it. The club now promises to be prosperous.

AT the last meeting of the New Britain (Ct.) Wheel Club the members discussed in an informal way the matter of forming an athletic club, the scope and appointments of which would be larger than the wheel club's. It was suggested that the entire building in which the wheel club is located be rented, and that bath rooms and a gymnasium be added. Special inducements will be held out to members of the Y. M. C. A. Wheel Club to join the club.

THE auction party of the Haverhill (Mass.) Cycle Club took place last week, and was a most successful affair in spite of the unfavorable weather. The rooms were crowded by the members and their friends. The Junior orchestra rendered a selection, and one of Bray's finest collations was then disposed of, followed by an informal entertainment. Banjo solos were contributed by Messrs. Rogers, Titcomb and Walker, and readings and recitations filled out the evening.

3420
3



HICKORY A, $130. Weight, stripped, 37 lbs. Weight, all on, 42 lbs.

Read What is Said of Our

MODEL "A"

TRIUMPH, Ohio, Feb. 14, 1893.

Hickory Wheel Co., Newton, Mass.

Gentlemen—Please send me catalogue and prices of your Hickory wheels.

Yours truly,
C. E. BROADBENT.

P. S.—I saw one of your wheels ridden off of a walk over eight feet high, with a man on it who weighed about 160 pounds. He rode off to avoid running into a baby carriage. The rider was somewhat bruised, but the wheel was not hurt as we could see. It has been ridden right along ever since, and shows no defects. C. E. B.

Send for catalogue and terms to agents.

We can make a few more appointments.

Hickory Wheel Co.,

NEWTON, MASS.

PLEASE NOTE

Smalley Bicycles

For 1893.

FOUR STYLES

LIGHT ROADSTER.

ROAD RACER.

TRACK RACER,
(New Style Handle Bars.)

LADIES' WHEEL.



TRACK RACER.

"We are much pleased with the workmanship, finish and general appearance of your wheels."—Racine Hardware Mfg. Co., Racine, Wis.

"Road Racer received. You have a very nice cycle indeed; one that anybody might be proud of. I predict a successful sale for the Road Racer."—J. E. Poorman, Cincinnati, O.

"Your wheels are selling like 'hot cakes,' and you may expect the Smalley to go to the front in Detroit."—Charles Ege, Detroit, Mich.

"Your wheel is grand. The boys are much pleased with it."—Fred D. Hoham, Fort Wayne, Ind.

We want a GOOD AGENT in every town in the United States. . . . . .

Send for Catalog and discounts and we will interest you. . . .

We Are Illinois Agents for the RALEIGH.

MARBLE CYCLE MFG. CO., PLYMOUTH, IND.

Retail Depot, 271 Wabash Avenue, Chicago.

PLEASE MENTION THIS PAPER.



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LINE OF BICYCLES THIS SEASON WILL CONSIST OF THE : : : :

Road King, price, $150. Duchess, price, $90.
Road Queen, " $150. Prince, " $70.
Duke, " $100. Princess, " $65.

We also have ready for the market a strictly High Grade Wheel of our own called . . .

•••• THE NASSAU, ••••

PRICE, $120. Reliable Agents Wanted. Send for bicycle catalogue.

WRIGHT & DITSON,

WHOLESALE DEPARTMENT, 95 PEARL ST.,
RETAIL STORE, 344 WASHINGTON ST., NEAR MILK,
BOSTON, MASS.

COMPARISONS ARE ODIOUS,

But competition is the very life of modern trade, and we are prepared for comparisons. Realizing the truth of this important fact, we invite inspection of the high merits of the TOURIST BICYCLE, feeling confident that it stands second to none, and that, moreover, a careful examination will convince the unbiased mind that it has hardly an equal. We have TRIED to make it the best. Fitted with a

Bidwell Ball-Bearing Cyclometer,

An accurate, noiseless, faultless instrument, and the

Bidwell Constrictive Tire

For 1893, it offers the perfection of bicycle riding.

THE WEARING SHOE.

Having defined that much-abused word RESILIENCY in a former issue, we will now say a word about the WEARING SHOE. The rubber tread, or outer covering in every pneumatic tire should be a wearing shoe ONLY. It should protect the fabric tube from wear and tear and moisture. It performs exactly the same office in this respect for a pneumatic tire that a leather shoe or stocking does for a HUMAN FOOT. It is, in fact, the SAME THING—a wearing shoe. By just so much as this wearing shoe is used to HELP CONFINE the air, by just so much the LESS is it a pneumatic tire; and by just so much the more is it a HOSE-PIPE or CUSHION TIRE. We have more to tell you in a little pamphlet called—

"Air, Its Hard and Soft Side."

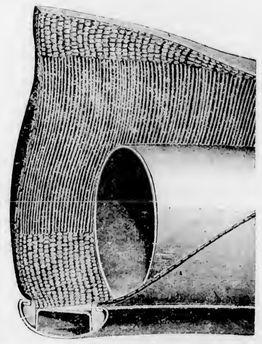
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308-310 W. 59th St., New York.

CLEVELAND Cleveland Bicycles are fitted with the CLEVELAND THREAD PNEUMATIC TIRE.

CLEVELAND Cleveland Thread Pneumatic Tire THREAD construction on the TREAD.

CLEVELAND TEST this Tire by COASTING on it, BOUNCING it, ROLLING it over an obstruction.



Then buy a CLEVELAND Bicycle fitted with the CLEVELAND Thread Tire. Send for catalogue.

H. A. LOZIER & CO., Cleveland, Ohio.

HIGHEST GRADE

EXCELSIORS

Racers.
Road Scorchers.
Light Roadsters. Ladies'.



Weights, 25, 30, and 35 lbs.

Few more good agents wanted in New England, Middle, and Southern States.

ACKNOWLEDGED LARGEST SUNDRY HOUSE IN THE UNITED STATES.

LIVING • DISCOUNTS • TO • LIVE • AGENTS.

SEND STAMP FOR ENCYCLOPEDIA OF CYCLERS' WANTS, NOW READY TO MAIL.

LIST OF SECOND-HAND WHEELS.

If you do not find what you want on this list, state what make of bicycle you prefer, and what price you are willing to pay, and as we are daily receiving second-hand bicycles, can in all probability supply you.

No.	Size.	Make, Finish, etc.	Price
*836	28	Otto, enameled, shopworn	$ 9.00
*930	—	Quadrant, pneumatic tires Ladies', first-class	60.00
*941	50	Stylish safety, shopworn	75.00
*959	30	Ajax Safety, good condition	25.00
*960	52	Expert, 1891 pattern	25.00
981	54	Harvard, good condition	15.00
*983	29	B. & A. Safety, cushion tires, 1891 pat., good cond.	55.00
*1023	54	Premier, ordinary, balls and cones, good condition	35.00
*1049	52	Columbia, good condition	10.00
*1075	—	Salvator, 1891, first-class	45.00
*1077	30	Gales, cushion tires, 1891 pattern, good condition	40.00
*1085	—	Ladies' Quadrant, pneu. tires, first-class condition	65.00
1103	—	Ivel Safety, K. of R. lamp, good condition	30.00
*1111	—	Featherstone Pneumatic, tangent spokes	$60.00
1121	30	Victor, spring fork, 1889 pattern, good condition	55.00
*1132	—	Stylish, slightly shopworn	65.00
*1140	—	Common Sense, slightly shopworn	25.00
1141	—	Featherstone, good condition	75.00
*1148	—	Boys' Junior, fair	10.00
1151	—	Columbia, cushion tire, good condition	75.00
*1152	—	Columbia, solid tire	50.00
*1153	—	Credenda, cushion tire, good condition	65.00
1154	—	Ladies' Rambler, good condition	65.00
1156	—	Star Safety, good condition	25.00
1158	—	Featherstone	60.00
*1160	—	Rudge, pneumatic, first-class	90.00
1161	—	Diamond Rambler, first-class	$65.00
1162	—	Eclipse, first-class	75.00
1165	—	Niagara pneumatic	85.00
*1168	—	Junior, solid	10.00
*1169	—	Excelsior Light Pneumatic	85.00
*1170	—	Light Roadster Excelsior	90.00
*1171	—	Temple Scorcher, white, pneu., N. Y., B. & A. tires	90.00
1172	—	Moffat, good	75.00
*1173	—	Moffat, good	70.00
1175	—	Salvator, cushion	65.00
*1177	—	B. & A. Pneumatic	65.00
1178	—	Niagara, Pneumatic, good condition	75.00
*1179	—	Victor Safety, solid, good condition	50.00
*1180	—	Warwick, Pneumatic, Diamond, good condition	90.00

SHOPWORN.

Rambler, Ladies, cushion	$65.00	Eclipse Safety Pneumatic	$75.00
Rambler, Ideal	85.00	Liberty Pneumatic	75.00
Telephonic Pneumatic	95.00	Rudge Pneumatic	80.00
Moffat Pneumatic	75.00	Niagara Pneumatic, '92 pattern	100.00
Temple Scorcher Pneumatic	85.00	Rambler, Diamond, Pneumatic	100.00
Victor B, Pneumatic	110.00	Victor B, Cushion	100.00
Juno Pneumatic, '92 pattern	$55.00		
Credenda Cushion, '92 pattern	75.00		
Juno Cushion, '92 pattern	45.00		
Crescent Cushion, '92 pattern	60.00		
Rhe Cushion, '92 pattern	75.00		

HOWARD A. SMITH & CO., NEWARK, N. J.

OUR

13 Years' Experience in the Cycle Trade,
Unsurpassed Facilities for Handling a Large Business.
Large Stock--the Largest in America,

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We are now mailing our 1893 catalogues, and if you have not already sent in your name for one do so at once. Ours is not an "art catalogue," but contains an honest and comprehensive description of our entire line for 1893, which is larger and more complete than ever, and terms more favorable.

SYLPH CYCLES.

OVERLAND CYCLES.

RUDGE CYCLES.

ROUSE HAZARD & CO.

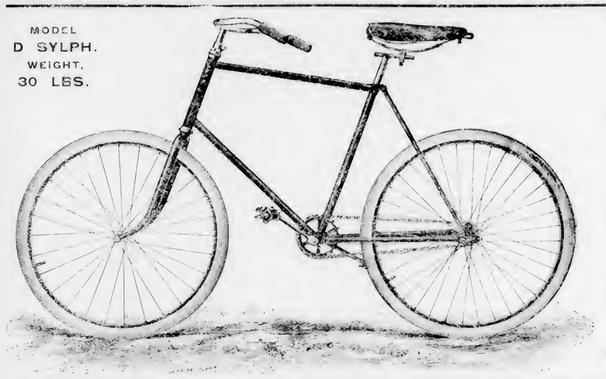
Are Our Own Manufacture, and

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WESTERN WHEEL WORKS' Medium-priced safeties, in 19 patterns, offer the best value in this class of wheels, and are acknowledged leaders throughout the U. S. We are manufacturers' largest jobbing agents for these machines in the West, carry an enormous stock from which we make prompt shipments at BOTTOM PRICES. We also have a large line of wheels, which we are offering at special bargains. Write for catalogue, bargain and second-hand list free. Agents wanted.

ROUSE, HAZARD & CO., 9 G ST., PEORIA, ILL. Manufacturers, Importers and Jobbers

MODEL D SYLPH. WEIGHT, 30 LBS.



The Freaks ..of.. **Dame Fashion** ARE PECULIAR.

Last season we wore a certain style of hat, this year another style, next year it will be something else, and so it goes. Hoopskirts will be worn again, 'tis said, because dame fashion has so decreed.

Fashions or styles in cycles change also, and just now the passing craze is for light-weight, Rigid Frame Safeties.

OUR SCORCHER SYLPH, MODEL D.
Weight 30 pounds.

Is in the height of fashion in design, weight, material, finish—everything essential to a strictly high-grade wheel. SCORCHERS and HARD ROAD RIDERS are invited to investigate thoroughly its new and valuable features. The business man, or riders who prefer comfort and pleasure rather than speed, should investigate

OUR SPRING FRAME SYLPHS.
Models A and B.

"Sylph cycles run easy." Our Spring Frames RIDE EASIEST. Pneumatic tires added much to the pleasure and comfort of riders of rigid frame machines, but with the addition of our Three-part Spring Frame they are simply—perfection. Investigate. Catalogue free.

Good Agents Wanted Everywhere.
They Sell Readily.

ROUSE-DURYEA CYCLE CO., 9 G St., Peoria, Ill.

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1893 ROAD KING.

Is the position occupied by the

ROAD KING AND ROAD QUEEN

In the estimation of practical riders.

PRICES:

Dunlop Detachable Tires and Hollow Rims. . .	$150.00
Dunlop Detachable Tires and Solid Rims. . .	145.00
Morgan & Wright or Greyhound Tires. . .	135.00

Inquire of your local agent or of the following

Distributing AGENTS:

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1893 ROAD QUEEN.

A. Featherstone & Co.

16th and Clark Streets and Armour Avenue.

CHICAGO. ILL.

CATALOGUE READY.

Puritan

The Leading Wheel for '93.

Puritan

Puritan

O. J. Faxon & Co., Manfrs.,

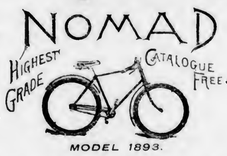
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PRICE, $100.00

Greyhound Tires.
Tangent Spokes.
Garford Saddle.

Finest material and finish.



MODEL 1893.

Good Live Agents Wanted At Once.

Elegance : Style : Speed : Beauty : and : Grace.

WM. R. SCHAEFER & SON,

JOBBING AGENTS.

61 ELM ST., BOSTON, MASS.

THE
BICYCLING WORLD.

Published Every Friday

—BY—

THE WHEELMAN CO.

Incorporated under the Laws of Massachusetts.

167 OLIVER STREET,

BOSTON, MASS., U. S. A.

☞Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the secretary, Abbot Bassett, Box 3287, Boston, sending their old address as well as their new, and their League number.

TO OUR ADVERTISERS:

Copy for new advertisements must be handed in by Tuesday morning to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday to insure attention for the following issue.

☞All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN Co.

☞*Postage stamps will not be accepted hereafter in payment for advertisements or Subscriptions. Checks, Money Orders or Postal Notes only will be taken.*☜

C. W. FOURDRINIER, Editor and Manager.

EDITORIAL STAFF:

J. S. DEAN. JAS. W. CARTWRIGHT, Jr.
H. CROWTHER.

BOSTON, MARCH 17, 1893.

THAT $20 PRIZE.

WE have fully satisfied *ourselves* as to the value of the columns of the BICYCLING WORLD as an advertising medium.

A notice recently appeared in the WORLD that $20 in gold coin would be paid to the person sending in the best and most original article on "Successful Advertising," and the entire editorial staff has been engaged for the past fortnight in wrestling with the results of that notice.

When we begin to emerge from the mountain of articles on the subject which have poured in, we will announce the result of the contest.

Have patience for a couple of weeks longer, gentlemen!

THE Boston *Globe* has our apologies. Through an oversight we neglected giving it credit for the cut of the new Waltham race track and grounds, which appeared in last week's issue, and for the use of which we were indebted to their kind courtesy.

WE are pleased to note that the *Referee* has made discovery of the fact that the mailing of our supplement was *not* in violation of the postal laws, and beg to return our sincere thanks for the timely and valuable information. It has taken quite a load off our minds.

Thanks are also due for the kind solicitude displayed by Mr. Miles in our behalf at the National Assembly. Such disinterestedness is too unusual to pass without suitable acknowledgement.

OUR New York contemporary, in common with Messieurs Berger and Miles, is always violently affected by the very idea of our contract with the League.

Not content to let matters in which it has no interest rest, it is again harping upon that contract. Its whole tone is set in a minor wail. It whines because it recently made a fool of itself and misled others by circulating false reports upon insufficient information; it whines because there is no penalty for failure on our part to fulfil the terms of the agreement.

Did it ever occur to these carping critics that we are financially responsible; that we have a plant worth $30,000; and that the only security we have is the honesty and good faith of the League of American Wheelmen? Those very papers that are crying for some guarantee have urged the League time and again to abrogate a contract whose obligations and liabilities should be and are mutual.

Some people have no sense of business honor and integrity. We have, and intend to continue to keep faith with the League.

WHY did not our New York and Chicago friends speak up like men when at Philadelphia if they wished to take the Executive Committee to task for making such a contract?

But no! 'Tis so much easier (if less manly), don't you know, to write behind men's backs what dare not be said to their faces.

The New Yorker, with its usual ignorance and irresponsibility, makes this extraordinary statement:

"If the rivalry and attitude of the official organ to the League's own publication *Good Roads* was generally known, we fear the sympathy of the sentimentalists would soon curdle."

The fact is that under the terms of our original contract the League had no power to publish *Good Roads*, and it was only by reason of concessions on the part of the WHEELMAN Co. that the League was enabled to issue that publication. If this is "rivalry," then "rivalry" it is. We have never interfered with *Good Roads* in any way but have only requested that the L. A. W. live up to its contract.

THE N. C. A. is now a full fledged infant. The formal organization having been completed at its meeting in New York last week. The cities represented were New York, Brooklyn, Philadelphia, Baltimore, Washington, Buffalo, Troy, St. Louis and Milwaukee.

The L. A. W.'s refusal to sanction the promoter is the cash prize league's opportunity. Had it not been for this we doubt whether it would have ever gotten so far as permanency. However this is a mere surmise. The parties back of the movement have insisted from the first that they went into the thing with their eyes open and that it would be given a fair and thorough test.

As we recently said the L. A. W. is to be congratulated, as it is now to witness a practical trial and final solution of what has been a more disturbing element in the cycling world than aught else since cycling was first born.

Let the game go merrily on. We shall know much more by the time the autumn leaves lay strewn upon the race tracks of the country—and so will the L. A. W. and the N. C. A.

FOR some time past—ever since the recent discussion in regard to the prices of high-grade bicycles was started in the columns of the BICYCLING WORLD—we have been in receipt of numerous inquiries from all parts of the country, asking whether this paper was conducted solely in the interest of the manufacturers, or whether it did not owe some allegiance to the riders and to the League.

It is of course inevitable that in any position, assumed by any journal, there are a great many persons who have strong convictions on the opposite side of the argument, but these people should not assume to themselves the sole prerogative of being right; their opponents are entitled to the same credit for their views. The BICYCLING WORLD represents both sides, and it does this fairly and impartially. We aim to do justice to all, and certainly we should be justly open to the charge of prejudice and injustice if we were to deny the right of the manufacturer to put whatever price he pleases upon his own product; while on the other hand it rests with the purchaser whether he chooses to pay that price or not.

A fact that has been lost sight of by these riders—or which perhaps they care nothing for—is that the cycling press, in common with nearly all the other newspapers of the country, is dependent upon its advertising patronage for a profitable support.

AND so, as is duly announced in the columns of the press, "trade" is no longer to be an element on the Racing Board.

Why not?

Is there perchance some malignant blight in the mere name of trade? Or is this discrimination made in deference to that unreasoning popular clamor that has always opposed the interference of men in the cycling business with League matters in any way, shape or form? If so, it would seem but a weak-kneed temporizing. To the trade cycling and the L. A. W. owe more than they know. It has been this despised trade which has more than once come to the rescue of the League in times of financial stress. It was to men like Albert A. Pope, A. H. Overman, George R. Bidwell and H. G. Rouse that the League looked for the sinews of war when *Good Roads* was first established; and it is to this same trade that clubs, associations, race meets and wheelmen generally, look for support when support is needed. We opine that it was not intended to pay to the prominent men in the cycling business the doubtful compliment of assuming that they are not capable of rising above prejudice, and of rendering impartial and unbiased opinions on all matters which might be brought before them.

One word more: If trade is to be an impassable barrier, then the trade handicapper should go. Several of the best handicappers of the country are connected with the trade directly or indirectly, and while the loss of their experienced services to the L. A. W. would be felt, yet if this bogie-man is to be eliminated, let it be done strictly and impartially.

Would that 'twere otherwise, but since it is not, the L. A. W. cannot strain at a gnat and swallow a camel.

WHY A PNEUMATIC TIRE IS FAST.

And Why the Cushion Tire Cannot Equal It in Speed--Theory and Practice.

BY STERLING ELLIOTT.

FIRST: Be it understood that the fastest (i. e. the easiest running) wheel would be a wheel perfectly round and having a very narrow and very hard tire, say for instance, a tire 1-8 inch wide slightly rounded and made of steel, hardened and accurately crowned.

This would be the fastest tire, *provided:* That we had a track which was *absolutely* level, hard and smooth for its entire surface.

But as such a track does not at present exist the above described wheel would be useless. Any deviation from it however is made necessary by the condition of roads and tracks as we find them. The *hardest* means of locomotion, i. e., the least economical, considering the expenditure of power for the results attained, is that which is used by all animals, viz.: walking. As man is

ONE OF THE POOREST SPECIMENS

of the animal kingdom, physically speaking, it seems especially fitting that he should have been first to adopt the bicycle.

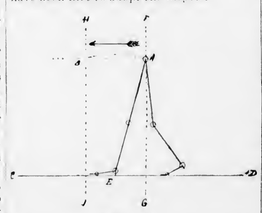


Fig 1

In figure 1 I have sketched the joints of a pair of human legs. A represents the hip joint which, in common with the whole contour, is traveling in the direction of the arrow along the line A B, which is parallel with the ground, C D. One foot is placed forward to the point E and that leg becomes a support for the body which is pushed forward by the other foot from the position F G to that of H I, which is one step, the leg having acted as an inverted pendulum upon which the body has been swung over from the point A to B. At the completion of the step the body is no higher than before and yet the entire weight has been raised above that level as per the dotted line, and this must occur at every step. When the load is carried, as on a wheel, it is not raised at every step but (if the track be smooth) it is simply moved forward, thus requiring much less muscular force than is needed for walking. If both track and wheel were non-elastic then each obstacle would cause the wheel and its load to raise enough to pass over it and some of the disadvantage of walking would meet us in another form; but here the elastic tire comes in. It is found that the smoothest track consists of innumerable small particles or obstacles, perhaps a hundred of them being touched by a single pneumatic tire at the same instant.

The soft surface of the tire permits itself to be indented by these little projections, and instead of the wheel having to lift over the tops of the highest points, its vertical movements are very much modified and the propelling power is correspondingly relieved.

Figure 2 shows the action of an elastic tire where it is pressed against the ground.

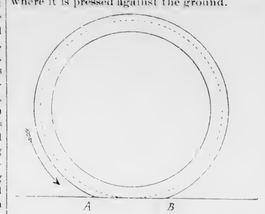


Fig 2

As the wheel moves ahead it must distort the tire at the point where it first contacts with the ground (as at A.) This requires power to displace and compress the material of which the tire is made, and were it not for a reaction at B the wheel would run excessively hard. This reaction, or attempt of the elastic material to regain its normal position, is equal to the power required to compress it, less a small amount for friction between the particles of which the tire is composed.

When this compression takes place a small interval of time is required for the rubber or whatever the tire is composed of to react. If the wheel be moving forward at a comparatively slow speed the difference between different degrees of elasticity is not so marked, but as the speed increases there is a greater difference in favor of that tire which has the *quickest acting* elasticity (i. e. the best resiliency), for the reason that the rebound at B comes nearer being equal to the power absorbed in compressing the tire at A.

The superiority of the pneumatic tire is due to the fact that compressed air is the quickest and nearest frictionless of any form of elastic cushion known, and the quickness of its reaction is increased in proportion to the pressure of the air. It is an understanding of this practical side of this theory which prompts the knowing racer to inflate his tires to a high tension.

The theory that has been advanced to the effect that a cushion tire (i. e. a tire using only the elasticity of a mass of rubber) is as fast for a sulky as the pneumatic hardly needs refuting, for the same reasons apply in each case.

The *diameter* of tire however should depend on the nature of the surface over which it is to run. For trotting tracks, which must have a soft surface, a tire of 1 3-4 inch diameter has been found most desirable, but for bicycle tracks which may be hard and smooth, a tire 1 1-2 inch and even less in diameter may be used with the best results.

If a track were made of hard wood boards set up edgewise and glued together the surface being accurately planed and jointed like the surface of a bowling alley, I believe that better time could be made with a narrow steel tire for four reasons: First—there would be practically no compression and reaction; second—the wheel could be made absolutely round and true; third—the wheels could be made lighter, and fourth—the air resistance of the tire could be materially reduced.

Such a track would necessarily have to be protected from the weather and frequently resurfaced, but it would be the fastest in the world for any kind of wheel.

Who will build it?

[The London County and Athletic Club might answer this conundrum. Herne Hill is to be resurfaced with wood blocks this season.—ED.]

I predict that the pneumatic will remain as it is now the fastest tire (for tracks as it is practical to make them) until something is discovered that is more elastic than compressed air, which weighs nothing and costs less. And such a discovery if made will certainly be a unique addition to the sum of human knowledge.

The Brooklyn Bicycle Club to Build an Out-of-town House.

THE members of the Brooklyn Bicycle Club have been discussing the advisability of erecting a country house for a number of years, and their plans have finally taken definite shape.

They are at present located in a handsome club house at 62 Hanson place, Brooklyn.



BROOKLYN BICYCLE CLUB.

within easy riding distance of Prospect Park, and they have concluded to purchase ground at Bay Ridge, where they will erect a snug club house.

Various plans were suggested for the club's new home, and the accompanying cut was finally adopted. The house will be of frame, 25x50, and the interior finish will be in hard wood. The new house will contain a billiard, library, reception, and sleeping rooms, a cafe, and wheel room. The ground which will be chosen will be close to the water front, and a boat house will be erected. Baseball and tennis grounds will also be laid out.

Work will be commenced on the new house by April 1, and it will be ready for occupancy early in June.



THE Worcester papers have made themselves ridiculous by giving utterance to abuse of the Boston members of the Massachusetts Board of Officers for having voted for the holding of the spring meet at Waltham on Decoration Day under the auspices of the Division, thereby upholding the right of the Division to assign its annual meets to any club or any city it chooses, irrespective of section, the first and only consideration being the greatest good of the greatest number and the consequent resultant benefit to the L. A. W.

By what power does Worcester arrogate to itself the right to dictate that it alone shall run a race meet on Decoration Day and that any other cities—not even excepting Boston—shall be denied that privilege?

Has it got a mortgage on the date?

Boston—or Waltham, which is the same thing—does not object to Worcester's running its tournament at the same time if it so elects, but Boston does propose holding its Associated Cycling Clubs' race meet (to which the Division Meet has been assigned) on Decoration Day, and sanction from the Racing Board will be forthcoming for that purpose, the Worcester *Telegram* to the contrary, notwithstanding.

THAT journal would be spared the necessity of giving space to a tissue of falsehoods if it were to assure itself of the authenticity of the statements with which it is furnished before it prints them.

In its issue of March 9 it says:

"Crowther, of the L. A. W. BULLETIN, which paper has repeatedly attacked Worcester, and Howard of the *Globe* were especially bitter in their denunciation of the Bay State Club."

This statement is directly false.

Neither Messrs. Howard nor Crowther said one word against the Bay State Club. On the contrary every assurance was given the representatives of that club who were present that there was not the slightest feeling in the matter, and that the only cause for the assignment of the Division meet to the Associated Cycling Clubs of Boston and vicinity was the belief that it would be much more to the Division's benefit to have the meet in a populous centre like this than to hold it at Worcester, to say nothing of the fact that that place had already had the spring meet for the past four years.

It is very evident that some excellent misrepresentations have been made of the actual occurrences of the late Massachusetts Board meeting, and that somebody has had very little regard for the truth.

YOUR weekly copy of *Cycling Life* is a veritable godsend to me, my dear Mr. "Idler."

Faith! I don't know what I should do without its breezy comment and sly little digs to talk about, and how we have existed without it in the quiet past is more than I can tell.

So you don't know what I mean when I say the "lay newspaper man" (probably had I used the term "the" newspaper man, you might have understood it better)?

While I do not lay any claims to your own peculiar brilliancy of style, I have heretofore been credited with being able to write good, plain, everyday English, and my use of the term "lay"—as distinguishing the uninformed from the technical writer on cycling—is sanctioned by good usage and authority.

Now had you picked us up on a break like the following, which I quote from your last issue, where, in speaking of the publication of Racing Board news in the columns of papers outside the BICYCLING WORLD, you say: "So Mr. Raymond has ruled. And what he says goes," it would have been more to the point, for a blunder of that sort cannot be condoned in a paper which is supposed to be up to the times. It may perhaps be news to the *Cycling Life*, as it was to the rest of our Chicago contemporaries, that there is such a thing as a League contract, under the provisions of which this paper is published as the official organ, and it will undoubtedly be further news to all these gentlemen who are given to pounding away at us, that in case Racing Board news is given to the world before it sees the light of day in the columns of the official organ, it will be only through the courtesy of the BICYCLING WORLD.

IT never rains but it pours, is an old adage that proves itself true often and often. We have our hands full this week with the compliments paid us by our friends in the various cycling journals.

Mr. Roland Hennessy last week takes a whack at the BICYCLING WORLD because it gave space week before last to four pages of "dreary official stuff." Mr. Hennessy, if he is anything of a newspaper man at all, should know that where there is but so much space available, that space cannot be filled with matter after it has once been taken. The official news of the League is the first consideration in the L. A. W. BULLETIN, under the contract the Wheelman Company has with the League, and it is characteristic of human nature that the League members are thus kicking at the very thing which they themselves authorize. If L. A. W. members do not wish to have the official news printed, I can assure them that it would be with pleasure that the editors of this paper would give space to other articles, and yet there is not a Division in the League which does not stand up on its hind legs and howl if a full and everything report (down to the utmost trivialities of its meetings) does not appear.

We have no apologies to offer. The editions we are getting out at the present time are equal in quality and appearance to those of any other cycling paper published, and we are willing to leave this to the decision of the membership at large.

SIGNS are not wanting across the water that the front driver is coming more rapidly to the front than a good many people think.

We append an advertisement, which recently appeared in the *Bicycling News*, and in saying this, not having that hide-bound prejudice which hedges some people before our eyes, we have no objection in stating that it was an advertisement of the Crypto Cycle Co.

It speaks for itself. When a firm directly advertise that they have given up making a chain safety, it is pretty sure proof that they are not only disposing of their front drivers as fast as they can build them, but are preparing to use their every effort to increase their business in that direction:

"F. D. versus R. D.

"We caution intending purchasers not to be misled by statements made against the F. D. by interested parties. Read the following extract from a letter recently received from a very well-known rider. It is a sample of many similar reports which have reached us:

"There is no doubt of the value of the Crypto, but a large portion of the trade are losing no opportunity of maligning it because the capital invested in chain drivers is so large. A proof of the value of the crypto lies in the number of its enemies who write to the press. An agent assured me of his conviction that the Crypto would carry all before it, but asked me not to praise it too much as he was overstocked with chain safeties and wanted to clear them first."

N. B.—We are so satisfied of the superior advantages of the F. D. that we are no longer making a chain safety. This fact should be a sufficient guarantee that no effort will be spared on our part to keep up and improve the already great reputation of our machines."

PHILADELPHIA is sadly in need among a few other things—of some more first-class hotels.

It has been a matter of comment among the various wheelmen who have been entertained in that city during the cycle shows, race meets, and the recent National Assembly, that there have been very few hostelries where they could expect and receive first-class conveniences. The Hotel Lafayette is one of the places which has always made it a point to maintain its high reputation and although it has refused to make any special reduction in its rates its service has always been so excellent that as was instanced at the National Assembly the demand upon its accommodations during the gatherings of wheelmen, has been heavy. During a long connection with the Philadelphia & Reading R. R. Co. I became well acquainted with its present manager, Mr. Baker, then at the old St. Cloud hotel in that city, and I violate no confidence when I tell traveling wheelmen throughout the country that if they will put up at the Lafayette and bring themselves to the notice of Mr. Baker, they will receive first-class hospitality and treatment.

MY DEAR ARIEL: Ignoramus' little letter in last week's "Passing Hour," on the manufacturers' guarantees, does look on the face of it like a joke and Mr. "Ignoramus" sarcastic way of putting it is very neat when he assumes that the wheel *must* be either "used" or "neglected."

However the fact is that the guarantee is a good one and means *enough* to the buyer and sometimes *too much* to the maker.

Suppose a machine break in use (i. e. while being ridden). If the metal be sound and there was enough of it to stand *reasonable* use, and still it broke, then the use must have been *unreasonable*. If the break occurred during reasonable use and the metal (*or wood*, excuse me!) showed a flaw, then the break, while it could not have occurred *without* use, was still not properly caused *by* the use but by the *flaw*. If an extremely light machine which was sold as such, (as it probably would be, for milk is not often adulterated with cream) were broken while being ridden by a too heavy rider on roads for which it was not intended, that machine could be said to have been broken by use, and yet who except the user of the machine would ever claim that the maker was at fault?

In order to give the manufacturer any kind of a chance the guarantee should read something like this:

"We agree at any time within six months, to repair without charge, any defect not caused by proper and reasonable use, on land, and between the parallels of 64 degrees and 125 degrees north latitude; and it is further provided that the owner of the bicycle shall not misuse or neglect it at any time or place, and that he shall not be permitted to ride it on a 'smooth and level road' under any circumstances. It is further understood by and between the parties hereto that no claimant can recover under this guarantee unless he shall prove by not less than two League members *and* three *other* reputable citizens, that he is, within the meaning of the law, an amateur *white* wheelman of not less than seven years of age or more than seventy; and that he has never knowingly, or with malice aforethought, participated in any cycling event except solely for the benefit of his health. And it is further expected that he will submit to the Secretary of the League for analysis, a small quantity of his blood; also an affidavit showing that he purchased the machine in good faith, together with a receipted bill from the agent who must make oath that he received in payment good and lawful (i. e. 60 cents on the dollar) money; and that he did not take in exchange any old machines or other antique collateral. When a full and complete case is made out as above, it must be signed by the President of the United States and concurred in by both houses of Congress.

"When finally received by the manufacturer he will ask you to send the broken part for examination after which he will tell you what to expect.

"It is further agreed that should the manufacturer decide that the blame was not his and that the user must pay for repairs, then he of the broken bicycle shall at once give notice in writing to the said manufacturer that henceforth and forever he will ride some other make, and not only will he do this but he will use his best endeavors (so far as he can and not interfere with his regular business) to prevent others from patronizing the said manufacturer in the town where he lives. And the said manufacturer for himself, his heirs, assigns, and legal representatives hereby agrees that even though it prevents him from selling his '94 output before the end of '93, that he will in no way hold the broken-down rider responsible, but will bear his misfortunes with Christian fortitude, and that he will, so far as in him lies, assume personally, the full responsibility for his rash act. STERLING ELLIOTT."

THAT the meeting of the late National Assembly, in Philadelphia, is beginning to bear fruit is evinced by the interest which the press of that city are beginning to devote to the amateur question, as shown by a recent editorial from the Philadelphia *Times*, forwarded to me in the accompanying letter from a friend (for I still have a few friends in that antiquated town):

DEAR ARIEL: Being a Philadelphian you will no doubt recognize the piquant diction of our worldly *Times*, which, under the date of Feb. 24, writes as follows:

"TRY THESE DEFINITIONS.

"The question of amateur status is proving deeply agitating to the athletic world. It ought to. Nothing should be more strictly settled than the distinction between the fellows who play for fun and the fellows who play for things more enduring, and lists out of consideration for the other competitors. If a man is beaten by a professional, he ought to have the solace of knowing it. Also, he ought to have his choice of competing or withdrawing.

"Now this principle is not confined to sport. For instance, it is a growing conviction among thinking persons that the privileges of the amateur have been abused by the summer girl, and that a definition is necessary. It is now Lent, and a good time for discussing the subject; and, therefore, the following definitions are submitted in the hope that they or some similar rules may be adopted before the spring thaw sets in:

An amateur of Class A is one who has never allowed her intentions to be accepted as serious, and has not entered into any competition against a professional.

An amateur of Class B is one who has allowed her intentions to be mistaken, or who has competed against a professional, but has not competed for any prize other than edibles, theatre tickets, or flora in season.

Let us return to a real amateur basis as soon as possible."

It will be seen that the questions that agitate the League begin to attract general attention and will evidently affect our most intimate relations. But let me point out one difference: The majority of men will probably aver that, in matrimonial affairs, the tendency towards professionalism is natural and laudable; and certainly it remains true here: Once a professional, always a professional.

Yours very truly,
L. A. W. No. 20,373.

Philadelphia, March 5, 1893.

THE trade is to receive a new and noted accession to its ranks.

Mr. W. W. Windle will engage in the manufacture of bicycles this year, having formed a partnership with Harry B. Arnold of New Britain, Ct. The firm will be known as the Windle Cycle Co., and will be located at New Britain. They will manufacture the Windle bicycle, designed by Windle himself. The machine will weigh 26 pounds, and will be fitted with the G. and J. tire.

If Windle can only invent some process by which he can imbue the wheels of his manufacture with a fair portion of his wonderful spurt, it is safe to say that the new firm would be able to dispose of their product many times over.

AT the meeting of the Springfield Bicycle Club, last week, D. E. Miller was chosen general manager of the September tournament, with a corps of efficient committeemen. When I state that D. J. Canary is again chairman of the Race Committee, and that Mr. Miller, as every one knows, was executive chairman last year, those wheelmen who are keeping their eye on Springfield's tournament this year, can at once decide whether or not the success of former seasons will be repeated. ARIEL.

The Accelerating Tire.

EDITOR BICYCLING WORLD: Mr. Mott and L. A. W. 18326, in their "Accelerating Tire Conundrum," have taken no account of centrifugal force. The air in a pneumatic tire soon takes the same motion as the tire and tends to press against its perimeter.

Yours, H. A. FILLMORE.

Everybody

Reads

Union Ads.



When Two Firms

Claim that they have the best bicycle on earth, or that there is none other so good as their particular little jigger, it is about time to think that one of them is guilty of mild prevarication. It may be that both parties are sincere in their statements and that they cannot conceive of anything more colossally and transcendentally perfect, than the object of their laudation, but that is not their fault. We would not be guilty of such egotism, no, not for a World's Fair pass. We do not claim that the : : :

UNION P. D. Q.

is the acme and sum total of human ingenuity, not by a jug full; and why should we go to such a length when every thinking cyclist who has examined the P. D. Q. knows down in his heart of hearts that for easy running qualities and durability, the UNION P. D. Q. is laps ahead of the rest of the 1893 brood.

Got the bounce!! What?

The Airtite-Dunlop.

Union Cycle

Mfg. Co.,

166 and 170 Columbus Ave.,

BOSTON, MASS.

P. S.—Read our catalogue if you are going to buy a bicycle; it will save you all the trouble of going through the '93 lists.

WESTERN WHEEL WORKS



Black Hawk, Light Roadster.
28 inch, 30 pounds, 1 7-8
"W. W. W." Pneumatics, $135.



Crescent No. 2. Full Roadster.
30 inch, 43 pounds, 1 7-8
"W. W. W." Pneumatics, $100.



Rob Roy No. 4.
28 inch, 42 pounds, 1 7-8 "W. W. W." Pneumatic, $85.



Rob Roy No. 2,
26 inch, 1 1-2 "W. W. W." Pneumatics, $65.



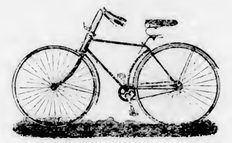
Cinch No. 2.
24 inch, double diamond frame, 1 1-2 "W. W. W." Pneumatics, $50.

OUR MEN'S YOUTHS' and BOYS'

Pneumatics for $135, $100, $85, $65, $50.
Cushions for $85, $70, $50, $35, $25.



Crescent No. 1.
30 inch, 1 1-4 Cushion, $85.00.



Rob Roy No. 3.
28 inch, Cushion, $70.00.



Rob Roy No. 1.
26 inch, Cushion, $50.00.



Cinch No. 1.
24 inch, double diamond frame.
Cushion, $35.00.



Junior.
24 inch, Cushion, $25.00.

Our Pneumatic, the "W. W. W."

We use OUR OWN ONLY, for we know it is the BEST MADE—otherwise we would HAVE TO give riders their choice same as other manufacturers do.

Our catalogue, only practical one, free. Where we are not represented we want RELIABLE AGENTS.

R. L. COLEMAN CO.,

SOLE EASTERN AND SOUTHERN .... AGENTS. ....

35 Barclay Street, New York.

A Correction from the New York Bicycle Club.

EDITOR BICYCLING WORLD: The New York Bicycle Club owes an apology to Mr. Chas. E. Pratt for the error contained in the account of its annual dinner held January 7, 1893. The first President of the League was not Mr. C. Kirk Munroe as stated, but Mr. Pratt, who is also one of our esteemed honorary members. The article should have read as the 14th, not 15th annual dinner.

To the Boston Bicycle Club I am sure I express the sentiment of every member of our club when we speak of them in the highest terms of regard and comradeship in cycling and disclaim all desire to usurp their place as the older club.

In answer to the letter of the Yonkers Bicycle Club published in your issue of February 17, I would say that we have never claimed to be the "Pioneer Club" of New York State, but we do claim the distinction of being club member one in the League of American Wheelmen. Very truly yours,

JAMES B. ROY,
Secretary, New York Bicycle Club.
New York, March 13, 1893.

What Terront and Corre were Fed.

DR. BIANCHON examined the cyclists Terront and Corre after their match, and inquired of their trainers how they were fed. Terront was given every three hours a cup of strong beef tea and a glass of coca wine. As he got on the cycle he took a small glass-full of Chartreuse. At lunch and dinner he took a bowl of beef broth with an egg beaten up in it. When he could not shake off sleepiness he was given caffeine. If his mouth was parched, the trainer let him have the quarter of a juicy orange or some grapes. Toward the end of the match he drank three glasses of dry champagne and his face was sponged with vinegar diluted with water.

Terront lined his hose and costume with paper which was light, and kept him warm. Corre took no such precaution, and caught cold. He eat much more heavily than his opponent, taking during the match fifteen mutton chops, many hard eggs, and thighs of fowl. Neither of these cyclists was tired out or showed less muscular strength than the normal at the end of the 1,000 kilometers which they covered. There was only a little stiffness about the right knees and near the tendon of Achilles.

St. Augustine's Tourney.

THE Ancient City Wheelmen's race meet in St. Augustine last Thursday, March 10, was a success. While the attendance at the grounds was light, comparatively, yet the events were all lively and well handled.

SUMMARY.

Quarter-mile open—E. W. Howatt beat F. Allen in the first heat; and then in the final heat Howatt beat G. Adams by a wheel. Time 26s.

Quarter-mile dash, open to boys under 16. Won by E. Estes in the final heat. Time 48s.

One mile dash—Adams with a terrific dash came in ahead by a wheel; Howatt, second. Time 3.01.

Five mile lap race—Caldwell and Howatt were the only competitors. Caldwell won. Time 14.01.

THE Boston Bicycle Club will celebrate the fifteenth anniversary of its first run on Saturday afternoon, April 1, by a ride from Copley square to the Reservoir, thence to Woodland Park Hotel, Auburndale, for dinner. If the weather is bad, the ride will be postponed one week.

Boston's A. C. C.

At the meeting of the Associated Cycling Clubs at Young's Hotel, on Tuesday evening, the executive committee reported that since the last meeting of the association it had taken steps toward securing incorporation, and had also decided to hold two 25-mile road races on the last Saturday in June, one to be limited to men who have never ridden that distance in better time than 1h. 30m., and the other for men without a time limit. Each club having membership in the association is entitled to enter a team of five in each event.

It was moved that, in order to be eligible for these races, a man must have been a member of his club three months and have resided within five miles of the club house for a similar period of time. The Press Club delegates made a vigorous fight on this latter question, as the passage of the motion would debar its racing men from both events.

The motion was accepted, and then amended so as to make riders residing within five miles of the city limits eligible for the competitions.

The Mattapan Road Club was admitted to membership.

THE Waltham (Mass.) Cycle Club held a meeting last week, and decided to have an all-day "meet" at the new cycle track on June 17th.



Among the Clubs.

THE California Amateur Bicycle Club of San Francisco, gave a private picnic to a number of its young lady friends last week at Mill Valley.

THE Windsor Bicycle Club, of New Brunswick, N. J., was organized last week. The organization will soon embrace nearly all the bicyclists in the city.

LOCKPORT, N. Y., already possesses two active bicycle clubs, and another is to be organized this week, to be called the Hydrant Hose Bicycle Club. It includes 12 or 15 good riders, among whom is Burt Green, the champion of Niagara County.

THE Harlem Wheelmen, of New York, will soon give up their present quarters at 120th street and Fifth avenue and lease a building on 124th street, opposite Mount Morris Park. The Harlems hold a lease on their present quarters until May, 1894, but will dispose of it shortly.

AT the last meeting of the Lockport (N. Y.) Wheelmen the question of holding a cycling tournament under electric lights, was discussed. If the club decide to hold one it will be the first in the Empire State. A committee is also considering the advisability of giving an entertainment at the Opera House in the near future.

AT the Chester (Pa.) Bicycle Club's last meeting the question of establishing a race track at Twelfth and Potter streets was also discussed, and if the club can make satisfactory arrangements with Manager Hargreaves, a race will be arranged for Decoration Day, May 30th, to take place on the new track.

THE Bay City Wheelmen of San Francisco gave one of their enjoyable smokers last week. There was no end of talent and fully 200 people enjoyed the hospitality of the popular bicycle club. Among others who helped to make time fly were Dan Polk, the banjoist, John Roepke, the sleight-of-hand man, and Dr. J. F. Browne, the mesmerist.

THE first of a series of games between the Montclair (N. J.) Wheelmen and the Montclair Hook and Ladder Company took place in the parlors of the latter last week, resulting as follows: Pool, wheelman, 100; Hook and Ladder, 38. Whist, wheelmen, 39; firemen, 42. Cribbage, wheelmen, 451; firemen, 500. Euchre, wheelmen, 86; firemen, 100. In the game of chess the wheelmen won three straight games and the firemen none.

AT the last monthly meeting of the Carolina Cycle Club, of Wilmington, N. C., arrangements were made for a series of races to take place at Hilton Park, the first week in April. The following resolution was, on motion, adopted, viz.: *Resolved*, That any member of this club riding on sidewalks, in violation of city ordinances, or riding at a speed of over four miles an hour on sidewalks of other streets, shall be fined, if collecting with pedestrians.

LOCKPORT, N. Y., will have a fire company on wheels. The experiment is to be tried in that city. Among members of the Hydrant Hose Company a bicycle company is now in progress of formation, several of the proposed members mentioned being members of the Lockport Wheelmen. It is understood, however, that the formation of the new club will not be allowed to interfere in any way with their relations to the old organization.

ST. PAUL wheelmen have a scheme on foot to hold a bicycle tournament in that city during the World's Fair and at the same time as the regatta is held at Lake Minnetonka. Consul Choate, on behalf of the League, will offer to build and equip a first-class three-lap track, to secure a place for Minneapolis in the racing circuit and bear a shower of the advertising expenses provided the Business Union will offer the prizes to be competed for. The tournament will, however, be held on the Minneapolis track instead of at Minnetonka.

THE annual meeting and election of officers of the Atalanta Wheelmen of Newark was held last week. Ninety members were present. The club has the idea of abolishing road officers under consideration. The Delaware cycling suit has been adopted as the official club uniform. It has been decided to manage the 100 mile road race from Philadelphia to Newark this year. This event was run under the direction of the Business Men's Cycling League last year, but that club is now practically disbanded, and, in consequence, the race will be managed by the Atalanta Wheelmen.

THE North Side Cycling Club of Milwaukee has appointed a committee to look around for a suitable place for a club house. The club also intends to put a racing team in the field the coming season, to be composed of A. Starteli, M. Starke, John Rowen, C. J. Billerbeck and H. Meiselbach. The indoor cycling tournament which was to have been held in the Exposition building, Milwaukee, June 1 and 2, will be held May 31 and 2. This is just before the Fulton races, and it is thought that a great many of the riders who expect to attend that event can be induced to come to Milwaukee.

PAPERS are being prepared for the organization of a company to be known as the Milwaukee Wheelmen Company of Milwaukee, Wis., whose object it shall be to prepare and maintain a club house for the exclusive use of the Milwaukee Wheelmen Cycling Club at 537 Milwaukee street. The Wheelmen Company is to be a separate organization from the Milwaukee Wheelmen. It will have a capital stock of $11,000 issued in shares of $10 each. The company will purchase the property on Milwaukee street and make all the needed improvements, and then rent the building to the Milwaukee Wheelmen.

THE Ramblers of Denver, Colo., have commenced work on club grounds in the eastern limits of the city. The grounds will comprise forty acres, and have been sub-leased from Nicholas Bisson, a lessee of the State Land Board. Bisson was yesterday granted permission by the land board to complete his lease with the club. A race track will be completed at the earliest date possible, and every convenience afforded members of the club and their friends. The regular monthly meeting of the Board of Directors was held at their rooms in the Kittredge building last evening. The board decided to take the grounds for club house, and work on the same will be commenced at once. A base ball and a foot ball club will be organized at once.

TELEMACHUS' TALKS.

Brooklyn's Greatness In Things Cycling—The Baggage-Man and the Bicycle—Do the World's Fair A-Wheel—Bits.

Is there anything in the air of Brooklyn that breeds great men, or makes her sons achieve pre-eminence in the cycling arena? She has three great clubs—the Kings County Wheelmen, the Brooklyn Bicycle Club and the Long Island Wheelmen—all of which, starting long ago, have grown and waxed more prosperous as the years went by. They have not had to struggle along, experiencing a rise, decline and fall, as have their New York brethren just across the river, and as many another club has, to tell the truth; or if they have they have succeeded in concealing it from the outside world and impressing upon others that they are united, harmonious and continually growing.

So it is with their members; they turn their attention to League politics, for instance, and speedily become famous, and their ability is at once recognized. There is Luscomb, ex-President of the L. A. W., present Chief Consul of New York; a man who displays marked ability in everything he undertakes. Again, Isaac B. Potter, long the apostle of the cause of road improvement and finally the man selected to launch the infant "Good Roads," which he has made a power in the land, and extremely valuable withal in a pecuniary sense. The third member of this modern triumvirate, and one who bids fair to outshine them all, is Henry E. Raymond; you all know him, so description is unnecessary. A. B. Barkman, Spalding's bicycle manager, M. L. Bridgman, of the Ormonde Co., and W. C. Marion, late of the Hartford Co., now with the Indiana people, announcer, general all-around wit, and favorite with everybody, form another trio, only second to the first named, and the list could be largely extended.

Does the Brooklyn air produce great men, as the air of Spain did good soldiers from the time of Hannibal down? It would seem so.

In racing circles also Brooklyn has been pre-eminent. While not a few path men have acknowledged her as their home, it is on the road that her greatest successes have been won. In the Kings County Wheelmen she possesses perhaps the premier riding club of this country if not of the world; and the Brooklyn Bi. Club is dwarfed it is only by comparison with her mighty sister. In all the memorable contests on the time-honored Irvington-Milburn hills Brooklyn has always been to the front, and if we take the last race as a criterion there is no diminution in her lusty strength. I remember once seeing a table of the relative standing in the L. A. W. team races of the Brooklyn clubs as one group, the Jerseymen as another, and the New Yorkers as a third, which showed Brooklyn far in the lead. It was always a mystery to me how it was that the Brooklyn men were so superior to the New Yorkers just over the river. The latter used to make various records on the roads between New York and Tarrytown, which seemed creditable in every way until some Brooklyn man would go over the same course and smash the record so completely that one could hardly recognize it.

It would be interesting to have at hand a solution of these mysteries. One reason, I think, for Brooklyn's great success lies in the fact that her riders have not the temptation to indulge in other amusements that besets the New York rider. The Brooklynites arrive in their quiet city after their day's labor is finished, and instead of recrossing the river to seek amusement in the gay Gotham, work off their superfluous energy by riding in Prospect Park and the adjacent roads—and the kind of riding that to do is calculated to bring up the young ones in the way they should go. From all this one can readily infer that for me Brooklyn has a strange fascination which I hope a more intimate acquaintance will not disturb.

The appearance from time to time of items to the effect that this or that railroad is contemplating withdrawing the free carriage of bicycles generally, and in particular on trains to and from the World's Fair, would indicate that there are plenty of railroad men in favor of such a scheme. It is very doubtful, however, if it will ever go through even with the wheelmen standing aloof, as the competition for traffic is too keen to permit one road to run the risk of playing into the hands of a competing road in this way.

The feeling of railroad men towards cyclists is a very peculiar one. To begin with the higher officials, the feeling varies from those who openly dislike the wheelmen and would be glad to see bicycles keep off the trains, but who recognize their power and are afraid to move against them; to those who don't care a rap for us, but profess to have our interests at heart and make a parade of the privileges they grant us—in many cases wrung from them by the hardest kind of work; and finally to those who do like us, or at least don't dislike us, and who gave us privileges freely. It will be said, and with truth, that the last class were wise enough to see the good that would result to them from their actions, but that does not take away the merit of the performance.

The baggage men, the men who come in contact with the wheelmen and the wheels, as a rule hate us. A cigar, or a dime, slipped to them will placate them for the time, and make them look for a similar gratuity the next time they handle a wheel, but if they don't get it, look out. Just why they entertain this aversion is past finding out; most wheelmen who have respect for their wheels and for the feelings of the baggage master will hand the wheel in and stack it properly, so that they do not have near as much trouble as with a trunk; perhaps they can vent their spite on a trunk without hurting it, while they cannot with a bicycle—if the owner is near. I have had considerable experience in traveling on a train with a bicycle, and find that a mixture of suavity and firmness, with tips at proper intervals, will smooth the way everywhere except in New England; from that God-forsaken region (in the matter of wheel-carriage) may good fortune deliver me!

Close observers will notice one way in which the lot of the cycler who trains with his wheel is alleviated; that is, a number, and a constantly increasing one, of the train men are beginning to take an interest in cycling. Some of them ride wheels, others want to do so, and still others hire wheels, and as they naturally talk to their fellow trainmen about them they get them interested, so that the leaven is spreading.

One comes across funny stories sometimes; about as funny a one as I have heard lately is this: A cycle dealer rented part of the basement under a building used and owned by a semi-public library, and proceeded to paint and put up his business sign. It was quite a work of art—a figure of Cupid in the centre with a wheel name on one side and the dealer's name on the other. A short time after this one of the directors of the library passed that way and saw the sign; being of a very modest disposition, Mr. Nowater was shocked beyond expression at seeing a naked figure—even though it was but a boy—painted on a sign and placed upon the walls of that august building. Hurrying as fast as his legs would carry him to the wheelman's shop he informed him in excited tones that they could not permit such an indecent painting as the Cupid to disgrace their walls. Expostulations, reference to paintings, statuary, and engravings containing the offensive figure were of no avail; the sign must come down. A happy thought seized the wheelman; would it do if he clothed Cupid, he asked. "Oh, yes," replied Mr. Nowater, "that would do." So Mr. Painter went to work and enveloped the the wicked little god in a full suit of tights, a *la* the orthodox racing costume, and then Mr. Nowater went his way, as happy as could be, and the racing Cupid stands to this day a monument to the sensitive feelings of the local Anthony Comstock.

TELEMACHUS.

The Girl Who Rides the Wheel.

There are girls who can sing, and girls who can dance,
And girls so polite and genteel;
But the one to my mind of all woman kind,
Is the girl who can ride on the wheel.

She glides o'er the street in a dress trim and neat,
And my fondness I cannot conceal.
For this brave, daring maid, who is never afraid,
The girl who can ride on the wheel.

You never can hear when she draws near,
So swiftly and softly she steals;
And you only can tell by the sound of her bell,
How close she is to your heels.

Go where you may, by night or by day,
Her presence she's sure to reveal;
And you always will meet in park or in street,
The girl who rides on the wheel.

R. E. H.

AT the last regular monthly meeting of the Hudson County Wheelmen an amendment to the constitution was adopted which provides that no one can be eligible to membership unless he is old enough to vote. Heretofore applicants had to be at least 18 years old.

Morgan & Wright,

Patent ~ Pneumatic ~ Tires.

Do you ride a wheel fitted with Morgan & Wright tires?
Shall you order your '93 mount fitted with Morgan & Wright tires?
Will you not order the

Genuine Morgan & Wright . . Tires . . .

And not suffer an imitation to be palmed off on you?

Have you noticed the valuable list of prizes offered to riders of M. & W. tires?

You have an entire season before you. Why not fit your wheel with a cyclometer and send us your record at the season's close?

The first prize for distance is valued at $100, second at $50, and the third is a set of tires. All are worth trying for.

There are other prizes for single performances. All will interest you. Our catalogue will tell you about these, give you a lot of information and a general idea of repairing the tires.

You Will find the '93 M. & W. tires "up to date" in all particulars.

The valves are vastly improved.

The inner tubes are seamless, made by our own secret process, moulded and vulcanized at the ends, in fact as nearly perfect as is possible to make them.

We ask all riders entering this season's contest to send us address, age and weight, and name and weight of wheel. We will enter these names and take a kindly interest in the rider's welfare.

THE PRIZE LIST

IS AS FOLLOWS:

For greatest milenge made on one set MORGAN & WRIGHT TIRES during 1893. Rider to make his own repairs.

1st Prize, Cost Value, . . . $100
2d Prize, Overcost, . . . 45
3d Prize, . . . 1 Set M. & W. Tires

For most meritorious single ride. Distance, weather and character of roads to count.

1st Prize, Cost Value, . . . $50
2d Prize, Cost Value, . . . 25
3d Prize, . . . 1 Set M. & W. Tires.

For fastest mile made in competition.

Prize, Cost Value, . . . $50

For best time made in road race. Distance 10 miles.

Prize, Cost Value, . . . $25

Best time made in road race. Distance, 25 miles.

Prize, Cost Value, . . . $25

These prizes to be competed for under the rules of the L. A. W., and prizes to be such as will be acceptable to the Racing Board.

All trials for prizes must be made with MORGAN & WRIGHT TIRES.

Contest closes December 25, 1893, and prizes will be awarded as soon thereafter as the judges may decide.

N. H. Van Sicklen, Charles P. Root, and L. J. Berger have consented to again act as judges.

Morgan & Wright.

331-339 West Lake St.,

CHICAGO, ILL.

[Mention BICYCLING WORLD.]

Far and Wide

THE Pottsville (Pa.) Bicycle Club was organized last week with a membership of 25.

A NEW wheeling organization, to be known as the Suburban League of the City of New York, is about to be formed in the adjoining district.

A RACE track is to be built at the park, in Barre, Vt., and tournaments are to be held May 5, June 23 and 24, July 4 and 5, Aug. 25 and 26.

PROMINENT wheelmen of Illinois and neighboring States are working up a series of relay rides on a large scale to take place. It is coming spring from Springfield, Ill., to the capitals of the different States bordering on Illinois.

THERE is a very fine nickel plated bicycle for sale by an ex-member of the Hartford Wheel Club. It has been offered as low as $5.00, with no takers. The trouble is that it was built in the days of big wheels, and measures 62 inches. Men who can ride it are not common.

A SCHEME is under way at San Francisco, Cal., to get up a club relay race around the bay—a distance of 100 miles. It is suggested that each club enter a team of 10 men, which would make 10 miles for each rider to negotiate. The distance should be covered inside of six hours.

IN the Atlanta (Ga.) city councils an ordinance was presented prohibiting bicycling riders from riding on the sidewalks and to prevent them from running in front of any of the fire department machinery. It was carried, and the next rider who makes a race with the Chief will have a fine to pay.

THE *Southern Wheelman* is making preparations for a ten-mile handicap road race which will take place in Louisville on May 30 next, to be run on the Third Avenue Boulevard, one of the fastest courses in the country. A number of valuable prizes are already secured for this event, and more will be added.

W. W. WISDEE went into training at the Young Men's Christian Association gymnasium, Worcester, Mass., last week. He spends about an hour in the gym every morning, using various apparatus recommended by some physical director. He is a novice in gym work, but is very conscientious in his training and works steadily.

E. S. MERRIAM, the captain of the Chesapeake (Baltimore) Wheelmen, is at work preparing a schedule of runs for the coming season. A pretty feature of this schedule will be that Captain Merriam will call a "union" run. It will be to Elkton, Md., or Bohemia, the favorite resorts of the Chesapeakes, and all the other clubs will be invited to take part.

THURSDAY evening while Lou Wilson and Gilbert Louis were riding their wheels on East Broad street, Columbus, Ohio, a team of horses became frightened and backed a carriage into the bicycles and the riders were thrown to the ground. Both men narrowly escaped death. Mr. Louis had his arm badly sprained but otherwise there were no serious results beyond the breaking of both bicycles.

DR. H. A. BENEDICT, of Jersey City, is actively engaged in revising the New Jersey Road Book, with a view to having it in the hands of the members by May 1. Quite a number of changes have been reported in the roads in the southern part of the State, generally for the better. Maps will again be used in this new edition, cycling points of interest being indicated by red lines. The edition of the New Jersey book was published in 1890.

AT the meeting of the Wheelmen's Racing League of Rhode Island, held at the rooms of the Metropolis Athletic Association, Phenix, R.I., Thursday evening, March 30, the following racing officers elected for the ensuing year: President, James Foster; Secretary, S. J. Rush; Treasurer, George C. Cutting; Board of Governors, James Foster; Chief Consul, H. L. Perkins; Captain, H. L. Farnum. The report of Treasurer Cutting showed the League to be in a very prosperous condition.

SEVERAL touring schemes for the future are now being talked of by Mr. C. H. Elwell of Portland, Me. Next winter he intends organizing a trip to Jamaica. The following summer, among other tours to Europe, will be one for amateur photographers. The next season a tour around the world is in prospect—not as an exploit but as a pleasure trip. Bicycles will be used in all where the roads are good. Japan, India and Egypt will be among the countries across which the route will lead.

THE roof of "The MacAgye Spectacorium," one of the novelties at the Columbian Exposition, weighs 1,000 tons and is of steel. The plan of this roof in position was a mechanical task of no inconsiderable magnitude. To accomplish this feat it was found necessary to employ the services of a larger derrick than mechanical engineers had ever used. This derrick is of many peculiar variety, so called, and weighs with its cables and guys, very nearly 70 tons. It stands 180 feet high and is the largest traveling derrick ever used. To raise this derrick took nearly one week and it was only after four unsuccessful attempts owing to insufficient strength in the tackle used that the task was accomplished and the derrick placed in position.

MR. J. W. RUST, of Chicopee Falls, Mass., during the recent tremendous blizzard rode through drifts of snow and sleet to his place of business, a distance of over half a mile. In doing this he continues his record of riding every day, Sundays excepted, for over a year, as on Jan. 1, 1892, he started riding some distance every day. Mr. Rist is 63 years old, and as a fancy trick rider threatens to become a second Canary or Maltby. One of his specialties is to ride his wheel, climb from the saddle to the bars and sit there, hands off, perfectly still, and if need be, smoke his pipe as cool as a winter's night. Another is to ride down hill with one foot on the saddle, the other on the top bar, and steer the machine, hands off, at the same time, while carrying a 40-pound lawn mower.

THE Cleveland Wheel Club gave their annual banquet last week at the Hollenden hotel in that city. Early in the evening a complimentary concert was rendered the club by the following artists, under the direction of Mr. Wilson G. Smith: Miss Clara Louise Doeltz, soprano; Mrs. H. L. Rouse, mezzo-soprano; Miss Louise Hart, pianist; Mr. Johann H. Beck, violinist, and the Cleveland Wheel Club quartet, composed of Messrs. Edwin Oliver, J. H. Barrett, O. S. Hubbell, and H. A. Lozier. The concert was given in the auditorium of Association Hall and was greatly enjoyed. After it was over the jolly party repaired to the Hollenden banquet room, where fifty covers were laid. Remarks were made by President William A. Shinkle, Edwin Oliver and Wilson J. Smith. There were present from out of town: A. G. Garford and wife, Fred N. Smith and wife, and H. S. Follansbee and wife, of Elyria, O.

The Ladies' Perfect Bicycle Suit and Bicycle Hat.

[Patented by Margaret H. Lawson, Jan. 31, 1893.]





THIS dress, it is claimed, constitutes the most sensible and desirable suit ever invented for women who indulge in athletics especially.

It is ingeniously contrived not only to do away with all the faults of ordinary dress, but to add comfort to the healthful sport of bicycle riding.

This suit, while allowing the utmost freedom of motion and showing the natural grace of the figure, is in itself attractive and becoming, and harmonizes with the laws of conventionality.

It has been highly commended by leading physicians and others interested in physical culture.

This suit has only to be examined to commend itself until women who wish to enjoy outdoor sports without being hampered by the discomforts or annoyed by the wear and tear of their ordinary dress.

We have examined the suit, and we must say that it seems to contain in its design and make-up all the good qualities claimed for it by the inventor. Ladies interested in a perfect cycling suit should address with stamp for reply, The Lawson Dress Co.,

11 Irvington street,
Boston, Mass.

Or Mrs. Batchinson, 560 Columbus avenue, Boston, Mass.

Visitors to the World's Fair.

THE National Columbian Wheelmen's Association, a formidable title, that—is a worthy offspring of a worthy sport.

If the plans as laid out by its officers are faithfully carried out, cyclers who visit the great World's Fair will have better facilities at their command than any other classed of sportsmen.

The handsome and commodious club house which is built is a monument to the energy of Chicago cyclers. Heaven help the man who visits Chicago after June 1 without having made engagements for accommodations in advance. The cycler pays cheap rates to Chicago, visits the cyclers' retreat, and is given much better attention than the average person who goes to the city on a pleasure trip. Bicycles will be used where the roads are good. Japan, India and Egypt will be among the countries across which the route will lead.

Lucky is the man who will not have to depend upon public conveyances in Chicago next summer. The traffic will be terrific, and walking or waiting will be the fate of most men.

Moral: Take along your wheel. L. D. Taylor, Secretary, No. 959 W. Madison street, Chicago, Ill.

Your Old Wheel Taken in Trade.

SEND us a description of your old wheel (any make or style) its name, and year made; condition of tires, nickel and enamel. We will send you photographs of our "Capital" cycles (highest grade) and make you a much larger allowance than any local dealer can possibly afford. We wish to introduce our 1893 wheels early. Deal direct with the factory. Washington Cycle Co., 809 Water street, S. W., Washington, D. C.

The Cycle a Practical Vehicle in England.

THIS England is a wonderful country for cyclists. I speak as one of the guild, as one who goes for long jaunts, for days, even weeks, together upon his wheel. The easiest, simplest, cheapest, most wholesome, most enjoyable recreation for busy brain-workers is cycling. Well, then, in England the cycle is every man's steed, because every man finds everywhere good roads to travel on, let him turn in whatsoever direction he will. In town or country it is the same. He can go anywhere and he will find smooth pavements and obedience to the rules of the road. This is true of the most remote byways in the shires, and of the most lively thoroughfares of the capital.

The cyclist is not appalled in the most crowded streets of mighty London. Great as may be the crush of vehicles, the cycle takes its turn with the others and the others with it. As a user of the roads the cyclist obeys the rules of the road, and the police look to it that the omnibus, and the cab, and the heavy van, and the erratic donkey-cart, and all the rest, keep in line behind him if there places be there, as if he were perched on the box of a four-in-hand, instead of on the tiny saddle of the little steel machine. The cyclist's rights in the road are equal with the rights of the prince.

Imagine, if you can, a cyclist making his bumpy way down Washington street from Dover street to Haymarket square, or along Broadway from Twenty-third street to the Battery! Imagination recoils from the feat. But at any hour of the day I will, and often do, take my machine easily and safely from end to end of Piccadilly, the Strand, Fleet street, and Cheapside, and over London bridge, the most crowded thoroughfares in the world.—*London Correspondence Boston Herald.*

An Expert Mechanic Says:

"I have ridden for many years, and am familiar with the construction of nearly all makes of bicycles. I have examined with care the construction of your wheels, and I am free to say that I have never found better material, finer and more perfect finish, simpler and more scientific design—the whole put together in a better proportioned and balanced machine than I find in the PHOENIX. IT IS the equal, if not the superior, of any wheel built."

Good Agents Wanted in Unoccupied Territory.

EASTERN BRANCH OF STOVER BICYCLE MANFG. CO., 579 MADISON AV., NEW YORK. "The East generally." AND PORTER & GILMOUR, 1773 BROADWAY, NEW YORK. Wholesale Agts. for New Jersey.

JOINT AGENTS FOR NEW YORK CITY.

USE . . . BICYLINE FOR YOUR CHAINS

Messrs Adams Brooks Sons.
Gentlemen:—
I have used Bicyline on my racing wheels for the last two months & find it by far the best chain lubricant I have ever used. It insures smooth running chain & does not clog, catch or retain dust & dirt (as graphite does). It is the only perfect lubricant I have been able to find.
Yours truly
C. A. Zimmerman

Directions sent with each box.

It lubricates the chain perfectly and reduces the friction. One box will last a year.

MANUFACTURED BY
A. COOK'S SONS,
313 West St.,
NEW YORK CITY.

Price, per Box, 25 Cents.

ONE BOX DELIVERED TO ANY PART OF THE U. S., 30 CTS.

SCORCHER SHOE. DETACHABLE CLEAT. DETACHABLE CLEAT. SCORCHER SHOE

DETACHABLE CLEATS $1 Per Pair. SCORCHER SHOES $2 Pair. Postage Free. Send Money.

OUR IMPROVED CLEAT Slipped on and off instantly. For Hill-Climbing and Sprinting. Solid Leather. Protects Shoe. For Bicycle or Rubber Pedals. State size shoe and kind of pedal. Interest to Agents. Come up quick.

THE SCORCHER SHOE Solid Comfort. No Rubber. Weight, 4 oz. all on. Comfortable for Runners, Scorchers, Everybody. Up to Date. Send us size of foot.

DETACHABLE CLEAT CO., ALLSTON, MASS.

SEE OUR OTHER AD.— IN THIS ISSUE.

SCORCHER CLEAT. DETACHABLE CLEAT.

Detachable Cleat Co.—Cleats and shoes arrived just in the nick of time for the race, and am very much pleased with them. I thank you for your promptness. Respectfully, H. G. P. Myers.



LIGHT ROADSTER. WEIGHT 30 LBS.

Hard to Beat.

Is the Universal Opinion of all who have seen the . .

D. & R. SPECIAL.

PRICE, $150.

4 POPULAR WEIGHTS 4

Racer, 19 lbs. Road Racer, 24 lbs.
Lt. Roadster, 30 lbs. Full Roadster, 36 lbs.

Live Agents wanted everywhere. Catalogue on application.

Dean & Rogers Cycle Co.,
TAUNTON, MASS.

The Vision of Editor Berger.



BY ROBERT BRUCE.

(With apologies to Edgar Allan Poe.)

Once, upon a midnight dreary, while he pondered weak and weary,
Over many a quaint and curious column of Chicago lore,
While he nodded, nearly napping, suddenly there came a tapping,
As of some one gently rapping, rapping at his chamber door.
"'Tis some visitor," he muttered, "tapping at my chamber door—
Only this and nothing more."

Ah, distinctly I remember, it was in the bleak December,
And each separate dying ember wrought its ghost upon the floor.
Eagerly he wished the morrow; vainly he had sought to borrow
From his books a peace for sorrow—sorrow he had known before;
Space to fill and cranium empty—as it often been before
This it was and nothing more.

And the silken sad uncertain rustling of each purple curtain,
Thrilled him—filled him with fantastic terrors never felt before,
So that now to still the beating of his heart, he stood repeating,
"'Tis some visitor entreating entrance at my chamber door;
Some late visitor entreating entrance at my chamber door
Only this and nothing more."

Presently his soul grew stronger; hesitating then no longer,
"Sir," said he "or Madam," truly your forgiveness I implore;
But the fact is I was napping, and so gently you came rapping,
And so faintly you came tapping, tapping at my chamber door,
That I scarce was sure I heard you"—here he opened wide the door—
Darkness there and nothing more!

Deep into that darkness peering, long he stood there wondering, fearing,
Doubting, dreaming dreams no mortal ever dared to dream before;
But the silence was unbroken and the stillness gave no token,
And the only words there spoken were the whispered words, "one more"
This he whispered and an echo murmured back the words, "one more"
Merely this and nothing more.

Back into the chamber turning, all his soul within him burning,
Soon again he heard a rapping, something louder than before,
"Surely," said he, "surely there is something at my window lattice;
Let me see, then, what thereat is and this mystery explore;
'Tis the wind and nothing more."

Open here he flung a shutter, when without a word or mutter
In there stepped a stately person who the looks of Boston bore,
Not the least obeisance made he; not a moment stopped or stayed he,
But, with mien of lord or lady, took his place beside the door—
Took his place beside the ink-tank just beside the chamber door—
This he did and nothing more.



Then this curious man beguiling Berger's fancy into smiling,
By the grave and stern decorum of the countenance he wore.
"Though art surely heavy laden," "Come in now, put down thine organ,
Weary, grim and ghastly freeman, wandering from thy native shore,
Tell me what thy lordly name is on that far-off Eastern shore."
Quoth the image, "Nevermore!

Much he marveled this ungainly man to hear discourse so plainly
Though his answer little meaning, little relevancy bore;
For we cannot help agreeing that no living human being
Ever yet was blessed with seeing man beside his chamber door,
Man or angel near his ink-tank just above his chamber door,
With such name as "Nevermore."

But the image standing lonely on that sacred spot, spoke only
That one word, as if his soul in that one word he did outpour;
Nothing further then he uttered, not a single object fluttered
Till Berger only muttered, "Other friends have flown before—
On the morrow he will leave me, as my hopes have flown before."
Then the man said "Nevermore!"

But the image still beguiling all his sad soul into smiling,
Straight "Berg" wheeled a cushioned chair in front of man and ink and door;
Then, upon the velvet sinking he betook himself to linking
Fancy into fancy, thinking, what this curious man of yore,
What this fiend with a hand-organ—wandering from an Eastern shore,
Meant in croaking, "Nevermore!"

Then he thought the air grew denser, perfumed from an unseen censer,
Swung by Seraphim whose footfalls tinkled on the tufted floor.
"Wretch" he cried "thy God hath lent thee—by his angels he hath sent thee,
Respite—respite and relieve me, leave me, leave me I implore!"
Quoth the image, "Nevermore!"

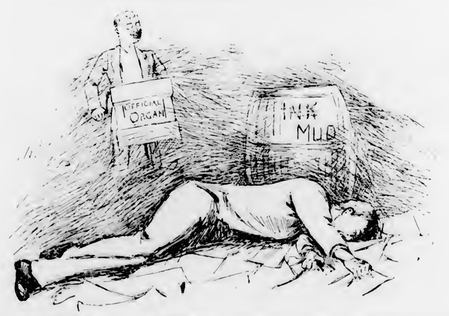
"Prophet," said he, "thing of evil!—prophet still if man or devil!
Whether tempest sent, or whether tempest tossed thee here ashore,
Desolate, yet all undaunted, on the desert land enchanted,
On this home by horror haunted, tell me truly, I implore—
Must that organ "grind" forever? Tell me, tell me, I implore!"
Said the image, "Evermore!"

"Prophet," said he, "thing of evil—prophet still if man or devil!
By that Heaven that bends above us, by that God we should adore
Tell this soul with sorrow laden, if within the distant Aidenn
It shall grasp a single moment when that organ box of yore
Shall be silent a few seconds? Must it be thus evermore?"
Quoth the image, "Evermore!"



"Be that word our sign of parting, man or fiend!" he shrieked, upstarting,—
"Get thee back into the tempest, perish on the barren shore;
Take this ink-well as a token of the lie thy soul hath spoken,
Leave my loneliness unbroken—quit the place beside my door!
Take thy hand from off my heart, and take thy form out-side my door!"
Quoth the image, "Nevermore!"

And the image never stirring, still is standing, still is standing
Near the sacred tank of black ink, just beside the chamber door;
And his eyes have all the seeming of a demon's that is dreaming,
And the lamplight o'er him streaming throws his shadow on the floor;
And Berg's soul from out that shadow that lies floating on the floor,—
Shall be lifted nevermore!



Can Not Use Chicago Sidewalks.

JUDGE DUNNE of Chicago, last week rendered a decision which will be of interest to cyclists. The Judge held that the ordinances of the city of Evanston, prohibiting bicycle riders from riding on sidewalks was a valid one. The matter came before him on an appeal taken by Ben W. Lord, who was fined by an Evanston Justice for riding his bicycle on the sidewalk of Chicago avenue in Evanston. The defence held that the ordinance is unreasonable and beyond the power of the village board to pass and therefore void.

Judge Dunne in sustaining the ordinance said: "The streets of all cities of any size in modern times are laid out by the municipal authorities with provisions and facilities for both foot passengers and vehicles. The centre of the street, except in the case of certain boulevards, has been invariably reserved for the use of horses and vehicles, and the sides of the street have been set apart for the use of pedestrians. This disposition of the streets has been found not only convenient but absolutely necessary, and the sides of the streets have been invariably designed as 'sidewalks,' showing that they were intended for the exclusive use of pedestrians."

The Pullman Road Race and the League Meet.

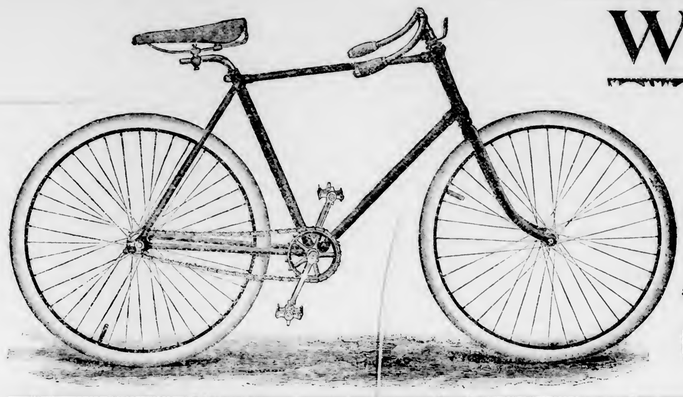
THE Associated Cycling Clubs of Chicago held a meeting at the Grand Pacific hotel last week to consider questions concerning the Pullman road race for 1893. President Garden announced the favorable action of the south park commissioners regarding the use of the south side boulevards.

The meeting voted solidly in favor of running the race over the old course.

A radical move was that of changing the entrance fee. There was a disposition to raise it to $5.00, but it was by vote fixed at $2.00. The fee heretofore has been $1.00.

Several committees incidental to the management of the road race were appointed.

Chief Consul Geroald made a brief report to the association, saying that the question of the size, composition and other details of the bicycle track to be built in the grounds of the Chicago ball club would be finally disposed of next week. Mr. Geroald said that $17,500 of guaranty money had already been pledged by cycle dealers to insure the success of the National race meet in August and that $25,000 would be secured.



WAVERLY

Strictly High-Grade.

$100.00

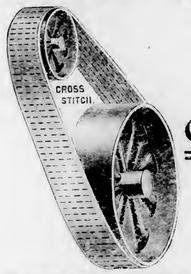
Every Wheel Guaranteed.

Get our Catalogue and prices to dealers. Our line will make you more money than any other goods made.

INDIANA BICYCLE CO.,

INDIANAPOLIS, IND.

Cross Stitched Belts



If you want the best and

STRONGEST

Belt made, send to us for Catalogue and sample of our

Cross Stitched

Rubber Belt.

Notice that the stitches by one side run at right angles to those on the other.

BOSTON WOVEN HOSE AND RUBBER CO.,

5 Winthrop Square, Boston, Mass.



THE HOLMES CO.,

MANUFACTURERS

Jersey Fitting Bicycle, Athletic, Gymnasium and Bathing Suits, Sweaters, etc.

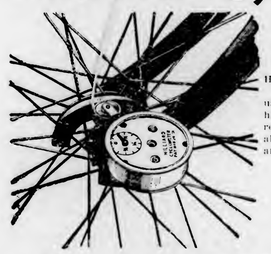
Equestrian Trousers for Lady Bicycle Riders.

Send stamp for catalogue B.

109 Kingston St., BOSTON, MASS.

Hilliard Cyclometer,

PRICE, $8.50.



PITTSBURGH, PA., March 11, '93.

Hilliard Cyclometer Co.:

Gentlemen—The Hilliard Cyclometer which I used all of last season is the only one of four I have used that registered correctly, and I would recommend any person to use it in preference to all others. My season's mileage was 6732 miles, and in one month I rode 2617 miles.

Yours respectfully,

LOUIS C. MILLER.

Agents Wanted.

Send for Circular.

HILLIARD CYCLOMETER CO., 1220 Filbert Street,

PHILADELPHIA, PENN.

Liberal terms to the trade. Cuts on application.



RIDERS

Who purpose to exchange their old mount for a new one, or desire to purchase on easy terms, should get our catalogue. . . . . It is free. . . . . .



The Billings' Bicycle Wrench.

Adopted by the Pope Mfg. Co., and pronounced by them the Best Bicycle Wrench in the Market.

THE BILLINGS & SPENCER CO., HARTFORD, CONN.

Few Wheels Have so Many

Original ideas embodied in their construction, and none of such real merit as has the

"Imperial"

REGISTERED TRADE MARK.

OTHER MAKERS

Have copied and no doubt tried to equal the original, but with only failures to their credit.

WEIGHTS,

24, 26, 34, 39 and 40 pounds.

The most complete and interesting Bicycle Catalogue ever published mailed free.

Ames & Frost Company,

302-304 Wabash Avenue,

CHICAGO.



An Electric Tricycle.

WILLIAM H. ROGERS, aged 19, of Brockton, Mass., is the inventor of a tricycle to run by electricity.

The machine is constructed of two regulation 28-inch safety bicycle wheels and one 14-inch wheel. The latter is placed ahead, as on an ordinary tricycle, but in turning it, to regulate the course, an upright lever, similar to that used in turning the power on or off, is employed. The motor and cells are placed between the two wheels beneath the seat, incased in a box. There are 15 cells for storage, and the mechanism is so arranged that in coasting on down grades the lever can be reversed and the batteries charged.

The speed is graduated, and the indicator gives the different degrees, which vary from the ordinary speed of walking to 25 miles an hour. The weight of the vehicle, all fitted, is about 200 pounds. Upon its trial trip it worked perfectly, no difficulty being experienced in climbing the hills. It is fitted with the Edison storage system, and has pneumatic tires on the wheels.

The inventor claims that with the tricycle the batteries can be stored to use 15 hours, granting that the utmost speed is demanded.



D. & R. Specials

is the name given a line of taking wheels made by the Dean & Rogers Cycle Co., of Taunton, Mass., which are fast working their way into popular favor. They consist of a 19-pound Racer built on the favorite "Rambler" lines, which is very light and strong; a 24-pound Road Racer, fitted with Dunlop tires, scorching saddle, dropped handle bars and rat-trap pedals—a thoroughbred road racer in every respect, guaranteed as such and sure to please the scorcher of to-day; a 29-pound road wheel which is fully guaranteed for all weights over all kinds of roads, having been subjected to the most severe tests; fitted with the 30 Dunlop, and the 36-pound Full Roadster fitted complete with brake-work, mud guards, etc., and well adapted for hard road use. Among the most noticeable features of the D. & R. Specials are the large tubing used throughout the machines, the extreme simplicity and perfect adjustments of all wearing parts and the splendid equipment and finish of all the machines. The Special is being placed with some of the leading dealers throughout the country, and parties desiring to secure the agency for their territory would do well to write the above firm.

Fine Business Opportunity.

First class business man, with a general knowledge of manufacturing, can arrange for an interest and the management of small bicycle factory. Conditions excellent for growth and profit. Company all right financially. The right man is what is needed. He must put in some money to make the company's interests identical with his own. Write or come to

STANDARD MANUFACTURING CO.,
Middletown, N. Y.

A European Bicycle Tour.

An opportunity is offered to those who would like to join a party of twenty or less for a tour of France, Switzerland, Germany and Holland, start from New York June 3d; seventy-five days; cost about $250 round trip. Address F. A. Elwell, 152 Pearl street, Portland, Me.

On his coming ride across the Continent from New York to San Francisco, Tom Roe will ride a Union P. D. Q.

WHAT ARE THEY?

They are cuts showing how "The Fowler" BEARINGS

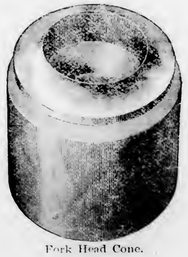
.... ARE MADE FROM THE ....

SOLID BAR OF TOOL STEEL.



Crank Shaft Bearing Cup.





Fork Head Cone.



Crank Shaft Adjusting Cone.

EVERY
Cup and Cone
. . . in the . . .
FOWLER
Is Made from
TOOL STEEL
Hardened and
Ground.



Head Adjusting Cone.

We Use the
CELEBRATED
Mannesmann
Spiral Fibre
Tubing.

Nothing Cheap About the
FOWLER.



Head Cup.

SEND for a Catalogue. They tell you about a high-grade wheel that is guaranteed from the tires up.

You know all Catalogs are numbered, and on March 31st, 1893, some one draws a wheel for nothing. You may be the lucky one.

AGENTS,
Write Us for Terms and Discounts.



Front Wheel Cone.

We don't advertise anything about our wheel that can not be fully substantiated, or make any promises that we can not fill.

HILL CYCLE MFG. CO.

142, 144, 146, 148,
W. Washington
Street,
CHICAGO.

A Maine Cycle Dealers' Association.

EDITOR BICYCLING WORLD: Enclosed find contract signed by the Bangor dealers in bicycles. If all dealers throughout the country would agree to something of this kind and keep it, what a godsend it would prove to the bicycle business. E. H. D.

Bangor, Me., March 10.

THE CONTRACT.

First, We agree not to sell new bicycles at less than list prices, except to regularly appointed agents.

Second, We agree not to give away anything in connection with the sale of a new wheel.

Third, We agree not to allow any money on second-hand wheels till sold and then only the price realized less a commission of ten per cent for selling.

And we do hereby agree to forfeit $10 payable to the Bangor City Bicycle Club for the improvement of roads for each violation of either of the above provisions.

Signed:
E. H. Dunn, 63 Exchange street.
N. Whitman & Son, 119 Main street.
Rice & Miller, 47 West Market Square.
E. M. Estabrook, 15 Lincoln street.
Frank C. Weston, 2 Smith Block.
M. A. Patterson, 6 Central street.
Dwelley & Co., 36 Main street.
Chas. H. Ballsow, 3 Harlow street.

BANGOR, Me., Feb. 18, 1893.

Club Emblems Registered This Week.

THE following club emblems have been registered this week:

Imperial Wheelmen, New York, N. Y.
Lowell Cycle Club, Lowell, Mass.

THE sociable at the club house of the Passaic Falls Wheelmen was largely attended last week. It opened with a selection by the club quartette, and was followed by athletic exercises and sparring. A tug of war between the married and single men of the club concluded the programme, and although the bachelors had been in training for a month, they could not budge the club "benedicts," who won the match. One of the bachelors declared, however, that the married men had the end of the rope tied around the stump of a tree on the outside of the club house.

THE recent conduct of some reckless riders in Atlanta, Ga., suggests the necessity of a special ordinance to keep them within bounds and to protect others from injury by their thoughtlessness. The Atlanta papers have taken the matter up vigorously.

After using various oil cans, try the
"PERFECT" POCKET OILER



Size half size.

And you will be convinced that it is without an equal. Neater, cleaner and handier than any other oiler in the world. Price 25 cts. each. Handsomely nickeled.



HOLDERS
To carry above oiler on a wheel. Thoroughly adjustable and easily attached to any wheel; no rattling; handsomely nickel plated. Price 25 cents each. Larger size holder to carry pneumatic pump at same price.

CUSHMAN & DENISON,
172 9th Avenue. - - New York

DARTS
The Lightest Wheels on the Market
For Ladies and Gents.
SMITH WHEEL MFG. CO.,
Factory, 42 to 50 W. 67th St. New York. 921 11 St., N. W., Washington, D. C.

..ADAMS'..
Pepsin Tutti Frutti
FOR THAT
Full Feeling After Eating.



STUDY LAW AT HOME.
TAKE A COURSE IN THE SPRAGUE CORRESPONDENCE SCHOOL OF LAW, (Incorporated.)
Send ten cents (stamps) for particulars to
J. COTNER, JR., SEC'Y.
DETROIT, MICH.
No. 631 WHITNEY BLOCK.



We Prove it Every Day That
Warwick Bicycles
ARE SIMPLY BEST.
WARWICK CYCLE MFG. CO., - Springfield, Mass.

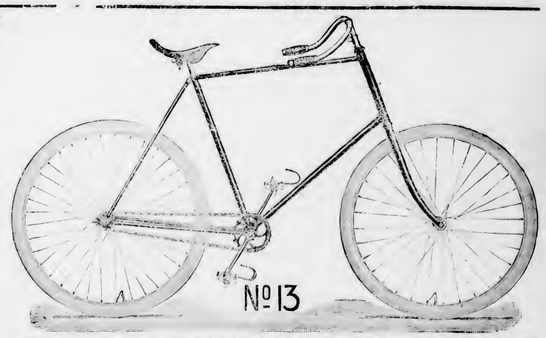
SINGER CYCLES.
GUARANTEED.
We fully guarantee All our Cycles, not for twelve months only, but for a life time. We are interested in our products beyond one year, whether the factory serial number remains intact or not, and should a defect make its appearance at any time in material or manufacture of a Singer Cycle, we are ready to make the defective part or parts good to our customer.
SINGER & CO., 6 and 8 Berkeley St., and 2 Warren Avenue, BOSTON, MASS.

Money Saved is Money Earned.
You can do both by purchasing of us one of our 1892 Pattern
NOMAD
.·. .·. WHEELS. .·. .·.
Steel Drop Forgings. Weldless Tubing.
Tangent Spokes. Pneumatic Tires.



We received these wheels too late in the fall to put them on the market. We must make room for our 1893 wheel, and to do so have decided to sacrifice the wheels left over from 1892. We are offering these high-grade wheels, with the strongest kind of a guarantee for one year, at the unheard-of price of
$75.00.
Our 1893 "Nomad," Pneumatic Tire, - $100.00
Cushion Tire, - - 85.00
SEND FOR CATALOGUE.
HOUGHTON & DUTTON, BOSTON, MASS.

COVENTRY CROSS CYCLES.



1893 Patterns now ready.
Warman & Hazlewood,
LIMITED,
191 Lake Street,
CHICAGO.
Catalogues free on application.

THE FINEST LINE OF
MACHINES BUILT.
IF YOU DO NOT BELIEVE IT SEND US YOUR NAME AND WE WILL SEND YOU THEIR PICTURES.
TOLEDO BICYCLE COMPANY, - Toledo, Ohio.

WHEN YOU DISCARD

From Ten to Twenty Pounds of Metal in Changing Your Mount this Season

Be Careful

Not to sacrifice security and durability. The market is flooded with alluring flimsiness this year. Weldless Tubing is overtaxed and broken frames will be numerous.

The Strongest and Lightest Wheels are PREMIERS.

Made of Patent HELICAL TUBING. Half the weight and fifty per cent. stronger than the best weldless. Why? For the same reason that a split bamboo rod is lighter and stronger than an ash pole.

The "Wheel," Feb. 24th, says:

"IT IS CERTAINLY STIFFER THAN THE WELDLESS." PREMIER HELICAL TUBING is as Great a Boon to Wheelmen as the Pneumatic Tire.

Don't decide on your new wheel until you have read our new Catalogue. Don't order until you have seen the Helical Tube Premiers.

PREMIER AGENCIES almost everywhere. If you cannot reach one of them, write us.

PREMIER CYCLE COMPANY,

846 Eighth Avenue, : : : NEW YORK.

A New Racing Shoe.



THIS cut illustrates the new "Racer" shoe, weight 5 1-2 ounces, of the Detachable Cleat Co., of Allston, Mass., tapered to enable a man to catch his pedals instantly, and the whole shoe is gotten up in the lightest and neatest manner. This concern are also pushing their "Scorcher" shoe, weight 4 ounces, and Detachable Cleats for road riding. All their goods are made of solid leather. See their advertisements on pages 29 and 38.

A New Tire.

Two interesting and possibly important novelties are being brought out by the North Road Cycle Co., Preston, England. One, it need hardly be said, is a new tire. Though called a tire, it is simply a substitute for the rubber bars or corrugations used on the sections of the new Dunlop, and known as Edwards' patent. The bars across the surface of the pneumatic tire are, it is well known, an adaptation of the idea of a footballer's or runner's boot, the ribs across which give a better grip of the ground, and consequently higher speed than the flat-soled boot. Edwards' patent claims the same merits compared with the smooth-surfaced tire. Mr. Heyworth, patentee of the latest tire, uses instead of bars, a double row of solid rubber studs or little knobs almost exactly the shape of an acorn, but rather sharper. Though called the "stud tire," it is intended as a covering for the Dunlop or any other pneumatic, instead of the bars.

The advantages claimed for the North Road Co's. idea over that adopted by the Dunlop Co. is that whereas the bars are said to be liable to clog in muddy weather, and to collect matter in their crevices to such an extent as to render the surface practically as smooth as an ordinary pneumatic, the cones or studs from their shape collect no matter, but dip in and come out clean. They are, it is claimed, a successful preventive of side-slipping. Whether a plain bar will do anything to prevent the tire slipping *in the direction of the bar*, viz., in the direction in which machines do slip, seems doubtful. The row of cones down each side of the tire, on the other hand, should prove an effectual and final remedy. The studs are of pure rubber, made solid with the tire, and the extra weight they add to the tire is practically nil, for the whole rubber covering weighs only 1 pound, 10 ounces. When ridden, each wheel rests on about eight of the cones, and it is claimed that the solid cones render the tire quite unpuncturable.—*The Wheeler.*

Where Are Those Premiers?

THE Premier Cycle Co. are greatly interested in the probable fate of the White Star freight steamship "Naronic," which left Liverpool, February 11, and which had on board a consignment of Helical Tube Premiers, valued at $12,000. The vessel is nearly a month overdue and absolutely nothing has been heard from her since she left England. It is contended by the White Star Company that she has been disabled through an accident to her machinery and drifted south-east in the direction of the Azores, in which case several weeks would elapse before intelligence would reach any telegraphic point in regard to her. Fortunately the Premier Cycle Company are insured and their large weekly arrivals have prevented any inconvenience resulting from the non-delivery of this lot.

Lynn Cycle Co. Burned Out.

In a destructive fire which took place in Lynn, Mass., last Monday morning, the Lynn Cycle Co. was burned out, sustaining a loss of upwards of $10,000.

The fire began at 2 o'clock in the morning, in the great Valpere & Anthony block, at the corner of Central avenue and Liberty street. The structure was five stories high, 200 feet long and 100 feet deep, and was filled with very combustable material.

The first floor was occupied by the Lynn Cycle Company, T. W. Tyler & Co., leather supplies, and H. E. Valpey, stationery and office supplies.

At 3.20 the fire was under control. The total loss will not exceed $100,000.

The Minneapolis Track.

THE Minneapolis Cycle Track Association met last Thursday evening and the question of track building was taken up, members being given a chance to tell where they wished the track built. Lake Harriet, Columbia Heights, Minnehaha and Normanna Rink were suggested. Objection was found to all suggestions made, and the committee having the matter in charge is to investigate further and report at the next meeting.

SAME OLD STORY.

The treasurer reported that only $93 had been received of the $1,000 to be raised for building the proposed track. It was announced, however, that at least $1,000 had been subscribed by wheelmen. A motion was carried to have each stockholder either double his stock or find someone who would take stock equal in amount. The question of raising the remaining $7,000 was taken up and after much discussion a committee was appointed to visit and solicit business men of the city. The committee appointed consists of S. F. Heath, W. W. Swett, A. A. Proctor, Dr. W. W. Clark and J. C. Harper.

THE Ariston Manufacturing Company, which has been building cycles at the machine shop of the National Straw Company at Westborough, Mass., for some time past, is to establish a plant of its own at once.

THE Race Committee of the Metropolitan Association of Cycling Clubs, of New York, has commenced work on the Irvington-Milburn road race to be run on Decoration Day. The prizes will be more valuable than ever. The committee expect that no opposition will be brought forward to prevent the wheelmen from holding the race over the old course.

ARTICLES of incorporation were filed last week by the Pacific Cycle Company, of Los Angeles, Cal., formed for the purpose of buying, selling, manufacturing and constructing bicycles, etc., with a capital stock of $25,000, all of which has been subscribed.

THE bicycle business in Halifax, N. S., this season promises to assume greater dimensions than ever, and there will be large additions to the ranks of the trade. English wheels will be, by all odds, the most popular this season, it is stated.

THE Central Cycle Company, of Indianapolis, Ind., has built up an extensive trade in Mexico, and weekly makes large shipments into that country.

THE deal which has been quietly going on foot for the securing to Appleton, Wis., of the Columbian Watch & Clock Company's plant, and a bicycle factory, has probably fallen through. The scheme lacked out prematurely and property immediately went skyward. There is still, however, a bare possibility that a site may be secured and negotiations with a large, property holder are in progress. The factories combined would employ 1,000 hands.

BY a fire in Lincoln Rink, New Haven, Ct., last week, Charles Hilton, a cycle dealer, lost $2000, on which there was no insurance.

THE project of establishing a manufactory of wooden bicycles in Indianapolis has fallen through.

A CINCINNATI J. p. last week gave judgment in favor of Wm. C. King against Chas. Hanauer & Bro., of that city, for $150, the value of a wheel summarily seized by Hanauer from a man named King. King had purchased the bike from a man named Wright, who, it seems, still owed Hanauer a balance on the machine. King found the machine in need of some trifling repairs and took it to Henauer, whoat once seized it and refused to give it up, although the cost of the repairs were tendered him, it is claimed. Not having a mortgage on the bike, the squire rendered the judgment against the firm.

THE robbery of Dawson & Co's. bicycle ware rooms, in Providence, R. I., Sunday morning, March 5, was a bold piece of business. The robbers gained entrance by prying open a rear window, breaking the catch, and two bicycles were taken out through the window.

THE Batavia Pedal Company of New York succeeds the business of the Hammond & Cooley Manufacturing Company, the incorporators and board of directors for the first year being C. H. Caldwell, who has been elected President and General Manager; Dr. J. W. Le Seur, elected Vice President; Leon W. Hammond, Secretary; James A. Le Seur, Treasurer, and Thomas H. Cooley, Superintendent. The capital stock is $40,000, divided into shares of $100 each. The business for the present will be confined to the manufacturing of bicycle pedals, the pedal being the invention of Superintendent Cooley. The business is already under way and of sufficient capacity to turn out from 200 to 300 pairs of pedals each week.

HOWARD A. SMITH & Co., Newark, N. J., have just secured a lot of 6000 lamps, which they can sell to the trade at surprising figures in quantities.

ONE of the handsomest medium-priced machines which we have come across is the Nonpareil which is being wholesaled by Wm. R. Schaefer & Son and retailed by Houghton & Dutton, of this city. It is a Humber frame, with ball bearings all round, is made of weldless steel tubing, and is fitted with either Greyhound or Morgan & Wright tires. Agents throughout the entire country can obtain the handling of a good machine upon application.

SEVERAL well-known Detroit business men have formed and incorporated the Schulenburg Cycle Co., to handle the following well-known lines of bicycles: New Howe, Triumph, Derby and Relay. Also a full line of boys' and girls' wheels, by all odds, the most popular this season, it is stated.

THE Excelsiors, imported by Howard A. Smith & Co., with headquarters at Newark, N. J., are evidently in the swim for 1893. Notwithstanding the fact that we are having such backward weather these machines are rapidly being distributed from Maine to the Gulf of Mexico; we advise our readers to send stamp for Encyclopedia of Cycles. Wants now ready for mailing.

GEO. M. HENDEE will have his formal opening about March 20. Besides controlling the sale of the Rudge for the New England States, Mr. Hendee will also control the sale of the Stylish and Overland cycles in the same territory, and will soon have out a catalogue illustrating and describing these machines in detail.

THE Knight Cycle Co. are bringing out a wheel of Humber design, highest grade, the Semi-Racer, scaling 29 pounds, the light Roadster 32 pounds and the full Roadster 38 pounds. It is called "The Knight" and lists at $150, thoroughly guaranteed. They use the M. and W. tire. They also have a fine medium grade machine called the "Nox All" at $115, with latest improvements and popular design.

THE Truesdale Machine & Iron Company, of St. Louis, have moved into their large Locust street store and Jordan & Sanders have moved directly across the street to a larger store.

THE Perfection "repair outfit" for the salvation of all pneumatics has been adopted by many of the leading manufacturers, who will include one of them in the equipment of every bicycle they send out. The Chas. H. Sieg Mfg. Co., of Chicago are sending them out by the thousands. The outfit contains a liberal supply of pure rubber cement, patching rubber, tire tape, linen cord, tire needle, and emery cloth, and is put up in a handsomely finished metal case.

HOWARD A. SMITH & Co., Newark, N. J., have a lot of bargains in second hand and shop-worn bicycles as described on page 23 of this paper. Send for a list.

DURING the disastrous fire in Boston last Friday, the Holmes Company escaped fire with only slight water damage which did not delay them but a day or two. The heat was so intense that the windows in the Kingston Street side were melted and the varnish on their desks and furniture has badly blistered. There was a slight panic amongst the girls, but all escaped without injury.

THE

CHAMPIONSHIPS OF FRANCE

FOR 1892

WERE WON ON CYCLES FITTED WITH THE

FAMOUS MICHELIN PNEUMATIC TIRE.

The NEW YORK BELTING & PACKING CO., Ltd., 15 Park Row, N. Y.,

ARE NOW MAKING THIS TIRE WITH AMERICAN IMPROVEMENTS, STYLED:

"THE BURRIS-MICHELIN,"

AND CHAMPIONS OF AMERICA AND EUROPE

Are Ordering Their Wheels for 1893 Fitted with It.

NO CEMENT IS USED. POSITIVELY NO CREEPING.

NO CEMENT USED.



POSITIVELY NO CREEPING.

IT IS INDISPUTABLY THE MOST RESILIENT TIRE IN THE WORLD, AND THE ONLY TIRE THAT DOES NOT ROCK IN THE RIM.

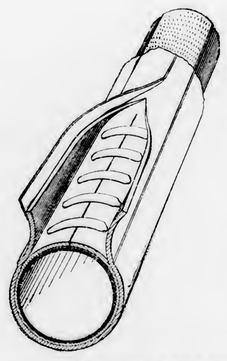
The detachable OUTER COVER is firmly bound and securely locked on the rim by a strong and simple device.

The Air Chamber can be entirely removed from the tire in less than a minute, and as quickly returned.

Any good Cycle Repairer can fit the Burris-Michelin Rims on old spokes and hubs.

Beware of tires that are held in the rim by inflation, or automatic fastenings. THEY ENDANGER LIFE AND LIMB WHEN SPEEDING OR COASTING.

The Cover of the Burris-Michelin cannot be removed from the rim when the tire is deflated unless the bands which secure the cover to the rim are unlocked by removal of the nut which binds them in place.



OUR WHIPPET,

(Patent Applied For.)

IS MADE WITH AN ENDLESS OR CONTINUOUS AIR CHAMBER.

That there may be avoided the coming season, troubles which were so frequently experienced last season by cyclists who rode on butted end air chambers.

THE OUTER COVER

Is made with four openings on the inside of the tire, each 10 inches in length, to permit withdrawal and repair of the Air Chamber at point of puncture. These apertures, or pockets, are closed with laces, and are formed with flaps folding over the laces in manner to protect the laces from contact with the rim-cement, and to prevent rim-cement working through the lace holes and causing damage to the Air Chamber.

OUR ROADSTER WHIPPET

Is as light as any tire of equal strength, of the class that is cemented in the rim.

WE GUARANTEE IT WILL NOT BURST ON THE ROAD UNDER THE RIDER.

PURCHASERS OF OUR PNEUMATIC TIRES WILL BE PROTECTED

FROM ALL INFRINGEMENT CLAIMS OF ANY KIND OR NATURE MADE BY ANY ONE.

NEW YORK BELTING & PACKING Co., LTD.

15 Park Row, NEW YORK.

MANUFACTURERS OF ALL CLASSES OF RUBBEB GOODS.

SOMEBODY HURT! WHO?

? ? ? ? ? ?

Could have been avoided

. . . by riding *The Liberty*

Arnica and splints unnecessary in LIBERTY repair kits.

WILSON, MYERS & Co.,

MAKERS OF .. LIBERTY CYCLES. ..

55 LIBERTY ST., NEW YORK.

Retail Department. 1786 Broadway, N. Y..

RIDING SCHOOL, N. W. COR. 54TH ST. AND BROADWAY, NEW YORK. ALEX. SCHWALBACH, MANAGER.

A. O. VERY CYCLE CO., Boston, General New England Representatives.

THE REMINGTON.

3 PATTERNS FOR 1893.

Light Roadster, Actual Weight, 32 lbs. Roadster, 44 lbs. Ladies Wheel, 42 lbs.

PRICES, $140.00.

Material, best obtainable. Workmanship unsurpassed. Mannesmann Tubing. Warwick Hollow Rims, and a variety of the best pneumatic tires to select from.

REMINGTON ARMS CO., 315 BROADWAY, NEW YORK.

SEND FOR CATALOGUE. *WORKS AT ILION, N. Y.* [MENTION THIS PAPER.]

A HARVEST FOR ENERGETIC AGENTS.

CATALOGUES READY. SENT UPON APPLICATION.

LOVELL DIAMOND CYCLES.

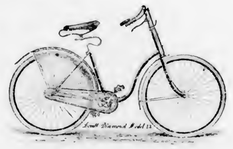


WEIGHT 31 LBS.

Our Best Efforts Combined in Our '93 MODELS.

THE RESULT: Not a Semblance of ANTEDILUVIAN IDEAS.

Improved Columbia Pneumatic Tire.



WEIGHT 37 LBS

Pneumatic Tires, $115.00, $100.00, $85.00. Cushion Tires, $105.00, $90.00, $75.00

JOHN P. LOVELL ARMS CO., Manufacturers, BOSTON, MASS.

THE

Novelty - Cyclometer.

MADE AND GUARANTEED BY THE

RECORDING INSTRUMENT CO.,

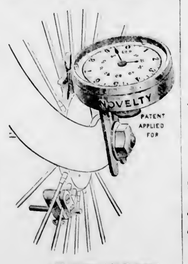
22 Chapman Place, Boston, Mass.

Opposite City Hall.)

Has all desirable features, being light, simple, accurate, easily read from the saddle, and readily attached to the front fork of the bicycle.

Runs to one hundred miles and repeats, or can be set at zero, for each ride and with the accompanying waterproof record book, the number of miles ridden and places visited, each day, or trip, may be retained, for ready reference. Made for any diameter of Wheel.

PRICE, - - $5.00.



[Mention this Paper.]

"The Winton is a Winner."



WINTON LIGHT ROADSTER.

. . . HIGHEST GRADE THROUGHOUT. . . .

No Agency complete without this Distinctive and thoroughly First-Class Machine.

Winton Roadster, all on, 40 lbs., price $150.
Winton Light Roadster, stipped, 30 lbs., price 150.
Winton Ladies', improved design, 38 lbs., price 150.
Winton Racer, nothing like it, 20 lbs., price 100.

Easiest running bearings in the world. True double diamond frame. Winton perfect pneumatic tires.

If there is no agent in your place, know all about us by asking for a catalogue.

THE WINTON BICYCLE CO., CLEVELAND OHIO.

110 PERKINS AVENUE.

TIDELL WOODEN WARE CO., St. Louis, distributing agents in Texas and Missouri, except Kansas City.

LEAGUE OF AMERICAN WHEELMEN

OFFICIAL DEPARTMENT.

Boston, Mass., March 17, 1893.

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Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

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MARITIME PROVINCES—Chief Consul, Fred L. Temple, 128 Prince William street, St. John, N. B.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C., England.

Racing Board Matters.

Under Clause F, Section 2, general rules, I hereby appoint W. S. Allen, care of James, Allen & Co., Charleston, S. C., James M. Wilson, 4 Wragg St., Charleston, S. C., and T. H. Gibbs, Jr., Columbia, S. C., a racing board for South Carolina.

SANCTIONS GRANTED.

July 4th, Tonawanda Bicycle Club, North Tonawanda, N. Y.

May 30th, Alameda Bicycle Club, San Francisco, Cal.

Sept. 9th, Garden City Cyclers, San Jose, Cal.

Oct. 2d, Capital City Wheelmen, Sacramento, Cal.

H. E. RAYMOND.

FOLLOWING the custom of previous years, we shall close the books of the League for 1892-3 on March 15, and shall publish no application lists on the 24th and 30th.

To prevent any misunderstanding, we give notice to those who intend to apply for admission to the League the present month that the payment of $1.50 at this time gives the applicant a membership only to May 1st, but, by courtesy, membership privileges are extended to July 1st.

All applicants published this month will have to renew membership by the payment of $1 before July 1st. We cannot allow a man to withdraw his name after it has been published. Those who send $2, with instructions to publish April 7, will obtain a membership extending to July 1, 1894.

New League Clubs.

The following clubs have qualified as League clubs, and filed the certificate required in the office of the Secretary:

174—Massasoit Cycle Club, Springfield, Mass.

South Carolina.

I HAVE this day appointed Dr. J. M. Oliver, Orangeburgh, S. C., and Mr. L. A. Rathsberg, Sumter, S. C., Local Consuls for their respective localities. Fraternally, T. P. WHALEY, C. C., S. C. Div., L. A. W.

Charlestown, S. C., March 8, 1893.

Wisconsin.

DIVISION Racing Board is hereby appointed: L. P. Strauss, Chairman; W. G. Soble, V. E. Hunziker, all of Ripon, Wisconsin. W. L. SIMONDS, Chief Consul.

Milwaukee, March 1, 1893.

Washington.

I HAVE appointed Mr. Dan. P. Bagnell Local Consul at South Bend, Wash.

W. A. VAN EPPS, C. C.

Ohio Division.

LOCAL CONSULS—LIST NO. 3.

West Milton,	Chas. E. Smith.
Kessler,	M. W. Honeyman.
Laura,	Dr. J. P. Brandon.
Tippecanoe City,	L. T. Sheets.
Troy,	J. H. Julian.
Brandt,	Harvey Brown.
Fletcher,	N. G. Carter.
Piqua,	J. G. Crow.
Atwater,	E. H. Hinman.
Aurora,	L. H. Norton.
Campbellport,	T. W. Hull.
Cuyahoga Falls,	R. G. Schinn.
Hiram,	R. A. Nichols.
Kent,	F. R. Musser.
Ravenna,	W. A. Allen.
North Lewisberg,	T. W. Brooks.
Urbana,	A. W. Patrick.
Mechanicsburg,	J. P. Taylor.
Bellefontaine,	Frank Butler.
Dayton,	Thomas McGee.
Logan,	J. F. Martin.
Findlay,	Edson E. Marvin.
Washington C. H.,	J. M. Bartman.
Cleveland, 91 Bellevare,	W. H. Cobb.
Wellsville,	A. C. McBane.

Those Representatives who have not already done so, will at once send in list of Local Consuls, as the renewal season is at hand.

S. L. GHASTER, Sec.-Treas.

Fostoria, Ohio, March 10, 1893.

Applications for Membership.

THE following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III. of the Constitution, which is as follows:

SECTION 1. Any amateur wheelman of good character, eighteen years of age or over, shall, with the endorsement of two League members, or three reputable citizens, be eligible to membership in this League upon payment of the initiation fee and dues, as provided in this Constitution and By-Laws, and the By-Laws of his Division.

SEC. 3. The name of each applicant for membership must be published in the official organ, and unless within two weeks thereafter a protest shall be filed with the Secretary, he shall become a member of the League.

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names are correct.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week. When a holiday falls on Monday the list is closed on Saturday preceding.)

BOSTON, MAR. 17, 1893.

Total 16—21961.

CALIFORNIA DIVISION—5—1160.

18459	Teach, Elmer	Fresno
460	Bettens, R. M.	Escondido
461	Calloway, Con	"
462	Escher, Leo	"
463	Knox, Herbert	"

GEORGIA DIVISION—1—107.

19464	Hopkins, J. G. M. D.	Thomasville

INDIANA DIVISION—1—549.

19465	Brown, Clay	Anderson

MASSACHUSETTS DIVISION—2—4785.

19466	Smith, S. A.	Boston
467	Flint, Carleton P.	Boston

MINNESOTA DIVISION—3—322.

19468	*Carruth, Mrs. E. C.*	Crookston
469	Montague, James	"
470	Vannett, W. L.	"

MISSOURI DIVISION—1—699.

19471	Purdy, James M.	St. Louis

MONTANA DIVISION—1—435.

19472	Rice, Harry D.	Great Falls

NEBRASKA DIVISION—2—249.

19473	Langstatter H.	Omaha
474	Harte, J. E. D.	Harvard

NEW JERSEY DIVISION—1—1911.

19475	Temple, Oscar B.	Newark

NEW YORK DIVISION—10—4401.

19476	Dinkel, John E.	New York
477	Seymour, Henry T.	New York
478	Lawrence, Henry C.	"
479	Schilger, David	"
480	Wesley, Chas. A.	"
481	Deming, H. B.	Ashland
482	Hunter, James F.	Brooklyn
483	Hutter, John S	Canajoharie
484	Low, Chas. E.	"
485	Simons, Dr. F. E.	"

OHIO DIVISION—1—2763.

19486	Gilger, W. L.	Cleveland

PENNSYLVANIA DIVISION—7—3645.

19487	Patten, Frank S.	Philadelphia
488	Quinn, Joseph J.	"
489	Brugh, Ezra I.	Butler
490	Abrams, C. A.	"
491	Wiehlan, Wm. F.	Clifton Heights
492	Graham, G. ., M. D.,	Dixmont
493	Moesta, Henry E.	Kittaning

TENNESSEE DIVISION—2—180.

19494	Pearson, Wm.	Nashville
495	Sawrie, H. M.	"

TEXAS DIVISION—1—238.

19496	Phillips, Moses.	Terrell

WISCONSIN DIVISION—1—693.

19497	*Stark, Mattie*	Milwaukee

DELAWARE SUB-DIVISION—2—69.

19498	Rhodes, Wm. E.	Wilmington
499	Knorr, Fred	Townsend

WASHINGTON SUB-DIVISION—4—81.

19500	Bump, Clayton	Spokane
501	Chandler, Perry F.	"
502	Dodson, Geo. R.	"
503	Marvin, Frank J.	"

MARITIME PROVINCES CONSULATE—1—29.

19504	Fallis, W. S.	St. John

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiations, fees, and dues in the League of American Wheelmen and subscription to the "Bicycling World and L. A. W. Bulletin" and "Good Roads" to April 30, 1893. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below:*

Date..... Name,.....

Club..... St. and Number, or Box,.....

References..... City,.....

State,.....

Enclosed.....for Holder.

Each Applicant must give as references the names of two L. A. W. members.

MEMBERSHIP FEE:—Applicants whose names are to be published in April, May, June, July, August, September or October will enclose $2.00 with this blank. Those whose names are to be published in November, December, January, February or March will enclose $1.50.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket where it can easily be exposed to view, and pocket for personal cards, send 25 cents. If you want your name in gold stamped on the holder, send 50 cents. *Leave the margin in using this blank.*

Autograph signature not required. Write plainly, print name, or enclose personal card.

FOR SALE OR EXCHANGE.

In this department the prices are 20 cts. per line, 7 words per line, 12 lines per inch.

Stamps will NOT be taken in payment. Cash, check, money order, or postal note must accompany order, or no insertion.

FOR SALE—'93 Columbia, Model 20; never been used; the owner having stopped riding wishes to dispose of it; none but cash offers need apply. E. R. D., P.O. Box 3086, New York City.

FOR SALE—1892 Model B Victor pneumatic; almost new; price $115. SEELY CONOVER, Amsterdam, N. Y.

FOR SALE—Relay Columbia, round and elliptic sprockets, used one month, $120; Century Columbia, $90; Model D Victor, pneu., shopworn, $120; Model B Victor, pneu., shopworn, $120; Victoria, pneu., shopworn, $120; Tramp Scorcher, pneu., shopworn, $100; any one sent C. O. D. for examination on receipt of 25. WALTER C. MERCER, 10 South 9th street, Richmond, Va.

PARTNER WANTED—A good opening for an active party who likes the Bicycle Business. Business established several years; territory 100,000 pop.; have agencies and large territory for several of the leading wheels; $5000 required; investigation solicited if you mean business. Address, C. M. H., care of B. World, Boston.

'A'N 'OSNEAS'S 'AYMON 'W SLIHA
slump puos 'poyaaa-sooos 'oos 'I
siuosaq pue 'sanoq pe ONVELLOHS ANV 'I

$8.50 EACH—Cyclometers, all the latest and best makes; every one warranted. A. G. JENKINS, W. Boston, Mass.

WANTED—Bicycle machinist; one capable of taking charge of a repair shop; references required. HOWARD A. SMITH & CO., No. 548 Broad street, Newark, N. J.

A FIRST-CLASS Bicycle repairer, of 6 years' experience, is desirous of securing a permanent situation; fully competent to take charge of repair department in large establishment; best of references. Address, REPAIRS, Box 384, Westfield, Mass.

MAKE an offer for '92 Model C, Spring Fork Victor; also '92 Credenda, pneumatic; both in perfect condition. W. A. REED, Gloucester, Mass.

20 PER CENT. DISCOUNT on second-hand wheels sold before April 1, 1893. Wheels exchanged and repaired. Send for list of new and second-hand wheels. You can save money. WHITE CYCLE CO., Trenton, N. J.

MISFITS MADE TO FIT

In prices at least. All new.

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30-inch Clipper M. & W. tire	135, now	80
30-inch Hero Bolte Pneumatic tire,	110, now	70
28-inch Union No. 12 M. & W. tire,	150, now	99
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311 North 11th Street. - St. Louis, Mo.

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1891 Pattern Columbia light roadster, with cushion tires; machine has been used very carefully and is in very good order; best offer over $70 takes it. JAMES L. WILSON, 1112 Myrtle St., Baltimore, Md.

FOR SALE—Century Columbia, brand new, $115. H. W. SMITH & CO., 91 Marshall St. Somerville, Mass.

FOR SALE. One Swift Safety, Model A (cushion tire), in splendid condition, with crate; one Columbia, 1890 model, cushion tire on rear wheel; best offer above $70 takes either one. E. BRYANT, Lock Box 52, Andover Mass.

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No. 5. Supports securely any wheel from center of handle-bar. Price $1.00.
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Got in it, get in it, the Canopy shade,
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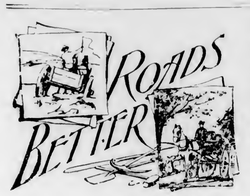
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Convicts and Road Building.

THE drift of opinion in several States is perceptibly in favor of employing State prison convicts in public road making. In the Southern States—like Georgia, Tennessee and some others—where the convict lease system is in operation, this question presents an aspect different from that presented in those States where convicts are already housed in prisons and employed on public account, directly or indirectly. It is practically settled that convict camps and convict leases must go. Humanity and the interests of the States where these relics of old-time barbarities survive, demand it. In Tennessee the miners' revolt is hastening the inevitable. In the other States various potent conditions are working in the same direction. In view of this outlook the question is pressing what to do with the convicts when they are returned to the care of the State. The Legislature of two or three of these States—Georgia and Alabama with Tennessee, we believe—have had this matter before them, and in one or more of these States the Legislature was asked to refer the matter to a commission which should report on the best means of employing convict labor. The various systems of indoor employment—the piece price, public account, and contract systems—have all been discussed, but none seems to meet with so much favor as the proposition to make the convicts build the highways.

It is difficult enough in the old and richer States to solve the problem of good roads, but it is much harder in the South. It is largely a question of money and taxation everywhere, and is, because of the greater poverty of the South, all the more difficult a problem for that section to solve. It is also true that the need of good roads is greater there than in the North and East, because the railroads are fewer, and the hauls from the farm to the shipping point are longer. All the conditions seem to exist, therefore, in a State like Tennessee, for applying convict labor to the solution of the road problem, so far as it will go. There is the public consciousness of the need for good roads, and the public reluctance or inability to tax itself to build them. On the other hand, there is this supply of labor ready at hand, which is only a burden on the State, if not employed in some way for the public good. The chances seem good that the law of supply and demand will be allowed to operate to bring these elements together in several Southern States, and that it will not be long before the convicts are at work road building.

If convicts of any class or all classes can be used in building roads without interfering with the purposes of reform which are among the ends aimed at by imprisonment, why not set them at work? Such is the proposition. The Legislature of New York has this question before it in the shape of a bill providing that road making shall be a part of the "hard labor" included in the convict's sentence. Under this bill only two-thirds of the convicts in any prison can be employed in road making at any one time. This limitation leaves an opportunity, by rotation in work, for the learning of trades and the operation of the other reformatory features of prison life. All winter, also, when road building could not go on, trade learning and teaching of other kinds could be continued. There are, moreover, multitudes of short-time convicts who are not in prison long enough at any one time to learn trades, who could be put to work on the roads. It is not a disadvantage to this plan that it adds an element of hardship to the prisoner's lot. It is not, it must be confessed, a very edifying spectacle to see a chain gang at work in the streets or on the highway, and such a public exposure would necessarily be humiliating to all but the hardened criminals. These are facts to be considered in determining the wisdom of such a step as this New York bill proposes, but there is another side to them. Crime is humiliating anyway, and so is a public trial and conviction, and this humiliation is supposably a deterrent to possible criminals. Possibly the exposure to public view of the chain gang might act as a further deterrent. Or only habitual criminals might be set at work on the roads—sparing first offenders, or those whose reform is probable, this additional disgrace. — *Springfield (Mass.) Republican.*

[As to the matter of using convict labor on the highways, we have always been in favor of it as being less likely to conflict with "honest labor" and thus antagonize trades and trade union. The principal objections seem to be the practical difficulties to be encountered in properly housing and guarding large gangs of convicts in districts so remote from the prisons as to preclude the possibility of returning the prisoners each night to safe quarters. Still this difficulty could be overcome, we think, by the use of stout portable houses and a few extra guards. As to the "humiliation" phase of the matter, we agree that discrimination could be used by the authorities, although if the fear of a humiliating public exposure on the public highways was the means of checking crime it might prove a good thing in the end. We believe that convict labor can and should be used, and it would go far towards solving the vexed question of improving our highways.—ED.]

A New York Side Path League.

EDITOR BICYCLING WORLD: I should like to see the side path sentiment worked up among the wheelmen of Rochester, Buffalo, Batavia, Tonawanda and Niagara Falls, and I can reach more wheelmen in these places through your columns than through any other publication I know of. I therefore trust that you will again spare me a few lines on this subject.

I want to suggest to these wheelmen that they form side path leagues similar to ours, each one taking some definite work to accomplish, and as they grow older and stronger, possibly combining to establish a series of side paths connecting all of the larger places in Western New York.

Buffalo is estimated to contain a wheeling population of over 10,000. It is easy to see that if any large proportion of this number were to pay a dollar a year toward side paths, they could very speedily make all the neighborhood of their city a cycler's paradise. Buffalo is blessed with more asphalt than any city in the world, but after the boundaries of the city are reached the roads leading to all other sections are probably as bad as any in this country.

The most delightful trip from Buffalo is down the River Road along the Niagara River, through Tonawanda to Niagara Falls, and thence to Lewiston and Youngstown, but the section between Buffalo and Tonawanda is largely of clay. It is impassable in the early spring, and hardens into ruts which make very bad riding even late in the summer.

From Tonawanda to the Falls the road is alternately clay and sand. For a distance of two or three miles from La Salle, north, the road is extremely sandy, and during a large portion of the season wheelmen have to walk over this section or else ride on the ties between the railroad tracks.

If a few earnest wheelmen should get together in Buffalo and canvass the city for funds, there is no doubt but that they could raise enough money in one year to place good side walks and side paths through La Salle along this sandy stretch, and also place a gravel side path along the clay stretches on the road between Buffalo and Tonawanda. When they once commenced work they would undoubtedly receive assistance from the wheelmen at Tonawanda and at the Falls, and even Lockport wheelmen would assist in this enterprise, although it is a road which they seldom use. After some practical results had been secured, it would be very easy for Buffalo wheelmen to reach out through Batavia towards Rochester. Such a path might ultimately become one section of a national highway built by wheelmen from New York to Chicago.

Rochester wheelmen have for some years had under consideration the project of building a side path from the city to Charlotte on the east bank of the Genesee river. Rochester wheelmen already have a splendid side path to Charlotte on the west bank of the Genesee, built by private parties, and upon which a toll of five cents is charged. Rochester wheelmen are taxed annually in tolls enough to build the side paths they use. If they would put their hands in their pockets and chip in at once the amount which they expend in tolls during the season, they could secure a side path which would be free forever, besides relieving them of the annoyance of stopping and making out change every time they pass back and forth. It only needs that a few enthusiastic and determined wheelmen in Rochester take hold of this enterprise and make a canvass of the city to secure all the funds they need to give the enterprise a good start. It is estimated that there are over 5,000 wheelmen in Rochester, and while we cannot reasonably expect that every one of these 5,000 would join a side-path league, still, from our own experience, we can say that the amount of money raised will be largely in excess of a dollar per member, as many of the more enthusiastic will give $5 or $10 apiece, and sometimes parties will be found who will subscribe $25 or $50. It only needs that some one should start the ball rolling in these cities to secure paths between Rochester and Buffalo and to all of the points near these cities which wheelmen most delight to visit within a very few years.

These paths, if properly constructed and well drained, will always be smooth, dry and hard, free from dust, manure, hoof prints and ruts.

Who are the men that will take hold of this enterprise? Yours very truly,
CHAS. T. RAYMOND.
Lockport, N. Y.

Pennsylvania.

EDITOR BICYCLING WORLD: After a hard fight of two years, we have succeeded in securing the authority to borrow $80,000 for making permanent roads in Abington Township, Montgomery County, Pa. I should be pleased to any information which members of the L. A. W. or others can furnish me, which would be of use to us in the consummation of our object.

Yours very truly, H. B. WORRELL.

Road Making in Maryland.

THE road reformers might well hold up the system of road mending existing in Charles County, Md., as a model. It is thus outlined: There are five road "corps." Each corps has a supervisor, at an annual salary of $300, and is provided with one tent, two horse carts, one pair of good mules, ploughs, scoops, shovels, picks, hoes, and all other implements necessary for the work.

The different corps go upon the roads in May in their respective districts (the Fifth being under command of the county commissioners and working under their direct orders wherever emergency calls), and remain at work upon the roads until about the middle of November, when all the implements are returned to the county commissioners and the teams sent to winter quarters provided for them. Each supervisor is allowed to hire a specified number of men at $1.00 per day, and is required to make monthly reports of expenses, etc., to the county commissioners.

One of the most important features in the system is that each supervisor, after throwing up and rounding the roadbed and arranging proper drainage, is required to put a sufficient quantity of gravel on the roadbed to make it permanent. Just now the county commissioners, who are naturally proud of their fine roads, are considering the matter of prohibiting the hauling of heavy timber over them during the winter months, much damage to highways having been caused by the practice.—*Evening Post.*

Broad Tires vs. Wagon Owners.

THE movement in favor of broad tires for the wheels of draft vehicles in this city is officially dead, at least for the present. The ordinance proposed for enforcing their use was tabled by the council at its last meeting. The teamster interest appears to have prevailed over that of the taxpayer, though the latter is by far the more important of the two. By a vote of 28 to 25 the aldermen have decided that in the opinion of the majority the small outlay that would have been needed to furnish the wagons with broad tires is of greater consequence than the preservation of the street surfaces from quick destruction by the action of thin wheels under heavy loads. The taxpayers have no rights in the matter which the owner of a draft vehicle is bound to respect. Of course the reason for this attitude on the part of the aldermen must be the fact that a pressure has been brought to bear by the owners of the wagons. They constitute only a small minority of the voting population, but as the taxpayers did not take the trouble to make themselves heard, it was quietly supposed they have no wish in the matter. If the taxpayers would demand the substitution of broad tires for the narrow ones now in use, they would carry the point, and they would make the demand with united voice if they understood the great pecuniary value of the proposed reform, the opposition to which is a vexatious one, seeing that the damage done by narrow tires in any one year on the streets of this city equals, if it do not exceed, all that it would cost to replace those tires by broad ones. For the sake of their own pockets and bank accounts the men who have to pay for paving the streets in front of property owned by them ought to make a concerted request that the council legislate in favor of broad tires. There need be no fear but they would carry the day. The aldermen who have voted for the teamster element could not afford to withstand the pressure.—*Chicago Tribune.*

A Suggestion on Good Roads.

EDITOR BICYCLING WORLD: I would like to make a small suggestion to the powers that be, and I hope that in doing so I will not make any one angry, and it is not my purpose to make this suggestion in the light of a criticism. You will perhaps have observed, as have all of us, that when any new writer enters the field of cycledom he is promptly speiched if possible by those who apparently at the present time have a monopoly of cycling literature.

There is no reason for this state of affairs that has come to my knowledge, only the fact of an exceedingly meagre line for the writers of cycling literature to enlarge upon and they eagerly embrace the opportunity of dancing on the head of the new writer, who usually has something new to offer which they can enlarge upon and criticise, and so the new writer taking their well-meant and meaningless criticism for a fact and in earnest leaves the field which he has with temerity entered to the professional hashers.

It is my intention to shield myself from them by the preface if possible, but, however, if such is not the result, I warn them that I will defend my idea to the best of my ability and as long as the editor will give me space. It was my intention to wind up by saying to the death, but you will understand that if the editor denies you space it is equivalent to that phrase.

Be it understood in the beginning that, being a cyclist, my face is always ready to open in the interest of good roads and that is what I am going to talk to you about now.

You know that separate State editions of *Good Roads* have been issued and that each of the State editions has a special interest to the people of the State for which they are issued. My understanding of the idea of the originators of this movement was that by a combined attack on any one State a greater influence for good would be secured. This is all right, but why not go further and send every copy published, that would have been sent to L. A. W. members, direct to the Chief Consul of the State for which they were issued, and let him put them where they will do the most good? Then will their influence be so much greater.

Every member of the L. A. W. is in favor of good roads; nobody denies that; then why should this literature be sent to all which is of special interest to a certain State only? I would venture the assertion that not one-tenth of the specials sent out are received to the State for which they were intended. I also venture the assertion that very few, if any, of the members would object.

It is not my wish to belittle the magazine *Good Roads*, for it is one that we are all proud of and of the work it is doing, and there is not a member in the L. A. W. that would rather keep it on file for reference than myself, but however I would, with pleasure, yield my desires on this point for the great good which could be accomplished by taking this missionary work out of the hands of those that have already been cultivated to the need of good roads and into the hands of the farmer. Respectfully,
L. A. W. 18,175.

Twenty-two Thousand Too Many

EDITOR BICYCLING WORLD: As your weekly goes to every L. A. W. member, and as several issues will appear before the March number of *Good Roads* will be published, will you favor me by correcting a misstatement which appears in the February *Good Roads* as follows: "A. Preston Dunlap of Washington, D. C., writes us that he has been circulating Colonel Pope's petition with great success in Washington, Georgetown and vicinity, and has obtained about 25,000 signatures, including those of many prominent citizens of the District and some of national reputation."

There is one cipher too many. I stated, or intended to state, that I had at that time (January 12), obtained about 2,500 names. I secured altogether about 4,050 signatures. I would be very glad to claim the 25,000 if I could, but do not wish to pose as a monumental prevaricator. A. P. DUNLAP.
Washington, D. C.

St. Louis Wheelmen, Attention.

THE story of the wrongs suffered by us with respect to our treatment in the past by the Municipal Officers of this city, in regard to the care and attention given by them to the surface of our streets; and the manner in which our representatives have been treated, when they asked and even begged of them for an amelioration of our condition, is well known to each and every wheelman in the city.

When we have in the past, undertaken to show those having in authority street sweeping and sprinkling, that they committed a grievous error in the manner in which they performed the work called for by our city ordinances, and having undertaken to enlighten them on the subject by citing to them the manner in which other cities have entirely avoided the error experienced here, we have been treated first, to promises, only to be broken, and afterwards with contempt and contumely.

As we are now approaching our quadrennial election, whereby it will be determined who shall govern this city for the next four years, it behooves all wheelmen who have at heart the betterment of the frightful condition of the streets found here, to see that for the purpose of the coming battle they are properly registered from their present abodes; that at the election in April next, they may vote intelligently for candidates who will, in writing, pledge themselves to aid us and thereby add to the comfort and convenience of the city at large. As soon as candidates are nominated, their promises will be obtained in writing, and the ones whose candidacy we ought to advocate, will be announced in the BICYCLING WORLD and the daily press of the city of St. Louis from time to time, to aid us in this work of self-preservation.

It is desirous that all League members who know of the names of wheelmen who do not belong to the League, but who are or ought to be allied with us in this cause, send the name and residence of such to the undersigned, so that they may be divided into wards and districts for the purpose of future organization. Yours truly,
ALBERT C. DAVIS,
Chairman Wheelmen's Political Association.
520 Olive St., St. Louis, Mo.

"CHIPS"

A maiden fair, with nut-brown hair,
On shiny bike, speeds down the pike,
Quite rash;
Behind a youth, who thinks forsooth,
As he bowls along, with humming song,
A mash.

The "hare" looks 'round, and spies the "hound,"
Faster goes he, and so does she,
With ease.
He bends to work, with conscious smirk,
"Aha! I bet I'll catch you yet,
You tease!"

A knowing smile, a look of guile,
She quits her play and runs away,
Like "fits."
A hopeless chase, a puzzled face,
He does his best, then takes a rest,
And quits.

Then comes the town, he looks around,
He sees her wheel of polished steel
By door;
On house a sign, which says in fine,
"Athletics taught, and muscles wrought.
Prof. Mollie Moore!"

How opinions change with the times!

A year ago when I got a forty-pound wheel, my friends expressed serious doubts of its being able to stand my hard road rides.

Yesterday I received my '93 mount, a 31-pound "light roadster."

"Pshaw!" said a friend, with a disappointed look, after inquiring its weight," "you said you were going to get a light wheel this season!"

I cannot but wonder if a 30-pound wheel will be as much a back number next spring as a 40-pounder is now!

Another question that "haunts me still," though not as much, as I am pretty well satisfied with a negative decision, is this:

Will '93 wheels be as plentiful in 1897 as '89 patterns are now?

We often see them in rural "deestricts," and are assured by the riders that they are as "good as new."

How many '93 patterns will be as "good as new," four years hence?

The above conundrum will not worry the average rider much, however, as very few of us keep our wheels more than one season—or two, at most.

What becomes of our old wheels?

A prominent firm of second hand dealers say in their catalogue that they never yet saw a bicycle entirely "gone up." I should judge from this that a good bicycle has as many lives as the proverbial cat.

Breathes there a wheelman with soul so dead,
Who never to himself hath said,
As on a barbed wire fence he fell
(The words he used—they were so bad—I ne'er will tell).

SAYS a Southern paper:

"The world's bicycle record has been broken on Orlando's pavements. Limbs, necks and such like trifles are all that are likely to be broken on those of Jacksonville."

There are, it is computed, 30,000 female cyclists in the United States, and the number is swelling rapidly. Let the women gyrate as much as they please. They seem to turn men's heads is so great already that no perceptible increase thereof will result from any additional circumvolutions.

Kate Field asks: "How many women ride a bicycle?" One at a time, Kate, except in the case of tandems.

Woman, lovely woman, is equal to anything; but we await with considerable trepidation her endeavor to wear a crinoline and ride a bicycle.—*Elmira Gazette.*

Carter Harrison is Mayor of the World's Fair city, and Harrison Carter is the inventor of a gear case for bicycles.

The former gentleman is the better known in this country. If Mr. Carter's invention could be placed on the market here at a reasonable price, their notoriety among wheelmen would be reversed, as well as their names. THE OLD BLOCK.

They Wear Bloomers.

YOUR "Merrie Wheeler" has told the ladies the proper way to dress for wheeling.

Will you now kindly give the men a few pointers by a description of the "bloomer" bicycle suit, which "they" say will be the thing this season, and greatly oblige,

"WILD AND WOOLY."

A Lecture.

BY STAMSON.

EVER think what an army of people you address when you write for the leading cycling journal, fellow scribes?

Ever think what a failure you would make were you to try to reach with your voice 50,000 persons, provided you could get that many together, and persuade them to listen to what you might have to say?

Think of a dozen big churches, filled to the doors. Would that be as many as "Ariel" or "Michael" talk to every week?

And our readers are not among the riff-raff and scum of creation, as many readers of some of the sporting papers, or novels, are. Ours are of a class sufficiently cultivated to know and revel in the charms and benefits of cycling, and to doubtless prefer a paper clean enough to safely have upon our home tables, and be read by our ladies and children.

It is pleasing to a good many to have a paper in which there seems no room for d's with dashes after them, and where there need be no reading between the lines, for it has always seemed to the writer, that journals using the d's— must be short of any better copy, and had run in the stuff to fill up.

Better a century times let some writer tell what the spirit of the woods and fields had said to him, what the waves of the sea told as they broke upon the sands, or what songs the birds and bees sung while the summer days were going by, than to publish anything that grated harshly upon ears not used to d's.

Wheelmen, as well as their representative papers, should keep up to a higher level than is sometimes attained by average sportsmen and their journals, for our pastime is one that naturally takes us most prominently before the people, and we cannot be too careful not to do things in discord.

It is a pretty sure sign that the better order of things will triumph over evil, when we learn that that objectionable element in cycling for some time known as the "Push," has been looked out of countenance by the better class of wheelmen the world over, and we are likely to see little of it in this Columbian year.

This "Push" reminds me of some very discordant singing—howling, I called it—by some Liverpool cyclists who were having an outrageously noisy tea, at the hotel at Chester, where I halted for the night. Their uncalled for rough manner of possibly enjoying themselves, whether intentional, or not, deprived me of rest and comfort, that as a guest of the house I was entitled to, and I have put it down as an early specimen of the "Push," (1887.) STAMSON.

The Elliptical Sprocket.

EDITOR BICYCLING WORLD: Some four months ago we saw a good many remarks in this paper rather poking fun at the elliptical sprocket wheel, but since certain well known wheels have been so fitted remarks of a similar character have been scarce. The principal drift of the aforesaid remarks was to the effect that there was nothing new in the elliptical sprocket wheel business; that it had been used previously on other machines, and reports came that certain Englishmen now living in this country had seen it years ago in the old country, etc., etc. It is really amusing how a good thing is cried down and belittled in its infancy. When cycles were equipped with ball bearings it was considered a great improvement and no one thought of crying out, "That is nothing, my Uncle John up country has a grindstone running on roller bearing; there is nothing new in that." Also the locality has been used to conduct a stream of water in years gone by; but many of us think it an improvement. When an Englishman thought of putting a section on the wheels of his machine and inflating them with air, however, among the riders of the "true pneumatics" this last is not considered an improvement.

But the majority of us riders take the improvements and bless the men whose brains originate them.

Now I want to make a suggestion as to the elliptical sprocket. Columbia wheels are generally sent out geared to 50 inches when equipped with round sprockets. Now if the driver was made elliptical and the driven sprocket eccentric, the two wheels would run together without any slackening of the chain.

Of course I understand that any elliptical sprocket driver can be used when a round driven wheel is employed, but there is the slackening of the chain to tell against it. A constant tightness of chain is a good thing, and it can be obtained by making the rear sprocket wheel eccentric to the same amount that the driver is elliptical. Again: To obtain the same amount of variable purchase, the driver would not require the same amount of ellipticity, for the eccentricity of the rear wheel would obviate the necessity of any undue elongation of the driver.

In making two wheels of this style to run together it would facilitate matters to make the rear, or eccentric wheel, round and drill it off centre to the desired amount, as it could then be turned up in a lathe on an eccentric mandril. The elliptical sprocket could easily be designed to run correctly with the round driven wheel bored off centre so that no time would the chain slacken up.

A friend of mine is considering the advisability of gearing his wheel to 60 inches in the manner above described.

I claim nothing new in this idea, having long been acquainted with eccentric gears and elliptical gears running together and meshing properly. When the news of the elliptical sprocket first came out, a little company of us riders decided that the sprockets must be of the style described above, and consequently made two to one. We were surprised to find we were mistaken. It would be a matter of a short three-quarters of an hour to design two such sprockets.

The riders I have spoken with feel glad that the BICYCLING WORLD has come out ahead in the matter of the official organ controversy. And may you live long and prosper. Yours truly,

CLINTON ALVORD.

L. A. W. 36,407, Philadelphia, Pa.

He Has Tested the Elliptical Sprocket.

EDITOR BICYCLING WORLD: "The Old Block" asks in your March 3d issue the opinion of some one who has ridden the elliptical sprocket as to its merits, and as I had the first Relay and first elliptical sold in this city, perhaps my experience may satisfy him. Some people objected to changing from candle to gas, gas to electricity, horse to electric car, hard to pneumatic tire, macadam to asphalt, and now from round to elliptical sprocket. The latter is as much stronger than the former as a crowbar is to a stove poker. The elliptical has taken me over snow, ice and mud all winter, and is much easier starting and running than the round. The Pope Mfg. Co. always give such things a thorough trial before adopting it, and they have made no mistake in this for experienced riders. Whether the average wheelman will prefer it, will be settled this summer. WILLARD C. GOMPF.

Hartford, Ct., March 6, '92.

The Laws of Cycle Building.

THE problem of designing a bicycle is one which is at present better solved by the "rule of thumb" than by pure reasoning. Experience of what is good, what will stand the usage of riders on the road, and what will give the best results on the race track, is much more essential than even an unusual acquaintance with theoretical mechanics. This is what is meant by the expression that cycle building is in its experimental state. Rules and formulæ cannot be used. If an engineer has to design a bridge or a locomotive, he can foretell with almost absolute precision exactly the strains which his bridge will bear, and the pace, for given work, which his engine will attain; but set an engineer to design a bicycle, and he will produce a mechanical triumph perhaps, but a machine which every cyclist will reject as unrideable. Why is this? Because cycle building is a new art, and still more because the strains which a cycle will have to meet are so complex that they have not yet been reduced to simple terms.

An engineer can more exactly design a bridge with fore-knowledge of its behavior than he can a locomotive, because the conditions of the latter's existence are more variable. It is a more uncertain matter still in the case of a bicycle, which is subject to a greater variety of conditions of use even than a locomotive. The strains on a machine when being forced up a heavy gradient slowly by a rider who puts all his leg-power on the pedals, and tugs the handles as if he would uproot them, are vastly different from the strains (which are just as severe, though *different*) on a bicycle when the rider coasts, feet up, on a rough surface, fast, with all his weight on the saddle. An engineer designs his machine to be strong enough to withstand the maximum strain to which it will be subjected; the cycle builder, if he started out on this principle would build marvelous mounts which no one would ride.

The strains a cycle will have to endure are incalculable, literally, not in the sense of being infinitely great, but in the sense of being infinitely puzzling. The maker cuts the puzzle by using his experience of what will stand instead of playing with the engineer's formulæ, so that a bicycle which will shock you by its apparent defiance of laws may really in practice be found to be a success, which means that the laws must be altered to include this exception. For natural laws are not ready-made rules which must be obeyed, they are men's best efforts at collecting the results of experience. If, then, they experience anything outside, or, as some may say, contrary to those laws, they must make another effort, and produce a better "natural" law. So, seeing that bicycles are found by experiment to be good that defy engineer's laws, there will, as experience increases, be found new laws, and the future cycle builder will enjoy the fruits of his predecessor's experience when that experience has become sufficiently determined and formulated.—*Bi. News.*

Denver Cyclists' Union.

THE Denver Cyclists' Union held its annual meeting last week. Reports by the Secretary and Treasurer showed the organization to be in good condition both as to finances and membership. The following were chosen directors for the ensuing year: G. E. Hannan, E. S. Hartwell, J. C. Epeneter, W. T. Cornwall, J. R. Rivers, Austin Banks, J. J. Rutherford, Louis Block, O. E. Boles, A. V. Stauffer, J. A. McGuire, W. E. Miles, C. A. Stokes, E. Anderson, H. Salmon.

The officers elected were as follows: President, G. E. Hannan; Vice President, C. A. Stokes; Secretary, J. A. McGuire; Treasurer, W. T. Cornwall.

The annual road race will be held Decoration Day. The run will be twenty-five miles, starting at the Ramblers' Sand creek course.

She Would Attract Attention.

EDITOR BICYCLING WORLD: I have been much interested in reading the suggestions and criticisms offered by "Merrie Wheeler" about "What to Wear on the Wheel." I like to see ladies enjoying the pleasures and obtaining the healthful benefits of wheeling, but have never yet seen a costume that was to my mind either graceful or comfortable.

Whenever I see a skirt blown about by the wind or kicked up with every revolution of the pedals, I can not help thinking how very much more comfortable the rider would look and feel if she wore a pair of loose knickerbockers fastened below the knee with a ribbon or buckle and a becoming shirt waist and open jacket.

Until some such costume as this is adopted and the long skirt discarded, I don't see how the ladies can enjoy the full pleasures of wheeling. Respectfully yours,

L. A. W. 39130.

Tennessee's Liberty Bill.

THE bicycle riders in Memphis and the other cities of Tennessee are becoming so numerous that they are now looking out for legislation that will put them on an equal footing with vehicles drawn by horses. The following bill will be introduced in the Legislature:

TENNESSEE LIBERTY BILL.

An act granting to bicycles, tricycles and other vehicles propelled by hand or foot, the same right upon the public highways of this State, as are prescribed by law, in the case of persons using carriages drawn by horses.

Section 1. Be it enacted by the General Assembly of the State of Tennessee, that bicycles, tricycles and other vehicles propelled by hand or foot, and all persons by whom bicycles, tricycles and such other vehicles are used, ridden or propelled, upon the public highways of this State, shall be entitled to the same rights, and subject to the same restrictions in the use thereof, as are prescribed by law, in the cases of persons using carriages drawn by horses.

Section 2. Be it further enacted, etc., that all acts inconsistent herewith be, and the same are hereby, repealed.

Section 3. Be it further enacted, etc., that this act shall take effect from and after the date of its passage.

QUERIES.

Under this head the BICYCLING WORLD *will be pleased to answer all questions bearing on cycling, so far as it may be possessed of the information. Address all communications, Editor* BICYCLING WORLD.

F. R. Winch, Quakertown, Pa.—We know of no such company. It must be some local agency.

H. C. Sullivan, Upsilanti.—The elliptic sprocket is now being fully discussed in the columns of the BICYCLING WORLD.

W. P. Kimber, New York.—1. Would suggest that you buy a Massachusetts Road Book, for full information and maps as to route desired. 2. The N. Y. road book is furnished (as are the Massachusetts and Pennsylvania books) through the Secretary-Treasurer's office.

L. A. W. 43,187, Villisia, Ia.—We know of no opening for your especial qualifications. Write to some of the larger manufacturers.

F. A. Epps, Bellefontaine, O.—See Mr. Sterling Elliott's article in this issue for reply to your question as to why a cushion tire is not as fast as a pneumatic.

L. A. W. 32,227, St. Paul, Minn.—Get a properly constructed saddle and all perineal trouble should disappear. Your note was forwarded to "Rose."

W. F. Packer, Lock Haven, Pa.—The Pennsylvania Road Book gives an excellent route to Chicago.

New Inventions.

A LIST of recent bicycle patents, reported especially for the BICYCLING WORLD, by W. E. Aughinbaugh, patent attorney, Washington, D. C. Copies of these patents may be had of the above-named attorney at ten cents each, with postage added.

490,658. Pneumatic tire for velocipedes. Rudolph W. Huss, Chicago, Ill., assignor to the American Tire Company, Cleveland, Ohio. Filed March 10, 1892.

490,714. Cushion tire. Woodburn Langmuir, Toronto, Canada. Filed April 25, 1892.

490,750. Check-exhaling Device for Cycles. Edmond Kuhn, Brooklyn, N. Y. Filed March 3, 1892.

490,751. Tire-shrinker. William Lehmer, Chicago, Ill. Filed July 1, 1892.

490,827. Air-Cushion Tire. Joseph P. Lavigne, New Haven, Conn., assignor of one-half to Reuben H. Brown, same place. Filed July 6, 1892.

490,828. Bicycle Tire. Joseph P. Lavigne, New Haven, Conn., assignor of one-half to Reuben H. Brown, same place. Filed July 6, 1892.

490,829. Self-Holding Tire for Bicycles. Joseph P. Lavigne, New Haven, Conn., assignor of one-half to Reuben H. Brown, same place. Filed July 6, 1892.

490,830. Bicycle Tire. Joseph P. Lavigne, New Haven, Conn., assignor of one-half to Reuben H. Brown, same place. Filed July 7, 1892.

490,844. Bicycle. George O. Draper, Hopedale, Mass. Filed June 1, 1892.

490,904. Valve for Pneumatic Tires. William A. Gray, Elizabeth, N. J., assignor to himself, and Edward R. DeWolfe, New York, N. Y. Filed April 18, 1892.

491,030. Pneumatic Tire. Harry Comstock, Fulton, N. Y., (?) assignor of one-half to William J. Watson, same place. Filed July 19, 1892.

491,012. Bicycle Bell. Lewis R. Ericson, San Francisco, Cal. Filed April 25, 1892.

491,040. Bicycle Attachment. Theodore Cummins, Dover, assignor of one-half to Jacob C. Van Horn, Marksborough, N. J. Filed Feb. 18, 1892.

491,057. Bicycle Garment. Margaret N. Lawson, Boston, Mass. Filed Sept. 1, 1892.

492,060, 492,061, 492,062 and 492,063. Tricycle. Waldo V. Snyder, Canton, Ohio.

492,285. Bicycle Gear. Emil Gundelach, New York, N. Y. Filed July 23, 1892.

492,375. Bicycle-Saddle. William Steers, Boston, Mass. Filed March 30, 1892.

Trade Marks. 22,413. Bicycles, Royal Cycle Works, Marshall, Mich. Filed Dec. 9, 1892. Essential feature the word "Royal."

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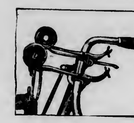
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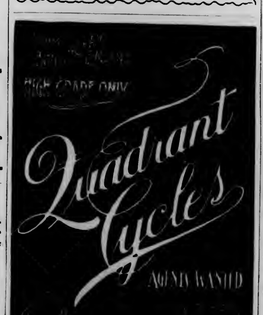
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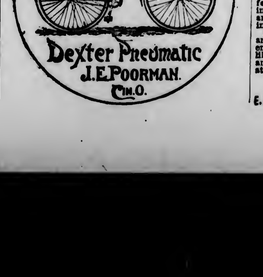
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Founded 1877

Volume XXVI. Number 3. BOSTON, FRIDAY, MARCH 24, 1893. $3.00 a Year 5 cents a Copy



HERE AND THERE.

THE Savannah Wheelman's Association cleared between $1,000 and $1,500 by its recent meet.

THE Alpha Wheel Club, of Bethlehem, Pa., celebrated their tenth anniversary last week and a very enjoyable time was reported.

THE Malden (Mass.) Bicycle Club has made arrangements for a new club house to be built on the corner of Eastern and Stearns avenues.

THE Springfield Bicycle Club will give another of their very successful series of athletic exhibitions in their gymnasium on the evening of March 30.

THE Rockville (Ct.) Wheel Club dedicated their new club rooms in Exchange block last week with a "hard times smoker" that was a great success in every respect.

A BANQUET was tendered at the Maryland Club last Friday night to the officers who were elected last week. Howard T. Williams was toast master, and made things very merry.

A BICYCLE club has been organized at Macon, Ga. The club will soon get to work on a track that will be made in the mile track at the park preparatory to a spring tournament.

THE Detroit Wheelmen are making an effort to secure the State League meet on July 3 and 4. The club is ready to guarantee $1200 in prizes and for the entertainment of the visitors.

THE eighth annual concert and ball of the Milford (Mass.) Wheel Club occurred at Washington hall last week. Music for the occasion was furnished by Brigham's orchestra of Marlboro.

THE Rockville (Ct.) Wheel Club dedicated their new club room in Exchange block last week with a "Hard Times Smoker." The members were obliged to appear in costume or pay a fine.

AT the regular monthly meeting of the Tonawanda (N. Y.) Bicycle Club partial arrangements were made for a tournament on July 4, and a minstrel show will probably be given by the club in a month or so.

THE Worcester (Mass.) Bicycle Club held their annual supper last evening in the lower hall, Memorial Building. After the supper was partaken of speeking and singing was indulged in, cigars were passed and a royal time was enjoyed.

CHARLES L. MITCHELL, of the Maryland Division Board, sailed from New York last week for London. From there he will visit the continent, and then take up a residence in Brazil in the interest of his firm, Hoffman, Lee and Co. It is a case of good-bye to Mitchell. He was formerly the official handicapper of the Division, and was succeeded by B. Frank Mullikin.

CHARLES E. GROSS, George H. Day, Treasurer of the Pope Manufacturing Company, Colonel Charles L. Burdett, George Pope and others were heard by the Judiciary Committee, Hartford, Ct., last Thursday, in favor of a bill placing the stealing of a bicycle on the same footing before the law as the stealing of a mule. The minimum penalty provided by the law asked for is two years in prison.

AT the monthly meeting of the Hartford Wheel Club it was voted to have President Tracy appoint a committee of five, including himself, for the management of the tournament at Charter Oak Park September 4 and 5.

IT is said on good authority that half a dozen fair members of the Woodbridge Bicycle Club, of Cambridge, Mass., have resigned. This is understood to be the result of an unsuccessful attempt to declare the recent election in that organization null and void.

A MEETING of riders and others interested in the formation of a tournament association was held at the rooms of the Gulf City Cycling Club, New Orleans, last week, Dr. J. Gray Thomas in the chair and Jas. McPhillips, Jr., acting secretary. A committee was appointed to report at an adjourned meeting.

THE National Cycle and Athletic Association's grounds, on Pimlico road, Baltimore, Md., opposite the Gentlemen's Driving Park, will be surveyed this week and ground will be broken on the track as soon as the weather will permit. The club house is being furnished, and will be opened for members about April 1st.

IT has been stated at the rooms of the New Bedford (Mass.) Cycle Club that both Fall River and Taunton are anxious to send teams down to this city on July 4th, to enter in a road race. That Fall River is anxious to contest with New Bedford and try to wipe out a defeat of two years ago is a well-known fact, and then Taunton wheelmen think they are just as good as Fall River, and New Bedford men won't for a minute think that they aren't just as good as either Fall River or Taunton wheelmen.

THE Milwaukee Wheelmen Company was incorporated last week with a capital stock of $12,000. The company was organized to purchase property at 537 Milwaukee street, which is to be the future home of the Milwaukee Wheelmen. The stock of the company is sold at $10 a share and over $4,000 has been subscribed.

NEXT Fourth of July in Cincinnati will be a grand holiday. It is proposed to dedicate the new city buildings on that day and to have a parade in the morning. No expense will be spared to attract a large number of strangers to the city on that day, and the third annual tournament of the Porkopolis Wheelmen will be one of the attractions.

AT a meeting of the Windsor Debating Club, of Columbus, O., held last week it was decided to change the name to the Windsor Wheel Club. The organization starts with a membership of twenty and promise of a rapid increase. Rooms have been secured in the Atwater building, where frequent meetings in the interest of the club will be held.

AT a special meeting of the Albany Wheelmen held last week, a communication from the Fort Orange Wheelmen, accepting the propositions made by the joint consolidation committees was read, and it was decided to unite with the Fort Orange Club. The Albany Wheelmen will celebrate their seventh anniversary on the 17th of March, and it is thought that the consolidation will take effect about that date. The consolidated clubs will retain the standing of the Albany Wheelmen in the League. The House Committee was authorized to secure new quarters for the club. The new house will probably be located on Hudson avenue, near the park.

Read What One of Our Agents Sends Us.

COURTLAND, N. Y., Dec. 4, 1892.

RICHARDSON & MILLER, Agts. Hickory Bicycles, Courtland, N. Y.:

Dear Sirs—It has been about five months since you induced me to give up my wire wheel and try the Hickory, and I can say that you do not over estimate it in the least when you say that "the Hickory is the best wheel made."

The Columbia tire has not given me a moment's trouble, and it has had a very hard test. I have great use for a wheel, and it has to go in all kinds of weather, but the nickel is as bright and free from rust as it was the day I purchased it. I can heartily recommend the Hickory as the leading wheel of the day. Yours respectfully, JOSEPH OLIN.

COURTLAND, N. Y., Nov. 28, 1892.

RICHARDSON & MILLER, Agts. for Hickory Cycles, Courtland, N. Y.:

Gentlemen—As I have been riding the Hickory for about four months, think it is about time I let you know how well it pleases me. My weight is 225 lbs., and early in the season I purchased a high grade wire wheel (and it was a heavy road wheel), but every time I returned from a club run, I would have to have new spokes put in, and I came to the conclusion that a wire wheel would not stand my weight, so I thought I would try a Hickory, and if that failed, I would have to give up wheeling, but IT DID NOT FAIL, and has done all that you claimed for it, and I would not change it for any wheel made.

Yours truly, FRANK MUNROE.

Send for Catalogue. **Hickory Wheel Co.** Newton, Mass.

SIDWELL & SABEN CYCLE Co., 243 Columbus Ave., Boston,

Are sole NEW ENGLAND AGENTS for the

Beautiful *Quinton Scorcher* Bicycles

Have you had an opportunity of seeing the 1893 line? If there is no agent in your city, write us and we will talk business to you. Good agents always in demand.

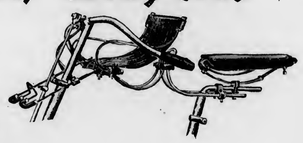
Bretz & Curtis Manufacturing Co., : : Philadelphia, Pa.



Carrying Children on Bicycles

IS DANGEROUS,

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BEAUTY CHILD'S SEAT.

It is the recognized Standard in Children's Seats all over the world.

ALL WHEELS ARE BUILT TO SUSTAIN IT.

The BEAUTY is attached only at the saddle post, and is the only safe conveyance for a child upon a wheel.
BEWARE of dangerous experimental imitations, attached to the weakest part of a bicycle, the steering head or handle bars, and where the child has to be constantly thrown about to keep the machine in balance.

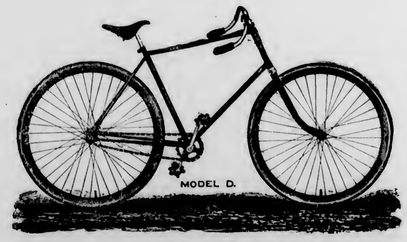
The BEAUTY Alone is Right. Made in Two Styles.

CANVAS, $4.50. MACKINTOSH, $5.00.

THE RICH & SAGER Co., ROCHESTER, N. Y. Manufacturers of SAGER'S SADDLES

CONSIDERABLY HEARD OF AND CAN BE HEARD OF EVERY DAY.

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ARIEL CYCLE MFG. CO.,

GOSHEN, IND.

TRADE YOUR OLD WHEEL

FOR A NEW

Columbia Relay, 29 pounds, or Thistle, 28 or 32 pounds.
Century, 35 pounds, or "The Stearns," 26 or 32 lbs.
Rambler, 28 to 37 pounds.

By making a deal now you can get a bigger price on your old wheel and get your new one in good time. Avoid delay. Send for catalogue and second-hand list.

GREAT BARGAINS IN SECOND-HAND WHEELS.

We want BICYCLE RIDERS for our agents for the THISTLE. Apply at once. Correspondence solicited.

[Mention the Bi. World.]

Mason & Mason,

599 W. MADISON ST. CHICAGO.

An Interesting Question

Has at last been determined. With the great telescope at the Lick Observatory in California, it has been recently discovered that the planet Mars is inhabited—that the great zones or belts which mark the surface of that planet are in reality broad highways thronged with riders of the Tourist Bicycle. It has further been proved after prolonged and careful observation that the Tourist is the **only** bicycle used there.

In view of the fact that Mars probably contains several billions of people, it is **unnecessary** for us to dilate upon the **size** of our factory. Language would fail us, and only the most extravagant imagination can picture its **gigantic** proportions. With a good telescope a person at one end can just distinguish the other end. And apropos of the present pecuniary stringency, we would remark that the tight money market is occasioned by the size of our pay-roll.

N. B.—It is the opinion of the most learned astronomers that **several other planets** of our solar system are using the Tourist exclusively, but we cannot **confirm** this rumor.

GEO. R. BIDWELL CYCLE CO.,

FACTORY. Colt's West Armory. Hartford. Conn. 308 - 310 West 59th Street, New York.



Cleveland No. 4, Light Roadster.

WEIGHT, 30 POUNDS.

FITTED WITH.. **CLEVELAND** PNEUMATIC TIRE. RIM.

COASTS — Pneumatic Repairs in from Two to Five Minutes.

Lightest, Swiftest, Most Resilient .. TIRE ..

FASTER than any other. BECAUSE TREAD portion constructed of THREAD.

Which Wheel Shall I Buy?

When money for a wheel we spend,
We wish full value to receive;
Then buy a CLEVELAND wheel, my friend,
And thus your doubting mind relieve.

The above advice is FREE.
So also is our Catalogue.

DUST-PROOF BURWELL BEARINGS.

CLEVELAND BICYCLES LEAD in TIRE, RIM AND BEARINGS.

H. A. LOZIER & CO., CLEVELAND, OHIO.

HIGHEST GRADE

EXCELSIORS

Racers. Road Scorchers. Light Roadsters. Ladies'.



Weights, 25, 30, and 35 lbs.

Few more good agents wanted in New England, Middle, and Southern States.

ACKNOWLEDGED LARGEST SUNDRY HOUSE IN THE UNITED STATES.

LIVING · DISCOUNTS · TO · LIVE · AGENTS.

SEND STAMP FOR ENCYCLOPEDIA OF CYCLERS' WANTS, NOW READY TO MAIL. ∴ ∴ ∴ ∴ ∴

LIST OF SECOND-HAND WHEELS.

If you do not find what you want on this list, state what make of bicycle you prefer, and what price you are willing to pay, and as we are daily receiving second-hand bicycles, can in all probability supply you.

No.	Size.	Make, Finish, etc.	Price.
*816	28	Otto, enameled, shopworn	$ 9.00
*939	—	Quadrant, pneumatic tires, ladies', first-class	60.00
*941	30	Sylph safety, shopworn	25.00
*959	50	Ajax safety, good condition	25.00
*980	52	Expert, 1884 pattern	25.00
*981	54	Harvard, good condition	15.00
*985	28	B. & A. safety, cushion tires, 1891 pat., good cond.	55.00
*1023	54	Premier, ordinary, ball and cones, good condition	35.00
*1049	52	Columbia, good condition	10.00
*1075	—	Salvator, bell, first-class	45.00
*1077	50	Gales, cushion tires, 1891 pattern, good condition	30.00
*1085	—	Ladies' Quadrant, pneu. tires, first-class condition	65.00
1103	—	Ivel Safety, K. of R. lamp, good condition	30.00
*1111	—	Featherstone Pneumatic, tangent spoke	$60.00
1121	30	Victor, spring fork, 1889 pattern, good condition	55.00
*1129	—	Sylph, slightly shopworn	65.00
*1140	—	Common Sense, slightly shopworn	25.00
1141	—	Featherstone, good condition	75.00
*1148	—	Boys' Junior, fair	10.00
1151	—	Columbia, cushion tire, good condition	75.00
1152	—	Columbia, solid tire	50.00
*1153	—	Credenda, cushion tire, good condition	65.00
1154	—	Ladies' Rambler, good condition	65.00
1156	—	Star Safety, good condition	25.00
1158	—	Featherstone	60.00
*1160	—	Rudge, pneumatic, first-class	75.00
1161	—	Diamond Rambler, first-class	65.00
1162	—	Eclipse, first-class	$75.00
1165	—	Niagara pneumatic	85.00
*1168	—	Junior, solid	10.00
*1170	—	Light Roadster Excelsior	50.00
*1171	—	Temple Scorcher, white, pneu., S. Y. B. & F. tires	90.00
*1172	—	Moffatt, good	75.00
*1173	—	Moffatt, good	50.00
1175	—	Salvator, cushion	65.00
*1177	—	B. & A., Pneumatic	65.00
1178	—	Niagara, Pneumatic, good condition	75.00
*1179	—	Victor Safety, solid, good condition	50.00
*1180	—	Warwick, Pneumatic, Diamond, good condition	90.00
*1181	—	Stanley, cushion, first-class	65.00
*1182	—	Warwick, cushion, first-class	60.00

SHOPWORN.

Rambler, Ladies, cushion	$85.00
Rambler, Road	75.00
Telephone Pneumatic	95.00
Medial Pneumatic	75.00
Temple Scorcher Pneumatic	85.00
Victor B, Pneumatic	110.00
Eclipse Safety Pneumatic	$75.00
Liberty Pneumatic	75.00
Rudge Pneumatic	80.00
Niagara Pneumatic, '92 pattern	100.00
Rambler, Diamond, Pneumatic	100.00
Victor B, Cushion	100.00
Juno Pneumatic, '92 pattern	$85.00
Credenda Cushion, '92 pattern	75.00
Juno Cushion, '92 pattern	45.00
Crescent Cushion, '92 pattern	60.00
Kite Cushion, '92 pattern	75.00

HOWARD A. SMITH & CO., NEWARK, N. J.

RUDGE
SCORCHER
NO. 1.



"Men Willingly Believe

WHAT THEY WISH TO BE TRUE."

At the same time it does not signify that a certain cycle is best because its maker or the agent selling it says so, yet he may be honest in his belief that it is best. When a cycle has been on the market many years and has given satisfaction, during the entire period it has been sold, when it has become so well known that its merits are talked about in nearly every country in the world, when its has been awarded 25 medals for excellency of workmanship from almost as many countries, it surely is eligible to enter the class styled "Best."

The RUDGE is Such a Wheel

And is the result of 22 years' practical experience in cycle construction. A glance at the illustrations in our catalogue and a perusal of the specifications will enable customers to see that Rudge Cycles are fully "up to date." To meet the demand for these world famous machines in the U. S., a Rudge American Branch factory has been established in Peoria, under our own supervision. Complete machines are now being turned out in America from finished bearings, forgings, etc., direct from the parent Rudge factory. Write for catalogue and terms. Agents wanted in all unoccupied territory.

ROUSE, HAZARD & Co., 9 G St., PEORIA, ILL.

Largest western jobbers of Western Wheel Works' Cycles.
Prompt Deliveries Guaranteed.

WRIGHT & DITSON'S

LINE OF BICYCLES THIS SEASON
WILL CONSIST OF THE : : : :

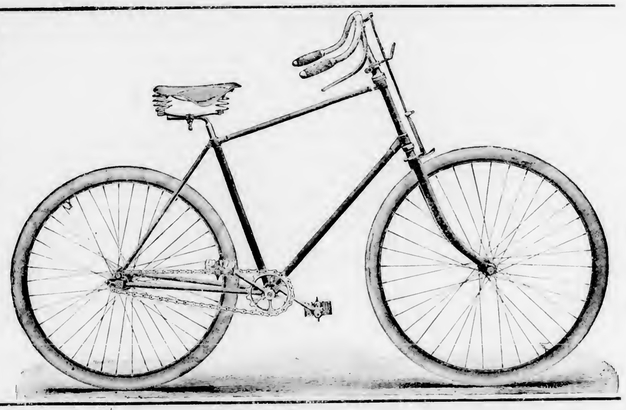
Road King,	price, $150.	Duchess,	price, $90.
Road Queen,	" $150.	Prince,	" $70.
Duke,	" $100.	Princess,	" $65.

Bicycle Suits, Shoes and Sweaters
A SPECIALTY.

The latest and best line of SUNDRIES in the country.

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WHOLESALE DEPARTMENT, 95 PEARL ST.,
RETAIL STORE, 344 WASHINGTON ST., NEAR MILK,
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HEAD OF THE LIST.



1893 ROAD KING.

Is the position occupied by the

ROAD KING AND ROAD QUEEN

In the estimation of practical riders.

PRICES:

Dunlop Detachable Tires and Hollow Rims. . .	$150.00
Dunlop Detachable Tires and Solid Rims. . .	145.00
Morgan & Wright or Greyhound Tires. . .	135.00

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WRIGHT & DITSON, Boston, Mass., territory, New England States.
PECK & SNYDER, New York City, territory, Eastern New York, Eastern Pennsylvania, New Jersey and Virginia.
KINGMAN & CO., Peoria, Ill., St. Louis, Mo., Kansas City, Mo., Omaha, Neb., and Des Moines, Ia. Territory, N. Dakota, S. Dakota, Iowa, Illinois (except Cook County), Central and Western Kentucky, Tennessee, Georgia, Florida, and all west thereof.
JAS. W. GROVE, Pittsburg, Pa., territory, Allegheny Co.
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1893 ROAD QUEEN.

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16th and Clark Streets
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CHICAGO. ILL.

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The Leading Wheel for '93.

STRICTLY HIGH GRADE.

Puritan

TRADE MARK

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3 Appleton St., Boston, Mass.,
∴ ∴ Send for Catalogue. ∴ ∴

PRICE, $100.00

Greyhound Tires.
Tangent Spokes.
Garford Saddle.

Finest material and finish.



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Good Live Agents Wanted At Once.

Elegance : Style : Speed : Beauty : and : Grace.

WM. R. SCHAEFER & SON,
JOBBING AGENTS.
61 ELM ST., BOSTON, MASS.

THE
BICYCLING WORLD.

Published Every Friday

—BY—

THE WHEELMAN CO.

Incorporated under the Laws of Massachusetts.

167 OLIVER STREET,

BOSTON, MASS., U. S. A.

☞Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 3267, Boston, sending their old address as well as their new, and their League number.

TO OUR ADVERTISERS:

Copy for new advertisements must be handed in by Tuesday morning to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday to insure attention for the following issue.

☞All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN CO.

☞*Postage stamps will not be accepted hereafter in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken.* ☜

C. W. FOURDRINIER, Editor and Manager.

EDITORIAL STAFF:

J. S. DEAN. JAS. W. CARTWRIGHT, Jr.
H. CROWTHER.

BOSTON, MARCH 24, 1893.

Mr. Advertiser:

We beg to call to your attention the merits of the BICYCLING WORLD AND L. A. W. BULLETIN as an advertising medium.

Advertising is purely a question of results. You demand those results; we give them to you.

We reach all the cycling trade and a hundred thousand other readers, including the League membership of thirty-six thousand.

Why not test this?

IN another column of this issue we print a communication from Mr. W. L. Ross on the practice of using Decoration Day as a day of merrymaking and big tournaments. We have before expressed our opinion editorially on this point, and it is therefore unnecessary for us to say that we sympathize with Mr. Ross and others, who think like him that the patriotism of the rising generation does not stand in a very good light when we take into consideration the original significance of the observance of Decoration Day as a holiday.

THE axe has fallen at last and Messrs. Munger and Barrett have been expelled from the League of American Wheelmen for having endorsed the application for membership in the L. A. W. of Mr. Leeming, a man whom they knew to be a professional of the rankest kind. It was done merely as a joke, but like a good many other apparently inoffensive jokes it proved to be loaded.

Mr. Munger, so we understand from articles that have appeared in the papers, talks of an appeal to the courts.

We should advise Mr. Munger to reflect calmly over the matter before deciding to take this step, and meanwhile beg to inform him that expulsion from the L. A. W. for the cause named does not constitute him a professional as has been claimed.

THE recent match race between Corre and Terront, in which the latter rode one thousand kilometers (621.37 miles) in 42h. 58m. 52 4-5s., consecutive riding, is merely another example of folly in trying to undo the good that legitimate cycle riding has done. Ever since the first twenty-four hour ride, it has been our policy to decry such useless performances. Racing or riding without sleep or food for a period of twenty-four hours is bad enough, but when one contemplates forty-two consecutive hours of racing with practically no sleep, and worse than no nourishment, pity is the first passion stirred. Not that we care particularly about Corre or Terront, but their example is likely to spur others on to the same foolish extremity.

If long distance races must be held, put a daylight limit on them, and let men sleep when the time for repose arrives.

THAT such rides are a terrible strain on the system cannot be doubted, although within a few hours after the finish the participants are apparently as well as before the start. But look in on the race during its progress and the sight is often far from pleasing. In the account of this recent race, *La Bicyclette* says that during the second night Corre "suffered terribly for several hours, and was obliged finally to dismount and rest for a quarter of an hour." It is useless to maintain that these protests on the part of tired nature against such abuse are not significant.

THE statement recently made that Mr. W. M. Brewster, Treasurer of the L. A. W., was the originator of the system of accounts which is in use by the Executive Committee, the Treasurer and the Secretary, is not correct and is not endorsed by Mr. Brewster.

The present system is the outgrowth of the one which was in use in the Philadelphia office of Secretary Aaron, when Mr. Bassett, the present incumbent, succeeded him, and it has been modified, improved and enlarged by the united attention and experienced ability of two or three League officials—Messrs. Brown, Bassett and Brewster, Jr. Brown in particular having devoted a great deal of valuable time and attention to the subject.

It is not too much to say that a more perfect system of checks upon the expenditures of the L. A. W. than that now in use in the office of the Secretary of the Executive Committee could not well be devised. No payments can be authorized and none made except when countersigned by the Secretary, and the duplicate voucher plan now in use is absolutely preventive of the payment of the same bill a second time.

Members of the League of American Wheelmen need not lie awake nights worrying over the possibility of an unauthorized or erroneous dispersion of the funds so long as the present rigid accounting obtains.

IT will doubtless interest those engaged in the bicycle and sulky trades to know that a patent was issued on last Tuesday, March 21st, to Mr. Sterling Elliott, having the following claims:

"1. The combination in a trotting sulky of a frame, shafts or pole, and seat, of wheels less in diameter than the distance between the shafts and the ground and provided with elastic tires, substantially as described.

2. The combination with the frame, shafts and seat of a sulky with wheels less in diameter than the distance between the shafts and the ground and provided with pneumatic tires, substantially as and for the purpose set forth."

As it is obvious that no successful application of the pneumatic or cushion tire to trotting sulkies has so far been made that does not infringe this patent, the importance of such a grant cannot be overestimated. We understand that the Hickory Wheel Company, to whom this patent has been assigned, propose to take prompt steps to establish their right to control the manufacture of sulkies embodying this contraction.

A Boston-Chicago Relay.

ARRANGEMENTS are being made to send a message from Governor Russell of Massachusetts to Governor Altgeld, of Illinois at the opening of the Columbian Exposition by relay. The matter is in the hands of L. C. Boardman, New York *Recorder*, who is planning to have the ride about the latter part of April or the first of May. As his representative east of New York Mr. Boardman has selected Capt. A. D. Peck of the Massachusetts Bicycle Club.

Capt. Peck is in communication with the leading wheelmen of Springfield, Hartford and Worcester looking toward the selection of the fastest men in those sections to participate in the ride. The riders between Boston and Worcester will be selected from the ranks of the local organizations by Capt. Peck, who in making his selections will be influenced by the records of the men alone, as the ride is to be a record breaker. So far no riders have been decided upon.

The route between Boston and New York will be practically the same as that used in the New York-Boston relay of last year; and from New York to Chicago the roads used in the Chicago-New York ride will be traversed.

AN OPEN LETTER

To the Man Who Thinks the Price of Bicycles Is Too High.

BY STERLING ELLIOTT.

MY DEAR SIR:

Can you make a bicycle?

Can you with your own hands do any and all of the work necessary to construct and assemble the various parts which constitute a really high grade machine?

Could you have designed and superintended the construction of any one of the numerous bicycles on the market?

No? "But you have a friend——"

Hold on a minute! What is *his* business?

What does he (or you) *absolutely know?*

Mind you I don't *question* your ability, for a man need not be within several rounds of the top on the mechanical ladder to make a pretty fair bicycle; but we *do* like to know who we are talking with. Now if you *can* do all these things and are *not* doing them will you kindly preface your answer with "the reasons why." If you are in some business that is more profitable, there are men making bicycles who would like to know what it is.

You say you want the best!

So far you are right, but "your friend" the blacksmith has told you that he would like to "take the job of building the best of 'em for $18 apiece." No doubt the same man would like to be president of the United States for $10 a month and board himself, but it might still be good economy to

EMPLOY GROVER CLEVELAND

at $10 an hour.

The enormity of the present price of bicycles was sprung on me recently by a man who, as I happened to know, had no personal knowledge of the subject, and I said, "Who told you?" He promptly gave the name of a man who had at one time cut quite a figure in the trade, but had quit and settled with his creditors on the abridged instalment plan. In view of the practical knowledge of this man and the little use he had for it, he was certainly very kind to impart it to others, but

"In tracing human history we shall find
The cruel more successful than the kind."

Now, my dear sir, I will admit that the price of bicycles is too high; i. e., you ought to get a good machine delivered to you for less money than at present, but the reason you cannot is no fault of the manufacturers. The fault is partly your own and partly due to less blameable causes. And I predict that in spite of your conduct the time will come when prices will be lower, though not so much lower as you might wish or as your other friend, the wagon maker, may tell you is within the possibilities.

In the first place you don't show a tendency to purchase bicycles except during a certain limited portion of the year. In fact I doubt if *you*, the man I am talking to, ever buys many wheels, because you are worrying your young life away over the great wrong that is being done by the manufacturer in his too often futile attempt to keep the wolves and things away from his own door, and you take more of the sunshine out of you by *not having* a wheel than the seller will take out of you when you finally get it. Assuming that you buy a wheel, you want it during the spring or early summer. You are governed in your selection by all sorts of whims and fancies, which the successful manufacturer must, in order to get your trade, foresee nearly a year earlier. In order to keep you good natured the maker must guarantee the machine which he sells you, and *you*, what do you do?

Honor bright, now! Don't you "many a time and oft" impose on that manufacturer and insist on his "making good" certain breaks that were your own fault and not his? And don't you often write him and enlarge upon the great harm you can do him in your neighborhood if he refuses to comply with your (to him) unreasonable request? And haven't you sometimes, when fairly beaten in the argument, fallen back on the statement that you "had paid too much," as you thought, and as the maker was getting wealthy, *as you thought*, "he could afford to stand it?"

After half a century's experience, freight cars are made about one-half as heavy as the load they are to carry on a smooth steel track. The makers make them, the users buy them, and there is an end of that part of it. But the bicycle with but a few years back of it, must not be one-fourth the weight of the load it is to carry over all sorts of roads (and often at the speed of the freight car); and the maker must be forever to blame if it fails. The freight car is always propelled by a skilful and experienced engineer, but the bicycle is too often driven by

——, well, *you* know as well as I do.

Months before you know what you want the manufacturer is putting all the money he has and all he can borrow into material and labor, to the end that in the spring he may have a goodly stock of the sort of thing he thinks you *may* want, and he knows that if he hasn't it ready when you *do* want it that you will buy of his "esteemed contemporary," who, by the way, is taking the same sort of chances.

A GREAT RACE IS WON, AND

the first man to come over the tape rode a machine built by some particular maker (any maker *must* be particular to do good work) the name of that (your machine is at once shouted to the world by the interested parties and what do *you* do? You too often conclude that that machine must be of the best breed for *your* use, and you forthwith purchase one from the same factory. The effect of this is that other makers, seeing your propensity, feel obliged to make records and win races in order to convince you that the other fellow's machine isn't the *only* one. Assuming that the racing men are "absolutely pure" (even as baking powder) there are many expenses attending the doing of such performances. It often happens that the building of a special racing machine for some famous crack will cost the factory in bother, delay, and various annoyances beside actual work, as much as would build fifty *regular* machines of the sort *you* buy.

Who pays for all this, and why is it done?

This is a kind of tariff that *is* a tax. (Republican stumpspeakers please take notice).

When manufacturers have racing "teams" "inside" to religious notices. Because like the newspaper he must cater to a *demand*.

About the time a manufacturer has got his entire capital invested in dies, tools and fixtures to make, what was at the time he started, the correct thing. Some "Bloomin' Englishman" wins a championship and at the finish was noticed to have an extra hump in his back or to sit in some position impossible with existing bicycles, or to have some peculiar tire, sprocket wheel, chain, crank, or pedal, *and then what?* Well? if I had the money that a single one of these changes has often cost the American manufacturers I could afford to stand off and laugh at you, and yet if only

"He jests at scars who never felt a wound."

How little cause has the manufacturer so far had for jesting.

Whenever you will buy bicycles as you do other vehicles; whenever a manufacturer can sell next year practically the same thing as was the fashion this year; whenever you will agree that there is some standard which may be set up and adopted for even two or three years; whenever you cease to be influenced in your choice by anything except common reason; whenever you are satisfied to have in a bicycle enough material to carry you safely and then treat it as such an instrument deserves to be treated; when the makers of bicycles get over the present seeming necessity of lying (compositor will please not misspell that word) absolutely worth to the purpose of watching each other and getting up some enervative fad that will strike your almost insane desire for novelty; then will the prices of bicycles be reduced, and then also will the manufacturer make more money than he does at present.

But don't ever hope for a *very great* reduction except where quality is sacrificed.

The manufacturer who is

"Firm, and resolved by sterling worth to gain,"

will always ask and receive a respectable price for first-class work, and such a maker as well as those who patronize him, will not suffer from insomnia as will

The poor wheelman whose untutored mind
Leads him to invest in the cheapest kind.

The Long-Distance Race in Paris.

LONG-DISTANCE bicycle riders will doubtless study with attention the account of the race of 1000 kilometres which has just taken place in Paris. The competitors, Terront and Corre, are both well-known wheelmen, and both have distinguished themselves in long-distance races. That they were remarkably well matched is shown by the fact that, after covering more than half the distance, there was but half a mile between them. It, therefore, resolved itself into the question of endurance, training, and food. In the last respect there was a wide difference between their methods. Corre's nourishment during the ride consisted of rump-steak and hard eggs, while Terront kept up his strength on a diet of the legs of chickens and grapes. Gradually, during the second half of the distance, Terront gained ground, Corre becoming towards the end completely exhausted, and the former proved the winner in 41h. 58m. 52s.—a fine performance, since the distance was equal to nearly 621 1-2 English miles. Corre was at the close ten kilometres behind. Thus, the chickens' legs and grapes achieved a very decided victory over rump-steak and hard-boiled eggs, as indeed might have been expected. Had the race gone on from day to day instead of being continuous, it is probable that the feeder on the more solid diet would have come better out of the contest, but the digestive powers of a human being can scarcely be expected to prove equal to the work thrown upon them when the body is at the same time engaged in violent muscular exercise. *Evening Standard.*

$10,000 For Roads In Falmouth.

THE town of Falmouth, Mass., at an adjourned town meeting on Tuesday, the 14th inst. voted with but little opposition to purchase a stone crusher engine, machinery and necessary equipments for a stationary plant, the sum of $2500 being voted for the same. It was also voted to appropriate $500 from the road fund for the purpose of reducing hills in the town to a comfortable grade. The total amount voted for roads the ensuing year was $10,500.



IF the many little differences between the various cycling editors could only be settled in the amicable manner in which the claims in the saddle patent suits between the Garford Manufacturing Company and J. A. Hunt & Co. have just been arranged for, what, oh what a relief it would be to the weary reader who pays his money—when he doesn't have the paper sent him free—for surely something else beside a constant bickering back and forth.

And the sentiments expressed in the following letter of advice from J. A. Hunt & Company could be imitated to advantage by some other people:

"To whom it may concern: The patent suits recently pending between the Garford Mfg. Co. and ourselves have been settled, and all differences heretofore existing have been amicably adjusted. Under the terms of the settlement we have taken out a license from the Garford Mfg. Co. to manufacture under their patents, and are now in a better position than ever to fill orders for a special line of saddles, guaranteeing at the same time protection to our customers, as we consider such arrangement to be of benefit to both our customers and ourselves by doing away with all expense of litigation. By this method our customers can feel assured of the protection necessary for our class of goods.

The Garford Mfg. Co. have been granted a license to manufacture under some of our patents.

Although we have been fighting in our patent suits it is no reason why we should not feel well disposed toward one another after such licenses have been agreed upon. J. A. HUNT & Co."

SOME one will at once say, no doubt, why not take a dose of your own medicine, and begin at home with the practice of what you are preaching to others.

Sounds plausible, doesn't it?

Yet see: Here am I, for example, a lover of peace and quiet, with one of the most amiable dispositions in the world, so mild, gentle, and all that sort of thing, that I am positively not fitted to take my own part in this weary world of cycling literature, in which the editorial inkwells are daily filled up with gall and the reportorial pens distil vinegar of the most acrid qualities, and yet for very truth's sake I am obliged to reply to some of the misteading (some of it unintentional, to be sure) and erroneous statements and criticisms which serve to coke out an otherwise deplorably scant column among our kind friends and neighbors.

NOW ordinarily a falsehood circulated by people of small calibre and less influence is of so little consequence that it is not even amusing, but even a lie may obtain some credence among people if repeated often enough and allowed to go undenied, even though such neglect be caused by its very ridiculousness.

ANOTHER new cycling paper has been launched upon the troubled sea of cycling journalism.

It is called the *Scorcher*, and Cleveland, Ohio, is its home.

The more the merrier.

IF the cycling editor who recently naively said that he printed an extract from the BICYCLING WORLD in order that wheelmen throughout the country would see it, will send us his name and address we will undertake to convey to him, in the most delicate manner in the world, the information (it is not "news" to him; he knows it well, already) that our circulation, *in his own city*, is in advance of his own total circulation throughout the entire country.

IT appears that the unhappy comp. has been at his old tricks again, last week murdering Clinton Alvord's article on the Elliptic Sprocket, and Mr. Alvord, naturally feeling somewhat aggrieved, desires justice done him, as this letter will show:

MY DEAR ARIEL: Will you kindly put a small note in your column to the effect that a paragraph was omitted in my letter on the elliptical sprocket, in the issue of March 17th either by myself or by the BULLETIN, and that the rear wheel of a safety must be 30 inches diameter to gear the cycle to 60 inches by using an eccentric rear sprocket driver. The two gears must be two to one. Also I see that your compositors have a queer way of dividing sentences so as to make queer reading, for I intended to say "but many of us think it an improvement where an Englishman thought of putting, etc." CLINTON ALVORD.

Philadelphia, March 20.

NO wonder Mr. Sterling Elliott complains. After having given due notice to the tobacco dealers of the United States through our columns that Mr. Eliot Stirling, the former resident of Newton who had been engaged in that line of business had removed many moons ago, these dealers in the weed still persist in flooding the premises of the Hickory Wheel Company with their price lists, circulars, etc.

Here's a sample:

"Mr. S. Elliott, Watertown, Mass.:

Do you manufacture fine nickel cigars? I would like to inquire whether the nickel is first deposited on copper?—S. E.] If so, you might be interested in a line of very old and very choice Seed Fillers. [What's a "Seed Filler?"—S. E.] We have something extra, the finest Seed Fillers we think ever produced on American soil.

We have a line suitable for mixing. In fact, if you consider that we can sell you Goldaird Seed at prices from 13 cents up, Zimmer Spanish at 12 cents upwards, you will see we can sell you at very low prices, especially so when we make quality our first object, then price.

We have thousands of cases of Seed Fillers of all varieties, and as we are always prepared to name the lowest prices, we trust to hear from you when in the market for this class of tobacco.

Very truly yours, J. FRIEDMAN & Co.

IN line with its policy of liberal treatment of wheelmen, the Philadelphia and Reading Railroad Company has made arrangements whereby a single bicycle, velocipede or tricycle, when accompanied by passenger, and not intended for sale or profit, will be checked and carried free of charge to points on its system, and also on that of the New Jersey Central. Agents and baggage-masters have been given particular instructions to handle such articles with particular care. They are required to keep them in safe places, secure from rain or contact with other articles likely to damage them.

SOME catalogues have come in to us with handsomer covers this season, but in none that I have seen are the illustrations of the line of wheels so finely presented as in the new Premier '93 catalogue.

The cuts are half tone, 6x8 1-2 inches, representing the Helical Roadster Premier, the Road Racer, the Ladies' Premier and the Weldless Premier. If the handsome presentment of a firm's wares is a factor in the disposition of their goods, then the Premier Cycle Co. will be decidedly in it this season.

THE question of giving space to correspondence from the various cities is of great importance when space is limited, and the pressure upon our columns has been so great for some time past that it has been found necessary to condense all matters of this sort under the head of general items so far as was possible, but when a batch of notes came along from St. Louis this week, with the pathetic appeal: "Now Ariel, give St. Louis a show?" it was felt that there was only one thing to do, and we accordingly did it.

And I trust that our Missouri friends will note with pleasure the St. Louis notes this week.

THE first disc wheels ever seen in this country are now on exhibition in Mr. W. W. Stall's window, on Tremont street, this city, having been imported by him from the Disc Wheel Co., of London.

The wheels—there are two of them, a 28-inch, and a 30-inch—were received by Mr. Stall on Tuesday of this week, and will be fitted by him to one of his machines.

The front wheel, which is a 30-inch, is entirely covered with the discs, while the rear wheel, a 28-inch, has four holes in it.

They are attracting a great deal of attention among the experts and I hope to give the result of a practical trial of the device next week. That is, provided I can prevail upon Mr. Stall's good nature sufficiently to let me wrestle with the beast.

NOW here is a case to which I desire to call the attention of the trade. Thorough qualifications such as this rider possesses should not be permitted to go begging:

EDITOR BICYCLING WORLD: I am what is called a hard rider, am not a racing man but believe I can get over about as many miles per day over mixed roads, good, bad and indifferent as most riders. Now what I want to know is whether there is any opening where I can use my riding to advantage. Is there any opening for a young man where hard riding would be a recommendation. I particularly prade myself on my ability to make fair speed over roads that most riders would consider impassable and would like to get a position where my riding would be useful.

Yours truly, "HARD RIDER."

Does any body know of a place which he could fill?

A TURF threw a Belgian block into the window of W. H. & J. C. Dotter's jewelry store, 837 Columbia avenue, last evening, seized a tray of finger rings and fled. He fired a shot from his pistol at his pursuers, but was finally arrested. He refused to give his name or residence.

The above little item which appeared in the Philadelphia *Ledger* vividly recalled to my mind memories of the days when I first learned to ride a wheel.

At that time the two D's (as the Dotter brothers were called) were among the pioneers of cycling in the pleasant city of Reading, Pa., and many and many a day have I spent in driving my old light roadster among the hills in their company.

Billy was the first one to leave the Pennsylvania town, emigrating to Hagerstown, Md., where he speedily became as much a favorite as he had been in Reading. Then John went to Philadelphia, where Will finally joined him, and the two are now doing a thriving business on Columbia Avenue.

One of the principal claims to distinction of the two D's was the Rucker tandem they owned which, as many of the old timers will recollect, consisted of the two high wheels of an ordinary connected by a long backbone or tube which had a universal knuckle joint permitting the separate turning and individual steering of each wheel. 'Twas a skittish thing to ride, and I well remember that Billy valued his own neck so much that he would never permit John to ride the rear wheel, which was the tickish position.

But dear, oh dear, how that machine could travel! And you could carry a Saratoga trunk on it by strapping to the backbone between the two wheels.

MY co-laborer in the cause, Mr. Betts, evidently was not as careful as usual in editing Mr. Kerrison's original contribution to his paper last week, in which he said that the Waltham track had been placed in the hands of Chief Consul Geo. A. *Robinson* and Chairman H. W. *Perkins* of the Massachusetts Division.

What was the matter, R. G.?

"WHAT shall we do with our ex-Presidents?" is a question asked by an Elizabeth, N. J., paper, which then proceeds to answer it's own conundrum by saying:

"After their counterfeit presentments have been placed in that national Valhalla, the Eden Musee (admission 50 cents, 25 cents on Sundays), New York, they can settle down to just whatever they please, chicken-raising, professing or practicing law, or anything else that it is proper for a private citizen to do."

I presume it did not intend this to apply to the ex-incumbents of the L. A. W. presidential chairs.

I AM reminded by this reference to the Elizabeth paper that one of the brightest men in the National Assembly is Mr. Charles C. McBride, who is editor of the Elizabeth *Daily Journal*, and he has done an immense amount of work for the cause of cycling and good roads. He is one of Dr. Brown's right-hand men, and the Chief Consul of New Jersey has an unusually large number of right-hand men, too, be it noted.

THAT the League members do sometimes give attention to the accounts of the National Assembly and scrutinize the reports presented to that body is evidenced by the following letter, which we trust will be given the explanation which its importance demands:

MR. ARIEL: I notice in Secretary's report, of issue February 24th, page 149, column four, under head of "Our Income to Feb. 1, etc., Veteran bars, $76.50." Kindly advise me in next issue what is a "Veteran's bar," and are free lunches served?

What are the essential qualifications? I think a description would interest a number of old members, as I cannot find any one in the vicinity who knows what a veteran's bar in the L. A. W. is.

Sincerely, L. A. W. No. 381.
ARIEL.

TELEMACHUS' TALKS.

Some Trade Topics—Hollow Rims and Tangent Spokes—The Question of Reduction in Prices.

THE English scribes who are making much ado over the fitting of hollow rims to this year's Columbia wheels must either have short memories or be very ignorant of things about which they should be well posted. How far from the truth is their statement that "The Pope Mfg. Co. has hitherto strongly opposed the use of the hollow fellow, and for all its immense output up to the close of 1892, including even racers, used the solid rims only" is shown by the fact (and it is a fact) that *all* the Columbia safeties fitted with solid tires, save and except the Velvet Columbia, the first safety built by the Pope Co., in 1888, were equipped with *hollow* rims. It was not until the cushion and pneumatic tires came that they, with the great majority of makers, English as well as American, put on solid rims, and the opinion was quite general then that hollow rims were not needed with the large tires.

It might be further added that it has always been the policy of the Pope Co., as well as of other leading American makers, notably the Overman Co. and the G. & J. Co., to fit light wheels with hollow rims. Their high wheel Light Roadster had them, as did the Victor and Champion, and in 1889 when the Pope and Overman Co.'s had made a truce and were fighting the English wheels for a change, one of the great talking points on their wheels as against those from across the water was that Columbias and Victors had tangent spokes and hollow rims, which all high grade wheels should have, while such English wheels as Premiers, Rudges, Singers, Psychos and others had direct spokes and solid rims, and were, consequently, of an inferior grade. This makes quite a different picture from that which the quotation above attempts to exhibit, and shows that we are not always behind our English cousins.

THE use of tangent spokes is another point on which we can pride ourselves upon being just a little bit ahead of at least the majority of English makers. A few years back such a thing as a tangent-spoked English wheel, with an exception or so, like the Referee, was unheard of, unless it was specially built for American use. All our *light* wheels, on the contrary, had tangent spokes, from the time of the high wheels; and while the Pope and G. & J. Co.'s tried direct spokes for their first safeties, they soon discarded them, and have always since used tangent; the Overman Co. *always* pinned their faith to tangent spokes.

During the past two or three years we see a change coming, and first one English firm and then another drops the direct for the tangent spoke, especially on light wheels. The direct spoke is more expensive, and is, I think, even superior to the tangent when made and put in right, and not used on very light machines; but the craze for lightness which is upon us has set its seal of disapproval upon the direct spoke and it is doomed. The trouble is that in making a very light machine the spokes must be made so light that it is desirable or even necessary to have them come in contact and be laced together, on the well-known principle of a bundle of sticks versus a single one. Light direct spokes on a wheel ridden with an intelligent rider are all right as long as accidents are avoided; but if the rider is not intelligent, or there is a collision, or some clumsy person puts his foot through a straight spoked wheel there is the deuce to pay. One or two spokes out of a light wheel means that it won't go through the forks, while a similar mishap to a tangent wheel is much less serious.

It may be said that there are plenty of the very best machines still fitted with direct spokes; or that concerns like the Humber Co. have always fitted their lightest *ordinary* as well as safety racers with them; and that it would be hard to improve on such models. That is not to the point, which is that these same wheels fitted with tangent spokes could be made lighter, stiffer, and less liable to damage. The makers are beginning to see, and I know of one of the best makes of English wheels which has always had direct spokes—and still has them on their very light wheels this year—which will, in all probability, appear next year with tangent spokes, simply because they *must* make light wheels, and the lighter they make direct spokes the less reliable they are. Take it all in all, the tangent spoke leaven is working; it has converted me, who never rode anything but a direct spoked safety; and when it is through its work there will be little left of the direct spoke.

It is such an important article of faith with the bicycle papers that trade topics, and particularly the mention of names in connection with them, must be treated with the greatest caution, that it is pleasant to see a notable exception made to this rule.

The recent articles in BICYCLING WORLD in regard to the price of bicycles, the inquiries from its readers as to whether it was run in the interest of the rider or of the manufacturer, and the statement in reply of the evident fact that the greater portion of the cycling papers' bread and butter came from the makers, show both the friction existing between riders and makers, and the caution of cycling journals in approaching the subject of prices. To my mind it is the worst possible policy to suppress all independent and intelligent discussion about makers and machines, as it strengthens the impression that all manufacturers are coining money hand over fist, and that prices can and should come down, but are held up by artificial means; all of which can be combatted with success if it is gone about in the right manner.

It is very gratifying, therefore, to see the correspondence between Col. Pope and his Philadelphia friend published in full in the BICYCLING WORLD.

The reduction in the price of last year's patterns of Columbia wheels has been widely discussed, not only in the trade, but by riders who have those wheels and think of trading for this year's. Such persons at first think that their wheels have depreciated in value by reason of this reduction, and this belief is encouraged by some of the Pope Company's rivals, who wish to make capital out of it.

That such is not the case, however, can be readily shown. A last year's pattern is worth less than one of the current year, even in those rare cases where no change is

Everybody

Reads

Union Ads.



BEAR THIS IN MIND.

As soon as riding begins, you will wonder why an inferior rider to yourself can run away from you on a

Union P. D. Q.,

which is from three to five pounds heavier than your own mount, and this is why. The

Bearings

on the Union are dust proof and have been carefully worked out: every known test has been employed to ascertain the correct angle for the cone, consequently the Bearings have something to do with it.

Then again, the

Frame

is rigid and will NOT spring or vibrate when you begin to scorch; this keeps the

Wheels and Sprockets

always in line and avoids unnecessary friction. This point is also to the credit of the Union. Did you notice the TIRE? The

Airtite-Dunlop

the simplest, easiest running tire ever made. Put these three points together and the combination alone will more than account for the speed of the Union; and there are other reasons which we have not touched on, but which you will find in our catalogue.

• •

Union Cycle Mfg. Co.,

166 and 170 Columbus Ave.,

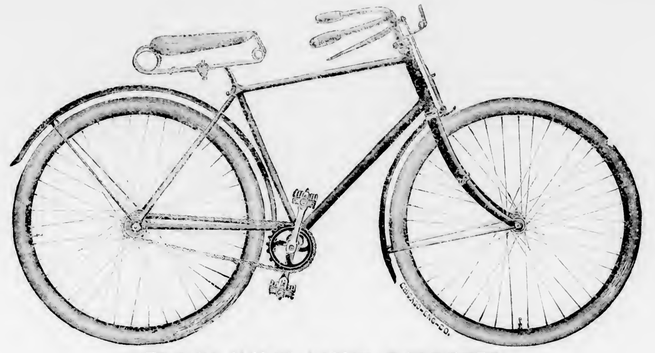
BOSTON, MASS.

• •

SEE THAT JUMP?

The Airtite-Dunlop!!

It has a continuous inner tube.



BLACK HAWK LIGHT ROADSTER,

$135.00.

THE ONLY WHEEL THAT LISTS UNDER $150 AND SELLS IN COMPETITION WITH THE HIGHEST PRICED ONES.

THE MOST TALKED OF WHEEL IN AMERICA TO-DAY. WHY? YOU HAVE NOT SEEN IT--HENCE YOUR QUESTION.

CATALOGUE NO. 27 TELLS ALL ABOUT IT

WESTERN WHEEL WORKS,

CHICAGO.

R. L. COLEMAN CO.,

SOLE EASTERN AGENTS.

35 BARCLAY STREET AND 40 PARK PLACE,

NEW YORK.

made in the pattern; still more is this the case where radical changes are made. The price of 1892 Victors, Ramblers or Warwicks, for instance, has not been reduced; yet would any sane man buy one of them for $150, in preference to the 1893 patterns if the changes were pleasing to him? Would a rider who wanted a light Humber pattern wheel buy a '92 Victor B, with truss frame and 48 pounds weight in preference to the Victor Flyer at 29 pounds, a '92 Rambler, with spring frame and 50-odd pounds weight as against a '93 pattern wheel weighing 30 pounds; a '92 Warwick with hump-back frame, curved brace and 45 pounds weight, as against a '93 pattern weighing 30 odd pounds? Is there a dealer who would have the effrontery to sell a deluded customer such a wheel?

On the other hand, are there not plenty of men who can't afford the $150 required to get a '93 pattern wheel, or the $50 or $60 required to make a trade, and yet who would like to have a high grade wheel, new and *fully guaranteed*, and be willing to give, say $130 for it? Undoubtedly there are many such, and I know of just such a case, where a man either had to get a second-hand $150 wheel at about $125 or a '92 Century Columbia for $130, and he chose the latter.

Other riders think that the trading price of their wheels has depreciated if the price is reduced, but this is also a fallacy. Can't they get just as much in trade for their '92 Centurys as their friends can for '92 Victors, Ramblers and Warwicks, to make the same comparison? Undoubtedly they can and do.

It may be said that the man who bought a Century late last year and gave $150 for it is treated unfairly, and there is just the grain of truth in this that makes it difficult to meet.

Everyone, rider as well as dealer, knows that bicycles change every year, and that a wheel bought late one year will be somewhat out of style the following year. If a rider does not know that the dealer should inform him, and, to a certain extent, protect him against his own imprudence. But it would be almost as unreasonable for a man to buy a suit of clothes at the end of winter and expect it to be just the style in the spring and be angry when he finds it isn't, as to buy a wheel just before the new patterns come out and then get indignant because the makers have improved them. Suppose this was carried out to its fullest extent: A man who bought a solid-tired wheel in 1890 comes around in 1893 and discovers that pneumatics are all the rage, and that wheels like his own are either listed at ridiculously low prices or are obsolete; what would we say if he should raise a row and exclaim against the policy of a company that cut prices?

I am not posing as an apologetist for the Pope Mfg. Co. They have the reputation of being able to hire all the men they want for that purpose! But I do admire the nerve they display in taking the bull by the horns and doing publicly what every bicycle dealer knows is done secretly, viz.: reduce the price of old pattern wheels. TELEMACHUS.

The Other Side of the Elliptic.

EDITOR BICYCLING WORLD: I noticed an interesting article under the heading of "Chips" in your valuable paper of the 3d. "The Old Block" speaks about elliptical sprocket wheels, and if you will kindly allow me a little space in your columns, I will endeavor to give my experience and make a few explanations which I believe he asks for.

The "Crooked thing," like many other new inventions, is still wanting for friends. I for one am not a friend of it and the following are my reasons:

First: I can't for the life of me see where it has any advantage over the round sprocket wheel.

Second: It looks so ungainly and "flip-flap" like, that to me it is an eyesore on a wheel.

Third: That jumping motion from a high to a low gear is certainly objectionable.

Fourth: When riding down hill it feels as though you were never sure of your pedals, and this is far from being a pleasant feeling, especially when you have no brake.

I have been told that it has a decided advantage for hill climbing, but have been unable to find out where the advantage comes in.

My limited experience has taught me that the elliptic is merely something new in the sundry life and is a good thing to satisfy the man who, woman-like, likes to go shopping for novelties and tell the boys of his great purchase. As for a practical invention, it's "not in it."

May be some riders like the quick apparent return of the pedal. I don't. I believe in giving an even pressure to the cranks and following your pedals with this even and steady strain. When once you have adapted this style of pedalling you will never want an elliptic.

Don't simply pump up and down on the pedals and expect the force of your downward kick to send your wheel forward and bring the pedal back under your foot. No! try to press, draw, lift, and push your pedal around and you will soon learn that riding is not as tiresome, that you can get more speed out of your wheel with less wreckage, less strain on your wheel bearings, and I shall certainly be disappointed if you don't say as I do that the elliptic "isn't in it."

I do not mean to enter into a controversy. The above is simply my experience with the new fangled thing, and I hope, gentle readers, you will not jump on me too hard.

CARL VON LENGERKE.

New York, March 14, 1893.

METROPOLITAN MUSINGS.

Things Cycling In Gotham--The M. A. C. C.'s Dinner--Talk of a Chicago Tour.

ON April 5th the annual pool tournament between the Kings County Wheelmen and the Brooklyn Bicycle Club will be held. This is the third season that these contests have been played by these clubs, and they have grown with interest each year. The first season the Kings County Wheelmen won the trophy, last year the Brooklyns carried it off. This contest will therefore have the double interest of deciding the off match so to speak. A game will be played on each Wednesday evening during the month's alternating at each club house. The make-up of the teams have not as yet been decided upon, but vigorous practice is now going on at both the clubs to decide who shall represent them in the coming match. The trophy will in all probabilities be a silver cup as heretofore.

The dinner to be given by the

METROPOLITAN ASSOCIATION OF CYCLING CLUBS

on Saturday night promises to be a very pleasant affair. It is not expected that any very large number will attend outside of the regular delegates, but all who care to do so will be made welcome. It is the first anniversary of the Association, and speeches will be made by many prominent people. There is no doubt but that the affairs of the association will be thoroughly gone over at this dinner, and plans made for the future work to be done this year. The Association has an application in for a date in the International Race Circuit, and as it is the first received from this city, will undoubtedly be accorded them if they feel equal to the task of managing the same.

It is most unfortunate that New York City has not as yet a suitable track to hold important events upon, but it may be possible that such a one will be built before the time to hold this meet will come round.

THE IRVINGTON-MILBURN ROAD RACE

is of course taking up the attention of the Race Committee at this time, and they anticipate a more successful adventure than ever before.

The M. A. of C. C. feel confident that the prize list will reach much larger proportions than previous years, and that the entry list will also reach far ahead in point of numbers. The increase of amount to entrance fee is favorably received and will cause no loss in entries.

No doubt steps will soon be taken by the Association to promulgate its plans for the tour to Chicago in August. A tour-master should be appointed at an early date to map out his route and schedule of the time necessary to successfully conduct the trip. An estimate of cost should be made and the books opened for applicants who desire to participate in same, as no doubt parties will be made up from all sections of the country for a smaller tour can no doubt be made one of the most interesting features of this international meet, the combining of courses on this tour. If properly conducted they ought to engender a number of pleasant friendships amongst the participants, thereby accomplishing a great deal of good.

The Brooklyn Good Roads Association under the new President Mr. George T. Stebbins is commencing to work in earnest. A mass meeting will be held in May at which an illustrated lecture by Mr. Potter will be one of the features.

The committee to confer with the Park Commissioners will hold a meet shortly and give particular attention to the matter of the wheelmen's side path, Coney Island. As time goes on this Association is finding much to do and can make itself a great factor in cycling life of this vicinity with a little hard work. "SPEC."

A Porkopolis Road Boom.

CINCINNATI is having a veritable road boom. A proposition is before the legislature to authorize the issuing of $400,000 in bonds to widen the Paddock Road and Springfield pike to eighty feet between Avondale and Glendale, a distance of over eight miles, and to regrade the roadbed so that in no place shall the grade exceed five feet to the one hundred. The road is to be paved with macadam and with the asphalt and vitrified brick of Avondale will give us a boulevard 12 1-2 miles in length.

The Montgomery Road from the corporation line to Silverton, 10 1-2 miles from the post office, is also to be improved and regraded.

An attempt is also to be made to widen the Madisonville road from St. Francis De Sales Church to Madisonville, and it is even proposed to pave that quagmire known as Spring Grove avenue with vitrified brick. It is claimed the reason this thoroughfare has been permitted to remain in its present shameful condition, is that whilst the dead citizens who are being hauled to Spring Grove cemetery are not in a position to kick, the mourners are so miserable that the beastly condition of the road just suits them.

It is to be hoped that the electric roads will not be permitted to gobble up these new and improved thoroughfares, for wherever they have taken possession of macadamized pikes they practically destroy their usefulness.

This brings up the question of justice of permitting street railway lines to appropriate public highways which have been improved at public expense, whilst the steam railroads with which they come into competition in the carrying of suburban traffic are compelled to acquire their own right of way. The electric railroads are just beginning to branch out into the territory adjacent to our large cities and if we expect to control them now is the time to begin. STAR.

From the Mississippi.

POLITICS are receiving a great deal of the local cyclist's attention this year, and at the election to be held next Tuesday the wheelmen's vote will for the first time go to the candidates who have pledged themselves in writing to do all in their power to bring about a much needed reform in street cleaning and sprinkling. It is surprising with what promptness the candidates have replied, and if half of the promises made are kept, St. Louis cyclists will have reason to stand up and shout, "we are the people!"

No event is regarded of greater importance in Missouri than the annual meet of this Division, and the members will therefore be pleased to learn that Sedalia is already making extensive preparations to entertain all who will attend, and to that end the Sedalia Cycle Tournament Association has been formed with J. H. Kelly as president and W. H. Reynolds as secretary-treasurer.

My attention has been recently called to the loose by-law governing

THE FORMATION OF LEAGUE CLUBS,

and I think something ought to be done to compel applicants for a League club charter to submit a full list of their members' names before the document is issued. At present all that is necessary is to have a statement that the club has the requisite number of members, certified to by the president and secretary. League clubs having representatives on the Division Boards are a powerful element in managing the affairs of a Division, and the loose by-law has been taken advantage of in St. Louis by one or two schemers to organize League clubs which exist only on paper, as far as I can ascertain, and organized for the sole purpose to elect club representatives to the Division Board. If the statements made when the charters were issued were false, I think the Membership Committee should act promptly to expel the offenders.

The Forest Park Road Race Association is beginning to bestir itself in making arrangements for this year's road race to be run over the regular course in Forest Park, the distance to be 20 miles. After some discussion it was voted the time limit, conditions and course should be the same as last year, and to encourage the scratch men three fine time prizes are to be hung up. This race is to St. Louis what the Bullman is to Chicago, and we hope to receive a good lot of Chicago entries to make the contest interesting.

At a meeting of the Pastime A. C. directors yesterday, Director H. A. Canfield of the bicycle division made a proposition to have St. Louis included in the International Circuit, and the proposition was favorably received. It is probable that the dates will be fixed for the latter part of July. The club's new track will be finished by June 3, in time for the spring meeting.

It is surprising how generally the cycle is pushing its way into the rural, backwoods districts, and it begins to look as if all the farmer's old-time prejudice has been wiped away. Out of 350 inquiries sent out by the committee taking the cycling census of Missouri towns of 500 population and over, but 25 report no riders and in the balance the average cycling population is about five. The most surprising thing is the number of lady riders reported, and this proves conclusively how thoroughly the theories of Mrs. Grundy have been knocked out.

LINNEUS.

St. Louis County Tour.

EVERY rider in the State of Missouri is invited to take part in the St. Louis County tour to Ballwin on April 2, and an elaborate programme has been decided on to make this event even more successful than it has been in previous years. The start will be made from 19th and Locust streets at 8.30 A. M. sharp, and the photograph will be taken in a beautiful location in Forest Park. The famous Clayton, Ballas, and Manchester roads with their delightful coasts and easy grades lead to the destination, and they are all now in excellent condition. At the Western Hotel a grand complimentary dinner will be given to the participants in the tour by the Meacham Arms Co., and Grand Marshal Hildebrand states that the meal will be the finest one yet served at Ballwin. After dinner there will be athletic sports, vocal and instrumental music. At 3 P. M. the ride will be resumed to Bartold's, where coffee and sandwiches will be distributed, and those present will listen to an address by A. C. Davis, Chief Consul Holm, and the mayoralty candidates, Messrs. Walbridge and Bannerman. The Cycling Club, Southsides, Pastimes and Carondelet C. C. have promised to participate in a body, and all unattached riders who will form a separate division are invited to do likewise. League members residing in St. Louis are especially urged to be present and lend their aid to make the affair a huge success. The officers will be: Grand Marshall C. C. Hildebrand; pace makers, E. N. Sanders, E. A. Grath; Aids, Capts. Woizendorf, Upmeyer, Canfield, Stith; Captain of unattached, H. C. Dreiling. "LINNEUS."

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Patent - Pneumatic - Tires.

Do you ride a wheel fitted with Morgan & Wright tires?
Shall you order your '93 mount fitted with Morgan & Wright tires?
Will you not order the

Genuine Morgan & Wright . . Tires . . .

And not suffer an imitation to be palmed off on you?

Have you noticed the valuable list of prizes offered to riders of M. & W. tires?

You have an entire season before you. Why not fit your wheel with a cyclometer and send us your record at the season's close? The first prize for distance is valued at $100, second at $50, and the third is a set of tires. All are worth trying for.

There are other prizes for single performances. All will interest you. Our catalogue will tell you about these, give you a lot of information and a general idea of repairing the tires.

You Will find the '93 M. & W. tires "up to date" in all particulars.

The valves are vastly improved.

The inner tubes are seamless, made by our own secret process, moulded and vulcanized at the ends, in fact as nearly perfect as is possible to make them.

We ask all riders entering this season's contest to send us address, age and weight, and name and weight of wheel. We will enter these names and take a kindly interest in the rider's welfare.

THE PRIZE LIST

IS AS FOLLOWS:

For greatest mileage made on one set MORGAN & WRIGHT TIRES during 1893. Rider to make his own repairs.

1st Prize, Cost Value,	$100
2d Prize, Overcoat,	45
3d Prize,	1 Set M. & W. Tires

For most meritorious single ride. Distance, weather and character of roads to count.

1st Prize, Cost Value,	$50
2d Prize, Cost Value,	25
3d Prize,	1 Set M. & W. Tires.

For fastest mile made in competition.

Prize, Cost Value,	$50

For best time made in road race. Distance 10 miles.

Prize, Cost Value,	$25

Best time made in road race. Distance, 25 miles.

Prize, Cost Value,	$25

These prizes to be competed for under the rules of the L. A. W., and prizes to be such as will be acceptable to the Racing Board.

All trials for prizes must be made with MORGAN & WRIGHT TIRES.

Contest closes December 25, 1893, and prizes will be awarded as soon thereafter as the judges may decide.

S. H. Van Sicklen, Charles P. Root, and L. J. Berger have consented to again act as judges.

Morgan & Wright.

331-339 West Lake St.,

CHICAGO, ILL.

[Mention BICYCLING WORLD.]

Fixtures.

APRIL.

2.—St. Louis County Tour to Ballwin.
7-8.—Savannah, Ga. Wheelmen's Association Race Meet.
10.—N. Y. Twelfth Regiment A. C. Games. Two-mile safety.

MAY.

7.—Louisiana, Mo. Pike County tour.
8.—Clarksville, Mo. Fifty-mile road race.
21.—St. Louis. Annual Forest Park Road Race.
29-30.—Waltham, Massachusetts Division Annual meet.
29-30.—Worcester, Mass. Bay State B. C. Annual Meet.
30.—Louisville, Ky. Ten-mile Handicap Road Race.
30.—Irvington-Milburn Road Race.
30.—Buffalo, N. Y. Martin Road Race.
30.—Chicago. Pullman Road Race.
30.—Rome (N. Y.) Cyclers Race Meet.

JUNE.

3.—Buffalo, N. Y. State Circuit.
4.—St. Louis. Inter-State Desoto Run.
16-17.—Syracuse, N. Y. State Circuit Meet.
17.—Herne Hill Track, London. N. C. U. Championships.
24.—Louisville. Prince Wells Ten-Mile Road Race.
25-26.—Lawson's Second Annual Tour to Kentucky State Meet, Louisville to Harrodsburg.
27-28.—Kentucky Division Meet, Harrodsburg.

JULY.

2-3-4.—Annual Meet Missouri Division at Sedalia.
3-4.—Hartford. Columbia C. C. Race Meet.
4.—Cincinnati. Fourth Annual Road Race.
4.—California Division League Meet.
4.—Watertown (N. Y.) Cyclers Race Meet.
4. Cincinnati. Fourth Annual Poorman Road Race.
4-5.—Fort Scott. Seventh Annual Meet, Division. Address Henry E. Harris.
21-22.—Herne Hill Track, London. Cuca Cup 24-hour Race.

AUGUST.

5-12.—L. A. W. Annual Meet, Chicago.
7-12.—International Race Meet, Chicago.
14-15.—Milwaukee Wheelmen's International Circuit Meet.
16-17.—Ripon. Wisconsin Division International Circuit Meet.
19.—Minneapolis. International Circuit Meet.
22.—Evansville, Ill. International Circuit Meet.
24.—Indianapolis. Zigzag C. C. International Circuit Meet.
26.—Cincinnati, O. Century C. C. International Circuit Meet.
28-29.—Columbus, O. Century C. C. International Circuit Meet.
30-31.—Cleveland (O.) Wheel Club International Circuit Meet.

SEPTEMBER.

13-14.—Springfield B. C. Tournament.

OCTOBER.

5.—St. Louis. Annual Fall County Tour.

NOVEMBER.

30.—St. Louis. Annual Paper Chase.

The Misuse of Decoration Day.

EDITOR BICYCLING WORLD: As the cycling season approaches and the various wheeling organizations are making their plans for meets, races, tournaments, etc., amongst others, there come to us certain requests for support toward such events which are being arranged for Memorial Day. In themselves these things are good, but we feel that there is an unfitness in selecting the 30th of May as the date of such occasions. On that day, set aside by the nation in honor of the men who died for this country, their living comrades will gather at the cemeteries and hold a memorial service. There is an inappropriateness, it seems to us, in the possibility of this procession's being halted, lest it interfere with a cycle race. It may be argued that this could be avoided—so it could, and probably would be—but the fact remains that to a great host of young Americans Memorial Day is simply recognized as furnishing an opportunity for some public athletic event, and this reflects very gravely upon the patriotism of the new generation.

Would it be unreasonable to suggest that the League of American Wheelmen and the various cycle manufacturers should discourage the use of Memorial Day for public cycling exhibitions?

Yours respectfully,

WM. L. ROSS, Manager of Singer & Co.

Boston, March 16, 1893.

Tarred Wide

P. J. BERRA this season will wear the circle and star of the Malden Bicycle Club. With Berls, Eddie and P. J. McBuffee, and its other cycling lights, Malden will be able to hold its own so far as racing is concerned.

At the first indoor meeting of the Rochester N. Y.) Athletic Club, held at Washington Rink last week, the mile bicycle race resulted as follows: First, J. A. Newhouse (20 yards) 3.35; second, W. Conolly (scratch); Only other starter, C. J. Conolly, who dropped out.

ENCOURAGED by the great success of its first minstrel show, the minstrel committee of the Press Cycling Club of Boston has decided to repeat the performance. The second show will be held at the Park Theatre, Malden, May 29, at the time of the annual spring meet of the Division.

AT the meeting of the Warren Athletic Club Cyclers, Wilmington, Del., last week, it was arranged to move in the direction of the formation of a military bicycle corps. H. E. Pennell and John A. Jordan were appointed a committee on organization. Colonel Howard Simpson, inspector of rifle practice for State militia, has expressed himself heartily in support of the movement.

THE rooms of the Excelsior Cycling Club, at the Hotel Imperial, New York, were the scene of a very animated gathering at their regular meeting last week Monday evening, one of the features being the presentation of a club banner beautifully embroidered in white and gold (the club colors) by one of the lady members, also of an elegant marble clock, both going in no small degree to the homelike aspect of their parlors. Among the matters discussed was the holding of a reception during the first part of April to which the other clubs of whose hospitality the Excelsiors have partaken during the past winter should be invited, and which was almost unanimously agreed upon. The socials and entertainments that this club have been giving during the winter have caused the time to pass very swiftly and pleasantly for its members, who are now beginning to look anxiously forward to their first run of the season, which it is expected will be in the near future. This club has had unprecedented success in filling up its membership book during its short life of only about four months, its rapid growth being due in a great measure to its efficient officers, the majority of whom are well-known bicycle racers, as are also its members. Their rooms are always open to members and their friends, who are invited to drop in at any time, their books and papers, together with cycling periodicals, making a visit especially interesting.

SCORCHER SHOE, DETACHABLE CLEAT. DETACHABLE CLEAT. SCORCHER SHOE.

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OUR IMPROVED CLEAT. THE SCORCHER SHOE.
Stipped on and off in a moment. Solid Dongola. As the cut shows. Will fit any shoe. Detachable Sole. Will fit any shoe. Comfortable. Best Workmanship and Material. Solid Leather, Double Sole. Is Leather, Rubber Soles, or Rubber Heels. Up to Date. Send us size of last. Stock size shoe and kind of polish. Discount to dealers. Circular and sample cleat for stamp.

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SEE OUR OTHER "AD" IN THIS ISSUE.

Detachable Cleat Co. Cleats and shoes arrived just in the nick of time for the race, and am very much pleased with them. Thank you for your prompt ness. Respectfully, H. G. F. MYERS.



LIGHT ROADSTER, WEIGHT 30 LBS.

Hard to Beat.

Is the Universal Opinion of all who have seen the . .

D. & R. SPECIAL.

PRICE, $150.

POPULAR WEIGHTS 4

Racer, 19 lbs. Road Racer, 24 lbs.
Lt. Roadster, 30 lbs. Full Roadster, 36 lbs.

Live Agents wanted everywhere. Catalogue on application.

Dean & Rogers Cycle Co.,

TAUNTON, MASS.

A FORGETFUL HEAD MAKES WEARY LEGS.



HOLBEIN SWIFT

Weight, 36 lbs.

Never forget that the SWIFT is the easiest running wheel made. It will save your legs.

Coventry Machinists' Co.,

BOSTON. CHICAGO. SAN FRANCISCO, CAL.

New York to Chicago Awheel.

ALL of the newly elected officers of the Century Road Club of America were present at a meeting held in Chicago last Friday night, at the conclusion of which it was unanimously decided to hold a relay ride from New York to Chicago, a distance of about nine hundred miles, beginning August 7 and terminating within seventy-two hours. Numerous statements were made that the distance could be covered in sixty-five hours.

President Skinkle will have full charge of the matter for the present. He has been conferring with Mr. Herrick, the Chief Centurion, and these two and all who have heard of the scheme agree that it is the proper way for the club to signalize the first year of its existence.

A Tri-County League.

ON Wednesday, March 15, the Tri-County Wheelmen's League was organized in Nunda, N. Y., with the following officers: Dr. A. F. Lantz, of Bath, N. Y., President; C. F. Daggett, of Nunda, N. Y., First Vice President; B. G. Sisson, of Cuba, N. Y., Second Vice President; B. C. Brown, of Canisteo, N. Y., Third Vice President; F. W. Buck, of Dansville, N. Y., Secretary; F. E. Vandorn, of Mt. Morris, N. Y., Treasurer.

The league is formed for the same purpose as the L. A. W., but more especially to hold a series of race meets in the counties of Steuben, Allegany and Livingston.

The first meet will be held at Dansville about May 30.

Membership of Chicago's Clubs.

THE membership in each of the clubs composing Chicago's Association of Cycling Clubs is as follows:

Lincoln Cycling Club	300
Chicago Cycling Club	296
Illinois Cycling Club	200
Oak Park Cycling Club	193
Englewood Cycling Club	201
Avenue Cycling Club	178
Lake View Cycling Club	72
Cook County Wheelmen	200
Ravenswood Cycling Club	102
Columbia Wheelmen	162
Sheridan Cycling Club	69
Wilmette Wheelmen	247
Total	2,253

For Sale.

A coin patent on Bicycle Locks. The best lock in the Market. Well advertised, a good business for some one. The tools included in sale of patent. For full particulars address P. O. Box 191, Springfield, Mass.

Fine Business Opportunity.

FIRST class business man, with a general knowledge of manufacturing, can arrange for an interest and the management of small bicycle factory. Conditions excellent for growth and profit. Company all right financially. The right man is what is needed. He must put in some money to make the company's interests identical with his own. Write or come to

STANDARD MANUFACTURING CO.,
Martinsburg, W. Va.

Your Old Wheel Taken in Trade.

SEND us a description of your old wheel (any make or style) its name, and year made; condition of tires, nickel and enamel. We will send you our latest list of "Special" cycles, highest grade, and make you a much larger allowance than any local dealer can possibly afford. We wish to introduce our 1893 wheels early. Deal direct with the factory. Washington Cycle Co., 802 Water street, S. W., Washington, D. C.

DON'T BE SATISFIED with a poor and leaky oil can for your bicycle. An oil can is the most important accessory, and the best oil can is the

"PERFECT" POCKET OILER

Does not leak. It also regulates the supply of oil to a nicety.

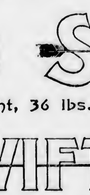


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CUSHMAN & DENISON, 172 9th Ave., New York

HOLDERS

To carry above oiler on a wheel. Thoroughly adjustable and can easily be clutched to any wheel by putting bolt-smooth nickel plated. Price 25 cents each. Larger size holder to carry pneumatic pump at same price.



CUSHMAN & DENISON,
172 9th Avenue, - - New York



Among the Clubs.

An amusement hall will be added to the Philadelphia, Pa., Bicycle Club's house during the coming season.

The Odones (N. Y.) Y. M. C. A. Bicycle Club was organized last week with about thirty charter members.

The York County Wheelmen's entertainment, so successfully given in Biddeford, Me., last week, will be repeated in Saco.

The members of the Troy (N. Y.) Bicycle Club at their annual meeting last week, decided to hold an indoor tournament within the next two weeks.

A novel ladies' bicycle club has been organized in Macon, Ga. The club is composed of about twelve young misses between 14 and 16 years of age.

Cards are out for the wedding of Miss Katie Webb and J. E. Gross, two of the Pennsylvania Bicycle Club of Philadelphia's most prominent members, which will take place during Easter week.

Harrisburg, Pa., has a new wheel club. It will be known as the Susquehanna, and starts out with a large membership. Commodious quarters have been secured on North Second street.

The Malden (Mass.) Bicycle Club has its racing team in active training. Three days each week the riders, McDuffee, Wettergreen, Corcoran, Mogridge and Lounders go to the training table.

The Jacksonville (Fla.) Cycling Club held a meeting last week, at which a committee was appointed to confer with the Florida State fair association in regard to putting in a race track at the fair grounds.

The Hyde Park (Mass.) Cycle Club held a largely attended dancing party last week in Music Hall. A large number of visitors were present, representing clubs from the surrounding towns.

Mr. Geo. L. Cooke was presented last week in Providence with a set of resolutions beautifully engrossed, the gift of the board of officers of the Rhode Island Division, as a testimonial of what he has done for the Division.

The eighth annual concert and ball of the Milford (Mass.) Wheel Club was held in Washington Hall last week, and while not a great success financially, was productive of an excellent time for the 50 or more couples who attended.

Messrs. Connelly, James Kellie, Gordan and Cressy of the Roxbury (Mass.) Club are training for this coming season's races. Roxbury expects to put out a novice team in the no-limit race of the Associated Cycle Clubs that will surprise the community.

A prize will be given by the wheeling department of the New York Athletic Club to the rider in that organization who has the largest mileage record for the coming season. Theodore E. Betts won the prize offered last year, having wheeled nearly 1000 miles.

The Massachusetts Bicycle Club concludes its indoor social programme by giving three entertainments, April 8, General Dunham of Hyde Park will lecture on Africa; April 18, Mr. McGlehan and others will give a talk on historical subjects; April 26, a card party.

Members of the Arlington Wheelmen, the Crescent Century Wheelmen and the Columbia Cycle Club of Washington, D. C., are in training for the 5-mile road race on Easter Monday at Lake Clifton, Baltimore, under the auspices of the Clifton Cycle Club of that city.

A number of wheelmen in the vicinity of Newburg, Ohio, held a meeting last week and organized a club, to be devoted to the interests of the wheelmen of that locality. The "Broadway Wheel Club" was adopted as a name. Plans for a new quarter-mile track are now complete.

At a meeting held last week in Company B parlors, 65th Regiment, in the Arsenal, Buffalo, N. Y., the Niagara Cycling Club was organized. This club proposes to offer its services as messengers, and on special order, to the 65th Regiment, of which all are either members or ex-members.

The Rhode Island delegates to the recent National Assembly, at Philadelphia, indulged in a heart tournament while traveling, which was won by Capt. Farnham. Last week he was presented by the vanquished with a clock made in the shape of a large watch. A chain was attached to make things more interesting.

The fourth annual dinner of the Whitinsville (Mass.) Bicycle Club was given in the town hall last week. Previous to the dinner the members assembled at their club rooms, and enjoyed a musical programme. During the evening the club was presented with a handsome oil painting, the subject being the club's registered emblem and monogram.

Arrangements for the annual May run of the Rhode Island Wheelmen are about completed. The run will probably take place on May 29. This will give the members a chance to take in the Massachusetts meet on the following day at Waltham, Mass. The run will be participated in jointly by the Rhode Island and Massachusetts wheelmen.

The Peoria (Ill.) Bicycle Club has decided to hold no race meet in the International circuit this season, as previously intended, in view of the many counter attractions of the circuit, notably that of the week's racing in Chicago. This will give Peoria an opportunity to run a tournament either before or after the month of Western racing in August.

Washington has another cycling club, consisting of nearly forty members and including most of the racing men of the District of Columbia. It will be known as the Washington Road Club. Social functions will not enter into their programme, and the constitution adopted at the meeting last week was calculated only for the exigencies appertaining to a road club.

The Bay State Bicycle Club tournament committee, of Worcester, Mass., has taken up and is pushing vigorously the work of arranging the details of the meet for May 29 and 30. It has been decided to offer a $375 Rouse & Simpson piano as a prize to the average club having the largest representation in the parade May 29. A $175 Tabor organ will be given the club making the best appearance. Second prizes will be awarded for members and appearance.

It is a question whether the Crescent League Wheelmen of Plainfield, N. J., will be able to build a one-third mile bicycle track after all. It is said that the owners of the property, which the club would have to rent adjoining the present ball grounds, want such a high rent that the wheelmen are fearful of touching it. It may be that they will have to be content with a quarter mile track after all.

P. H. Smeeding and Walter Sanger of Milwaukee have applied to Chairman Raymond of the Racing Board for credentials, setting forth their good amateur standing as required by the N. C. U., in order that they may compete against the English champions without protest. Sergeaunt, Sanger, and Trainer Culver will leave Milwaukee about April 15 for Springfield, Mass., where they will spend about three weeks getting into condition on the Springfield race track.

The parlors of the Capital Bicycle Club of Washington, D. C., were filled with guests last week to witness the second annual lantern slide exhibition of the club. There was an excellent display of art in photography, and the exhibition was rendered more enjoyable because of the fact that the photographs were all taken by members of the C. B. C. Camera Club on their numerous journeys through the country during last year. Mr. Charles Richards Dodge had charge of the exhibition and explained the numerous slides.

The Korn Kob Konceit of the Wanderers' Bicycle Club of Toronto last week resulted in a jolly evening for the same 150 members and friends who thronged the rooms. The festivity took its name from the corn cob pipes distributed at the concert commenced. An adjournment was made during the evening for light refreshments served by the club steward. Among the selections on the programme were: String quartette, Comus Club; "Daisy Bell," A. Baker; "Flight of Ages," D. F. Maguire; violin solo, C. L. Ridley; song, Palmer; song, Allen Fairweather; song, Mr. Kirby; song, A. L. E. Davies; recitation, Mr. Hallis.

The several committees which the directors of the Springfield Bicycle Club have appointed for their tournament are as follows: President D. E. Miller, general manager of the tournament; reception committee, F. M. Coe, chairman (a score or more members will later be appointed); advertising, W. S. Warriner, chairman, H. E. Trask, William Metcalf, E. E. Sawtelle; press, Henry D. Taylor, William Metcalf, H. H. Bosworth; tickets, C. E. Sewall, H. A. Squire, C. L. Willard, L. H. Adams; racing, D. J. Canary, E. H. Hildreth, C. L. Briggs, C. W. Bliss; prizes, H. A. Jordan, F. B. Williams, George P. Taylor; grand stand, J. D. Law, E. H. Simpson, A. H. Call; police, E. B. Weston, C. E. Sikes, Elmer Saunderson; transportation, E. H. Clark, H. E. Cook; storage, W. H. Richards, C. E. Whipple.

Miss Willie Burgess, a young lady of Washington, D. C., met with a serious accident last week, while riding her bicycle near the corner of Pennsylvania avenue and 9th street. The young lady was turning the corner when she collided with a delivery wagon and was thrown beneath the horse with such force that she sustained severe injuries to her face and head. Bystanders picked her up and carried her into Schelter & Stevens' drug store and she was afterward removed to her home. Dr. Magruder was called to attend her and he found that her injuries were serious, but not necessarily fatal. Ebenezer Alden, driver of the wagon, was arrested on a charge of assault, and later in the evening he was released on bond to appear in court when wanted.

The Cincinnati Century Cycle Club is in a prosperous condition, financially and otherwise. Its membership is increasing rapidly. The C. C. C. is a strictly League club and all L. A. W. members in Cincinnati and vicinity, who have not already done so, should make application for membership. Some changes have been made in the schedule of runs for 1893, the Maysville, Lexington run being changed to June 24-25 for the convenience of those who will tour to the Kentucky State meet at Harrodsburg, which takes place June 27-28. The schedule as now decided on is as follows: May 7, combined run to the Zoo; June 4, combined run to Miamitown; June 24-25, combined run, Maysville to Lexington, Ky.; July 23, combined run to Coney Island; August 6, century run to Eaton, O., and return; Sept. 3, combined run to Woodsdale Island; October 1, century run to Dayton, O., and return; October 29, century run to Wilmington, O., and return. The club have issued a neat little hand book containing their Constitution and By-laws, and also the Constitution and By-laws of the Associated Cyclers' Club House Company.

A New Method of Spoking.

A distinct novelty in the spoking of bicycle wheels is the system invented by Mr. Sharp, an engineer at South Kensington Museum. In this the flanges of the ordinary hub are replaced by a drum on each side, and round each drum each spoke takes half a turn. The spokes are of the double variety; one end is nutted at the rim, then each goes to the drum—either on one side of the hub or the other—round this it takes a half turn and then is nutted in the rim about four inches from where it began. There are no drillings in the hub, and the friction or grip of the tensioned spokes round the drums is quite sufficient to make a perfectly rigid and taut wheel. The system is very ingenious and looks like being effective.—*Wheeler.*

Chicago's New Track.

At the conference of prominent Chicago wheelmen with the International Race Committee, held in that city last week, a sub-committee on track and grounds, composed of F. W. Gerould, chairman; R. D. Garden, N. B. Van Sicklen and J. M. Erwin, was appointed to award contracts for building and track under directions from the International Race Committee and looking to its proper construction, also to see to other changes necessary on the grounds and to attend to other local matters in connection with the races.

Contracts with the Chicago Ball Club for their grounds, Thirty-fifth street and Wentworth avenue, where the meet will be held, were accepted and signed. By the conditions thereof the size of the track will be one-third of a mile and its surface made of burnt clay. The width of the track will be fifty feet on the home stretch.

To The West Philadelphia Cyclers.

BY THE CLUB POET.



We are told they nightly
practice and gambol on the lawn,
And on the rings they swing and do
preparing to be slain;
And when they are developed like the man
we often see,
What grand and speedy racing in the spring
time there will be.
We have looked them closely over and have
weighed them one by one,
And anticipate surprises and are waiting for the fun;
Now one will slip up quietly and will tell us
what he'll do;
He's going to ride "clear out of sight" of every
one but *you*;
And then again another of these most athletic
chaps
Will tell us of his future speed—We can but
think *perhaps!*
This talk we hear has made us sad; we used to
like to go
Out with the boys to take a ride, but now we'll
be too slow.
Our company they once endured—that time we
fear is lost.
Boys, don't forget when you go out, they're others
not so fast.
But as it is we hope you all may ride and win
the prize
For which you've worked the chest weights and
grown glassy in the eyes.

An Item of Interest to Wheelwomen and Men.

The interest in Mrs. Mary Sargent Hopkins' lecture on "Woman and the Wheel" has in no wise abated, and during the past winter she has been most enthusiastically received by her audiences, whether they were composed of teachers and students, or a gathering of physicians, scientific people and others, who have wished to know more about bicycling and its effects upon women. She has answered objections that have been raised, in a forcible and persuasive manner, having a fund of personal, practical experience to draw from.

Her audiences in some cases have contained people who have had decided objections to the wheel, but upon understanding the subject at all, or having been prejudiced through misrepresentation, who have acknowledged their mistake after listening to her presentation of the subject, have had

Is Your Club Going to the World's Fair?

If so, they should put themselves in communication with the National Columbian United Wheelmen's Association. This association can provide them with suitable sleeping and eating accommodations at reasonable rates, besides furnishing storage accommodation for their wheels and giving them the use of the finest bicycle club house in Chicago. The advantages of having a wheel while in Chicago are many, for long walks and tiresome waits in sun and rain will be the fate of the great majority of visitors. But the wheelmen will be independent and can go and come at pleasure, besides he will have an opportunity of seeing more of this city, its fine boulevards and beautiful residences than he would if he depended on local transportation, which as a rule would not take him through the most desirable portion of the city.

Wheelmen coming alone may have the same advantages. Bring your wheels, whether you stay with the National Columbian United Wheelmen's Association or not, as you will need them in going and coming from the fair, and you can use their storage room. Address L. D. Taylor, Secretary, 959 W. Madison street, Chicago, Ill.

A European Bicycle Tour.

An opportunity is offered to those who would like to join a party of twenty or less for a tour of France, Switzerland, Germany and Holland. Start from New York June 3d; seventy-five days. Cost about $300 round trip. Address F. A. Elwell, 152 Pearl street, Portland, Me.



The Coventry Machinists' Co.

The report that, on account of the failure to make the deal with the Richmond (Ind.) people, the Coventry Machinists' Company were going to withdraw from the American market is without the least foundation. We are informed that this company is going to push matters in America with a great deal of activity during 1893, and the "Swift" will surely be "in at the brush."

Something in Rims.

Mr. G. Harper, Southern Road, Fulham, has patented a new hollow rim, a section of which he sends us. It resembles the section of a shallow basin with foot, the bottom of the rim being nearly flat, with the edges turned in, and then curved up to the curve of the tire, and united by a curved piece placed on the top, and the edges lapped over the edges of the rim below. The spokes are attached to the projecting flanges formed at the base, and so are fastened without interfering with the internal portions of the rim. The section appears a strong one, and should prove well suitable for the object for which it has been designed. *Cyclist.*

Another Tire.

A new tire, which is manufactured by Messrs. Waddington & Co., Ltd., Hyde, England, appears to possess all the good qualities desired in a single tube pneumatic, being well made, of good materials, and light in weight, whilst the price charged is considerably lower than that asked for ordinary tires of this class. A prominent feature in this tire is the valve, patented by Mr. Waddington, a part of which is inserted into the interior of the tire before the latter is joined up, this and the outer portion being afterwards screwed together. All wiring or slitting of the tire for the purpose of inserting the valve from the outside, is thus done away with, and the result is a tire which is absolutely air-tight, without the use of screw-keys, etc.

We would call our readers' attention to Howard A. Smith & Co.'s advertisement of second-hand and shop-worn wheels, which will be found on page 61, and those who are looking for a good second-hand or shop-worn wheel to communicate with them.

F. C. Gilbert & Co., of Elizabeth, N. J., opened their new store in Rahway last night with a smoker and collation, which was largely attended.

The Ariston Manufacturing Co., of Westborough, Mass., have several cycles in process of construction, and it is believed when they come to the public eye that they will be found to be superior machines. Their lightness will be a feature in their favor, their weight being from 27 to 32 pounds, which is much lighter than the average machine. Work on these machines is being done at the machine shop of the National Straw Works, but the company is at once to put in the necessary machinery at the factory on Fisher street. This industry, like that of the American Bedstead Company, begins small, but may develop into something of importance to the town ere long. The bedstead company will, it is thought soon find it necessary to have greatly enlarged quarters to satisfactorily fill their rapidly increasing orders.

There will be two large meets this season under the auspices of the Toledo (Ohio) Cycling Club. For this purpose a track will be necessary, and arrangements have been made by the club and the Toledo Exposition Company, whereby the latter will build a 5200 track for bicycles at the fair grounds if the members of the club will guarantee to purchase a sufficient number of season tickets to make it feasible. The cyclers circulated a petition, and in 48 hours have secured 500 signers, so it is probable that the project will be carried out at once. The track will be three laps to the mile and will be built of brick dust, burnt clay or cement, as the committee think best.

RAMBLERS "ON TOP" AS USUAL.

A THREE TIME WINNER

PACIFIC COAST 25-MILE RECORD AGAIN BROKEN ON A

RAMBLER

Three Times by Three Different Men.

NOV. 6TH, 1892.

Walter Foster, on a No. 4 RAMBLER, fitted with Corrugated G. & J. Pneumatic Tires, broke the Pacific Coast *25-Mile Road Record*, over the San Leandro Triangle Course. Time, 1h. 21m.

NOV. 13TH, 1892.

Grant Bell, on a No. 4 RAMBLER, fitted with Corrugated G. & J. Pneumatic Tires, again lowered the Pacific Coast *25-Mile Road Record*, over the same course. Time, 1h. 20min.

FEB. 22D, 1893.

Geo. A. Faulkner, on a No. 4 RAMBLER, fitted with Corrugated G. & J. Pneumatic Tires, won the Associated Cycling Club 25-Mile Road Race Time Prize, over the San Leandro Triangle, making a *new Pacific Coast 25-Mile Road Record*. Time, 1h. 19min. 48sec.

"Good Men. Good Wheels. Good Tires."

THERE'S SOMETHING IN BEARINGS AND TIRES AFTER ALL.

THE G. & J. PNEUMATIC

CAN BE FITTED TO ANY WHEEL.

ANY RAMBLER AGENT WILL DO THE WORK. MOST REPAIRERS ALSO.

FIRST PREMIUM

SILVER MEDAL.

FOR THE BEST BICYCLE EXHIBIT AT A RECENT FAIR HELD IN MECHANICS' PAVILION, SAN FRANCISCO, WAS AWARDED TO THOS. H. B. VARNEY, WHOSE EXHIBIT CONSISTED OF

RAMBLER BICYCLES

AND NOTHING BUT "RAMBLERS." THE JUDGES UNANIMOUSLY DECIDED TO AWARD THE MEDAL TO "RAMBLERS" AFTER CAREFULLY WEIGHING THE MERITS OF ALL THE DIFFERENT WHEELS REPRESENTED, WHICH INCLUDED THOSE OF ALL THE PRINCIPAL LARGE MAKERS OF THE COUNTRY.

BEAUTY AND PERFECTION OF DESIGN, STRENGTH, TIRE, BEARINGS AND FINE FINISH

"Won the Day for RAMBLERS."

ASK ANY

RAMBLER AGENT

FOR CATALOGUE.

GORMULLY & JEFFERY MFG. CO.,

CHICAGO. BOSTON. WASHINGTON. NEW YORK.

CROSS STITCHED BELTS.



If you want the best and STRONGEST Belt made, send to us for Catalogue and sample of our . . .

Cross Stitched Rubber Belt.

NOTICE THAT THE STITCHES ON ONE SIDE RUN AT RIGHT ANGLES TO THOSE ON THE OTHER.

BOSTON WOVEN HOSE & RUBBER CO.

5 Winthrop Square, BOSTON, MASS.

"Woman and the Wheel."

A LECTURE BY

MARY SARGENT HOPKINS,

ON THE

"Bicycle,"

As a means of physical advancement for women.

Mrs. Hopkins' manner of presenting her subject . . . . . .

"Wheeling for Women."

never fails to awaken an interest in this soon to be universal recreation and delightful exercise.

She points out in a direct and forcible manner how much women can add to their health and happiness by out-door exercise, recommending the bicycle as the best means of gaining the most desirable results. Mrs. Hopkins has the personal endorsement of Mrs. Mary A. Livermore, Mrs. L. P. Hopkins, Superintendent Boston public schools, Miss Annie Jenness-Miller, Miss Frances E. Willard, and others.

The attention of wheel clubs is especially called to this lecture as a means of awakening an interest among their non-wheeling friends, and special rates will be made with any club wishing to engage Mrs. H. In the informal talk following each lecture, Mrs. H. answers all questions regarding dress, etc., when, how, and where to ride the wheel to the best advantage.

Address, MARY SARGENT HOPKINS, Wellington, Mass.

. . ADAMS' . .

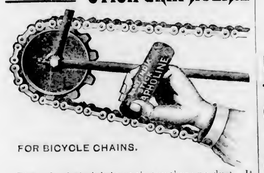
Pepsin Tutti Frutti

FOR THAT

Full Feeling After Eating.



USE EAST INDIA STICK GRAPHOLINE



FOR BICYCLE CHAINS.

The only chain lubricant that gathers no dust. It is easily applied, being manufactured in sticks three inches long. It protects the chain from rust, dust, mud and wear. Price 25 cents, by mail.

PRINCE WELLS

KENTUCKY BICYCLE AGENCY,

626 Fourth Ave. LOUISVILLE, KY.

DARTS

(Registered.)

LIGHTEST In the World.



New Designs Built on Smith Bros. LINES.

25, 27, 29 lbs., $160.

34 to 40 lbs., $150.

More good agents wanted. Send for lists. Photos 10 cents.

SMITH WHEEL MFG. CO.,

44-48 W. 67th street, New York.
921 H street, N.W., Washington.

CHALLENGED!

The World. To beat the workmanship, material, design or finish of

WARWICK CYCLES.

WARWICK CYCLE MFG. CO., = Springfield, Mass.

GET A CATALOGUE.

SINGER CYCLES.

GUARANTEED.

We fully guarantee All our Cycles, not for twelve months only, but for a life time. We are interested in our products beyond one year, whether the factory serial number remains intact or not, and should a defect make its appearance at any time in material or manufacture of a Singer Cycle, we are ready to make the defective part or parts good to our customer.

SINGER & CO.,

6 and 8 Berkeley St., and 2 Warren Avenue, BOSTON, MASS.

LIBERAL DISCOUNTS TO RELIABLE AGENTS.

Money Saved is Money Earned.

You can do both by purchasing of us one of our 1892 Pattern

NOMAD

WHEELS.

Steel Drop Forgings. Weldless Tubing.

Tangent Spokes. Pneumatic Tires.



We received these wheels too late in the fall to put them on the market. We must make room for our 1893 wheel, and to do so have decided to sacrifice the wheels left over from 1892. We are offering these high-grade wheels, with the strongest kind of a guarantee for one year, at the unheard-of price of

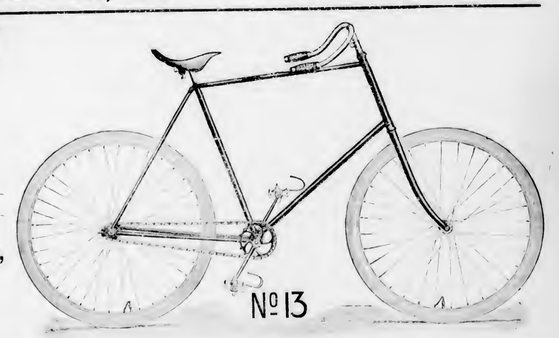
$75.00.

Our 1893 "Nomad," Pneumatic Tire, - $100.00
Cushion Tire, - - 85.00

SEND FOR CATALOGUE.

HOUGHTON & DUTTON, BOSTON, MASS.

COVENTRY CROSS CYCLES.



1893 Patterns now ready.

Warman & Hazlewood, LIMITED.

191 Lake Street, CHICAGO.

Catalogues free on application.

WILLARD'S IMPROVED.



The only Practical Stocking Supporter on the market. It crosses on the back; never binds or works off the shoulder. Made from the best material, best imported elastic web, and all trimmings nickel plated.

All the large dealers keep them in stock. If you don't find Willard's Improved, send 50c. for shoulder supporter, or 30c. for the belt.

To the trade: We will send sample of both, with price-list, for 50c., or sample order, express paid, subject to approval.

WILLARD & EVERETT,

224 Tremont Street, Boston, Mass.

Nickel Bright Chamois

Prepared and Imported Especially for Bicycles.

Makes Everything Bright. Keeps Everything New. Your Wheel Needs One.

Three sizes and prices postpaid:
No. 1, 12x15 inches, 25c. No. 3, 16x20 inches, 50c. No. 6, 24x26 inches, $1.00.

ADDRESS, EDGAR EGERTON,

Paterson, New Jersey.

OUR NEW CATALOGUE

JUST OUT

Contains Photogravures of the 1893 Helical and Weldless Tube Premiers, Six by Eight Inches in Size. Every Detail is Truthfully and Faithfully Portrayed by the Camera — You See the Wheel Exactly As It Is.

This Catalogue is large, heavy, expensive and artistic. In addition to a handsome collection of photographs, it contains information that will interest and enlighten you and your friends. You can obtain it FREE at any Premier agency, or we will mail you a copy upon receipt of two 2-cent stamps.

PREMIER CYCLE COMPANY,

544 and 546 Eighth Avenue, 255 West 51st Street,

NEW YORK, N. Y.

THE TRADE—Continued.

Partial List of Agents for the Monarch Cycle Co.

The H. H. Kiffe Co., New York City; W. W. Stall, Boston; Speedwell Cycle Co., Baltimore; C. W. Dalsen Cycle Co., Philadelphia; Geo. H. Hilsendegen, Detroit; C. J. Conolly, Rochester, N. Y.; M. Doll, Buffalo; Haraden & Son, Springfield, Mass.; Prince Wells, Louisville, Ky.; Chas. Hanauer & Bro., Cincinnati, Ohio; J. S. Elliott & Co., Springfield, Ohio; Fred T. Merrill, Portland, Ore.; Cleveland Cycle Depot, Cleveland, Ohio; Benjamin & Andrews, Syracuse, N. Y.; A. L. Vardley, Columbus, Ohio; Dayton Cycle Co., Dayton, Ohio; Francis Chemoweth Hardware Co., Birmingham, Ala.; Albany Hardware & Iron Co., Albany, N. Y.; Hutchinson & Phillipps, Sioux City, Iowa; H. T. Conde Implement Co., Indianapolis, Ind.; D. H. Huntington, Grand Rapids, Wis.; Eldridge & Wilson, Knoxville, Tenn.; Fred E. McEwen, Elgin, Ill.; White Cycle Co., Ft. Wayne, Ind.; Buckingham, Clark & Jackson, New Haven, Conn.; Jacob Lau & Son, Atchison, Kas.; Way & Co., Hartford, Conn.; Chas. Thatcher & Co., Waterbury, Conn.; Byron V. Covert, Lockport, N. Y.; E. R. Darling, Woonsocket, R. I.; Edward L. Kerste, Schenectady, N. Y.; Wallace W. Roberts, Utica, N. Y.; W. N. Y. Stowell, Troy, N. Y.; E. S. Pirie, Watertown, N. Y.; A. & E. Lehman, Green Bay, Wis.; H. W. Williams & Co., Waupaca, Wis.; M. C. Hitchcock, Ansonia, Conn.; The Gate City Carriage Co., Winona, Minn.; W. G. Northcutt, Longview, Texas; E. Becker, Ft. Howard, Wis.; H. D. McCulloch & Co., Stevens Point, Wis.; Hedley Salmon, Denver, Col.; Concord Bicycle Co., Concord, N. H.; J. M. Ballard, Eau Claire, Wis.; Jesse R. Sharp, Chippewa Falls, Wis.; A. S. Blake, Colorado Springs, Col.; E. D. Loomis, LaCrosse, Wis.



The above cut illustrates a New Racing Saddle put upon the market by the Hunt Mfg. Co., Westborough, Mass.

As shown in the cut, it is adjusted with the forward end down and high in the back. It may be adjusted so that the forward end will be higher and the back lower; it is the only racing saddle that can be so adjusted. The adjustment for the seat post is of forged steel with no chance to get away. There is no possibility of the saddle turning on the post, and it is fitted for any size post from 7-8 to 7-8, and is of very light weight, being made 12 and 15 ounces respectively. The base of this saddle is made from sheet steel rolled especially for this purpose, as by practical test very little of the stock already manufactured is strong enough. It is fitted with either the regular leather top or with the special non-stretchable top manufactured by this company.

Very few samples of this saddle have been put out on account of the delay in securing the special stock required, but generous orders have been placed for it; an order from one dealer being given for 1000 of them with the special top. The leading racing men who have seen it pronounce it an ideal racing saddle.

THE Marshall (Mich.) Bicycle Works have been running 12 1-2 hours a day for the last two weeks. A larger number of orders and want of room to work more men necessitated longer hours.

ENGLAND granted 2100 applications for cycling patents last year, while the United States Patent Office reports show that 1000 patents for improvements to bicycles were granted in 1892.

THE Lalburg Mfg. Co., of 321 to 325 No. 8th street, Philadelphia, have issued a splendid illustrated catalogue for 1893. It deals with all their specialties, including bicycles. Send for a copy.

L. E. DUNBAR, of Springfield, Mass., is a guest in The Morton, Grand Rapids, Mich. He will establish the American Bicycle Company in this city and will open up headquarters in the Ledyard Block.

F. W. RUSSELL, of Bristol, Conn., an old-time rider and bicycle agent, lately travelling salesman for the Horton Mfg. Co. and the Gale Glass Mount Co., has entered the employment of the Union Cycle Mfg. Co., and is now looking after their interests amongst the many Union agencies in Pennsylvania.

THE Red Star Mfg. Co. wish to call attention to their advertisement this week in regard to imitations of their Red Star Solid Illuminant. They have applied for patents not only in this country but also in Great Britain, France, and Germany, and intend to prosecute every case brought to their notice of an infringement on their rights, whether it be a manufacturer or simply a dealer selling an imitation.

ERIE, PA., is figuring on a bicycle factory that will produce over 2,500 high-grade wheels a year, and employ 125 men.

J. J. FREITT, President of the Roxbury Cycle Club, Chicago centurion and general all-around hustler, is using his lungs in New Jersey in the interests of the Union Cycle Mfg. Co. His lectures on the P. D. Q. and the Airtite Dunlop tire command strict attention wherever delivered. He is a bad man to play tricks upon and in a rough and tumble generally comes out on top.

THE New York Belting & Packing Co. have on hand a few '92 Protection Strip Tires and also some cushion and some solid bicycle tires of various sizes, which they are offering to close out at reduced prices. We take pleasure in calling the attention of our readers to the fact that here is an opportunity for those who have old wheels to re-tire same cheaply. See their advertisement page 55.

THE bicycle dealers of Syracuse, N. Y., met last week and perfected a protective organization. The firms represented were H. E. Olmstead & Son, Spalding & Company, Benjamin A. Andrews, F. A. Legg, George Harris, Bell & McDougall, Reuben Wood's Sons and Everson & Company. It was decided that no second-hand wheels would hereafter be taken in exchange, a uniform renting price established, and a fixed price for wheels sold on time in addition to the regular price. The officers elected were: President, Wm. Olmstead; vice-president, Wm. Andrews; secretary, Wm. Spalding; treasurer, F. A. Legg. Mr. Spalding has been laboring with this end in view for some time.

PHOENIX To Discriminating Wheelmen: PHOENIX.



PHOENIX.

We unqualifiedly claim that we have the most perfect bicycle of the year. Here are some reasons why it is the most perfect:

1. The material used in every part is exactly suited to that part, and is the best that can be procured.
2. The finish of every part is perfect, and all work is done by the most improved machinery and skilled workmen.
3. The design is most scientific; the proportions most correct; the completed wheel is an entity, a unit, a symmetrical whole, in which there is nothing lacking to the eye or feeling.
4. The construction is so harmonious; the adaptation of material, parts, design and finish to their respective uses is so remarkable, that the wheel seems to become more quickly and more completely a part of its rider than any other ever built.
5. The combination of these features makes it the lightest running and fastest wheel ever built, containing phenomenal resiliveness and life.

PORTER & GILMOUR,
1773 BROADWAY, NEW YORK.
Sole Wholesale Agents for New Jersey.

EASTERN BRANCH OF
STOVER BICYCLE MANFG. CO.,
579 MADISON AV., NEW YORK.
JOINT AGENTS FOR NEW YORK CITY.

The Stiffest Frame on the Market.
Bearings O. K.—Graceful Lines.
Elegant Finish.

What?

SMALLEY BICYCLES - FOR - 1893.

WRITE FOR CATALOG.

Some of our Agents: CAMDEN & PHILADELPHIA SOAP COMPANY, Camden, N. J., for State of New Jersey. GEO. L. CADY & SONS, Lowell, Mass., for New England.

MARBLE CYCLE MFG. CO.,

PLYMOUTH, IND.

Retail Store: 271 Wabash Av., Chicago, Ill. Illinois Agts. for Raleigh.

THE

CHAMPIONSHIPS OF FRANCE

FOR 1892

WERE WON ON CYCLES FITTED WITH THE

FAMOUS MICHELIN PNEUMATIC TIRE.

The NEW YORK BELTING & PACKING CO., Ltd., 15 Park Row, N. Y.,

ARE NOW MAKING THIS TIRE WITH AMERICAN IMPROVEMENTS, STYLED:

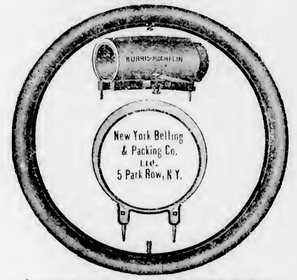
"THE BURRIS-MICHELIN,"

AND CHAMPIONS OF AMERICA AND EUROPE

Are Ordering Their Wheels for 1893 Fitted with It.

NO CEMENT IS USED. POSITIVELY NO CREEPING.

NO CEMENT USED.



POSITIVELY NO CREEPING.

IT IS INDISPUTABLY THE MOST RESILIENT TIRE IN THE WORLD, AND THE ONLY TIRE THAT DOES NOT ROCK IN THE RIM.

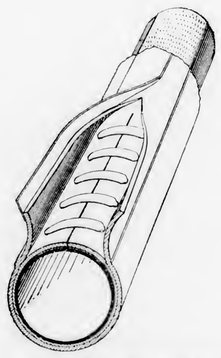
The detachable OUTER COVER is firmly bound and securely locked on the rim by a strong and simple device.

The Air Chamber can be entirely removed from the tire in less than a minute, and as quickly returned.

Any good Cycle Repairer can fit the Burris-Michelin Rims on old spokes and hubs.

Beware of tires that are held in the rim by inflation, or automatic fastenings. THEY ENDANGER LIFE AND LIMB WHEN SPEEDING OR COASTING.

The Cover of the Burris-Michelin cannot be removed from the rim when the tire is deflated unless the bands which secure the cover to the rim are unlocked by removal of the nut which binds them in place.



OUR WHIPPET,

(Patent Applied For.)

IS MADE WITH AN ENDLESS OR CONTINUOUS AIR CHAMBER.

That there may be avoided the coming season, troubles which were so frequently experienced last season by cyclists who rode on butted end air chambers.

THE OUTER COVER

Is made with four openings on the inside of the tire, each 10 inches in length, to permit withdrawal and repair of the Air Chamber at point of puncture. These apertures, or pockets, are closed with laces, and are formed with flaps folding over the laces in manner to protect the laces from contact with the rim-cement, and to prevent rim-cement working through the lace holes and causing damage to the Air Chamber.

OUR ROADSTER WHIPPET

Is as light as any tire of equal strength, of the class that is cemented in the rim.

WE GUARANTEE IT WILL NOT BURST ON THE ROAD UNDER THE RIDER.

PURCHASERS OF OUR PNEUMATIC TIRES WILL BE PROTECTED FROM ALL INFRINGEMENT CLAIMS OF ANY KIND OR NATURE MADE BY ANY ONE.

We have on hand some '92 Protection Strip Tires and also some Cushion and some Solid Bicycle Tires of various sizes, which we will close out at reduced rates.

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MANUFACTURERS OF ALL CLASSES OF RUBBER GOODS.

SOMEBODY HURT! WHO?

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Arnica and splints unnecessary in LIBERTY repair kits.

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THE RESULT: Not a Semblance of ANTEDILUVIAN IDEAS.

Improved Columbia Pneumatic Tire.



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Pneumatic Tires, $115.00, $100.00, $85.00. Cushion Tires, $105.00, $90.00, $75.00

JOHN P. LOVELL ARMS CO., Manufacturers, BOSTON, MASS.

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Novelty - Cyclometer.

MADE AND GUARANTEED BY THE

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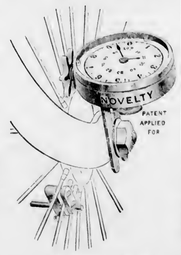
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Has all desirable features, being light, simple, accurate, easily read from the saddle, and readily attached to the front fork of the bicycle.

Runs to one hundred miles and repeats, or can be set at zero, for each ride and with the accompanying waterproof record book, the number of miles ridden and places visited, each day, or trip, may be retained, for ready reference. Made for any diameter of Wheel.

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Winton Roadster, all on, 40 lbs.,	price $150.
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Easiest running bearings in the world. True double diamond frame. Winton perfect pneumatic tires.

If there is no agent in your place, know all about us by asking for a catalogue.

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L A W LEAGUE OF AMERICAN WHEELMEN

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Boston, Mass., March 24, 1893.

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FOREIGN MARSHAL—Joseph Pennell, care A. S. Morgan & Co., 22 Old Broad street, London, E. C., England.

Racing Board Matters.

For violation Clause B, Amateur Rule, Mr. R. W. Spitler, St. Augustine, Florida, is hereby declared a professional. Amateurs are warned against competing with him in future. This declaration carries with it expulsion from the L. A. W.

SANCTIONS AWARDED.

March 11th, St. Augustine Cycle Club, St. Augustine, Fla.

April 7th and 8th, Savannah Wheelmen, Savannah, Ga.

April 1st, 23rd Regiment A. Association, Brooklyn, N. Y.

May 1st, 3rd and 6th, Life Guard, Edwardsport, Ind.

June 15th and 30th, Life Guard, Edwardsport, Ind.

July 15th and 30th, Life Guard, Edwardsport, Ind.

August 4th and 29th, Life Guard, Edwardsport, Ind.

Sept. 13th and 28th, Life Guard, Edwardsport, Ind.

Oct. 13th, Life Guard, Edwardsport, Ind.

Aug. 5th to 12th, League of American Wheelmen, Chicago, Ill.

Aug. 11th and 15th, Milwaukee Wheelmen, Milwaukee, Wis.

Aug. 16th and 17th, Wisconsin Division, Ripon, Wis.

Aug. 19th, Minneapolis Cycle Association, Minneapolis, Minn.

Aug. 22nd, Evansville Bicycle Club, Evansville, Ind.

Aug. 24th, Zig Zag Bicycle Club, Indianapolis, Ind.

Aug. 28th, Cincinnati Century club, Cincinnati, Ohio.

Aug. 28th and 29th, Columbus Cycling Club, Columbus, Ohio.

Aug. 30th and 31st, Cleveland Wheel Club, Cleveland, Ohio.

April 9th, Missouri Division, St. Louis, Creve Cour Lake, Mo.

July 4th and 5th, Kansas Division, Ft. Scott, Kansas.

July 4th and 5th, Rockford Cycling Club, Rockford, Ill.

July 25th, Ft. Wayne C. C., Fort Wayne, Ind.

July 4th, Narragansett and Pawtuxet Wheelmen, Rim Point, R. I.

June 3rd, Harvard University Cycling Association, Cambridge, Mass.

June 17th, Lynn Cycling and Athletic Association, Lynn, Mass.

July 3rd and 4th, Columbia Cycle Club, Hartford, Conn.

H. E. RAYMOND.

Massachusetts Division Board of Officers.

The regular meeting of the Board of Officers, Massachusetts Division L. A. W., was held at Young's Hotel, Boston, March 8, 1893. Chief Consul Perkins presided, and the following were present: Vice Consul A. D. Peck; Representatives J. Fred Adams, J. L. Blackmer, A. B. Cooper, Henry Crowther, J. S. Dean, W. C. Dillingham, J. W. Brown, H. W. Dryden, Sterling Elliott, J. J. Ferrill, F. L. Gorton, W. W. Griffin, P. of officers, respectfully request the Legislative Committee to make known at an early day, through the official organ, the exact financial condition and standing of the L. A. W. with reference to said publication from the time of its first issue to the time of the last issue. Assembly, said Executive Committee being requested to state fully and in detail what, if any, sums had been contributed towards the publication of said "Good Roads," and whether or not said paper is self-supporting.

CHAS. S. HOWARD, Sec.-Treas.

Membership Committee.

Mr. Abbot Bassett, Secretary L. A. W.:

Dear Sir: I have to inform you that the protest made against George K. Barrett, No. 12,609, and L. D. Munger, No. 11,317, of Chicago, has been allowed, and upon unanimous vote of the Membership Committee the above named gentlemen have been expelled from the L. A. W.

Yours fraternally,

March 16, 1893. G. C. PENNELL, Chairman.

Missouri Division.

TO ST. LOUIS OFFICERS: All local officers of this division are urged to participate in the St. Louis-County tour to Ballwin, April 2, and lend their aid to make this tour a success. This affair offers a grand opportunity for recruiting and we should make use of it.

MR. A. C. DAVIS will deliver an address on the spring elections and every wheelman who loves St. Louis and wants to see needed reforms in sprinkling and street cleaning should make it his duty to be present and vote for a ticket then and there to be submitted. Ever vote will count on election day, April 4. Don't fail to vote. Vote right and influence your friends to do likewise. Fraternally,

ROBERT HOLM, C. C.

Illinois Division.

MR. FRED PATEE, on account of removal from the State, has tendered his resignation as a member of the Executive and Finance Committee of the Division and his resignation has been accepted, and I have to-day appointed Mr. Chas. P. Watson, of Peoria, as his successor.

I have this day appointed Rufus R. Ropp Local Consul at Irving Park, Chicago.

I have this day appointed the following Local Consuls:

O. E. Fenwell, Pana, Ill., vice Max Penwell resigned.

Frank M. Floyd, Centralia, to succeed H. M. Warner.

F. W. GERMUTH, C. C.

Chicago, March 17, 1893.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston: *Enclosed you will find $ . . . . . for initiations, fees, and dues in the League of American Wheelmen and subscription to the "Bicycling World and L. A. W. Bulletin" and "Good Roads" to April 30, 1893. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below:*

Date..... Name.....

Club..... St. and Number, or Box.....

References..... City.....

State.....

Enclosed.....for Holder.

Each Applicant must give as references the names of two L. A. W. members.

MEMBERSHIP FEE:—Applicants whose names are to be published in April, May, June, July, August, September or October will enclose $2.00 with this blank. Those whose names are to be published in November, December, January, February or March will enclose $1.50.

If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket where it can easily be exposed to view, and pocket for personal cards, send 25 cents. If you want your name in gold stamped on the holder, send 50 cents. *Leave the margin in using this blank.*

Autograph signature not required. Write plainly, print name, or enclose personal card.

FOR SALE OR EXCHANGE.

In this department the prices are 20 cts. per line, 7 words per line, 12 lines per inch.

Stamps will NOT be taken in payment. Cash, check, money order, or postal note must accompany order, or no insertion.

CIGARS—Will send a box of 25 fine Havana Cigars for 75 cents, postpaid. A. J. JENKINS, W. Boxford, Mass.

$45 takes either 54-in. Eagle, or 56-in. Eagle in perfect order, or 58 in. same. Bell and outfit; will trade the lot for good cushion safety. F. H. GLOVER, Sag Harbor, N. Y.

TANDEM BARGAIN—Premier Cushion tired; new; cost $220; best offer over $150. No. 2 Pneumatic Rambler, new $120. BUSH, Bellefonte, Pa.

HARTFORD FOR SALE—Diamond frame, pneumatic tires; good as new; will sell very cheap. Address, P. O. Box 103, Zanesville, O.

WANTED—A good repair man; must come well recommended; good wages to right party. Address J., BI. World, Boston.

RIDERS OF M.&W. PNEUMATICS

Use Miller's Rapid Fasteners, 60 cts. a pair mailed, 200 now in use. Pronounced by all indispensable. Circulars free. C. G. MILLER, JR., Shullsburg, Wis.

WANTED—A Century, '92 pat., by L. A. BOYD, New Woodstock, N. Y.

WANTED—A good cushion tired wheel, by F. L. CUNNINGHAM, New Woodstock, N. Y.

$115 UNION 2-16; used but little; finish and running parts perfect; rear tire new; neither ever punctured. J., care BI. World, Boston.

FOR SALE—1892 Model B Victor pneumatic; almost new; price $115. SEELY CONOVER, Amsterdam, N. Y.

PARTNER WANTED—A good opening, for an active party who likes the Bicycle business. Business established several years; territory 100,000 pop.; have agencies and large territory for several of the leading wheels; $2500 required; investigation solicited if you mean business. Address, C. M. H., care of BI. World, Boston.

$8.50 EACH—Cyclometers, all the latest and best makes; every one warranted. A. E. JENKINS, W. Boxford, Mass.

20 PER CENT. DISCOUNT on second-hand wheels sold before April 1, 1893. Wheels exchanged and repaired. Send for list of new and second-hand wheels. You can save money. WHITE CYCLE CO., Trenton, N. J.

MISFITS MADE TO FIT

In price at least. All new.

30-inch Monarch M. & W. tire, list $150, now	$91
30-inch New Mail, Belting Co. Para.,	120, now 95
30-inch Hartford Co. Pneumatic tire	120, now 95
30-inch Clipper M. & W. tire	125, now 80
30-inch Hers Bolte Pneumatic tire,	100, now 70
28-inch Union No. 12 M. & W. tire,	150, now 99
28-inch Union No. 13 M. & W. tire,	150, now 99
30-inch Referee M. & W. tire,	150, now 95
30-inch Overland M. & W. tire,	135, now 80

KNIGHT CYCLE CO.,
311 North 14th Street, - - St. Louis, Mo.

GEORGE H. CHANDLEE,
PATENTS AND PATENT CAUSES.

Send sketch or model for free examination as to patentability. Atlantic Bldg., Washington, D.C.

1891 Pattern Columbia light roadster, with cushion tires; machine been used very carefully and is in very good order; best offer over $70 takes it. JAMES L. WILSON, 1112 Myrtle Av., Baltimore, Md.

FOR SALE—One Swift Safety, Model A (cushion tires), in splendid condition, with crate; one Columbia, 1890 model, cushion tire on rear wheel; best offer above $70 takes either one. E. BRYANT, Lock Box 32, Andover Mass.

FOR SALE—Swift Safety, solid tires; in good condition; enamel very little worn; nickel like new; bearings A1; will sell cheap. WM. K. ESBENSHADE, Lemaan Place, Lancaster Co., Pa.

WANTED—Second-hand solid and cushion tired safeties in good condition in exchange for new D. & R. Specials; see illustration on page 421 of this paper. DEAN & ROGERS CYCLE CO., Taunton, Mass.

A GOOD Safety cheap; 1892 Quadrant, Dunlop tires, nearly new. Price $80. Speak Quick. J. P. Z., care Bicycling World.

FOR SALE—Spring Frame Rambler, cushion tire, $80; CHAS. SCHWALBACH, Flatbush, L. I.

LATEST CYCLING PAPERS from all parts of the world received regularly, and for sale. Send for List. FLETCHER & CO., 43 E. Van Buren Street, Chicago.

FOR SALE—Victor, Warwick and Rambler, $120; Telephone and Union 16, $125; Lovell, $95; Black Hawk, $85; Crescent, $70; Ben Hur, $55; all pneumatics; new but shopworn. R. C. WHAYNE, Louisville, Ky.

FOR SALE—Century Columbia; used one month; will sell cheap. Address, E. B. E., 112 S. Broadway, Baltimore, Md.

A MARET .00 AXS repairs can be made without reloading; in perfect order; used only on a short vacation trip; cost $40; will sell for $25. GEO. CHINN, 15 Vandewater St., New York.

TANDEM SAFETY WANTED—Psycho or Quadrant, solid or cushion, frame and bearings must be sound, very cheap. G. A. LITCHFULT, 35 Barclay St., N. Y.

EXCHANGE—Butcher cyclometer 38 in. for a 28 in.; short range rifle for typewriter. F. O. Box 252, Poughkeepsie, N. Y.

FOR SALE—1892 Victor pneumatic in perfect condition; not a scratch on it anywhere; ridden but very little. Best offer over $100 takes it. L. R. WASHBURN, Watertown, N. Y.

WANTED—Several travelling salesmen to carry as side line a very sweet "Sundry" of superior merit; liberal commissions. Address CHAS. SULZNER, 1026 Columbia Avenue, Philadelphia, Penn.

BARGAINS—We carry a large stock of bicycles of all makes; also sundries. Write for price list; big discounts. A. B. WHITE CYCLE CO., Ft. Wayne, Ind.

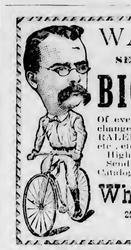
GENTLEMEN! Ask your druggist for Flavell's Suspensory Bandages, or send $1 for Silk, 50 cents for thread. Stamps taken. Safely sent by mail. Small, medium or large.
G. W. FLAVELL & BRO.,
1005 Spring Garden St., Philadelphia, Pa.

PNEUMATICS APPLIED FOR $20.

TAKE out your wheels, crate securely and ship to us by express prepaid. We will apply Standard Make Pneumatic Tires, either single or double tube, in Attached pair for $20.00 (our frame spreading and general repairing done in proportionate prices; these are Show-on-Thecrowd prices, but our name is guarantee of work and material offered). W. W. STALL, 509 Tremont street, Boston.

WE WILL GIVE

A "Kenwood" Pneumatic Safety, valued at $150, to the person sending us the largest list of words that can be made from the letters contained in "*The World's Greatest Typewriter*." Copy of rules governing contest mailed on application. STANDARD TYPEWRITER EXCHANGE, 630 F street, N.W., Washington, D. C.



WANTED
SECOND-HAND
BICYCLES
Of every description, in exchange for New VICTORS, RALEIGHS, EXCELSIORS etc., etc.
Highest prices allowed.
Send for Bargain List and Catalogue of new wheels.
WhiteCycleCo.
20 S. WARREN ST.,
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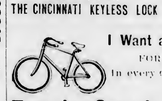
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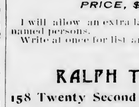
Best Line Bicycles, PRICES
BRADFORD & CO., Beachmont, Mass.



KEYLESS BICYCLE LOCK.
This lock is in two parts—lock and chain. It is proof against dust, water and rust. You can open it in the dark. Price, $1.50.
SPECIAL OFFER To introduce this lock, one will be sent to any member of L.A.W., postage paid, for $1.
THE CINCINNATI KEYLESS LOCK CO., Cincinnati, Ohio.



I Want a Bicycle Rider
FOR AN AGENT
in every city in this country for the
Temple Speed Merchant.
PRICE, $135.00.
I will allow an extra large discount to above named persons.
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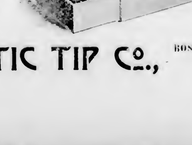
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THE "SENATOR'S" DEFENCE.

Professionals Have Done Good and Should Be Credited With It.

EDITOR BICYCLING WORLD: I don't know the identity of "Telemachus," but have read him with interest in the past, and am surprised at his last letter, which was voluminous enough for the amount of biliousness he displayed in his lament that the old professionals are in favor with the public that recognizes enterprise and ability. He (Telemachus) says:

Nothing better illustrates the rapid growth of cycling than the reappearance of the old-time professionals, who, scenting gain to themselves in the growing popularity of the sport, emerge from what we had hoped was permanent obscurity. A few of these men had some good in their composition, but take them all in all they were a bad lot.

Yes, but who sowed the first and principal seeds for the rapid growth of cycling? Who sowed the racing seeds in Boston, and who created the greatest racing furore Boston has ever experienced; a revival which fell flatter than stale beer after he left the city and removed to Washington? The same John S. Prince whom the above writer reviles for his sins, carefully hiding his virtues. Ask the first crack racing men of Massachusetts, Hendee, Dean, Underwood, Corey, Burnham, where they got their first racing lessons from? they will tell you "from John S. Prince in the old New England Institute." Ask the riders of Washington, Philadelphia, Chicago, Springfield, Omaha, Denver, San Francisco, and other cities who first enthused them with racing, they will respond, "John S. Prince" the Fay Mills of cycling revivalists. Prince has done more good in his wanderings for cycling than his detractors all put together could do in a lifetime, and I know whereof I speak. Clubs and teachers have sprung along the trail he followed, and many men famous as racers owe their success to Prince, and yet referring to Prince in the South, the writer says:

The recent successes of J. S. Prince in hoodwinking the people of the South is most regrettable from every point of view. In the section he has operated in cycling has grown from nothing to large proportions. In fact, it might well be termed a craze, which is almost sure to have a reaction, and it is to be regretted that the first fatalities rider to visit them should have been of the professional class.

Yes, and if the cyclists down in that bountiful and blooming country had to wait for amateurs to go down there and take the chances of walking home, cycling would remain below par in the land of flowers. Prince, with that magnetism with which he seems to be so highly charged, enthuses the South, and it is right to say that the people down there appreciate the cycling revivalist in a proper spirit—not the narrow, selfish, partisan bigotry that blights and kills. Regarding Prince's races the same writer says:

It would be interesting to know just how Prince works up his fakes; whether he selects street car horses to run against him or arranges with their riders to lazily "pull" or whether his quarter-mile dashes are run over a short course or timed with "stop-jwch" watches; and what is the proportion of deceived spectators to those in the "know."

HOW IT WAS DONE.

Well, I'll tell you exactly and correctly how Prince works up his "fakes"—a much misunderstood and misused word by the way. Jack goes to a city and first of all examines the local track (trotting of course) and comes to the conclusion that a board track of narrow dimensions would enable him to defeat the local equines which, as a rule, are not of the Nancy Hanks class, as few owners of good stock are foolish enough to let their geese goes go against Prince. At times some able-bodied livery steeds are called into requisition—and there are sometimes a good one or two in livery stables. The local amateurs enthuse, the public comes up, and crowds the track where Prince's fine physique and sunny disposition capture them, and Jack defeats the "plugs" oftimes making good times—and if you think that Prince is not riding fast you are mistaken, for he is. The people go home thoroughly satisfied with the "show," and "Telemachus" would have a hard time in convincing that town that there is a greater rider on earth than Jack S. Prince. Now where does the terrible iniquity come in? People pleased, horses beat, Jack makes money, and cycling gets a boom. Roland Hennessey, that brilliant young newspaper man of New York, recently said that when amateur scribblers are in want of something to write about, and have not brains enough to strike out in any other direction, they resort to the old and much overdone gag of roasting one or two professionals, who by their foolish screeds have placed these professionals high in public esteem. Now this is not talk as these same professionals are in demand to-day. I can answer for a fact that three certain manufacturers were after the silvery-haired chap, Tom Eck, only a month ago, and why? Ability, and nothing else, commended him, with the assistance of the nice little booms his defamers have given him in the past.

The writers who have been talking too frankly say that the reason that Johnson's records were doubted is because of his connection with Eck. For example:

So of Johnson; if we examine his career we will find that the name of Eck has been a malignant blight which poisoned everything it touched; his name coupled with that of Johnson damned everything. If a record was claimed, no matter how commonplace a one, Eck's connection with it would throw suspicion upon it, simply because it was know that Eck would fake it if he could. So it is, the fear, that Johnson may always expect to have his actions viewed with suspicion until he and Eck have parted company.

Johnson and Eck will not part company, dismiss that from your mind instantly; so if any race meet promoters want Johnson apply to T. W. Eck, and if Johnson's records would be more acceptable if made under the watchful care of a manufacturer or a purer person than Thomas Eck, Johnson will go to his cycling grave recordless. But here we have an example of the superior intelligence of Baalam's famous four-eared comparison, who saw, but his master would not or could not see. It is not my wish to stand sponsor for the purity of my brother professional; I wish sometimes that you had made us all perfect and that Eve had not taken that fine American pippin from the tree of life, but having a sense of fair play, and a thorough disgust for your whining and slim-jim amateur who cannot see any good in anything unless it is stamped with that much-abused and equally crooked term "amateur," I offer this weak protest and confidently leave the majority of intelligent amateur cyclists of America to judge if the professional is not worthy of some credit, as they like the pioneer in Western Wilds "blazed" the way in cycling, so that it was made easier for those who followed after.

Cordially yours, W. J. MORGAN.
New York, March 14, 1893.

CYCLISTS WON THE SUIT.

The L. A. W. Took Up the Case.

THE decision rendered in a jury trial in Judge Klein's court, St. Louis, Mo., last week, will bring encouragement to cyclists and perhaps teach drivers of horsefleah that the rider of the "pneumatic pony" has as much right to the roadway as themselves. In May of 1890, H. A. Canfield, a prominent cyclist, at present captain of the Pastime Cycling Club and a member of the State L. A. W. Racing Board, was run down by a carriage driver in the employ of Pat Donnelly, a livery stable keeper. Canfield's case was taken up by the L. A. W. and Donnelly was sued for $500. The defendant entered a non-suit as it was not clearly proven that he was the employer of the driver.

Mr. Canfield then put his case in the hands of Mr. Hugh D. McCorkle and it was tried before Judge Klein yesterday. The address to the jury was made by Mr. George W. Taussig, whose plea was eloquent and effective. He said several of the jurors were foreigners and he spoke to them of the rouds of their native lands. He then spoke of the L. A. W. as an organization composed of thousands of young men who were striving earnestly to bring the American highways to a level with those of Europe

Baltimore's Trouble.

A MEETING of delegates from the various cycling clubs was held lately at the Baltimore Club's house to form an association to take charge of various race meets that will be held in Baltimore, Md.

When it was first decided to have the series of international races and Baltimore was selected as one of the cities in the circuit, the Baltimore wheelmen began to wonder how the proposed races were to be managed. After much discussion it was thought best to form an association of the various bicycle clubs in Baltimore and to put everything pertaining to the meet into the hands of this association. Accordingly, in the latter part of January a meeting of delegates from the various clubs was called to be held at the club house of the Baltimore Club, on February 9. The meeting in question was afterward postponed until February 14. Up to this point everything was lovely.

The Maryland Club, however, began to believe that it, as an individual organization, was able to run the meet by itself, and applied to Chairman Raymond for permission to take charge of the proposed races.

Within the past few weeks the other clubs have come to the conclusion that it would be best for such an important meet to be conducted by all the clubs jointly, and led by the Centaurs, they propose to make another fight. They claim that the policy of the enterprising Marylands is, to say the least, unwise, and the following letter has been addressed to Chairman Raymond by the Centaur, Chesapeake, Baltimore, Clifton and Riverside clubs:

Mr. H. E. Raymond, Chairman Racing Board, L. A. W.:

Dear Sir—The cycle clubs of Baltimore whose names are hereto attached do hereby make joint application for the privilege of holding the International Race Meet that is to take place here this season.

Two clubs have already individually asked you for sanction to conduct this event, but it would be a grave mistake to turn an affair of this magnitude over to any one club, and it would be an injustice to the others to let any particular club have it. We, therefore, think it best for the associated clubs to handle it, and should this application be granted we can promise the League the greatest meet that has ever been held in Maryland, as all the club members are very enthusiastic over the matter, and a guarantee fund of $4000 to cover expenses is already secured.

A two days' meet is preferred, and we should like you to advise us as early as possible the dates assigned us so that we may get right down to work.

A committee of the Associated Cycling Clubs visited Brooklyn on last Friday and laid their case before Chairman Raymond. Several of the committee are also on the Maryland Division Board of Officers. It is believed that the decision in the case will be made known during this week. One of the leading members of the Maryland Club said several days ago that the Associated Clubs were late in sending a comittee to Brooklyn, as his organization had forestalled them by sending a representative over a number of days ago.

The Reform of the Racing Path.

BY G. L. HILLIER.

THE scheme which has now seen the light of day for the complete reorganization of the basis upon which amateur racing rests deserves the careful attention of every person who has the well-being and welfare of the sport at heart, inasmuch as it represents the second part of the first really earnest attempt which has been made to deal directly with an abuse which, growing year by year, has threatened to undermine and eventually ruin the racing path. This abuse is one which arises from causes not far to seek, but a glance at them at this juncture may be of interest. In the more primitive days of cycling, when the makers' amateur was unknown, the converts to the use of the wheel followed the lead of the best racing men of the day in the matter of their mounts. John Keen set a big example and sold many "Eclipse" machines through his victories thereon, whilst the successes of the Humber with F. Cooper up were in the main responsible for its immense vogue as a racing man's mount. Who to-day would rush to buy the machine ridden by the hippodroming professors of the art of cycling or consider their opinions worth noting? The amateur in cycling held his own, and soon it was found by the more astute makers that the riding public were in the main largely influenced by the choice of the amateur cracks, and then in natural sequence the makers who could not attract riders in other ways began to "make it worth their while" to ride their machines; and so it has happened that slowly and insidiously the abuse has crept in until it must needs be handled firmly with ungloved hands.

FALSE DECLARATIONS.

To-day there are a number of men who in effect make an absolutely false declaration every time they sign an N. C. U. entry form, and from whom any prize they win could be recovered if the evidence necessary to prove them to have been paid for riding was forthcoming. Such men possess one merit, and one merit only, they do ride to win. The man in the pay of a maker does try his best to score, and is in that respect a better man than the runner who ropes habitually to improve his handicap, and only spins when his "gaffer," or some bookmaker who keeps him, will be suited by his winning. But even with this redeeming feature the man who rides as an amateur whilst receiving payment from a maker is a "wrong 'un" and must be got rid of. Whatever may be the proper distribution of the blame, one fact is clear—the maker who pays, makes the wrong-doing possible. If the makers would combine and refrain from paying any amateurs, that would settle the question, but short of the arrival of the millenium such a thing is impossible, and when once the practice has been begun by one firm, other makers have in their turn, in simple self-defence, to follow suit. Only the other day a maker plainly told us he had commenced to pay a certain rider for services rendered because another firm had offered him a sum which



The National Highway Commission.

EDITOR BICYCLING WORLD: Permit me to call your attention to the enclosed clipping from the L. A. W. BULLETIN of March 10.

You editorially state that the passage of the agricultural appropriation bill, which contains a clause making appropriation for investigation concerning the best method of road making, scores one for the effort now making for a "National Highway Commission."

Now the facts of the case are these: I have not made any effort toward there being a National Highway Commission appointed. I have done a great deal of work toward there being created a Road Department similar to the Agricultural Department, and I have also worked to secure the co-operation of the Agricultural Department in the great work of promoting the betterment of highways. I think it is no more than just that you should publish the enclosed circular letter, which I have sent to a number of newspapers throughout the United States, because I believe that credit should be given where credit is due, particularly to those Members of Congress who have aided in this most important movement; and I think too that as the BICYCLING WORLD is sent to every member of the L. A. W. it would be gratifying to them if you were to state that the clause relating to roads in the agricultural appropriation bill was inserted largely through the efforts of a member of the L. A. W.

Very truly yours, ALBERT A. POPE.

Following is the circular referred to by Col. Pope:

DEAR SIR: Permit me to call your attention to the bill making appropriations for the Department of Agriculture for the fiscal year ending June 30, 1894, in which is incorporated the following paragraph:

"To enable the Secretary of Agriculture to make inquiries in regard to the systems of road management throughout the United States, to make investigations in regard to the best method of road making, to prepare publications on this subject suitable for distribution, and to enable him to assist the agricultural colleges and experimental stations in disseminating information on this subject, ten thousand dollars."

The amendments on this bill were agreed to and the bill passed March 3. Its passage may be considered as a great advance in the movement to secure better highways throughout the United States.

It now remains for the people to show their interest in and their appreciation of this most important movement by doing all that they can to convince their members of Congress that a larger sum should be appropriated every year for the purposes mentioned in the bill just passed, and members of Congress should be requested to send their constituents copies of publications relative to roads, which will be issued by the Agricultural Department.

In justice to all persons concerned in bringing about this important measure I submit to you a copy of the following letters bearing on this subject. On May 14, 1892, I wrote to the Secretary of Agriculture: "Nothing is of greater importance to the agricultural interests of this country than good roads, and I hope that you will give this matter your earnest approval, as it will be of great service to the cause."

I received no response to this letter nor to other communications addressed to the Agricultural Department. I determined, however, to secure an appropriation to enable the Agricultural Department to investigate the subject of road making and found that members of Congress were in sympathy with me and were willing to aid in every possible way. Hon. Allan C. Durborow, of Illinois, expressed the sentiments of many members in his letter of November 7th, in which he says: "Will you please write me fully at Washington what plans you are making in regard to road legislation in Congress this winter? I want to co-operate with you if I can, and I think the above Committee will be very favorable to any legislation on the subject properly within their jurisdiction."

I replied to Mr. Durborow that I would either call upon him personally or send some one to represent me, and he replied as follows: "Your favor of the 30th ult. duly received. I shall be pleased to confer with Mr. Rice upon his arrival."

On December 8th I sent a copy of the following letter to every member of Congress:

"I have the honor to urge upon your attention the great need of there being some Congressional action taken so that there may be incorporated in the bill appropriating money for the Agricultural Department, a certain sum sufficient to pay the expenses of there being an investigation and report made by the officials of the Department on the subject of the relation of wagon roads to the the agricultural interests of the country.

It is to be remembered that the price of commodities is largely determined by the cost of transportation, and it is of great importance alike to both producer and consumer that this cost of transportation should be reduced to the lowest limit, and this mainly depends upon the construction and maintenance of good roads.

I send a copy of 'Wagon Roads as Feeders to Railways' in which the relation of roads to the agricultural community is pointed out by the president of some of the great transportation lines. It is the hope and expectation of this country that the present Congress before its adjournment will do something which shall substantially advance the betterment of highways" * * Here follow letters of acknowledgment and promises of support from the following Congressmen and Senators.

Hon. David B. Henderson, Iowa; Hon. Phillip S. Post Illinois; Hon. William M. Springer, Illinois; Hon. Allan C. Durborow, Illinois; Hon. James F. Wilson, Senator, Iowa; Hon. Henry L. Dawes, Senator, Massachusetts; Hon. Samuel Pasco, Senator, Florida; Hon. George F. Hoar, Senator, Massachusetts; Hon. Charles F. Manderson, Senator, Nebraska.

These letters are submitted because credit should be given to those members of Congress that have aided in this great movement for better roads.

It should also be stated that the great petition which had been signed by thousands of citizens of the United States requesting Congress to establish a Road Department, similar to the Agricultural Department, was not presented to Congress because it was thought that its presentation previous to the passage of the bill making appropriation for the Agricultural Department might result in causing to be stricken out the clause in that bill on the subject of roads.

It is, however, my intention to submit the great petition at the next session of Congress, and it is hoped that a great many signatures may be added to it before December. Very truly yours,

ALBERT A. POPE.

Boston, Mass., (P. O. Box B.), March 9, 1893.

THE GREAT QUESTION OF DRESS.

What One Woman Recommends Others to Wear—Thoughts on Costumes for the Fair.

EDITOR BICYCLING WORLD: Having read "Merrie Wheeler's" article in the holiday number of the BICYCLING WORLD, I am going to give you my idea of a woman's dress for wheeling.

When we read the numerous articles in the papers where the writers solemnly lay down their rules against the pic and bath-tub after a long ride, we rejoice to find the men (supposing the aforesaid writers to be men) find something newer (?) and more needed, to waste ink on than on what a woman should wear to ride a wheel. There is about the same hesitancy in naming this as in pronouncing "depot:" whether to say wheel, cycle, safety, bicycle or bike, I never know. Shakespeare weakly hinted there was nothing in a name. Things have changed since then.

But "to resume" as Samantha Allen says: In these days when the cycle is growing so universally in favor among women, not as a fad for a day, but a healthy mode of exercise and a necessity to business women as well as men, the question is, What shall we wear? I honestly believe the main objection of women who denounce the bicycle is

"Because I cannot so
Be dressed
As I were going to a feast."

A woman's dress should not be conspicuous. After saying that I can safely say I do not favor the divided skirts or bloomers. Who knows but perhaps we may yet live to see the divided skirts come into popular favor, but that day has not yet come, and until then let not the bicycling woman stand alone in her short division.

Having had the privacy of mine own back yard here I tried several recommended styles; I never tried them but once. I will tell you what I wear, and, as the patent medicine testimonials always say, "I have found nothing better."

Always light wool underwear next the body; over these the trousers to match the skirt; always wear low shoes, so as to have free ankle movement; if the weather is too cool you can wear "spats" over them. One should use their own pleasure about corset stays. Some women are more comfortable without them, say they support the back, etc. Study the comfortable at all hazards.

The fashion plates always show neat and attractive waists that one needs but to consult them. Nothing answers the purpose better than a China silk of a color to harmonize with the skirt. Over this, on cool days, the ever stylish blazer can be worn; wear a small hat. In summer a light straw one will keep the head cooler and healthier, as it allows better ventilation; besides, hats are not much felt while riding. For the skirt I have tried several; the bell skirt so much worn for street wear, the past season, makes a neat and comfortable riding skirt. It should be made as long as can be comfortably walked in, but not to drag in the back. One has to walk more or less in her riding dress, and nature has only provided us with two hands, so it is best to do away with the "sweeper" as most people manage to carry enough dirt on an ordinary ride without it; face the skirt. In the bottom weight it with small shot, which should first be run in whalebone casing, and securely fastened about every inch to keep from rolling; then sew it fast to the seam of the facing and skirt, before the facing is finished. Select a heavy goods that will not wear rough; often you will find just what you want in a tailor's shop. See that the wrong side is smooth as it will not cling to the trousers underneath. It should be quiet in color and show the dust as little as possible. There are so many different colors in pleasing shades that everybody, tall and short, slender and stout, old and young, good looking and plain, can find something just to suit them. It is well to dampen and press all goods before they are made up.

If the women who have no better costume will try this one, they will have

"A thing of beauty and a joy ——" while it lasts. Very truly,

MRS. B. M. WALKER.

Mt. Vernon, Ohio, Feb. 28.

COUNTRY BUSINESS.

Trade Happenings in Brushville.

BY "MICHAEL."

AT this season it is customary for the cycling scribe to "write up" the trade in his locality. I feel that the rural trade has never received the proper amount of write up that is its due; and thus it is, that I am about to tell you how we are getting along with the trade in Brushville.

Brushville is one of those sweet and quiet villages whereof the inhabitants are all very much acquainted with each other. If Tommy Jones has a new bicycle, the local paper makes fitting mention of the fact; or if Mrs. Browne buys two dozen eggs and put into a church collation cake, when eggs are forty-five cents per dozen, why! Mrs. Browne is sized up for her extravagance by Mrs. Neighbor Smythe and in due time we all know what has gone into cake in the kitchen of Mrs. Browne.

Such being the genius of villages it is not surprising, if our hardware man gets notice that he is to be visited by a wheel drummer, that he tell one of the boys and soon all the boys are on the watch for that inducer.

A TRADE OUTLOOK.

Now it so happens that our village hardware man, once upon a time had a modest "trade *outlook*." He nourished it through one long and weary summer, just before the pneumatic tire flaw struck us and "carried over" two small-tired wheels to the new year. And you know just how scornfully that new year looked at those two small-tired wheels.

But this man of hardware had a clerk who thought that those two wheels would be good enough for his girl and himself to learn on, and accordingly made a bargain for them with his employer. The clerk rode his 3-4 in. x 5-8 in. "solid" out into the adjacent ruralities on a beautiful Sabbath day; Rode out with his girl to hear the throstle sing and to note the busy bee "improve the shining hour" and to "draw on nature at sight." But this clerk didn't hear the birdie sing nor note the busy bee nor draw on nature even, for a small amount of pleasure, for the little scrimped up tire that his mount did possess, most perversely came off as fast as his primeval cycling art could affix it in the rim. And he felt sore in spirit, (and elsewhere) after riding home "on his rims." And that was the end of that! He dickered the wheel to a way back rural for a lot of wagon jacks which his employer, the hardware man, in turn bought of him. Then these were figured up his bicycle acc't. Dr. and Cr. and his "wear and tear on plant;" and the hardware man figured up his two years of trade and the nervous wear and tear on his "trade outlook." Then these two who had partaken of the Art and of the trade turned to each other and embraced, for while they were both on the wrong side of the book it might have been worse. "And just think of the poor farmer with that old bone shaker!" said the clerk.

So faded the rosy hue from our hardware man's "trade outlook." And now when the cycle drummer tells him he "can sell a hundred of those wheels this season," he has his own opinion of it, and between you and me this hardware man isn't so soft as he looks. And the drummers come on the early trains and espy his big plate glass windows from afar; and note the prominent interior with its stunning tiers of metal goods in systematic arrangement; and these drummers think they have struck a twenty wheel order.

But these wheel drummers stay and stay till the sun creeps down in the west, and the last train is gone, and there is nothing to do but keep open house with the hardware man and the village riders and talk wheel far into the evening.

Now I know I am conferring a favor upon the trade by divulging to it what everybody here in Brushville knows; that this hardware man contemplates taking an agency for some one make of wheel. He has left this selection with his clerk, however, as the clerk is to take the "agency stock" off his hands. So the firm talks with the inducer till the "no agency for fewer than five wheels for stock" period is passed, and when the drummer gets down to one wheel and the agency, "this heartless hardware man refers him to the clerk and tells him "if Mr. Clerk is suited with the wheel it's a go."

ANOTHER "TIRE DEAL."

It was at this interesting juncture that "your reporter" came in a few evenings since. The clerk was somewhat taken with the wheel, but could not decide about the tire.

That tire, said the drummer (who, by the way, was new to the business, coming from a hardware jobbing house),—that tire was used on four-fifths of the wheels at the "Show." Can be repaired in fifteen minutes by the veriest greenhorn. "Yes," chimed in the other hardware drummer from the same house, who happened to be along, "all you have to do is to remove the inner tube, find the leak, put on a patch, replace the tube, and there you are."

"That's very pretty," said the clerk, "but I would like to see it done."

And so the two drummers proceeded to disembowel that tire.

The hardware man, who acted as timekeeper, announced "five minutes."

The man at the tire worked more desperately with the flap on the end of the tube.

"Eight minutes" was given out by the firm and somebody handed another string which was made fast by a slip knot. The assembled wheelmen began to "smile in their sleeves." More pulling was done by the two drawers. The jacked was vigorously massaged; but the inner tube budged not. The drummers had taken off their coats and perspiration stood out on their foreheads. They were mad, but kept it down. "One half hour" was announced by the firm, and at last these plain ordinary hardware drummers owned up that it was too much for them. They said they had never taken *that* particular tire off and there must be something wrong about it.

WHY IT STUCK.

The following morning the drummer came in before his train for a final plea and tried to smooth over the apparent defect in the tire telling the clerk how quickly he had seen those tubes taken out. And produced testimonials and a lot of catalogue evidence showing why the tire was all right.

"Yes, your tire is all right," replied the clerk. "Do you recollect that slit about ten inches long on the underside?" he continued. "The place where the valve stem comes through—where you lace it up?

The drummer did recollect.

"Well, we gave you two cords for chasers to that inner tube, in which we had tied a knot a few inches from either end; and that knot in the cord drew into the slit and the harder you pulled the faster it stuck. Your tire is all right. But trade was dull last night and we invited the boys in for a little social time with you."

The Speed Calculation.

EDITOR BICYCLING WORLD: The "calculate your own speed" problem in your issue of the 17th ult. seems to have created quite an interest, and of the several formula published, that of S. J. D. in your issue of March 3 is the only correct one. S. J. D. should have given the details of his solution, since there are many who, though allowing that his formula "seems to give correct results," claim that is the result of "guess work" since they are unable to understand the reason for it. To remove such a suspicion, will you allow me to give the processes by which S. J. D. undoubtedly arrived at his result.

The problem is practically this: To find the number of seconds in which one revolution of a wheel of given diameter is equal to a rate of speed of one mile per hour. It will be at once seen that a wheel geared to any diameter, covers the same amount of ground at one revolution of the pedals as if the wheel were actually of the given diameter. Furthermore: It is taken for granted that every one knows that the circumference of every wheel is approximately 3.1416 times as large as the diameter, the error being infinitely small. This ratio is usually expressed by the sign π. Now if we represent the radius of any wheel by the letter R the diameter will evidently be twice that or 2R, and the circumference will be 2.1416 times 2R, or as it is usually expressed $2\pi R$. Now it is obvious that the required number of seconds will vary with every wheel of different diameter, the difference being exactly proportional, by-the-way, to the diameter of the wheels), and that we may represent this number of seconds by the letter x. As there are 3600 seconds in an hour, the wheel will make as many revolutions as x is contained in 3600 or: $\frac{3600}{\text{equal number of}}$ revolutions per hour. Now the wheel is going at the rate of one mile in one hour or 63360 seconds. We have seen that the distance passed in one revolution (or if the circumference of the wheel) may be represented by $2\pi R$. The distance covered by the wheel in one revolution multiplied by the number of revolutions per hour gives the total distance per hour or:

$$\frac{3600}{x} \times 2\pi R = 63360 \text{ inches.}$$

or simplifying, $\frac{7200\pi R}{x} = 63360$ inches.

$$\text{or } 7200\pi R = 63360\,x.$$

Dividing by 63360 we get

$$\frac{7200\pi R}{63360} = x.$$

which is precisely S. J. D.'s result, expressed in a slightly different form, for we see that if we multiply 7200 by π (3.1416) and that result by the *radius* (half of the diameter) of the wheel we get 97853.6 (assuming the wheel to be one of 90 inch diameter) and dividing this result by 63360 we get 10.71 seconds exactly as the required time in which to count the revolutions of the pedals. The time for a 96 inch wheel would be 9.996 seconds exactly and not 10 seconds, as stated in former communications, so that we see that this method of determining speed is not practicable even if the results were practically correct. They are, however, only theoretically so, and for the reasons set forth by W. S. B. in your issue of the 3d inst. With my compliments to S. J. D., and assuring him that I have no desire whatever to "steal his thunder." Yours very truly,

L. A. W. No. 14881.

East Orange, N. J., March 14, 1893.

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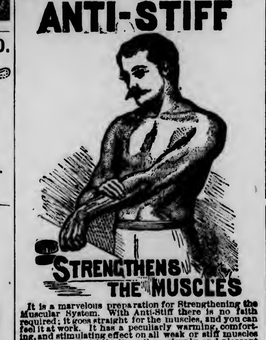
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Leads the Ladies' Wheels of the World.

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With Columbia Pneumatic Tires, $125, and with Red Pneumatic Tires, warranted against imperfection, $115,

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The Columbia catalogue is for women as well as for men. The 1200 Columbia Agencies give it away; it is free at our warerooms; by mail for two two-cents stamps.

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AMONG the tires we offer for general sale is our new tire, to be known as . . . . .

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It is a single tube tire, similar in construction to the regular Columbia tire, with red rubber tread, and is intended especially for use of repairers and for changing over to pneumatic tires at a reasonable expense. It has our special recommendation as a thoroughly reliable and well constructed single tube tire, and is warranted as to material and workmanship. It is without doubt the best tire on the market for the price, which is the lowest we have ever offered a pneumatic tire.

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HARTFORD, CONN.

The BICYCLING WORLD AND L. A. W. BULLETIN

Founded 1877

Volume XXVI. Number 4. BOSTON, FRIDAY, MARCH 31, 1893. $1.00 a Year. 5 cents a Copy



HERE AND THERE.

THE Magic City Wheel Club, of Omaha, Neb., was organized last week.

THE Idlewild Social Club, of Cleveland, Ohio, have organized a cycling contingent.

E. A. McDERMOTT is able to take a spin again. He has almost completely recovered from his injuries.

IN case Buffalo does not get a bicycle track, the half mile circuit at Tonawanda will probably be utilized.

DUNKIRK, N. Y., and Norwalk, Ohio, are the two latest towns in line with new cycling clubs, organized last night.

JANESVILLE (Wis.) wheelmen intend to hold a two days' bicycle tournament in that city some time next September.

THE Chester (Pa.) Bicycle Club is arranging for a race meet to take place in that city on Decoration Day, May 30th.

PREPARATIONS are being made by Meadville, (Pa.) wheelmen for races between home riders at the kite track on Decoration Day.

THE managers of the Chesapeake and Ohio Canal have issued an order that cyclists shall not run their machines on the towpath this year.

THE Union Bicycle Club of Boston has recently leased a very desirable club house at Savin Hill, in which they hope to be settled by May first.

LAST week a number of members of the Rover Cycle Club, of Georgetown, D. C., held an opening run to Cabin John Bridge, where an oyster supper was enjoyed.

MEMBERS of the Albany (N. Y.) Bicycle Club are agitating the scheme of forming a bicycle corps to be attached to the Tenth battalion of the State National Guard.

J. G. MODINE says he claims the amateur one-legged cycling championship and will agree to meet Kilpatrick, in a 100-mile race after May 30 if the latter is in earnest.

IN Venice there is a movement on foot to use water bicycles on the canals. The gondoliers, however, object and have commenced legal proceedings against the movement.

THE Century Wheelmen, of Philadelphia will hold their fifth annual reception and dance on Wednesday evening, April 5, at their club house. Their sociable at Hart's rink will be held April 14th.

LAST week a thief, in Compton, Ky., found open one of the rear windows of the store of Charles Hanauer on Madison near Fourth, and appropriated an Oriental safety bicycle, valued about $80

WHILE Mr. Harry Geer was riding his bicycle at a rapid rate of speed along Franklin street, Johnstown, Pa., a Miss Hamilton attempted to cross the street and the two collided, with the result that Miss Hamilton was seriously injured, and the bicycle badly damaged. A doctor's bill will have to be paid and a second hand bicycle will probably be for sale.

CYCLISTS as yet are not numerous on the Lancaster Pike, Philadelphia, as they will be later in the season. Below Berwyn the roadbed is in a very good condition, but west of that point it is not yet first class.

IT has been definitely decided by the racing board of the Milwaukee Wheelmen to have the Waukesha road race take place in the forenoon on the Fourth of July. The start will be made from Waukesha at 9 o'clock sharp.

THE entertainment of the Plainfield (N. J.) Bicycle Club last week was a pronounced success. The audience was an appreciative one, and embraced a large number of well-known society people, while the programme was sufficiently varied to be in every way entertaining.

WHAT promises to be an interesting relay race has been arranged by Physical Director Meylen of the Bangor (Me.) Y. M. C. A., to take place between Bangor and Portland. There will be but three relays for the distance, 139 miles.

AT the organization of the Charleston Wheelmen's Track Association last week the following officers were elected: President, J. L. Johnson; Vice President, J. H. Lacoste; Secretary, Dr. Whaley; Treasurer, R. F. Evans. The track will be built as fast as possible.

HARTFORD'S cycling clubs will be represented by good men on the track this season. Herman, Fuller and George Stersing will probably make up the Columbia Club team, while "Billy" Harding, C. C. Steilman, J. U. Grant and H. Zalamea will wear the Hartford Wheel Club's colors. The Colt team has not yet been made up, but will probably consist of George Clark, J. Adams and one other.

THE South End Cycling Club, of Carondelet, Mo., has leased the Armory recently abandoned by Company H. The club is going to remodel the old, dilapidated building and make it one of the finest bicycling quarters in the country. The arena where the riders will practice is 300 feet long by 75 feet wide.

KANSAS CITY, Mo., is going to officially recognize the bicycle in a few weeks, when the street cleaning and street sprinkling is actively started. An inspector will be assigned to duty inspecting street sweeping and he will be required to ride a wheel. The city engineer says the inspector can get over the ground faster and more thoroughly inspect the work on a wheel than in any other way.

THE theft of several bicycles in Bridgeport, Ct., during the past year has impelled the local wheelmen to consider the advisability of organizing a protective association. It is proposed to organize on a substantial basis with a board of officers, an admission fee and reasonable dues. The moneys thus received are to be expended in hiring detectives and in the employment of other means to ferret out the thief when a machine belonging to any member of the association is stolen.

THE hill extending on Saratoga street between Calvert and Charles streets, Baltimore, has long been looked upon by cyclists as one impossible to climb on account of the very abrupt nature of its ascent. A year or so ago the hill was conquered by Dietz of the Chesapeake Club. Last week in the presence of a few spectators "Bert" Morrison, lately of Chicago, but now in the employ of Joseph E. Geigan, succeeded in mounting the hill on a safety, without handle bars, in the remarkable time of 61 seconds.

Read What One of Our Agents Sends Us.

COURTLAND, N. Y., Dec. 4, 1892.

RICHARDSON & MILLER, Agts. Hickory Bicycles, Courtland, N. Y.:

Dear Sirs—It has been about five months since you induced me to give up my wire wheel and try the Hickory, and I can say that you do not over estimate it in the least when you say that "the Hickory is the best wheel made."

The Columbia tire has not given me a moment's trouble, and it has had a very hard test. I have great use for a wheel, and it has to go in all kinds of weather, but the nickel is as bright and free from rust as it was the day I purchased it. I can heartily recommend the Hickory as the leading wheel of the day. Yours respectfully, JOSEPH OLIN.

COURTLAND, N. Y., Nov. 28, 1892.

RICHARDSON & MILLER, Agts. for Hickory Cycles, Courtland, N. Y.:

Gentlemen—As I have been riding the Hickory for about four months, think it is about time I let you know how well it pleases me. My weight is 225 lbs., and early in the season I purchased a high grade wire wheel (and it was a heavy road wheel), but every time I returned from a club run, I would have to have new spokes put in, and I came to the conclusion that a wire wheel would not stand my weight, so I thought I would try a Hickory, and if that failed, I would have to give up wheeling, but IT DID NOT FAIL, and has done all that you claimed for it, and I would not change it for any wheel made.

Yours truly, FRANK MUNROE.

Send for Catalogue. **Hickory Wheel Co.** Newton, Mass.

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3 PATTERNS FOR 1893.

Light Roadster, Actual Weight, 32 lbs. **Roadster, 44 lbs. Ladies Wheel, 42 lbs.**

PRICES, $140.00.

Material, best obtainable. Workmanship unsurpassed. Mannesmann Tubing. Warwick Hollow Rims, and a variety of the best pneumatic tires to select from.

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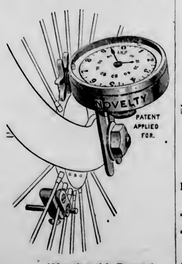
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[Mention this Paper.]

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Winton Roadster, all on, 40 lbs., price $150.
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An Interesting Question

Has at last been determined. With the great telescope at the Lick Observatory in California, it has been recently discovered that the planet Mars is inhabited; that the great zones or belts which mark the surface of that planet are in reality broad highways thronged with riders of the Tourist Bicycle. It has further been proved after prolonged and careful observation that the Tourist is the **only** bicycle used there.

In view of the fact that Mars probably contains several billions of people, it is **unnecessary** for us to dilate upon the **size** of our factory. Language would fail us, and only the most extravagant imagination can picture its **gigantic** proportions. With a good telescope a person at one end can just distinguish the other end. And apropos of the present pecuniary stringency, we would remark that the tight money market is occasioned by the size of our pay-roll.

N. B.—It is the opinion of the most learned astronomers that **several other planets** of our solar system are using the Tourist exclusively, but we cannot **confirm** this rumor.

GEO. R. BIDWELL CYCLE CO.,

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Cleveland No. 4, Light Roadster.

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Lightest, Swiftest, Most Resilient ..TIRE..

FASTER than any other. BECAUSE TREAD portion constructed of THREAD.

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CLEVELAND BICYCLES LEAD in TIRE, RIM AND BEARINGS.

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When money for a wheel we spend,
We wish full value to receive;
Then buy a CLEVELAND wheel, my friend,
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The above advice is FREE. So also is our Catalogue.

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SEND STAMP FOR ENCYCLOPEDIA OF CYCLERS' WANTS, NOW READY TO MAIL.

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If you do not find what you want on this list, state what make of bicycle you prefer, and what price you are willing to pay, and as we are daily receiving second-hand bicycles, can in all probability supply you.

No.	Size.	Make, Finish, etc.	Price
*816	28	Otto, enameled, shopworn	$ 9.00
*930	—	Quadrant, pneumatic tires, Gents', first-class	60.00
*959	30	Ajax Safety, good condition	25.00
*976	52	Expert, 1884 pattern	15.00
981	54	Harvard, good condition	15.00
*1024	54	Premier, ordinary, balls and cones, good condition	35.00
*1075	—	Salvator, ball, first-class	45.00
*1077	30	Gales, cushion tires, 1891 pattern, good condition	30.00
*1087	—	Ladies' Quadrant, pneumatics, first-class condition	65.00
1103	—	Ivel Safety, K. of R. lamp, good condition	30.00
*1114	—	Featherstone Pneumatic, tangent spokes	$60.00
1121	52	Victor, spring fork, 1889 pattern, good condition	40.00
*1129	—	Stylish, slightly shopworn	65.00
*1140	—	Common Sense, slightly shopworn	20.00
1144	—	Featherstone, good condition	65.00
*1148	—	Boys' Junior, fair	10.00
1151	—	Columbia, cushion tire, good condition	75.00
*1152	—	Columbia, solid tire	40.00
1151	—	Ladies' Rambler, good condition	65.00
1156	—	Star Safety, good condition	25.00
1161	—	Diamond Rambler, first-class	65.00
1162	—	Eclipse, first-class	$75.00
1165	—	Niagara pneumatic	85.00
*1168	—	Junior, solid	10.00
*1171	—	Temple Scorcher, white, pneu., N. Y. B. & B. tires	90.00
*1172	—	Moffat, good	70.00
*1173	—	Moffat, good	70.00
1175	—	Salvator, cushion	65.00
*1177	—	E. & A. Pneumatic	65.00
1178	—	Niagara, Pneumatic, good condition	75.00
*1179	—	Victor Safety, solid, good condition	50.00
*1180	—	Warwick, Pneumatic, Diamond, good condition	90.00
*1181	—	Student, cushion, first-class	65.00
*1182	—	Warwick, cushion, first-class	60.00

SHOPWORN.

Rambler, Ladies, cushion	$65.00	Eclipse Safety Pneumatic $75.00
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Telephone Pneumatic	95.00	Rudge Pneumatic 80.00
Moffat Pneumatic	75.00	Rambler, Diamond, Pneumatic 100.00
Temple Scorcher Pneumatic	85.00	Victor B, Cushion 100.00
Victor B, Pneumatic	110.00	

June Pneumatic, 32 pattern	$55.00	
Cricketer Cushion, 30 pattern	75.00	
Juno Cushion, 32 pattern	45.00	
Crescent Cushion, 32 pattern	60.00	
Rhe Cushion, 32 pattern	75.00	

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TO HANDLE INFERIOR OR UNPOPULAR WHEELS.

ROUSE HAZARD

Reliable goods are wanted--those that will sell well, that will cause least trouble, Cycles that will make you money.

Rudge Cycles IN 11 PATTERNS,
Sylph Cycles IN 5 PATTERNS,
Overland Cycles IN 5 PATTERNS,
Western Wheel Works' Cycles IN 19 PATTERNS,

Offer a Most Attractive Line.

We are manufacturers of the two first-named lines and are largest Western jobbers of Western Wheel Works' cycles. We are also headquarters for sundries, and the greatest line of bargains in new machines ever offered the trade. PROMPT DELIVERIES GUARANTEED. Catalogue and bargain list free. Agents wanted.

ROUSE, HAZARD & Co., ~ ~ 9 G Street, Peoria, Ill.
Oldest and Largest Dealers in America.



ACME OF EASE AND COMFORT IS FULLY REALIZED.

Your Judgment Tells You that **Springs**

Properly applied to any vehicle makes riding a greater pleasure and comfort.

In Sylph Three-Part Spring Frame Safeties

The springs are applied as never before, and without complication. Pneumatic and Cushion tires added much to the pleasure and comfort of cyclers, but by the use of Pneumatic Tires and our Three-Part Spring Frame, the

"Sylph Cycles Run Easy" and are highest grade--ride easiest--wear equal to any--give satisfaction. We also make a 30-pound Rigid Frame Sylph as shown in cut. It has many special features, and is just the machine for scorchers and hard road riders.

Catalogue free. Agents wanted in all unoccupied territory.

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LINE OF BICYCLES THIS SEASON WILL CONSIST OF THE : : : :

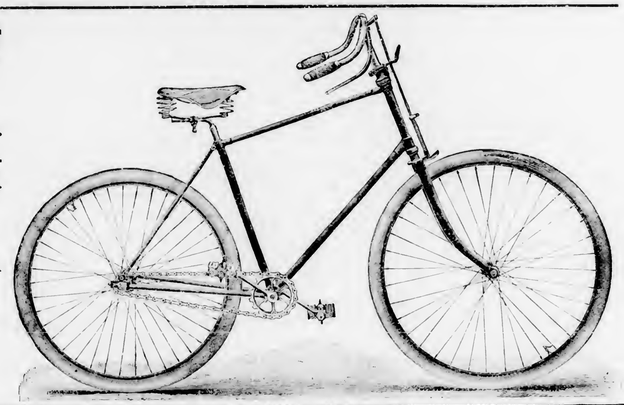
Road King, price, $150. Duchess, price, $90.
Road Queen, " $150. Prince, " $70.
Duke, " $100. Princess, " $65.

Bicycle Suits, Shoes and Sweaters
A SPECIALTY.

The latest and best line of SUNDRIES in the country.

SEND FOR COMPLETE BICYCLE CATALOGUE.

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WHOLESALE DEPARTMENT, 95 PEARL ST.,
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One Reason

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1893 ROAD KING.

ROAD KINGS

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ROAD QUEENS

Run so easily and last so long is that all the bearings are made from ∴ ∴ ∴ ∴ ∴ ∴

JESSOP'S TOOL STEEL.

Be sure you get a wheel with tool steel bearings; they cost the maker more, but are best for the purchaser.

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The Leading Wheel for '93.

STRICTLY HIGH GRADE.

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The Lightest Guaranteed "Road Wheel" Made.

"THE KEATING"

Model B,	Model G,	Model D,	Model E,
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Where is There Such an Array of Light Wheels?

THOROUGHLY TESTED.

Found perfectly reliable. Features on the "Keating" which no other Bicycle has. Easiest running wheel on the market. To see it means buy. Most complete Catalogue issued.

KEATING WHEEL CO., Holyoke, Mass.
1775 Broadway, 142 Chambers Street, } NEW YORK. 145 Columbus Avenue, BOSTON.

THE
BICYCLING WORLD.

Published Every Friday

— BY —

THE WHEELMAN CO.

Incorporated under the Laws of Massachusetts.

167 OLIVER STREET,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

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TO OUR ADVERTISERS:

Copy for new advertisements must be handed in by Tuesday morning to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN CO.

☞ *Postage stamps will not be accepted hereafter in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken.* ☜

C. W. FOURDRINIER, Editor and Manager.

EDITORIAL STAFF:
J. S. DEAN. JAS. W. CARTWRIGHT, Jr.
H. CROWTHER.

BOSTON, MARCH 31, 1893.

A Tale of Woe

(With a Moral.)

He sat at his door at noonday
Lonely, glum and sad.
The flies were buzzing about him.
Led by a big blue-winged gad.
Not a customer darkened his portal.
Not a sign of business was there:
But the flies kept on buzzing
About the old man's hair.
At last in misery he shouted:
"Great Scott! I'm covered with flies!"
And the zephyr that toyed with his gray hairs said:
"WHY DON'T YOU ADVERTISE?"

BALTIMORE'S tangle is a delicate and peculiar one.

On the one side we have the representatives of the Maryland Club testifying as to certain facts upon the establishment of which that organization bases its right to the assignment of the International race meet; on the other we find the secretary of the meeting and the delegates from the other clubs making oath to the direct contrary.

Some one is evidently very much misrepresenting; to put it mildly the actual statements and occurrences at that meeting, and the question seems to be: Who is it?

Chairman Raymond has our sympathy. I would need a judgment worthy of Solomon himself to do perfect and absolute justice in the premises.

WITH the spring season once more fairly upon us the voice of the relay rider is heard throughout the land. In fact the relay ride is getting to be a popular fad.

We do not hold as some writers have done, that the relay ride should be relegated to the deep, dark obscurity. On the contrary we believe that anything that calls attention to cycling in a proper and legitimate manner is of good to the sport, and should be encouraged rather than frowned upon. And the wider the dissemination of such ideas, the greater the impression produced upon the minds of the public.

All work and no play makes Jack a mighty dull boy, and while the L. A. W. and the cycling world at large may have a good bit of the serious business of life on hand, the few hours that they devote to the lighter side are by no means wasted.

THE Maryland case is about to become a *cause celebre*.

If we interpret the decision in the case of Mr. Twilley correctly it would seem that the highest court of the State of Maryland has decided that a rule prohibiting cyclers from riding on a bridge is not only legal but eminently proper.

The decision is as important as it is unfortunate.

It is the first case of the kind we believe in this country where a rule discriminating against a particular class of vehicles has been held to be legal.

The law is so well settled that a bicycle is a vehicle and that the riders of them are entitled to the same rights and subject to the same duties and obligations as other travelers upon the highway, that it is surprising that in the enlightened State of Maryland the court should go so far astray as to render such a decision. In the case of Swift vs. the City of Topeka, the Supreme Court of Kansas says: "Each citizens has the absolute right to choose for himself the mode of conveyance he desires, whether it be a wagon, a carriage, by horse, motor or electric car or by bicycle or astride of a horse, subject to the sole condition that he will observe all those requirements that are known as the law of the road;" and further on in the opinion, says, "There can be no question then that a citizen riding on a bicycle in that part of a street devoted to the passage of vehicles is but exercising his legal right to its use, and a city ordinance that attempts to forbid such use of that part of a public street would be held void as against common right * * *. So that if the construction necessarily given to this ordinance of the city of Topeka should prevail, we would be compelled to say that the part of the ordinance, that forbids a citizen from riding across any part of the Kansas River Bridge is of no validity."

There are other decisions in line with this opinion, but this is one of the most recent where the issue of the validity of the ordinance, in its relation to a bicycle, has been distinctly drawn. The commissioners it seems had power to "make reasonable regulations for the government of the bridge," and the Maryland Court of Appeals has in the face of reason and precedent decided that a discriminating rule is reasonable.

We trust the matter will not rest here, but that if this particular case is not open to a second hearing that a new arrest will be made and the case again tried with competent counsel to convince the court of its error.

Philadelphia's First Race of the Season.

THE University of Pennsylvania opened the outdoor athletic season in Philadelphia on Saturday afternoon last with the first of a series of three meetings on the University grounds. The weather was delightful, the attendance good, and the sports very enjoyable.

There was one cycling contest on the programme, a 2 mile race which was won by W. D. Osgood, '94, C., 100 yards; H. G. Bothfeck, '95, M., second; G. M. Coates, '94, T., third. Time, 6m. 5⅘s.

Baltimoreans Testify Under Oath.

CHAIRMAN RAYMOND of the Racing Board had a long and protracted session with the Baltimore Cycling Clubs, at Baltimore on last Sunday afternoon, hearing evidence as to rights of the clubs to sanctions for the International race meet. The meeting lasted for over five hours, and each side was permitted to introduce all the evidence that was relevant to the case.

A magistrate was in attendance, and every witness was sworn to tell the truth. The questions were put by Mr. Raymond, and an expert stenographer took a complete record of the meeting, which is now being transcribed and will be sent on at once, and then the decision will be rendered.

Chief Consul Mott was one of the witnesses, and testified clearly as to the facts in the case under oath. His testimony would go to establish the validity of the claim of the Maryland Club. The delegates from all the other clubs testified directly opposite, and the case is an extremely delicate one to handle.

Chief Consul Albert Mott and Representative Samuel T. Clark, of the Maryland Club, swore that the resolution of support for the Maryland Club in its bid was read by Secretary Search and passed by the meeting. Secretary Search and the other delegates swore that the resolution was neither read nor passed. The Chief Consul and Mr. Clark swore that there were two votes taken at the meeting. The others swore that there was but one vote taken, and that one was the call for the meeting that was subsequently held at the Baltimore Club, when the Associated Clubs was formed.

Speeches were made by Messrs. Mott and Raymond, urging harmony and joint action by all the clubs, but it is difficult to foretell the result.

"A HINT TO CORRESPONDENTS."

How It Should Be Done and How It Is Done.—Trade Secrets Given Away —President Lincoln's Advice.

BY STERLING ELLIOTT.

EVERY ONE who attempts to instruct, amuse, or disgust others through the potent mediumship of the public press will receive more or less correspondence from people who, from one cause or another, feel an uncontrollable desire to reach out after the unknown. Even above my own limited horizon I frequently see, in my mind's eye, the intellectual features of the chronic letter writer.

I have a place in my desk where I put letters which do not need a reply or about which there is no hurry, and yet are sufficiently pleasing, impudent, or unique to prevent their being placed in either the file or the waste basket, until a leisure moment affords an opportunity for a "reconsideration."

I have just been "cleaning house" and have several of these epistles fresh in mind.

One wants to know why I don't say anything more on religious subjects, and another (evidently from a lady) expresses satisfaction that I haven't lately "taken any flings at the preachers."

One writer expresses disappointment that I didn't "edit" an Almanac for '93, while another seems pleased that the Hickory Wheel Company issues a catalogue this year "that hasn't any nonsense in it."

A letter from Minnesota says, "Elliott, go for 'em on the color question; you have less "full list and no discount" price of the "latest thing;" have watched his bubbling happiness as the summer days waxed; have seen him in autumn, still happy and able to "keep up" with the crowd. And then another springtime came and perhaps it brought the cushion or the pneumatic tire, and there was something wrong about the enthusiasm of our rider.

You know what it was? you have been there.

The crowd were not inclined to ride a solid tire, sixty pound gait; and while our subject knew he got value for his money last season, and paid out "only 50 cents for a crank key and a nut" (that he broke with a twelve inch wrench) somehow he was business man enough to figure himself from going in again for a "this season's wheel," only to see the crowd go away and leave him next season on their newer rigs.

YE RUCOLIC ENTHUSIAST.

I have seen one season in a country town when almost a "cycling boom" seemed to have hit. A large number of high grade wheels were sold. It seemed to these new ones that a better wheel could not be built; that "perfection had been reached." But there came a frost to their enthusiasm, for the next season, the new mounts so far put their "perfect wheels" in the shadow that there was no fun in it, and the cycling boom went whither it came. This is the third season from that in which thirty high grade wheels were bought. And only six of the thirty, only *six!* dear reader, will ride this season.

But while this constant improvement in wheels kills off a certain per cent. each year, the genius of cycling is such that this very improvement also adds zest to the sport so that the aggregate of riders is increased.

I do not think you can find any old and

SEASONED WHEEL CRANK,

one who loves the wheel for riding's sake—who does not welcome any improvement that the new year can bring forth. And although I can not just see how I am to follow my own teaching, I want to advise you all that for you who do have the money, it is cheaper to buy a new wheel every season—assuming that you have no intention of falling in with the three year relegates.

It is a bad plan to keep a mount beyond that point in its vitality, when, although its date and finish are good, the "go" seems to have departed from it. I think I have read quite a pretty little article from a foreign cycling paper about this "go,"—this period in a wheel's existence when it seems to have life. The article was not certain as to what constituted this "life" in a wheel.

It is easy enough!

It is newness. It is new cones and perfectly round balls and true wheels and a chain that fits.

It is this departure of the "life" from a wheel that brings its owner around to the dealer for a dicker in the spring.

Buy a new wheel. You will be happier cycling-wise. And bear in mind that to hear an old rider grumble about the high price of wheels is rare. And for yourself, if you are so inclined; wait till you are placed as I was back in my novitiate with a g. o. o. I was coming down a long hill through gloomy woods, and just as it began to dawn upon me that I was fairly moving, I described in the road ahead a bad washout. I had paid $127.50 for my wheel; but as I went down into that gully and wrestled with it briefly and seriously in the saddle of a 52 inch Expert, the thought flashed upon me that I would be willing to double the $127.50 for an assurance that we should come through that two rods of washout, with both our backbones whole.

Get a new wheel; the second one will not seem so high priced to you. If it costs you forty dollars and your old mount and you can afford the luxury at all you will not have to work hard to get seventy-seven cents worth of value from it every week in the coming year.

THE PRICES OF BICYCLES.

A Dissertation on the Values Received and Paid for Mounts—Who Gets the Discounts—Sundries.

BY "MICHAEL."

WHEN I see a person so borne down by his sorrow about the exorbitant price of wheels that he takes the pains to vent himself about it in the cycling press, I have new heart for the growth of cycling, for I know that such a rider wants to *keep on* riding.

This is most forcibly brought to mind by the recent "Passing Hour" debates that have given us a good bit of amusement.

I believe it is figured that the average cycling experience is about three seasons. And I believe that the price of wheels has considerable bearing upon this length of cycling experience.

At the present time I can not bring to mind from among a somewhat extended list of my contemporary wheel cranks a single rider, who has not either by his connections with an agency, the trade, sport or cycling press some

"HOOK OR CROOK"

whereby his cycling enthusiasm is kept from leaking away when the springtime comes again and finds him with an "old model" mount.

On the opposite side, I can reach many a man who, with eager anticipations, put up his hard earned dollars to meet that relentless "full list and no discount" price of the "latest thing;" have watched his bubbling happiness as the summer days waxed; have seen him in autumn, still happy and able to "keep up" with the crowd. And then another springtime came and perhaps it brought the cushion or the pneumatic tire, and there was something wrong about the enthusiasm of our rider.

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Racing In Florida.

AT Orlando, Fla., March 23, the following events were run at the fair grounds:

One-mile championship of South Florida —B. F. Mayo won the first heat in 3.61; McCall second in 2.59.

Slow race—Won by Gus Hart.

Novelty Race—C. H. Saunders won the quarter-mile race in 0.39 1-2, and the three-quarter mile race in 2.03 1-2. H. W. Caldwell won the half-mile race in 1.19 and the mile race in 2.46 1-2.

Two-mile race—C. H. Saunders took first prize. He made the first heat in 5.31-2 and the second in 6.32. H. W. Caldwell took second prize, and B. F. Mayo third. In the last heat the latter's wheel broke down.

Consolation race, mile dash—Dick Marks took first prize, a pair of bicycle shoes.

A Correction.

EDITOR BICYCLING WORLD: I notice in your issue of March 10 that the Brooklyn Bicycle Club thinks it is the oldest in this State, having been organized June 21, 1879. This is an error, as the Buffalo Bicycle Club is older than that. It was organized Feb. 22, 1879. Yours fraternally,

A. C. RICHARDSON,
Buffalo Bi. Club.

Buffalo, March 13, 1893.



SOMEHOW or other I never strike New York that I am not in a chronic condition of impecuniosity, and going down there one day last week, 'twixt twilight and dawn, I found myself so badly in need of the wherewithal that had it not been for the kind offices of Mr. E. J. Day, of the R. L. Coleman Company, I don't know where I might not have landed. On the strength of the promise of an ad. in this column, I succeeded in inducing him to advance me a twenty-five dollar bill, and having placed myself under this obligation, he immediately proceeded to take advantage of the fact and filled me up with trade talk.

"Why," said he, "there is our 'Black Hawk Light Roadster;' it is the most talked-of wheel in America to-day; the only wheel that lists under one hundred and fifty dollars and sells in competition with the highest priced ones. One hundred and thirty-five dollars net! what do you think of that, my boy?"

Then he took me out into the salesroom and proceeded to expatiate on the various points of what really was a mighty handsome machine.

And when I had examined it carefully, I agreed with him that the only thing to do was to send for their new catalogue No. 27 which tells all about it in detail.

BY the way, Mr. T. C. Coleman, Secretary of the R. L. Coleman Company, returned on Friday last from his trip to Switzerland with all the contracts and documents pertaining to the consolidation of the Western Wheel Works and the R. L. Coleman Company signed. Mr. Coleman went to Switzerland to get the signature of Mr. Louis A. Schoeninger of the Western Wheel Works. Everything is now settled and the change takes effect Sept. 1 next.

Mr. Coleman after a very pleasant trip through Switzerland, France, and England, returns in greatly improved health.

THE Springfield (Mo.) *Democrat* is authority for a story about one of the natives of that place, named Frank E. Wade, and the late Benjamin F. Butler.

It appears that Mr. Wade's father was in Congress and young Wade has a very vivid recollection of one event during one of his visits to Washington. While there his principal occupation was riding a Star bicycle and falling off of it for variations.

Now the old American Star was an instrument of abomination which had no respect for the social or political positions of men as was plainly demonstrated in Frank's case. He hastily mounted the wheel near a corner one day and started off; the wheel became somewhat unruly as he turned the corner and when he suddenly met General Butler he could not avoid a catastrophe. The result was a remarkable mixture of Butler, Wade and wheels. Wade was the more active of the two, and making one of the quickest mounts he ever made in his life was soon out of hearing and sight of the irate general. He never had a desire to renew his acquaintance with General Butler, but he can claim one honor; he mixed with Butler's set.

THE gentleman who sends me the following contribution is one of my most valued correspondents, but he is given to the sudden proposing of the most awkward conundrums just at a time when one is least prepared to answer them. Surely he knows—or ought to know if he has ever been a purchaser—that each bicycle is, according to its agent's statements, strictly and individually the *best!*

MY DEAR ARIEL—Have you ever experienced the trials, troubles and tribulations of a would-be-purchaser, like myself, who wants the *best* bicycle, and who starts out to examine them all, and hears the encomiums of agent upons their own stock, and the criticisms upon their rivals' machines? If not, you do not know what it is to be harassed by conflicting doubts, and argued into a psychological chaos.

Agent A convinces me that his tire is the best; but Agents B, C, D and E convince me that Agent A's steering head is not correct. Agent B convinces me that his chain is the best, but Agents A, C, D and E convince me that Agent B's machine is too heavy. Agent C convinces me, by ringing his tubing, that it is the best; but Agents A, B, D and E convince me that C's tire is not the best, and he only uses one kind. Agent E convinces me that his pedal cranks are superior to any other and less likely to cause trouble, and to any Agents A, B, C and D convince me that E's wheel is too light for my weight. Agent F convinces me that he has the best detachable mud-guards; Agent G's guarantee is the best, Agent H's spokes are the best; Agent I's saddle is the best; Agent J has a changeable gearing, Agent K boasts of elliptical sprocket wheels; and soon, till the brain is weary and the purchaser is discouraged.

I do not like to hurt anybody's feelings, but it is my unbiased opinion that no manufacturer combines the best of all the above points in his bicycle, and I do not suppose that he ever will. And so, like myself, every purchaser must be reconciled to buy a machine with the knowledge that some other machine is better in one or more points.

Perhaps this is for the best, after all, because if we were all agreed that any one bicycle possessed all the best features, the other manufacturers would have to quit business, and we would have no improvements brought about through competition!

L. A. W. 7306

St. Louis.

"BICYCLE manufacturers must have a very slight knowledge of the financial standing and judgment of most editors when they ask them to pay $100 in cash and $50 in advertising for a machine that is dear at $75."—*Fall River Herald.*

Evidently the editor of the Fall River *Herald* is thoroughly posted on the cost and manufacture of bicycles. Should he write an essay on what he does not know on the subject, I have not the least doubt but that he would be able to fill a very large quarto volume.

It is also very evident that the *Herald* man must have been trying to obtain a discount on a bicycle, and it was sort of hard that some conscienceless dealer should endeavor to work off a $75 machine on him in return for his disinterested efforts to escape paying a living profit to the tradesman.

MR. JOHN V. STEPHENSON, the well-known wheelman of Greensburg, dropped in for a chat on Friday. We wanted him to tell one of his old time snake stories, but he said they were all copyrighted this year by the Greensburg *Press and Tribune*.

I was reminded by this little paragraph of one of the most unique characters in cycling, which Mr. Stephenson undoubtedly is.

Bestriding his big 62-inch (I think it was) ordinary, he was one of the pioneers of the sport in Central Pennsylvania, whose mountainous routes were as familiar to him as the park boulevards are to our city scorcher. Many and many a tourist owes grateful remembrances of hospitality to Mr. Stephenson.

THE Lock Haven (Pa.) *Express* is another paper that has gotten itself tangled up in an attempt to report an innocent looking cycling record which, unfortunately for its peace of mind, was loaded, and going off suddenly, called forth the following suitable and timely protest from a wheelman who evidently knew a thing or two about records:

Editors *Evening Express*. In your issue of 20th inst., under the heading of "A Fast Run" you say "Daniel Clark, a Williamsport wheelman made the run from that city to Jersey Shore in 50 minutes. The distance is 16 miles."

To a novice this statement might be made without fear of contradiction, but as wheelmen we must say we doubt it. In the present condition of the roads, we question if there is a wheelman in our sister city who can make this time. At this rate the man must have taken a three minute gait and have kept it up the entire sixteen miles.

We would like to have this statement verified by experienced timers before accepting it as "record." Yours respectfully, WHEELMEN.

Lock Haven, Pa.

IF straws show which way the wind blows, then there is quite a good-sized gale blowing.

Said the chairman of a committee which had been appointed in Wellesley, Mass., to suggest improvements for Washington street, in that place, at a meeting held at the Hotel Huntington, Boston, recently:

In a general way we suggest the following as some of the improvements which such a street will allow. To begin with, we would advise the construction of a bicycle road of such width as may be deemed suitable, say 15 to 20 feet, in the centre of this avenue. This may seem an innovation and an erratical deviation from the old established methods and purposes of street building, but is quite evident that the bicycle as a mode of conveyance, in the familiar terms of the day, "has come to stay." Many members of this club, and some of the "eminent" citizens of Wellesley do not ride bicycles, yet there are very many who do, and we are satisfied that the bicycle as a mode of conveyance is destined to be more universally used than it is at present. The wily advertisement that Wellesley would receive from being the first town in Massachusetts to construct and maintain a bicycle roadstead or pathway might give us a very desirable prestige and pre-eminence. Such a pathway need not be of large expense in constructing or maintaining. The bicycler does not want a concrete road. The concrete adheres to the tires and retards rather than helps the bicycler. A smoothly rolled gravel pathway is all that is needed.

Were we but gifted with the vision of prophecy a glance into the not far distant future might reveal such a recognition of the bicycle on the part of the local Solons as would astonish the most enthusiastic amongst us.

THE mawkish sentimentality which prevails among women of a certain calibre—the kind that followed Zimmerman for example, last season—was never better illustrated than in the following clipping from the New York *Recorder:*

A great crowd of women were passing in and out of J. Edward Barclay's studio in the Alpine yesterday—or rather passing in, for once inside they seemed dreadfully loath to leave.

The magnet was a study in orange-colored hair, with a little pair of horrid's eyes peeping out between the tangles.

This was Barclay's famous picture of Paderewski, and the women, being prevented by the police from getting up close to and staring at the original, were fain to fill their silly souls with ecstasy by spending hours before a canvas presentment.

And the food-killer was not around, either.

HERO worship of the genuine sort is all very well in its way; we all have our ideals; but I have no patience with the silly gush of a parcel of inane and weakminded girls who achieve an unenviable notoriety by their folly.

I DON'T know whether business in the Eastern Department of the *Referee* is falling off or not, but certainly the gentleman who occupies the position of manager at 21 Park Row must have lots of time on his hands when he can indulge in such little side issues as the following card would serve to indicate:

W. J. MORGAN,
NOTARY PUBLIC,
Potter Building, Park Row & Beekman St.
Room 307.

Affidavits and Acknowledgements taken in any part of the City or Brooklyn

Depositions accurately taken, plainly written and forwarded with dispatch.

PATENT INTERFERENCE CASES A SPECIALTY.

Residence 626 Fifth Ave., Brooklyn.

(Since the above went into print I have received a letter from Mr. Morgan denying the soft impeachment. He desires me to make the statement publicly for him that he and the other W. J. Morgan are two.)

IT has not been such a long time ago that the bicycle was the recipient of much unfavorable comment at the hands of the leading layand technical journals of the country, but times have changed and now the papers are glad to give space to an article whose manufacture has become a staple industry and whose advertising is being largely sought after by all.

The *Iron Age*, for instance, devotes space in a recent number to a short history of the cycle business, publishing a list of many of the leading dealers and manufacturers throughout the country, and other papers are following this example.

The bicycle can be said to have made for itself a permanent place in the history of the nineteenth century.

MY distance from Chicago must be my excuse for being unable to fix an accurate market value upon "The idler's opinion of himself," as referred to in the latest issue of *Cycling Life*, but I am inclined to believe that the chances for a splendid speculative *coup* would be possible if one were enabled to buy "The Idler" at the public's valuation of him, and to sell out at his own.

In the language of the late Colonel Sellers, "There's millions in it!"

DON'T you know Mr. "Idler" that it is never a safe plan by any means, to arrogate to one's self absolute knowledge and correctness.

I note the following little item in your last issue:

"The expulsion bars Barrett and Munger from competing in all amateur events and is an open warning to all L. A. W. members not to compete with them under pain of forfeiting their amateur standing."

Now, my dear sir, the expulsion of Messrs. Barrett and Munger from the L. A. W. in no wise effects their amateur status. They are simply expelled from an organization whose laws they have been adjudged guilty of violating, but they can compete in any and all amateur races save only all Division and National L. A. W. championships which, as the name implies, for members of the League only.

No charge for this information. I am always glad to post new-comers.

Only don't pray don't, assume that you know it all. We none of us can afford to court an exposure of what we know and Father Idler doesn't. The sum total of human knowledge is not so very great after all.

THE *Era* of Bradford, Pa., takes a mean advantage of Mr. Sterling Elliott.

On its editorial page last week appeared the following:

"Walking" says Sterling Elliott in the Bicycling World, "is the most inefficient method of progression known." He then shows the amount of force wasted every time any one attempts to walk, and illustrates his ideas with some very instructive diagrams. But Mr. Elliott does not tell us how we can conserve this force by sitting still, and make use of it in such a manner that it will enable us to pay car fare or furnish sufficient means to buy a bicycle. It is very easy to see that it is easier to ride than to walk, but what we want to be led to believe is that the coming man will be supplied by nature with pneumatic tires and an elliptical sprocket and that he is the fate of most of us to be obliged to walk even though we waste any amount of power that we might apply to much better advantage by means of a Cranford saddle and a pair of skeleton wheels attached to a steel frame.

If Mr. Elliott and the Hickory Wheel Co. do not have a fit when they read the concluding sentence in the above, then I don't know much about wooden wheels.

Query

?



If a 26-lb. bicycle runs no easier than a 32-lb. bicycle, the latter being twice as strong,

Which is the best for you?

• •

The light frame twists.

The bearings are inferior.

The wheels and sprockets get out of line.

The danger of collapse is always present.

On the other hand, the heavier frame is rigid and keeps the sprockets in line.

Enables you to communicate power instantly.

Friction is minimized by reason of the chain and bearings working in their proper places.

No danger of collapse when under speed.

Turn these points over in your mind and take your choice.

The UNION P. D. Q. is correctly built and weighs 32 lbs.

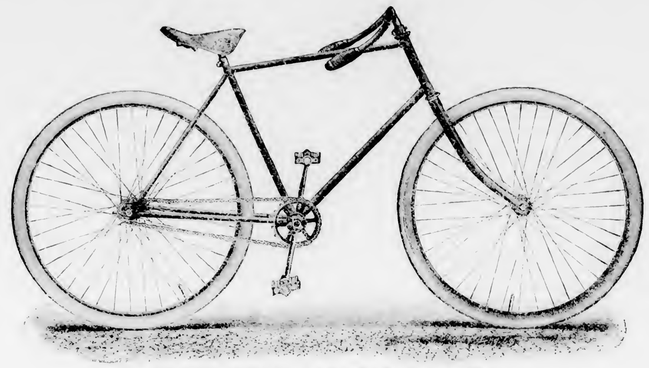
• •

Union Cycle

Mfg. Co.,

100 and 170 Columbus Ave.,

BOSTON, MASS.



BLACK HAWK LIGHT ROADSTER,
———$135.00.———

THE ONLY WHEEL THAT LISTS UNDER $150 AND SELLS IN COMPETITION WITH THE HIGHEST PRICED ONES.

THE MOST TALKED OF WHEEL IN AMERICA TO-DAY. ———WHY? YOU HAVE NOT SEEN IT——— HENCE YOUR QUESTION.

CATALOGUE NO. 27 TELLS ALL ABOUT IT.

WESTERN WHEEL WORKS

CHICAGO.

R. L. COLEMAN CO.,

SOLE EASTERN AGENTS.

35 BARCLAY STREET AND 40 PARK PLACE, NEW YORK.

Think of a *Garford* saddle and *wire* wheels on a Hickory!

Ye gods!

ONE of the worst sides of human nature is the readiness with which many men question the disinterestedness of any public action on the part of others, and it is a sad commentary on the selfishness of life that so many can see so little good in anything not done by themselves.

Take for instance the recent criticism engendered by the action of the L. A. W. in accepting through its International Committee the offer of the Chicago Baseball Club's proposed race track for the holding of the coming League meet in August. Here is Mr. F. W. Gerould, for example, Chief Consul of the Illinois Division, and at the same time manager of the A. G. Spalding & Bros.' Chicago house. Unfortunately for himself (that is unfortunate so far as inviting criticism goes) he happens to be a member of the International Committee, and as Mr. A. G. Spalding is one of the heavy stock holders and owners of the Chicago Baseball Club, it is of course immediately assumed by some of the kickers that there must be something more back of this lease than appears on the surface. All Mr. Gerould's well-known ability, energy and integrity goes for naught, as well as the fact that the League has gotten a mighty good bargain. He is in the trade, and as it is a well-known fact that a tradesman is wholly incapable of any unselfish action it follows of course that there must be an African in the woodpile, somewhere.

I have passed through so much of this same sort of thing myself that Mr. Gerould has my sincere sympathy, but he can claim a much greater satisfaction: The support and confidence of every honest and fair-minded member of the League of American Wheelmen is his.

THERE is a good deal of contention among the members of the League of American Wheelmen as to the amateur standing of Barrett and Munger, who were recently expelled by the Membership Committee. The local member of the Racing Board asserts that the two men are barred from competition in all League events and are no longer amateurs.—*Chicago Journal.*

I don't like to question the veracity of a Chicago newspaper, but I cannot accept the above statement without rising to object.

Surely Mr. Erwin is too well posted a man to claim that exemption from the League carries with it a declaration of professionalism. A man may be expelled from the L. A. W. for many causes not in the least affecting his amateur status, and Messrs. Munger and Barrett are privileged to compete in any and all amateur contests save only the L. A. W. championships, as I have further up in this column advised "The Idler."

And the case was one for the Membership Committee and *not* for the Racing Board.

ARIEL.

Did Mr. Von Lengerke Ride His Elliptic The Wrong Way?

EDITOR BICYCLING WORLD: Your last issue publishes a letter from Carl Von Lengerke, relating to the elliptical sprocket. He, like many another, has placed his elliptic in such a position that on the downward stroke of the pedal he passes from the high to the low gear, instead of from the low to the high gear, which is the advantage. As he is evidently using his elliptic the wrong way, he has advanced a wrong theory. The way *he* uses it is a decided disadvantage and it is no wonder he is unable to appreciate a good thing, as he is not in a position to do so. Very truly,

Boston, March 27. C. P. L.

Two Accidents.

HOWARD LONGSHORE, aged 10 years, while riding a bicycle in Bedford avenue, near Atlantic, Brooklyn, last Saturday night was run into by another rider, and, losing control of his wheel fell between a team of horses attached to a truck.

One of the horses got frightened, and rearing, struck the boy on the head with his hoofs, fracturing his skull. He was taken home in an ambulance, and the probabilities are that he will not recover. The other rider disappeared, and there is no clue to his identity.

ON last Saturday afternoon Michael McGrath, took his young wife for a drive from his residence, 64 East 106th street, New York to the low gear, instead of from the low to the high gear, which is the advantage. As he is evidently using his elliptic the wrong way, he has advanced a wrong theory. The way *he* uses it is a decided disadvantage and it is no wonder he is unable to appreciate a good thing, as he is not in a position to do so. Very truly,

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Mrs. McGrath received such a severe scalp wound that she became delirious and was taken to Manhattan Hospital. Her husband escaped unhurt.

TELEMACHUS' TALKS.

Can Air Be Guaranteed?—Breaks and Repairs.

JUST what the guarantee on a bicycle or set of tires means to the maker, the dealer and the rider is agitating the minds of these three classes just now. It has always been quite an important part of the bicycle business, and since the advent of the pneumatic tires its importance has increased many times over, and has not yet stopped increasing.

The pneumatic tire now takes the bulk of the wear and tear of a bicycle, and the guarantee of the rest of the machine is seldom called into question—at least with new and good wheels. The rider thus being secured there, naturally turns his attention to the part of the wheel most liable to accidents and most in need of the guarantee—the tires. It is for that reason that the makers have altogether receded from the position assumed by them when the pneumatic tires were first introduced, viz.: that they did not guarantee their tires in the same manner that they did the parts of the wheel they made themselves; they simply bought the best tires that could be procured, and preferred that the rider would look to the tire maker.

Now the wise cycle builder guarantees his tires in the most comprehensive manner, and backs them up himself instead of taking refuge behind the rubber manufacturer; and a few makers, even wiser, go further and relieve the rider of all care in the matter by agreeing to repair punctures free of charge.

It is here that the opportunity of the wise dealer comes in, and he steps forward and offers to take care for one year of all first-class tires on all the high-grade wheels he sells; that is, he repairs punctures free, makes leaky valves hold air, and remedies every trouble caused by legitimate usage. Some dealers did this last year; more are beginning to do it this year, and although it is an arduous undertaking and one that will result in much petty annoyance and eat up the time of repair men, yet it will pay him in the end many times over. His customers will be satisfied and tell their friends about the dealer who fixes them up so nicely; men won't puncture their tires just for the fun of having them repaired free, and when they do have a puncture the great majority prefer to have some one else fix it, no matter how much of a "quick repair" tire it is.

It is just here that the question confronts many a dealer as to whether his repair shop is to be conducted as an adjunct to his salesroom, or as a money-making establisment, standing separate and distinct from the former. The usual way, and the way which naturally suggests itself to most dealers, is the latter; he argues that he should reap a profit from it, and begins to watch every bit of guarantee work and to begrudge it. But the other plan is by far the wiser in the long run, and the one which will bring the best results during the selling season, therefore, instead of considering guarantee work so much loss, it should be charged up to profit and loss, with emphasis on the profit part of it.

As the important part of the wheel now is the tire, so the tire maker is the one who has the opportunity to make or mar himself. The leading bicycle manufacturers put on their own tires, either made by or for them, and take care of them in every way. But the great majority put on somebody else's tire and prefer to have the tire maker look after it, and as the latter only makes the profit on the set of tires, instead of on the whole bicycle, his risk in guaranteeing is very much greater proportionately. Then too, he sells his tires to the bicycle maker and has very little idea when they came into use and how long they have been run, whereas, the bicycle is numbered and there is little likelihood of its being used over a year under the guarantee.

These are the reasons that led, and still lead, tire makers to limit their liability under their guarantee just as much as they possibly can. Such methods as guaranteeing tires for the riding season—say until November 1st—or for the calendar year are perplexing to dealers and riders, and liable to cause annoyance and dissatisfaction. I know of a case where a man bought a wheel with a certain make of tire last spring; in October or November his rear tire gave way, owing to defective construction, and was replaced with a new one, free of charge. It was ridden very little last fall, and a short time ago it gave way just as the other one had done; but there was no redress this time; the tire was guaranteed until January 1st, and the fact that it was almost a new tire then and had been ridden but a few miles made no difference—the guarantee had expired.

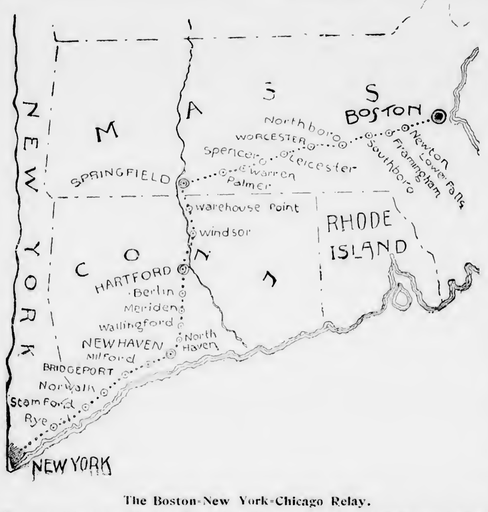
The remedy for this is to buy a wheel, every part of which is guaranteed by the makers for one year; look to them or their authorized agents if anything goes wrong. The agents, on their part, must be trusted to a certain extent to say what should or should not be made good, as they are the ones who have to deal with the goose which lays all the golden eggs—the riding public.

It is a fact well known in the trade that there are certain bicycle manufacturers who are extremely lenient in their inspection of broken parts in which flaws are claimed; not during the selling season only—for all firms are then—nor during the twelve months covered by the guarantee, but for years after. They go on the principle their wheels should not break under reasonable use, and if they are reasonably sure that it was not abused they do not require that a flaw shall be shown to exist, nor that the machine shall not be more than one year old. They take pride in the fact that riders of their wheels are practically insured against breakages as long as they ride them. Every year sees the disposition become more general to adopt this ride, and the other day I saw a '93 catalog with the brad assertion that this make of wheels was guaranteed, not for one year, but as long as it was used.

On the face of it this seems a reckless guarantee; but the more it is examined the less so it becomes. The great majority of breakages occur within a few months after they go on the road; after that there is comparatively little danger. Viewed merely as a question of policy then, it is to the interest of the older makers to make their guarantee broader and broader. All over the country factories are springing up and turning out wheels; these wheels must be sold somehow, and big discounts and cut prices result from the over-production of that class of wheels. These wheels are cutting into the trade of the older wheels and getting business that would otherwise go to the latter; the little factories can't give such a guarantee; or rather, they can give it, but it means very little, as the rider has no guarantee that *they* will live long enough to protect it, and without that assurance it is almost worthless.

All of these things are working in the interest of the rider, and the indications are that he will soon be so fully protected that he will hardly know himself and will be inclined to "put on airs." The poor dealer, and the, perhaps, poorer maker, in these days of fierce competition, and those of still fiercer competition yet to come, will have a hard row to hoe, but as they are in the business to sell wheels they will have to take the bitter with the sweet, and make as few wry faces as their temperament will permit.

TELEMACHUS.



The Boston-New York-Chicago Relay.

IN June of last year the New York *Recorder* and Boston *Post* conducted a relay race under favorable conditions from New York to Boston, and was a success.

The coming Boston-Chicago relay race will combine these, and the public will be called upon to witness the longest relay ever undertaken on bicycles. Twelve hundred and fifty miles is the length of the proposed route.

The road distance from Boston to New York is 251 1-4 miles; the railway distance from New York to Chicago is 975 miles. The figures adopted for the wagon road distance is 1,000 miles, making a grand total of 1254 miles or thereabouts.

In an interview with Captain Lon Peck, who conducted the relay last year and who has again been appointed in the interests of the Boston *Post* to have general supervision of the relay to New York, he said that without a doubt from the start to the very finish the riders must be the fastest road racers in the country. The time and date is so arranged that the first few relays will, weather permitting, have the benefit of a full moon. It was thought advisable, too, to have the portion of the route through the Catskills in New York covered in the day time.

Of the local clubs the Press, Malden, and Mt. Washington will enter some of their swiftest men. The following clubs will also furnish relay riders all along the route: Bay State Club, of Worcester, Springfield Bicycle Club, Hartford Wheel Club, and Columbia Cycle Club, of Hartford. Meriden Wheel Club, New Haven Bicycle Club, Rover Club, of New Haven, Norwalk Wheel Club and some of the prominent wheel clubs of New York city; Wappingers Falls Wheelmen, Poughkeepsie Bicycle Club, Albany Wheel Club, Utica Wheel Club, Syracuse Bicycle Club, Buffalo Bicycle Club, Cleveland Wheel Club, South Bend Bicycle Club, Chicago Cycling Club and other prominent clubs.

[We are indebted to the Boston *Post* for the accompanying maps.]

Morgan & Wright,

Patent ~ Pneumatic ~ Tires.

Do you want to know about the Morgan & Wright tires? It is easy to find out all about them. How to repair them, how to take care of them and hints on how to use any pneumatic tire, that it may give you the very best service. A full list of our prizes offered to the riders of our tires in 1893 is as follows:

PRIZES FOR 1893.

For greatest mileage made on one set MORGAN & WRIGHT TIRES during 1893. Rider to make his own repairs.

1st Prize, Cost Value, . . $100
2d Prize, Overcoat, ... 45
3d Prize, . . 1 Set M. & W. Tires

For most meritorious single ride. Distance, weather and character of roads to count.

1st Prize, Cost Value, . . $50
2d Prize, Cost Value, . . . 25
3d Prize, . . 1 Set M. & W. Tires.

For fastest mile made in competition.

Prize, Cost Value, . . . $50

For best time made in road race. Distance 10 miles.

Prize, Cost Value, . . . $25

Best time made in road race. Distance, 25 miles.

Prize, Cost Value, . . . $25

These prizes to be competed for under the rules of the L.A.W., and prizes to be such as will be acceptable to the Racing Board.

All trials for prizes must be made with MORGAN & WRIGHT TIRES.

Contest closes December 25, 1893, and prizes will be awarded as soon thereafter as the judges may decide.

Note These Facts.

We solicit the good will of riders and buyers generally, and offer the following facts in our favor:

1st. THE MORGAN & WRIGHT TIRE is distinctly an American invention, and does not in any way copy or infringe upon other Tires.

2d. We were the first makers in the world to sell a perfect Tire at a popular price, our price for 1892 being from 50 to 200 per cent. lower than others.

3d. Notwithstanding our low price we have faithfully and honestly backed up our goods, and made all repairs without charge.

4th. The MORGAN & WRIGHT TIRE started 1892 with at least thirteen competitors, and within the year every one of these competing Tires had to be entirely remodeled or were withdrawn from the market as failures, with the exception of three.

5th. This present season, having reduced our process of manufacture to absolute perfection, we are enabled to reduce our price of 1892.

6th. Our Tires for 1893 are made of the finest materials obtainable, and the integrity of our concern is pledged to sustain our goods in every way.

7th. Our plant has been remodeled throughout, and the capacity is treble that of 1892. All orders will have prompt attention.

A Pointer or Two.

Our Tires have our firm name in raised letters moulded on the casing. Look for this in buying a Morgan & Wright Pneumatic.

Don't buy an imitation; rest assured that the skill and experience, which have brought the MORGAN & WRIGHT TIRES to their present perfection, will be exercised in keeping them ahead of mere copyists.

SEND FOR CATALOGUE.

Morgan & Wright,

331-339 West Lake St.,

CHICAGO, ILL.

[Mention BICYCLING WORLD.]



Among the Clubs.

IN the Rensselaer and Albany (N. Y.) County bowling league, the Troy Bicycle Club won 8 and lost 4.

THE Kings County Wheelmen of New York will probably hold two race meets this season instead of one, as in former years.

THE souvenir run of the Buffalo Ramblers Bicycle Club takes place Sunday, June 25. All wheelmen of the city are invited to attend.

THE third in the Rhode Island Wheelmen's series of socials was held in B. T. Hall, Providence, last week. It was a pleasant affair, and a success in every respect.

THE Andover Wheelmen were organized at a meeting in A. O. U. W. Hall, Andover, Mass., last week. There was a good attendance and considerable interest was manifested.

THE Hartford (Ct.) Wheel Club last week entertained a large number of friends in a very pleasant manner at their club house, the occasion being the opening of their new gymnasium.

THE Chelsea (Mass.) Ramblers held their annual dinner at the Quincy House last week, and some 50 members participated in the festivities that followed an excellent repast. President George E. Wilber occupied the chair and also officiated as toastmaster.

ODD FELLOWS' HALL, Somerville, Mass., was the scene of a very pretty private party last week, the occasion being the Somerville Rovers ladies' night, when the members of the club entertained their lady friends. Quite a number of out-of-town visitors being in attendance.

THE Cyclomania in Saco (Me.) City Hall closed last week in the whirl of a ball. The attendance at the three evenings of the Cyclomania was not so large as the club had anticipated, but for all that the treasury of the Saco Cycle Club will be swelled by a fair sized amount as a profit from the Cyclomania.

AT the meeting of the board of directors of the Denver (Col.) Ramblers last week it was decided to accept the offer of H. C. Brown of four lots at the corner of Lincoln and Thirteenth avenues. The figure named is $25,000. The plans have already been accepted, and the construction will probably be begun within two months.

THE run of the Boston Bicycle Club called for April 1 has been postponed to April 22, owing to the continued ill condition of roads and weather. The start will be made from Copley Square at 1 P. M. sharp. Notify the Secretary, if you intend to dine at "Lees" Auburndale. There will be a short run on Fast Day, April 6, leaving the Boston Athletic Association House at 10 A. M.

IT is now finally settled that the Wanderers B. C. and the Columbia B. C. of Buffalo, N. Y., will be consolidated. To effect this a meeting will be held April 5. It is expected that Dr. W. J. Parkwood will be the President of the new club, which will, in all probability, be called the Bison City Club. The consolidation has been arranged by the following committee:: Wanderers—Dr. W. J. Parkwood, H. Adema, G. R. Walters. Columbias—F. J. Schmidt, W. A. Lutz and F. W. Ronsee.

THE Fort Orange Wheelmen and the Albany (N. Y.) Wheelmen last week consolidated and will be known as the Albany County Bicycle Club. Early last Monday evening both clubs held separate meetings at which each disbanded. Fort Orange Wheelmen appointed Messrs. Lansing, Bradford and Decaver a committee to settle the affairs of the association. While the Albany Wheelmen directed their executive committee to settle their accounts. Afterward a joint meeting was held and the new club was organized.

THE Central City (Ga.) Cycle Club is preparing for a spring tournament to take place in Central City park in the early spring. The plans have not been fully decided upon, but it is probable that the Atlanta and Savannah clubs will be invited to take part, and that the races will be the distances of one, five, ten and twenty-five miles. In addition to the annual spring tournament there will be a regular club race one Friday afternoon in each month from 4.30 to 6 o'clock.

THE athletic department of the Seattle (Wash.) branch of the Young Men's Christian Association has organized a bicycle club of associating members and has already a considerable membership. The members propose for the present to make a run every Saturday afternoon. A new feature to be introduced will be weekly athletic entertainments to be given every Wednesday night in the gymnasium, beginning this week. These will be open to the friends of the members, and will consist both of class work and competitions.

THE Bay State Bicycle Club of Worcester Mass., held its first ladies' night at the club rooms last week. There was a reception from 8 to 8.30 and a very enjoyable entertainment followed, consisting of banjo and mandolin selections by the Bay State Bicycle Club Banjo Club, Harry N. Davis, leader; recitations and songs by Mr. E. P. Crierlee; piano solos, Prof. Geo. N. Morse; songs by Miss Lois Thompson; readings, Miss Smith. During the intermission refreshments were served by Rebboli, caterer.

THE tenth annual clam steam of the Troy (N. Y.) Bicycle Club occurred last week in the Bicycle rink. The crowd was a merry one, and after full justice had been done to the clams and oysters the guests were entertained with vocal and instrumental music. There were songs by Samuel E. Hutton, William Hutton, Jr., James F. Van Keuren, Joseph Ryams, F. H. Norris and Fred Smith, a recitation by Andrew Devine, an exhibition of boxing by Fred. Estes and Oscar F. Greene, club swinging by L. Herman and foil fencing by Charles Belermeister and P. F. Hanley.

LAST week the Shoe City Wheelmen held their second concert and dance, in Canton Hall, Brockton, Mass. Porter's Orchestra furnished music, and with others rendered the following concert programme: Selection, Porter's Orchestra; selection, "In Absence," Concordia Quartette, banjo selection, E. B. Holmes and pupils; song, selected, Mrs. Rufus Berry; mandolin and guitar duet, Mr. Chas. Tinkham and Miss Agnes Howard; recit., "Larboard Watch," C. E. Russell and G. E. Russell; piano solo, Prof. W. F. Burrell.

THE FRONT DRIVER.

Its Merits and Demerits—What It Needs —A Comparison with the Rear Driver.

THE present discussion on the merits and demerits of front-driven bicycles may appear to some to have become a trifle stale, but I venture to think that although the controversy has already been somewhat prolonged, yet it still has a strong hold on the cycling public. There can be no doubt that the front driver is *the* question of the day with the trade, and I fancy that the riding men, too, take more real interest in this topic than they do in any other wheeling subject at the present time. I have been and still am watching the discussion with much care. As

AN OLD ORDINARY RIDER

I take a special interest in the front driver. That form of cycle appeals to me much more strongly than the rear driver. Although at present I give my vote in favor of the older machine, I am yet anxiously noting the development of the F. D., and I am sure I shall not be the last man to hail it with all honors as a successful rival to the R. D. *when* it has earned for itself that proud position. During the last month or so I have been riding a different machine almost every week. I must admit that I have not found the front drivers that I have been on come up to my expectations. They are not so fast or so comfortable as the R. D., and I cannot get more speed out of them than out of the ungeared ordinary, while they will not compare for comfort with the old crock. Since riding F. D.'s for a time I find myself unable to change my previously stated opinion, "the R. D. for speed, the G. O. O. for ease." I do not suggest that this opinion of mine is permanent or unalterable; on the contrary, I feel pretty sure that in a very short time the F. D. must take second place—that is, in my own personal estimation. I am not speaking for anyone else, neither do I suggest that any other single rider necessarily agrees with me. The F. D., then, as I have tried it, I find to be miles behind the R. D. I think, however, that this wide gulf between the two (the miles are, of course, figurative only) is bound to be very much reduced, if not altogether closed up, in time. I certainly think that the chain-driven R. D. will be always, as now, faster than the F. D.; but it is quite possible, I think probable, that in course of time the F. D. will prove itself

SUPERIOR TO ITS RIVAL

in point of comfort, on the score of cleanliness, in reliability whilst on tour, etc., and in its wearing or lasting qualities. How, then, are these good points to be brought out? I should reply by general improvement in design, and by an increase of experience and knowledge of how to ride the machine by cyclists themselves. I may say at once that every F. D. I have ever seen so far contains in its construction

RADICAL DEFECTS OF DESIGN.

I say again, I may be entirely wrong and mistaken, but this is my own idea on the matter. The cause of what I conceive to be these errors lies in the fact that F. D. manufacturers are straining after a wrong ideal. What they are doing is to try to build their machines as near as they can get to the lines of a safety. They are, in fact, trying to build a safety front driver. Such front wheel driving. I say this is utterly wrong. The model for the F. D. should be, *not* the modern safety, but the good old ordinary. It will be evident to all practical riders that there is a considerable difference both in driving and steering (I am speaking of actual work) between the R. D. and a machine on which the front wheel is both driven and steered. In the one case the driving and guiding are quite distinct and independent of one another, and in the other they are intimately connected and are mutually dependent to a considerable extent the one on the other. But I find that on all the F. D.'s I have tried, the R. D. position and style has been adopted. There is a biggish rake on the front forks, and the handles are curled round in most absurd and fantastic shapes to a position in advance of those steering centres, and are there set at a cross angle for the poor unfortunate rider to control his machine by. Is this right? This arm stretched out to its full length, this crossways grasp of the handle, and this

SEMI-BEETLE POSITION,

are they correct, and are they in accordance with our 20 years' experience of cycle construction? My own humble opinion is that they are altogether wrong. After years of experiment it was found that the best build for the ordinary consisted in having little rake and a straight handle. The pose of the rider on this machine was a fairly upright sitting posture, back curved for high speed, but otherwise moderately straight; hands resting lightly on the handles, with the arms bent. As compared with the accepted best style in the modern safety, this old ordinary position was ease and grace itself. Why, then, I ask, are the F. D. makers trying to force us to adopt the ugly and uncomfortable method? Surely it is erroneous. It most certainly prejudices the steering, and means discomfort to the rider. Comfort is a far more important factor to successful cycling than many people are, I think, apt to imagine. When I was doing a little racing years ago on the ordinary, I always made a point of getting a comfortable saddle, which I could sit on, and I took care to have it so placed that it would carry all my weight unsupported by handles or pedals. I used to find that I could never do any good on

STRANGE OR BORROWED MACHINES

on which these details had not been attended to. Comfort, if of such value to the racing man in the production of his speed, is surely of far greater moment to the road rider and the tourist. Comfort is half the battle—at least I think so; and I would much prefer to go back to the old ordinary and secure this comfort rather than ride thirty per cent. faster and lose it. My theory of the F. D. is, then, that it should be built on the lines of the G. O. O., which it resembles, in that it drives and steers in the same way (as distinct from the R. D., which does not). A cycle maker told me the other day that his F. D. must be correctly designed, because he had taken the up-to-date Humber pattern safety, and he had one, every measurement the same on his F. D. The distances from saddle to steering centres, saddle to handles, pedals to handles, wheel bases, etc., were identical. How could he be wrong? It seems to me that it would be almost as logical to build

A FLYING MACHINE

on the same lines and with the same exact measurements as a locomotive, and then to argue that because the engine embodied the perfection of modern engineering skill, therefore the flying machine copied from it could not fail to be correct. The F. D. and R. D. are essentially different. They are driven from a different part of their anatomies, in a different manner, and they are balanced and steered in dissimilar ways—a position and a style right for one of them, maybe, is wrong for the other. They are no more alike, and they no more demand the same style and kind of riding than, say, the old Coventry rotary tricycle and the geared tricycle. Front-drivers, or most of them, have been handicapped up to now by errors in design, and those errors have been due, in my opinion, to the false ideal the makers have been blindly following. If we could recognize the fact that the F. D. is a different type of machine to the R. D., that it is a development of the *ordinary*, and not of the safety, we should I think, see the way to a substantial improvement in its design and construction. My experience favors a wheel of about 36 inches for all-round work. I want to see an F. D. with a wheel about that size, but built otherwise exactly like an ordinary bicycle. If such a machine proves a failure, then by all means let us try the fancy handle bars, curved forks, and other eccentricities now so frequently seen. Common sense and every other reason I can think of seems to me to demand a good trial of the ordinary bicycle pattern geared F. D. *first.*—*X Y Z in British Sport.*

New York's Clubs Will Hold a Race Meet.

THE annual meeting of the Metropolitan Association of Cycling Clubs was held at the Columbia last Friday night. The meeting was called for the election of officers and to fix a date for the New York meeting of the international circuit of race meets. The Racing Board had fixed the date for the New York meet on Sept. 16, but the association had not yet determined to hold a meeting. There was a little discussion on the question. Mr. Hawley said that it was the general opinion in New York and Brooklyn that the Metropolitan Association of Cycling Clubs gave too much attention to dinners, theatre parties, and other social events and not enough to cycling events. He declared that the meeting on Sept. 16 meant the life or death of the association and was of the opinion that the meet should be held. His sentiments were voiced by the 21 members present, who represented 1,500 wheelmen, and it was unanimously decided to hold the race meet on the date assigned by the Racing Board.

THE ANNUAL CENTURY RUN.

The Century Run Committee reported that they had decided to hold their annual event on either June 17 or 24, and that the entrance fee will be 50 cents. The course will be from this city to Princeton, N. J., and return. Two banners will be offered, one to the association club turning out the strongest, and one to the club not a member of the organization for a similar showing.

The newly elected officers are: Charles A. Sheehan, president; Frederick M. Keer, first vice president; A. E. Hilditch, second vice president; F. W. Loucks, secretary; H. L. Sullenstall, treasurer; M. A. Heath, J. J. Woods, H. Stringnell, F. Hawley, W. E. Fuller, and H. Perkins, Executive Committee.

The second anniversary dinner of the association was held on Saturday evening at the Columbia.

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Add these features to superb work, elegant proportions and correct design and you obtain

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(From a former customer.)

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The Life-Giving Wheel.

EDITOR BICYCLING WORLD: I saw in the WORLD of a late date, that W. B., of St. Louis, wants to carry his little child on his rides with him. I have a little girl of five years old, that was taken sick in the spring of '92, and I gave her all kinds of tonics, and bracing medicines which did not have any effect whatever and my physician told me if I could, to take her with me on my bicycle every day, it would do her good. Being an old rider I immediately began by taking her five miles a day and gradually up to sixty miles a day. We have been pretty nearly all over the State, but this summer I intend to take her on century runs. She is only waiting for the snow to go and is more impatient than I am to get to riding.

It is really I think the only thing that saved her life. Now mothers what do you think of this? Yours for health.

S. F. WILLARD.

Quincy, Mass.

Athletic Tourney of Columbia Cycle Club.

THE second annual amateur athletic tournament of the Columbia cycle Club, of Hartford, Conn., took place last Saturday evening, at the First Regiment Armory. The tournament was in every way a success, and the various events were watched with interest by 1,800 people. Previous to the beginning of the sports, Pope's Band performed a concert of half-a-dozen selections. The Yale contingent captured five of the prizes, Harvard got two, the Boston Athletic Association two, The Pastime Athletic Club of New York, the New Haven Athletic Club, the Xavier Athletic Club of New York, and the New Britain Y. M. C. A. had to be content with one each. Trinity won two, the Hartford Wheel Club and Turnerland one each, and two were captured by local unattached athletes.

The Ideal Roadway.

THE ideal surface for the wheels is that which is obtained in a continuous steel bar of a well constructed railway. The aim in the common road is as nearly as possible to approach the conditions which are afforded by such a track. Every irregularity of the surface on which the wheel bears, whether it be on the axle or the tire, is an element of cost, and is invariably found in the bill of repairs, whether it come on town or private account. A pebble in the road over which the wagon has to be lifted requires an expenditure of power in traction to win the weight, and when the wheel falls it strikes the roadway like a trip hammer, damaging road and wagon alike. In the present or any probable state of our roadmaking art it appears to be impossible to give wagons the conditions of a metal tramway. This ideal has to be approached in the best matter possible by making the tracks of some strong material found near the line of the road.
St. Louis Post-Dispatch.

Ireland Has the Best Roads.

THE best roads in the world are those to be found in Ireland. They are far superior to those in England or in Germany. Tourists from every country pronounce them unrivaled. This splendid road system is directly in the hands of the government, with a government inspector for each county, who examines the roads and gives a certificate for the excellency of the work done before the road contractors are paid by the government. And this government inspection of the roads takes place every three months, and the contractors are thus always made to attend to the repairs of the roads. I hope the coming convention will consider this system of public road making. All who have seen and examined it pronounce it the very best in existence.—*St. Paul Globe.*

Railroads Responsible for Bad Roads.

IT is plain that if there had been no railroads in our country for the last 50 years the people would have been driven to give more attention to the wagon roads, and by this time the whole country would have been covered with a network of well constructed stone and gravel roads leading in every direction. The railroads have absorbed the attention and the capital. The multiplying of all manner of vehicles has continued, and millions of money and tens of thousands of people are engaged in construction, but out of the cities and with the exception of a few hundred miles of macadamized roads the vehicles of all sorts must travel over roads that quickly ruin them and are not worthy of the civilization of any people in any land.—*Wilmington Messenger.*

The Medical Bugaboo.

BY "STAMSON."

EVERY now and then for want of better copy the *Jimtown Kronical* ($1.50 per year, cash or barter) ins a badly set article from Doctor Philcoffer upon the

DANGERS OF CYCLING,

and the good doctor makes it quite plain that unless our young men sit up on their machines, and stop crowding their hearts (what's left of 'em) through their lungs and things, we as a nation are doomed, and that the coming World's Fair lessons of our greatness will be lost.

The Doc says that for the sake of those who are devotees to the pastime, he regrets to say that his remarks are founded upon fact and practical experience, yet he admits that there are temporary advantages in cycling in some instances known.

The fact that a few poor, misguided wretches seem trying to ride their lives out, in a doubled up and harmful position on their wheels, in a senseless imitation of track racers, should not worry the medical man to any great extent, for he ought to know that the imbecile destroyer often shirs his work and leaves too much of it undone.

Doctor Phil should get in some time showing how easy a matter it is to correct the position of saddles and handle bars, and make the cycling novice's life more worth living, instead of heaping tirades of medical wrath and invective upon the heads of those youths who already are round shouldered under the burdens they have to bear. He should advise them that it is not

ALL OF LIFE TO SPRINT

and scorch, but that they can get double the benefit to health by quiet and comfortable jaunts amid nature's charms, at so many miles an hour, and that it is considered bad form to let their track pace and tactics intrude upon the peaceful and pleasant scenes of the highways and byways, where the hum of bee, song of bird and fragrance of flowers beget an unending song in the heart of the wheelman who can appreciate such things.

We cannot all be expected to think or act alike in this cycling world, and that contingent who ride at ease for the great good we get from the best of all pastime should look over and beyond any unpleasant sight of a bedraggled wight whom we may meet as he dashes by with throat so dry, at a headlong pace to win the race.

Let us so live and ride that we can look upon the bright and sunny side of cycling, while the days are going by, and can say at the end of a long life's afternoon that the wheel has tended to make it longer instead of shorter.

THE REASON WHY.

BY PETER GENDRON, IN A TRADE CIRCULAR.

HOW many manufacturers, dealers and riders of cycles can explain where the saddle should be placed, and why placed there? What should be the distance from the center of the crank shaft to the front wheel, and why? Where should the handles be located, and why? A proper explanation of these three leading questions will lead to the construction of a physically perfect bicycle. Why do thousands of expert and physically strong riders invariably find that after a whole day's riding they experience a greater soreness through certain joints, muscles and cords, than their less strong companions? It is because their bicycles, though they may be of the highest grade of workmanship, are imperfect in their proportions.

In the construction of their frames, manufacturers have been guided more by what some one else has done than by correct principles.

With the aid of the accompaning diagrams, "The Reason Why" will be readily understood.



FIG. 1

First. Given a certain location for the crank shaft, where should the saddle be placed? Fig. 1 shows a perpendicular center line A, drawn through the ankle and hip joints, and necessarily the intervening knee joint.

In an average size man the distance from this perpendicular line to a parallel line running through the toe joint is 1 1-2 inches. Now, say the distance from the center of the pedal pin to the center of the crank shaft is 6 1-2 inches, this added to the distance from the toe joint to the perpendicular makes 11 inches, which should be the distance of the perpendicular center line back of the crank shaft. This line should pass through the saddle 4 1-2 inches from the rear of the seat, as the hip joint is located at that point while sitting on the saddle. We locate the saddle thus so that all the work of the rider is kept forward of this perpendicular center line and prevents the ankle joint from working back of the hip joint, which would cause a straining of the cords in the groin, and which would be the case if the saddle was located farther forward.

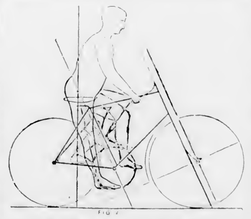


FIG. 2

Second. What should be the distance of the front wheel from the center of the crank shaft? Take the distance from the center of the crank shaft to the center of the pedal pin, say, 6 1-2 inches; add to that 3 inches, being the distance from the center of the toe joint to the end of the toe. To this add one inch, and there locate the mud guard. To this add another inch, making 11 1-2 in all, and you have the distance to the front wheel. This will give sufficient room to clear the foot at all times, and none to spare.

Third. The location of the handles should be variable, not only up and down, but backward and forward also, for several reasons: First, to give the rider the desirable position according to speed, and second, to adjust the handles to a long or short armed man and at the same time retain his proper position without disturbing the saddle from the perpendicular center line.

The forward inclination of the body in fast riding is as necessary as in fast running; hence, it is wrong to condemn without exception what is known as the "scorcher" position, but the assuming of this position at all times and at all speeds should be condemned, the same as we would condemn a walker who assumed the forward inclination of a runner. The excessive awkward position of many riders is due more to the improper construction of the handles than to the riders themselves. With a little reflection, all must admit that the same handle bar used in daily business or road riding would not be proper in scorching or fast riding, for the lowering of the handle bar is not all that is necessary. The handles must be brought forward or the rider will be put in an awkward and injurious position; besides, work to disadvantage. It is evident, therefore, that the handles should have a backward and forward adjustment to accommodate the various positions of the rider and maintain at all times the location of the hip joint at the perpendicular center line.

It needs no argument to show the necessity of this forward and backward adjustment of the handles to accommodate the same machine to riders of a wide variation in height, leg and arm measurements. In the case of a long leg measurement we raise the seat post, but in doing this it is important to see that the saddle is properly located on the perpendicular line by adjusting it along the arm of the seat post. This will raise the saddle in almost a perpendicular line, while in raising the handle bar post the handles will be raised in a very slanting line, throwing them backward and nearer to the saddle. Here we see the necessity of the forward adjustment of the handles.

We have shown that the location of the handles depends upon the kind of riding and the height and measurement of the rider. It, therefore, follows that the same handle bar cannot accommodate these various conditions unless it has a horizontal as well as a perpendicular adjustment.

Far and Wide

L. A. HAMILTON, while riding on a bicycle on Fifth avenue, in Oakland, Pittsburg, Pa., lately was run down by a carriage and severely injured.

IT has been decided to have only one day's meet of the international bicycle races in Milwaukee instead of two days as was originally intended.

JOHN ARTZ, who claims Troy, N. Y., as his home, was locked up at Cincinnati, Ohio, last week on the charge of stealing a bicycle from A. S. Gray.

THE Allegheny Cycle Cyclers held a bananaeating contest at their club rooms last week, at which one of the members got outside ten bananas in eleven seconds.

THE Ottawa Quebec Bicycle Club has decided to hold a meet there on the Queen's Birthday, having already leased the Metropolitan grounds for that purpose. A fine programme has been arranged.

IN the City of Rochester, N. Y., are over 5,000 wheelmen and only about 1,000 are registered. It was decided that the local Wheelmen's League should exert every effort looking to the full registration of all Rochester riders.

IT is understood that George R. Frazer, of Syracuse, N. Y., will build a quarter-mile bicycle track at Star Park and rent the privileges of using it to the wheelmen in that city. The Syracuse Athletic Association is considering a proposition for a lease of the park at $1,500 a year.

IT is rumored that the Overman Wheel Band will be given up unless some change in its affairs takes place soon. Ever since Patz, of Pitchburg, decided he could not take its leadership Mr. Overman has lost much of his interest in the organization, and it seems likely to go to pieces for lack of a leader.

A very ludicrous race is being looked forward to at the annual meeting of the Kentucky Division, at Harrodsburg, Ky., in June. On the evening of the second day, the recreations will be closed by a race by members weighing not less than 200 pounds. The distance will be one-half mile, and many amusing conjectures are being made as to its result.

WORK on the new bicycle track on South street, Waltham, Mass., was begun last week and the job will be pushed with all possible speed. The track will be three laps to the mile. There is just a tenth of an inch difference in the measure of this track and the one that is to be built at Chicago for the World's Fair tournament. On the turns there is a seven-foot banking.

THOMAS BURNS, of Binghamton, N. Y., is to undertake a long ride during the month of June. $500 has been wagered that he cannot ride from that city to Chicago in eight days. The distance is 570 miles. This would make Mr. Burns will undertake to ride over ninety-five miles each day for eight successive days. Binghamton wheelmen are of the opinion that Mr. Burns cannot accomplish his task.

THE Hydrant Hose Company, of Lockport, N. Y., has organized a bicycle club and now proposes to build a tricycle on which to carry the hose reel. The machine will weigh about 250 pounds, will be pneumatic tired, and can be propelled at a rapid rate by three men, who will occupy saddles over the wheels. The main body of the volunteer company will dash ahead on wheels, leading the way for the tricycle, which it is claimed will make as good time as any team of horses.

THE work of repairing the Tioga track, in Philadelphia, will be commenced some time this month by the Associated Cycling Clubs, who are now making their plans for the improvements. The south end of the track will be made ten feet longer, and an entirely new surface will be put on the entire track. The Associated Cycling Clubs have a proposition from the Cash Prize Cycling League, who wish to hold six meets there during the coming racing season. It is likely that they will secure the privilege.

THE Chairman of the Racing Board acknowledges that the Maryland Club filed an application for a date previous to the Associated Clubs, but evidence has been adduced which if proven, may compel the Racing Board to disregard the application of the Maryland Club, and award a sanction to the Associated Clubs. There are eight Baltimore clubs in the association, and they are now racing bitter war against the Maryland Club for their refusal to join the association and assist to run a tournament.

THE second game of indoor foot ball between the Rochester (N. Y.) collegians and the Genesee wheelmen was played in Washington Rink last week. The game was most exciting and resulted in a tie, each team being credited with six touchdowns. The cyclists went through the first half with a big rush and showed the students under by a score of 20 to 8. But the tide turned in the second half and the latter severed the score at 24 to 24. The next game will be played Tuesday evening, April 4th, when a close game may be expected, as the Geneseos are determined to win and make the series a tie.



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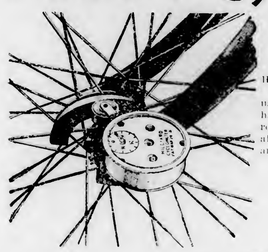
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Yours respectfully,
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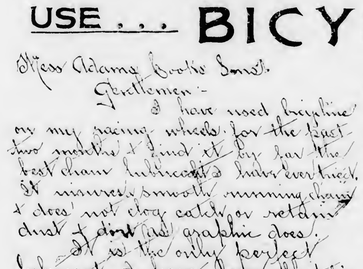
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Fixtures.

APRIL.

2.—St. Louis County Tour to Ballwin.
7-8.—Savannah, Ga. Wheelmen's Association Race Meet.
16.—N. Y. Twelfth Regiment A. C. Games. Two-mile safety.

MAY.

7.—Louisiana, Mo., Pike County Tour.
8.—Clarksville, Mo. Fifty-mile road race.
21.—St. Louis. Annual Forest Park Road Race.
29-30.—Waltham, Massachusetts Division Annual meet.
29-30.—Worcester, Mass., Bay State B. C. Annual Meet.
30.—Louisville, Ky. Ten-mile Handicap Road Race.
30.—Irvington-Milburn Road Race.
30.—Buffalo, N. Y. Martin Road Race.
30.—Chicago, Pullman Road Race.
30.—Rome (N. Y.) Cyclers Race Meet.

JUNE.

3.—Buffalo, N. Y. State Circuit Meet.
4.—St. Louis. Inter-State DeSoto Run.
16-17.—Syracuse, N. Y. State Circuit Meet.
17.—Herne Hill Track, London. N. C. U. Championships.
24.—Louisville, Prince Wells' Ten-Mile Road Race.
25-26.—Lawson's Second Annual Tour to Kentucky State Meet, Louisville to Harrodsburg.
27-28.—Kentucky Division Meet, Harrodsburg.

JULY.

2-3-4.—Annual Meet Missouri Division at Sedalia.
3-4.—Hartford, Columbia C. C. Race Meet.
4.—Cincinnati, Fourth Annual Road Race.
4.—California Division League Meet.
4.—Watertown (N. Y.) Cyclers Race Meet.
4.—Cincinnati, Fourth Annual Poorman Road Race.
4-5.—Fort Scott, Seventh Annual Meet, Division. Address Henry E. Harris.
21-22.—Herne Hill Track, London. Cinch Cup 24-hour Race.

AUGUST.

5-12.—L. A. W. Annual Meet, Chicago.
7-12.—International Race Meet, Chicago.
14-15.—Milwaukee Wheelmen's International Circuit Meet.
16-17.—Ripon, Wisconsin Division International Circuit Meet.
19.—Minneapolis, International Circuit Meet.
22.—Evansville, Ill. International Circuit Meet.
24.—Indianapolis. Zigzag C. C. International Circuit Meet.
26.—Cincinnati, O. Century C. C. International Circuit Meet.
28-29.—Columbus, O. Century C. C. International Circuit Meet.
30-31.—Cleveland (O.) Wheel Club International Circuit Meet.

SEPTEMBER.

13-14.—Springfield B. C. Tournament.

OCTOBER.

7.—St. Louis. Annual Fall County Tour.

NOVEMBER.

30.—St. Louis. Annual Paper Chase.

Come to the World's Fair, but—Come Right.



Bring your wheel; even Chicago people don't know how the crowds are going to be carried to and from the grounds. Bring your wheels and be independent, and see Chicago, too. Join the National Columbian Unified Wheelmen's Club, at $5.25, and secure free storage for your wheel and full club privileges within two blocks of first Fair entrance. Write for full particulars to L. D. Taylor, Secretary, 959 W. Madison street, Chicago, Ill.

Excursions to Washington.

Personally conducted tours to Washington have been arranged via Royal Blue Line, to be run at frequent intervals from New York and Philadelphia to Washington. The next excursion will be on April 6th. For programme, describing these tours, write to Thos. Cook & Son, Agents B. & O. R. R., 261 and 1225 Broadway, New York, or 332 Washington street, Boston, Mass.

The Luburg Mfg. Co. of Philadelphia.

This house sells Bicycles and Sundries to nearly every dealer and agent throughout the United States. Their low prices and liberal discounts have made them very popular all over the country. Their Sprinter Light Roadster and Traveler Safeties have given the greatest satisfaction, and are well-known throughout the country. They are also manufacturers of Children's Fine Carriages, Reclining and Invalid Rolling Chairs, Rolling Top Desks, Refrigerators, etc., and are offering liberal discounts to the trade. Their '93 catalogue is now ready for distribution.

For Sale.

A good patent on Bicycle Locks. The best lock in the Market. Well advertised, a good business for some one. The tools included in sale of patent. For full particulars address P. O. Box 194, Springfield, Mass.

Fine Business Opportunity.

First class business man, with a general knowledge of manufacturing, can arrange for an interest and the management of small bicycle factory. Conditions excellent for growth and profit. Company all right financially. The right man is what is needed. Be must put in some money to make the company's interests identical with his own. Write or come to

Standard Manufacturing Co.,
Martinsburg, W. Va.

Your Old Wheel Taken in Trade.

Send us a description of your old wheel (any make or style, its name, and year made) condition of tires, nickel and enamel. We will send you photographs of our "Capital" cycles (highest grade) and make you a much larger allowance than any local dealer can possibly afford. We wish to introduce our 1893 wheels early. Deal direct with the factory. Washington Cycle Co., 809 Water street, S. W., Washington, D. C.

A European Bicycle Tour.

An opportunity is offered to those who would like to join a party of twenty or less for a tour of France, Switzerland, Germany and Holland. Start from New York June 24; seventy-five days. Cost about $300 round trip. Address F. A. Elwell, 152 Pearl street, Portland, Me.

New to Peoria.

Under the style of the Peoria Cycle Works, Messrs. W. O. Wood and F. B. Lucas have opened a cycle building and repairing establishment at 908 Main street, Peoria, Ill. They make a specialty of difficult repairing and building. Mr. Wood, the manager, was formerly the foreman in Kirkwood-Miller & Co's. large repair shop. The new concern contemplates a lively business this season.

The New Hartford Concern.

The League Cycle Company's factory on State street, Hartford, Conn., where the Connors chainless safety is manufactured, is now running on full time. The first wheel turned out is on exhibition in the window of Ambrus & Naoll on Asylum street, Hartford. The machine is placed on a stationary rack, the wheels resting on wheels beneath, revolved by a motor and showing the action of the safety.

The Keystone Bicycle Club, of Pittsburg, Pa., has selected Arthur L. Banker to represent it at the race meets this year. Arthur L. is the youngest brother in the famous Banker family. The other three are W. B., A. C., and G. A., and it is stated that the youngster has more speed than either of them.

The Stiffest Frame on the Market.
Bearings O. K.—Graceful Lines.
Elegant Finish.

WHAT?

Smalley Bicycles

FOR 1893.

WRITE FOR CATALOG.

Some of our Agents: Camden & Philadelphia Soap Company, Camden, N. J., for State of New Jersey. Geo. L. Cady & Sons, Lowell, Mass., for New England.

MARBLE CYCLE MFG. CO.

PLYMOUTH, IND.

Retail Store: 271 Wabash Ave., Chicago, Ill.

Illinois Agents for RALEIGH.

FEATHER WEIGHT

BICYCLE BELL.

PRICE $1.00.

WEIGHT, 1 & 1-2 OUNCES.

The Neatest, Lightest and Handsomest Bicycle Bell in the World. Sound musical and far reaching. No Iron. No rust. No rattle.

No. 2 fits handle-bar three-quarter inch diameter
No. 3 " " seven-eighths " "

These bells adjust themselves to bars larger or smaller, so that the two sizes fit all bars.

If not for sale in your town, send price and size of bar, and receive one by return mail.

J. D. NESBITT & Co.,
Manufacturers.
110 TREMONT ST., BOSTON, MASS.

REAL BICYCLE UNIFORMS.



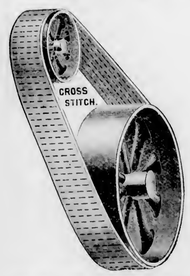
Be sure to send for free samples and measure blanks. Club Uniforms a specialty. L. A. W. Coats, $8; Knee Breeches, $4. Fannell's celebrated Jersey Cloth Knee Breeches only $4 a pair. Bicycle Caps, Sweaters, Monogrames, etc. Be sure to write now.

R. A. PUNNETT,
Tailor and Athletic Outfitter,
98 and 100 West Ave., Rochester, N. Y.
All strictly first-class work at moderate prices.

ADVERTISE
IN THE
BICYCLING WORLD.

CROSS STITCHED BELTS.

If you want the best and STRONGEST Belt made, send to us for Catalogue and sample of our .



Cross Stitched Rubber Belt.

NOTICE THAT THE STITCHES ON ONE SIDE RUN AT RIGHT ANGLES TO THOSE ON THE OTHER.

BOSTON WOVEN HOSE & RUBBER CO.

5 Winthrop Square, BOSTON, MASS.

POSITION A GREAT THING

No Need To Break Your Back.



Ride SWIFT Bicycles and be Comfortable.

HOLBEIN SWIFT, 32 Pounds.

HOLBEIN SWIFT, 32 Pounds.

COVENTRY MACHINISTS' COMPANY, BOSTON. CHICAGO. SAN FRANCISCO.

"Perfect" Pocket Oiler



1-2 actual size

Is absolutely unrivalled for neatness, convenience and durability. Do not use a leaky oiler when any dealer will sell you a "Perfect" for

25 CENTS.



HOLDERS

To carry above oil can on a bicycle. Thoroughly adjustable and easily attached to any part of the machine. No rattling. We also make a larger size holder to carry your pneumatic pump. Handsomely nickel-plated. Price for either size 25 cts.

CUSHMAN & DENISON,
172 9th Avenue, - - New York.

..ADAMS'..

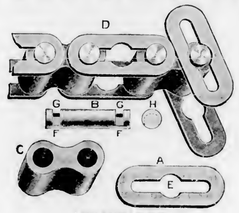
Pepsin Tutti Frutti

FOR THAT

Full Feeling After Eating.



BALDWIN'S ADJUSTABLE CHAIN



ADVANTAGES:

1. Simplicity, ease of attaching and detaching the several parts to and from each other.
2. Ease of repair in case of breakage, can be repaired without the use of tools.
3. Cleanliness, can be taken apart, cleaned and assembled in a very short time. What is wanted in a bicycle chain is a *clean* bearing, not an oiled bearing to catch the dust, and soil everything that touches the chain.
4. Barrel studs cannot rust into the central block and wear the slots links, as is often the case with riveted chains. Wear must all come on long bearing.
5. Will wear longer because it can be made harder than the riveted chain. Hardened steel cannot be riveted.
6. When nickeled the nickel is not marred by assembling.
7. Most important of all. It is adjustable for wear, which no other chain is, and this is made to fit the sprocket wheels all the time, preventing friction, and loss of power, wear of sprocket and noise.

All steel; every part hardened. Work and material the best. Price, $8; nickeled, $9. Full directions with each chain. Send for circular.

E. A. BALDWIN, West Upton, Mass.

DARTS

(Registered.)

The Lightest Wheels on the Market
For Ladies and Gents.

SMITH WHEEL MFG. CO.,
Factory, 42 to 50 W. 67th St. New York. 921 H St., N. W., Washington, D. C.

HANDY BICYCLE STANDS



Simple, Strong, Practical, Popular.

No. 1. Supports securely any wheel from center of handle-bar. Price $1.00.

No. 2. Supports securely any wheel by spring grip on front fork, or rear frame, either side (see cut) Price $1.00. The Spring Grip is covered by my patents now pending.

No. 5. Shown in cut. Combines No. 1 and 2, and is most complete and convenient. Does not mar the finest finish. Just the stand for Riders. Price $1.25. No. 2 is the favorite with dealers.

Sold by all dealers or any Stand sent prepaid to any address in U. S. on receipt of $1.25. Accept no other. Liberal discount to trade only. Write for Catalogue.

Mention this Paper. C. W. MUNSON, TOLEDO, O.

CHALLENGED!

The World. To beat the workmanship, material, design or finish of

WARWICK CYCLES.

WARWICK CYCLE MFG. CO., = Springfield, Mass.

GET A CATALOGUE.

SINGER CYCLES.

GUARANTEED.

We fully guarantee All our Cycles, not for twelve months only, but for a life time. We are interested in our products beyond one year, whether the factory serial number remains intact or not, and should a defect make its appearance at any time in material or manufacture of a Singer Cycle, we are ready to make the defective part or parts good to our customer.

SINGER & CO., 6 and 8 Berkeley St., and 2 Warren Avenue, BOSTON, MASS.

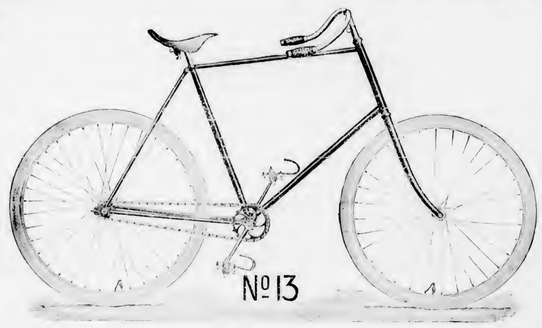
LIBERAL DISCOUNTS TO RELIABLE AGENTS.

COVENTRY CROSS CYCLES.

1893 Patterns now ready.

Warman & Hazlewood,
LIMITED.
191 Lake Street,
CHICAGO.

Catalogues free on application.



THE FINEST LINE OF

MACHINES BUILT.

IF YOU DO NOT BELIEVE IT SEND US YOUR NAME AND WE WILL SEND YOU THEIR PICTURES.

TOLEDO BICYCLE COMPANY, - Toledo, Ohio.

The Aldrich Bicycle Cape



[Patented Oct. 25, 1892.]

Get one and take it with you and save yourself a wetting. Easily carried when not in use.

Liberal discount to the trade. For further particulars, address

A. T. ALDRICH,
342 Pleasant Street, - - - Worcester, Mass.

THE KI-YI.



OR

CYCLE TOURIST'S GUN

A few drops of diluted Aqua Ammonia from the nozzle of our Ki-Yi will teach the bicycle chasing dog a lesson he will not likely soon forget. It works like a magic. As a rider puts it, "You could hear him howl ten squares." What Conrad has not wished for one of these? The most successful thing of the kind ever invented. Ask your dealers for them, or sent by mail, packed in neat box, with full instructions.

Price each, 50 cents.

Send for CATALOGUE of NEW GOODS

Manufactured by

A. U. BETTS & CO.,
TOLEDO, OHIO.

$1.50 AMERICAN WATCH



We commenced to sell Jan. 1st, '93, in our New England factory, to make room for our celebrated AMERICAN LEVER WATCH, which we not only GUARANTEE to keep PERFECT TIME but to give satisfaction in every respect. We will refund money without question to any dissatisfied purchaser. We are making an average of 1 A WATCH EVERY MINUTE—1440 per day—525,600 for the World's fair year. Our trade mark is on every dial and is stamped on every watch.

IT IS MADE ON HONOR!

DESCRIPTION—The movement is AMERICAN PATENT LEVER; Jeweled Pivots; Patent Escapement; Regulator; Patent Pinion of steel; Wind and Set, requiring no key; STEM winder for 36 hours; patent DUSTPROOF Case, heavily Plated with GOLD Substitute, guaranteed to wear a year. Weight of watch 4 1-2 oz. Cat exactly represented. It. Every watch tested and regulated before leaving our hands and will NOT VARY A MINUTE IN 30 DAYS. Price postpaid, $1.50 each; 3 for $4.00; 12 for $15.00 by express. Money to accompany order. GOLD PLATED CURB CHAIN with Columbus Medal Charm, AGENTS and STORE-KEEPERS send at once for sample and terms. Catalogue of 1,000 necessary articles free. We refer to any prominent Publisher or New York firm. Do not order C. O. D. as useless expense as we warrant every watch.

ROBT. H. INGERSOLL & BRO., 65 Cortlandt St., N. Y. CITY.

OUR NEW CATALOGUE

JUST OUT

Contains Photogravures of the 1893 Helical and Weldless Tube Premiers, Six by Eight Inches in Size. Every Detail is Truthfully and Faithfully Portrayed by the Camera — You See the Wheel Exactly As It Is.

This Catalogue is large, heavy, expensive and artistic. In addition to a handsome collection of photographs, it contains information that will interest and enlighten you and your friends. You can obtain it FREE at any Premier agency, or we will mail you a copy upon receipt of two 2-cent stamps.

PREMIER CYCLE COMPANY,

844 and 846 Eighth Avenue, 255 West 51st Street,

NEW YORK, N. Y.

THE TRADE.

And Still Another.

The latest development of the unicycle is the idea of Mr. C. L. Hooker, a young machinist of Topeka, Kansas. The model works beautifully, it is said. The big outside wheel is being constructed on the same plan as a regular bicycle wheel with wire spokes, but instead of going clear to the centre, the hub, as it might be called, is about four and one-half feet in diameter and four or five inches broad. Inside of this there is to be fitted another wheel. Its outer circumference will be separated from the inner circle of the big wheel by rollers. It is within the inner wheel that the rider is to be suspended just over the centre of gravity. There will be a ratchet between the two wheels to prevent it rolling backwards, and the rider will propel it by leaning forward of the centre of gravity, thus causing the big wheel to roll, while the rider being swung below the centre of the inner wheel, it rolls on its bearings, and the rider remains in an upright position.

A Tire Suit.

The Dobbins-McKinney non-puncturable pneumatic tire has had an injunction filed against the patentees, which will prevent the sale or exhibition of the tire until the suit is decided in court. L. E. Richey and S. B. Eccles, two business men of Franklin, Ind., bought one-half interest in the patent for $50, and since then they say an attempt has been made to ignore them as share-holders. McKinney and Dobbins say that after the tire was patented Eccles and Richey decided that the tire was not going to be the success promised and then the money was paid back to them. They afterward desired that the old contract be acknowledged, which the new company refused to do. The suit will be tried at the April term of the Johnson County (Ind.) Circuit Court.

The "Universal" Gear Case.

An advance in the application of gear cases has been made by the introduction of Bluemel's "Universal" which will fit any "Humber" pattern, and many other types of machine having a long wheel base. The case is made in two parts, the front being of black celluloid and the back of enamelled leather, the latter being held on by means of very light steel bands. It is not an oil-containing case, but the chain is easily accessible by removing one of the fastenings and partly removing the leather back, and can be easily cleaned and lubricated. The back can, if necessary, be entirely removed in a few seconds. The whole is fixed on to the frame by two simple fastenings, which are supplied, and by which the case can be adjusted to the requirements of the machine. The weight is only twelve ounces; there is no enamel to chip off, the surface taking a high polish, and there is no chance of rattling, as in a metal case. A great advantage is also claimed for the case with which it can be detached, when necessary, for repairs to bottom bracket, chain wheel, etc. It can be fitted by almost any amateur.—*Cyclist.*

The Cambridge City (Ind.) Cycle Company for the manufacture of the pneumatic tire sulky has filed articles of incorporation. The capital stock of the company is $50,000. The directors are J. U. Morgan, John R. Bird, and Martinshew.



LIGHT ROADSTER, WEIGHT 30 LBS.

Hard to Beat.

Is the Universal Opinion of all who have seen the . .

D. & R. SPECIAL.

PRICE. $150.

4 POPULAR WEIGHTS 4

Racer, 19 lbs. Road Racer, 24 lbs.
Lt. Roadster, 30 lbs. Full Roadster, 36 lbs.

Live Agents wanted everywhere. Catalogue on application

Dean & Rogers Cycle Co.,

TAUNTON, MASS.

Score Another Victory for the Rudge.

Rouse, Hazard & Co., Peoria, Ill., have just been notified that a world's record has recently been established on the Rudge-Geared Ordinary. The following is a copy of the message:

Paris, 6th March, 1893.

"Yesterday, Beconnois on a Rudge Geared Ordinary established world's six hours' record, covering 116 miles, beating Pachot, who rode a safety, by 1-4 mile."

Dr. Cass.

Wm. Mellee, a prominent member of the Hudson County and Atalanta Wheelmen, has identified himself with Howard A. Smith & Co., as traveling salesman. Frank Brock has also taken his old position with this company and will look after the retail department.

Von Lengerke & Detwold, the well-known sporting goods dealers of No. 8 Murray street, New York City, are pushing the Warwick cycles vigorously.

The Echo Call, which is being advertised by the Bridgeport Gun Implement Co., is said to be one of the loudest and best whistles on the market. They are handsomely nickeled and can be carried in the vest pocket.

It is stated that the Fenton Metallic Company of Jamestown, N. Y., have started a bicycle department, which will turn out a high grade wheel.

Mr. W. A. Allen of Elkhart, Ind., has patented and will soon begin the manufacture of a bicycle which will run by means of a set of springs. The machine will be wound up the same as a clock, and will be warranted to run four miles before stopping. A shop for the manufacture of the new wheel, which will be called the Allen Lazy Man's Bicycle, will be erected on the North Side, and 80 men will be employed at the start.

The following are additional State Representatives appointed by the National Columbian United Wheelmen's Association: W. C. Munn, Cincinnati, Ohio; W. L. Elliott, Oakland, Cal.; Fred T. Merrill, Portland, Oregon and State of Washington; C. W. Wood, Syracuse, N. Y.; Robert Helm, St. Louis, Mo.; J. P. Appleby, Jersey City, N. J.; Thomas Hay, Indianapolis, Ind; Thomas Jefferis, Louisville, Ky.

Fred Parkell, of Jackson Cycle Co., Jackson, Mich., has just finished building a wheel of his own design, weighing 20 1-4 pounds, which carries a rider of 180 pounds.

Racing in France is much different from racing in America. Nearly all the accounts received tell of the professionals and not the amateurs, the former racing on Sundays as well as week days, before multitudes of people, often numbering as many as 20,000. The following records are some that were made on the Burris-Michelin tire during the season of 1892:

Chas. Terront, in the Paris-Brest race, rode 750 miles in 74 hours 37 minutes, this being eight hours in advance of the second man.

Cerpe, in the Basle-Strasbourg race, made a record of 13 hours ten minutes for 300 kilometres, beating all competitors by two hours.

In the Lyon-Publican race, 326 miles, the first, third, fourth, fifth and seventh men rode the Michelin tire. In the Paris-Nantes race, 650 miles, the first five men were on the Michelin tire. In the competition were the best riders of France.

On July 26, 1892, Jules Dubois rode 250 miles 936 yards in 12 hours. Again, on Sept. 17, 1892, he rode 300 miles in 9 hours 11 minutes and 10 seconds; 100 kilometres in 2 hours 11 minutes 56 seconds, and 50 kilometres in 1 hour 20 minutes 34 seconds.

The additions to the immense plant of the New York Belting & Packing Co., have been completed, all their new machinery mounted and their great factory is now running day and night. They are now able to promptly execute orders for the Burris-Michelin and Whippet tires.

The John P. Lovell Arms Co., of Boston, Mass., announce that owing to the recent fire in their city, their catalogues have been greatly delayed, as some of their plates were destroyed. They are hurrying them forward as rapidly as possible and expect to have all their agents, as well as every one else, supplied in the course of the next week.

Stillman B. Call, of Springfield, Mass., the manufacturer of athletic goods and cyclists outfits, has removed to 229 Main street that city.

A number of New Castle's (Pa.) citizens have taken hold of the matter of organizing a stock company with a paid up capital of $100,000, to manufacture bicycles and novelties of every possible description. The projectors of this enterprise will meet the latter part of this month for complete organization. The manufactory will employ not less than 200 skilled workmen, besides over 100 others. The company will be known as the "Langdon Novelty Manufacturing Company, Limited."

The Ohio Cycle Company of Columbus, Ohio, has been incorporated, with a capital stock of $10,000. H. A. McGinnis, Albert W. Gump, Frank L. Smith, Walter S. Allen and Alfred N. Binkerd are the incorporators.

The Cycle Dealers' Association, of Syracuse, N. Y., held a meeting last week and completed details in their permanent organization. The dealers will make no trades for second-hand wheels this year in part payment for new ones.

Through a mistake the wrong cut was used in the advertisement of the R. L. Coleman Co.'s ad. last week; the '92 pattern Black Hawk was used instead of the Black Hawk Light Roadster of '93. The correct cut is used this week.

Mr. Frank C. Weston, of Bangor, Me., inventor of the cyclometer bearing his name, has been elected a member of the city government of Bangor for the ensuing year.

Additions Completed.

New Machinery All Mounted.

Factory Running Day and Night.

.....

NOW ABLE TO EXECUTE PROMPTLY

ORDERS FOR

BURRIS-MICHELIN

AND

WHIPPET

PNEUMATIC TIRES.

Championships of France for 1892

WERE WON

On the Famous MICHELIN.

AND

Champions of America

Are Ordering and Some Are Now Riding

THE BURRIS-MICHELIN.

We have on hand a few '92 Protection Strip Pneumatic, also a few cushion and some solid Bicycle tires of various sizes which we offer at reduced prices to clear the stock.

....

NEW YORK BELTING & PACKING Co., Ltd.

15 Park Row, NEW YORK.

ARNETT & RIVERS, SAN FRANCISCO AGENTS.
W. D. ALLEN & CO., CHICAGO AGENTS.
W. H. H. PECK CO., CLEVELAND AGENTS.
E. A. KINSEY & CO., CINCINNATI AGENTS.
R. M. PORHAM, PHILADELPHIA AGENT.

L. A. W. LEAGUE OF AMERICAN WHEELMEN

OFFICIAL DEPARTMENT.

Boston, Mass., March 31, 1893.

LEAGUE HEADQUARTERS:

12 PEARL STREET, ROOM 20, - - BOSTON, MASS.

Officers for 1892 and 1893.

PRESIDENT,
COLONEL CHAS. L. BURDETT, Hartford, Conn.

FIRST VICE PRESIDENT,
THOS. F. SHERIDAN, Lock Box 951, Chicago, Ill.

SECOND VICE PRESIDENT,
DR. G. CARLETON BROWN, 88 Broad St., Elizabeth, N. J.

TREASURER,
W. M. BREWSTER, 111 Francis St., St Joseph, Mo.

SECRETARY,
ABBOT BASSETT, 12 Pearl St., Boston, Mass.

The President and Vice-Presidents constitute the Executive and Finance Committee. Dr. G. Carleton Brown is secretary of this committee, and all correspondence with the committee must be addressed to him.

Standing Committees.

ABBOT BASSETT, Sec. L. A. W.:

Dear Sir—Please announce in the official organ the appointment of the following Standing Committees. The committees will be filled at an early date. Fraternally,
CHAS. L. BURDETT, President.

MEMBERSHIP COMMITTEE.

George C. Pennell, Castle Hotel, 103 St. and Amsterdam Ave.....New York
Howard L. Perkins, P. O. Bx 103, Providence, R. I.
M. A. High,.....Cincinnati, Ohio.

COMMITTEE ON IMPROVEMENT OF HIGHWAYS.

Isaac B. Potter,...Potter Bldg., New York, N. Y.
A. R. Choate, 420 Temple Ct., Minneapolis, Minn.
Henry E. Harris, cor. First and Scott Avenue, Fort Scott, Kan.

COMMITTEE ON RULES AND REGULATIONS.

J. Wade McGowin, 423 Wood street, Pittsburgh, Penn.

RACING BOARD.

H. E. Raymond, Chairman, 245 Flatbush Ave., Brooklyn, N. Y.
Lewis A. Miller,.....Meriden, Conn.
W. W. Watts,.....548 W. Jefferson, Louisville, Ky.
Geo. D. Gideon, 17 No. 7th St., Philadelphia, Penn
J. M. Erwin,.....*News-Record*, Chicago, Ill.

TRANSPORTATION COMMITTEE.

Albert Mott, Chairman, 2234 Madison ave., Baltimore, Md
John O. Blake,.....85 Madison St., Chicago, Ill.
H. C. Nickerson.....241 Washington St., Boston

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

ALABAMA—Chief Consul, Wm. C. Harris, jr., Box 236, Birmingham. Secretary-Treasurer, John A. Snider, 117 North 20, Birmingham.

ARIZONA—Chief Consul, A.W. Gulpin, Phoenix.

ARKANSAS—Chief Consul, F. D. Nichols, Fort Smith.

CALIFORNIA—Chief Consul, Geo. H. Strong, 252 Market, San Francisco. Secretary-Treasurer, Lauren W. Ripley 714 Ninth street, Sacramento.

COLORADO—Chief Consul, Chas. A. Hackney, Box 1027, Denver. Secretary-Treasurer, Harry M. Booth, 816 324 street, Denver.

CONNECTICUT—Chief Consul, A. H. Schumacher, Box 852, Hartford. Secretary-Treasurer, P. W. Westlake 91 Lewis Street, Bridgeport

DELAWARE Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary-Treasurer Chas. S. Wilson, 813 Franklin street, Wilmington

DISTRICT OF COLUMBIA—Chief Consul, Samuel W. Silmeuetz, 1237 Pa. Ave., Washington. Secretary-Treasurer, W. H. Stearns, 719 13th street, N. W., Washington.

GEORGIA—Chief Consul, Samuel M. Whiteside, Box 76, Savannah. Secretary-Treasurer, C. M. Rushing, Savannah.

ILLINOIS—Chief Consul, Frank W. Gerould, 108 Madison street, Chicago. Secretary-Treasurer, Burton F. White, 832 Washington Boulevard, Chicago.

INDIANA—Chief Consul, Thomas Hay, 70 North Pennsylvania street, Indianapolis. Secretary-Treasurer, E. V. Minor, Room 22, Board of Trade, Indianapolis.

IOWA—Chief Consul, Fred H. Beach, 111 West 8th st., Muscatine. Secretary-Treasurer, Geo. W. Foues, Box 1075, Des Moines.

KANSAS—Chief Consul, Henry E. Harris, cor. First and Scott avenue, Fort Scott. Secretary-Treasurer, Austin Hawley, Girard.

KENTUCKY—Chief Consul, W. W. Watts, 548 West Jefferson, Louisville, Secretary-Treasurer, Orville W. Lawson 2500 West Jefferson, Louisville.

LOUISIANA—Chief Consul, W. C. Grivot, 110 Gravier street, New Orleans. Secretary-Treasurer, S. H. Grice, cor. St. Charles and Washington avenue, New Orleans.

MAINE—Chief Consul, Chas. L. Batchelder, Saco. Secretary-Treasurer, Chas. A. Litchfield, Lewiston.

MARYLAND—Chief Consul, Albert Mott, 2234 Madison ave., Baltimore. Sec.-Treasurer, Wm. J. Unverzagt, N. Y. Life Ins. Co., St. Paul and Lexington streets.

MASSACHUSETTS—Chief Consul, George A. Perkins, 3 Pemberton square, Boston. Secretary-Treasurer, Chas. S. Howard, Globe office, Boston

MICHIGAN—Chief Consul, Joseph M. Bresler, 22 Lafayette avenue, Detroit. Secretary-Treasurer, A. R. Baker, Bay City.

MINNESOTA—Chief Consul, A. R. Choate, 420 Temple court, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI—Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, Edgar S. Barnes, Mexico.

MONTANA—Chief Consul, Dr. D. J. Wall, Helena. Secretary-Treasurer, Lewis A. Croll, Anaconda.

NEBRASKA—Chief Consul, A. H. Perrigo, 1305 Dodge street, Omaha. Secretary-Treasurer, C. B. Nicodemus, Fremont.

NEW HAMPSHIRE—Chief Consul, Geo. A. Place, American House, Concord. Secretary-Treasurer, Frank E. Gale, 59 So. State street, Concord.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 88 Broad street, Elizabeth. Secretary-Treasurer, Geo. C. Pennell, Castle Hotel, 103 St. and Amsterdam Ave., New York.

NEW YORK—Chief Consul, Chas. H. Luscomb, 280 Broadway, New York City. Secretary-Treasurer, Thomas A. Raisbeck, 280 Broadway, New York.

NORTH DAKOTA—Chief Consul, Miles E. Harbin, Grand Forks.

OHIO—Chief Consul, Andrew E. Mergenthaler, Fostoria. Secretary-Treasurer, S. L. Ghaster, Fostoria.

OREGON. Chief Consul, C. L. Howe, 195 Third street, Portland, Oregon.

NORTH CAROLINA—Chief Consul, James L. Yopp, Wilmington. Secretary-Treasurer, Philip Bellamy, jr., Wilmington.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Dist. Atty. Office, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, H. L. Perkins, Box 188, Providence. Secretary-Treasurer, Nelson H. Gibbs, 218 Westminster street, Providence.

SOUTH CAROLINA Chief Consul, Dr. T. P. Whaley, 26 Legare street, Charleston.

SOUTH DAKOTA—Chief Consul, W. J. Healey, Mitchell. Secretary-Treasurer, Hal C. Clark, Mitchell.

TENNESSEE Chief Consul, T. J. Dempree, 388 Front street, Memphis. Secretary-Treasurer, Geo. T. Broadnax, 296 Main street, Memphis.

TEXAS—Chief Consul, E. W. Hope, Sherman. Secretary-Treasurer, G. W. Hubbard, Sherman.

UTAH—Chief Consul, C. A. Enise, 272 State street, Salt Lake City. Secretary-Treasurer, A. W. Caine, 529 F. So. Temple street, Salt Lake City.

VERMONT—Chief Consul, F. W. Sherburne, Barre. Secretary-Treasurer, Geo. D. Wheeler, Barre.

VIRGINIA—Chief Consul, Dr. Frank R. Steel, 723 Main street, Richmond. Secretary-Treasurer, J. Hugh Henry, 149 Bute street, Norfolk.

WEST VIRGINIA—Chief Consul, Jason C. Stamp, 1314 Market street, Wheeling. Secretary-Treasurer, H. Bibelhoffer, 49 S. York St., Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 382 East Water street, Milwaukee. Secretary-Treasurer, F. J. Morawetz, 537 Milwaukee street Milwaukee.

WYOMING—Chief Consul, Frank Vreeland, Cheyenne.

WASHINGTON—Chief Consul, W. A. Van Epps, Olympia. Secretary-Treasurer, J. A. Drain, Spokane.

MARITIME PROVINCES—Chief Consul, Fred L. Temple, 128 Prince William street, St. John, N. B.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C., England.

The L. A. W. Bulletin.

DESPITE all reports to the contrary, the BICYCLING WORLD AND L. A. W. BULLETIN is still the Official Organ of the L. A. W., and it will be sent in the future as in the past to every League member. The Wheelman Co. will carry out its contract to the letter. There are those who would be only too glad to deprive League members of their weekly paper, and there is little doubt that it would be taken away if it were possible for these enemies of the League to accomplish their purpose. Fearing that perhaps they were not complying with the strict letter of the law, the Wheelman Co. held the paper two days last week and called a conference with the President. We are now in possession of rulings and opinions that show beyond a doubt that the WHEELMAN COMPANY is transgressing no law of the land, and the paper will go forth as in the past.

We think we may be permitted to remark that the stopping of the BULLETIN would be a death blow to the League. It would take away our means of communicating with the members and involve an expense to Divisions in the prosecution of their work that cannot be thought of. The BULLETIN is our own paper. Every member of the League should bear this in mind and do all in his power to aid and encourage it. It has many active and pronounced enemies, who are ever ready to tell the paper just what it should and should not do, but up to the present time the Wheelman Co. has been able to get along without advice. Say that it is not up to the standard of the other weeklies. Should it be expected that the League can do all its work, pay all the expenses of its officers and committees, furnish a monthly magazine, and on top of this put forth a newspaper worth $2? Remember that we get but fifty cents per capita. In the weakness of the BULLETIN (if we grant it is weak) should be found the strength of the other papers. Let the League furnish as good a paper as some of those that are issued in the cause of cycling and no other paper could live. Is it not strange that this fact is not appreciated? The members can have a better paper if they are willing to pay for it.

The time is ripe for League members to attest their loyalty and their interest in the cause. The Executive Committee is abundantly able to conduct the affairs of the League and they do not need quite the quantity of advice that is being thrown at them by space writers for the press.

The Secretary does not often preach sermons, but he is impelled to do so at this time by the peculiar condition of affairs. The multiplication of cycling papers and cycling departments has brought down upon us a horde of writers eager for news and for notoriety. The inevitable result is, that our officers are being maligned and base motives are imputed where none such exist. It is an emergency in which the membership should not be slow to attest its loyalty to, and its faith in, our officers and institutions. The Secretary is in a position to know that many an official is at the present time, to say the least, uncomfortable under the flood of unjust criticism and it must be apparent that the League will not be able to command the best of service so long as this state of things obtains. Let us be actuated by that spirit of fraternity which will impel us to stand always with and for the League and against all its enemies be they within or without its portals.

In conclusion we beg to say that now is the time to renew. ABBOT BASSETT, Sec'y.

Don't write us concerning road books, maps, etc. These are issued by the Divisions. Write your Sec.-Treas. See his address in BULLETIN.

Don't forget to give us your home address, if you are temporarily out of the State. We have to locate you with Division where your home is.

Don't put questions, or requests for a change of address on the renewal blank. These blanks go to clerks who do not answer questions nor change addresses.

Don't put your name and number in the body of a letter. We want only name, number and address. All else is superfluous. The dollar bill will tell us that you want to renew, and after that we want only name, number and address.

Don't be surprised if you get a circular from your Division Secretary telling you that you have not renewed, since many of these will go out from checkings made several days previous to sending.

It is possible that many who have renewed will be dunned. If you have your ticket, take no notice of the circular, and don't get indignant in any event.

Don't write us for recruiting circulars or application blanks. Your Division Secretary will supply these. It is important that Division Officers should know the workers, and where blanks and literature are being used. Every Division Officer has or should have a full stock of blanks.

Racing Board Matters.

IT is evident to this Board that if extraordinary care is not exercised, that a very great number of Southern wheelmen will become professionals. A company has been formed to promote *professional* and *amateur* cycle races throughout the South. It is not the purpose of this declaration to injure the financial prospects of said firm, but our duty is clear before us to warn all amateur wheelmen to be careful, to surround themselves with every L. A. W. safeguard before competing at any meet thus promoted. It is not probable that sanctions will be awarded to any meet running mixed programmes, made up of professional and amateur events. The subject is now under advisement. As a protection to racing men we urge them to ask to see the sanction for any such meet.

Again Mr. J. S. Prince is making professionals of amateurs by securing their services as pacemakers. We have declared one man a professional for this offense and more will follow, the investigation now pending. We are informed that Mr. Prince has made statements to these men that have lead them to believe that they violated no rule by pacing him. We want now, and we hope the Chief Consuls of the Southern States will give publicity to this fact, that an amateur cannot race with, or make pace for any professional. It makes no difference whether said amateur is a member of the L. A. W. or not.

Our thanks are due to the following Divisions that have so promptly acceded to our request for aid in promulgating the racing rules. Orders have been received from the following Divisions: Maryland, Missouri, Massachusetts, New Jersey, New York, Ohio, Illinois, Michigan, Wisconsin, Kansas, Montana, Alabama, Colorado, California, Maine, Minnesota, New Hampshire, Utah, West Virginia, South Carolina, North Dakota, Oregon, and Delaware.

SANCTIONS GRANTED.

Sept. 4 and 5, Syracuse Cycling Club, Syracuse, N. Y.
May 30, Union County Roadsters, Rahway, N. J.
July 4, Union County Roadsters, Rahway, N. J.
May 3, New Jersey Athletic Club, Bicycle events, Bergen Point, N. J.
July 4, New Jersey Athletic Club, Bicycle events, Bergen Point, N. J.
Sept. 4, New Jersey Athletic Club, Bicycle events, Bergen Point, N. J.
March 25, University of Pennsylvania, Philadelphia, Pa.
May 30, E. H. Crowhurst, Neshaming, Pa.
Aug. 26, Quaker City Wheelmen, Philadelphia, Pa.
June 24, South End Wheelmen, Philadelphia, Pa.
July 4, Asbury Park Wheelmen, Asbury Park, N. J.
July 4, Packopoi's Wheelmen, Cincinnati, Ohio.
July 4, Kings County Wheelmen, Brooklyn, N. Y.
Sept. 30, Kings County Wheelmen, Brooklyn, N. Y.

H. E. RAYMOND

Arkansas.

CONSULS.

Mr. P. M. Kilroy, Pine Bluff.
Mr. Ben C. Brown, Little Rock.

Respectfully,
F. D. NICHOLS, Chief Consul.
Fort Smith, Ark., Mar. 11, 1893.

Kansas Division.

I HAVE appointed the following additional Local Consuls:

Clyde, A. J. Patterson.
McPherson, W. A. Sellers, vice W. H. Scofield resigned. HENRY E. HARRIS, Chief Consul.
Ft. Scott, March 13, 1893.

Kentucky.

THE Chief Consul has appointed Frank H. Ricke, Local Consul at Paducah, Ky., vice Frank B. Cyr, resigned. ORVILLE W. LAWSON, Secretary-Treasurer.

Rhode Island Division.

AT a special meeting of the Board of Officers held Monday evening March 20, 1893 it was voted, that the same scale of prizes be offered for obtaining new names as formerly and the contest to be open from April 1 to August 1, 1893. The Chief Consul, Vice Consul and Secretary-Treasurer being debarred. Messrs. Cooke and Gibbs were appointed committee on Hand Books to use their discretion in compiling same and with more space for ads. NELSON H. GIBBS, Secretary-Treasurer.

Massachusetts Division L. A. W.

UNIFORMS.

A CONTRACT has been made with G. W. Simmons & Co., (Oak Hall) 32 North St., Boston, to make the uniforms for Massachusetts Division. The cloth is the same as last year and the suit is to be made the same. The price to members only, when cut to order, coat, pants and cap, $12.75. Ready made $11.75. These are made the same and are just as good, and the only reason they are cheaper is because we agree that they can make up a number and have them ready. Only members of the Massachusetts Division can secure these suits, and you are requested to at once notify the Chief Consul if any other than a member should obtain one. Special rates for sweaters, stockings and shoes have been made for members only. GEO. A. PERKINS, Chief Consul.

Massachusetts Division L. A. W.

THE time is now come when we must renew our membership in the L. A. W. It is wise not to delay this matter but attend to it at once. In order to renew send your name, address, L. A. W. number and one dollar to Mr. Abbot Bassett, 12 Pearl st., Boston, Massachusetts desires to make a good showing and keep in the front rank as she has during the past year. A membership will be of value this year. We hold the spring meet in Boston, May 30, the Cottage City Meet this summer, a fall meet, and the National Meet at Chicago. Besides these we are planning many pleasant trips and excursions for members. We shall probably have special rates to Chicago. Those visiting Cottage City and Springfield last year fully realize the worth of a League ticket. By renewing early you save limited effort and trouble and the Division considerable expense. Invite your friends to join. GEO. A. PERKINS, Chief Consul.

Transportation Committee.

THE Transportation committee has made application to the Central Traffic Association governing the territory including the city of Chicago, for a rate of one and one fifth limited fare for the round trip to the annual meet Aug. 4-15, 1893.

This is done under Sect. 6, Art. 4, of the Constitution, which reads as follows:

"The Committee on Transportation shall arrange and secure special rates and agreements for the carriage of members of the League and their wheels; shall have power to represent the League in negotiation with transportation lines, and fix the routes for League travel."

Division authorities are respectfully requested to refrain from any move in the matter of transportation to the annual meet, which will have a tendency to divide the interest of the organization as a whole.

As soon as the Central Traffic Association has taken action, application will be made to the tributary traffic associations. ALBERT MOTT,

Chairman Transportation Com. L. A. W.
Approved:
CHAS. L. BURDETT, President L. A. W.

Annual Meet.

UNDER the authority of the Executive Committee of the L. A. W., a meeting of the prominent Wheelmen of Chicago was held at the Great Northern Hotel, in Chicago, March 13th, at which meeting the following committees were appointed:

GENERAL COMMITTEE.

T. F. Sheridan, Chairman; F. W. Gerould, T. L. Sloan, C. E. Randall, J. O. Blake, R. D. Garden, Wm. Herrick, C. F. Stokes, A. J. Merritt, F. G. Gere.

This committee to have general supervision of the annual meet under the direction of the National Executive Committee.

RACE AND TRACK COMMITTEE.

F. W. Gerould, R. D. Garden, N. H. Van Sicklen, and J. M. Erwin.

This committee to have general charge of the construction of the track, running of the races and arrangement of events, under the direction of the International Race Committee.

PRESS COMMITTEE.

S. A. Miles, *Referee*, Chairman; L. J. Berger, *Bearings*; W. Wardrop, *Cycling Life*; M. A. Lane, *The Post*; F. E. Spooner and H. D. Wiley, *Sporting Review*.

This committee to have charge of the news and promoting the general interests of the meet.

HOTEL COMMITTEE.

C. E. Randall, Chairman; L. B. Taylor, W. A. Leonard.

This committee to have charge and arrange for hotel accommodation during the League meet and International races.

The dates selected by the National Executive Committee for holding the annual League meet and International races are August 5th to August 12th, inclusive.

PRELIMINARY REPORT OF THE HOTEL COMMITTEE.

Your committee in assuming the great responsibility placed upon them, realize that their task is exceedingly arduous. Never in the history of the League has any League Committee had to plan to secure accommodations for so large a number as will attend the meet and International races during the time of the World's Fair. We come together at a time when the enormous crowds tend to make hotel accommodations at reasonable prices difficult to secure. There is but one way to secure accommodations at reasonable prices, and that is to secure them at once without delay. Your committee wish to urge the importance of this upon every League member. There will be no trouble to secure good accommodations for those who hand in their names not later than May 1st.

The National Hotel Committee have made arrangements with several of the largest and best hotels within two to four blocks of the Fair Grounds for the use of members during the meet; other accommodations will be secured if the demand warrants. All of these buildings are first-class stone and brick structures with best of conveniences throughout. All rooms are equally well furnished and prices range from $2.00 to $5.00 per day per person, according to location of room and hotel (European plan). Payments for rooms are required in advance by all hotels. To secure rooms and insure that they will be held for you, a deposit of $5 is required as evidence of good faith.

Your committee will guarantee to secure rooms for those mailing to Wm. A. Leonard, jr., Secretary Hotel Committee, 93 before the first of May next. Remittances should be by Chicago, Boston, or New York draft, post-office or express money order. Receipts will be promptly mailed for such deposits, and deposit money receipts are transferable to others, or money will be refunded upon proper notification to Hotel Committee, should the holder be unable to attend the meet. We will do the best we can for those sending for rooms later than May 1st, but in this case wheelmen must take their own chances on what can be secured. *State the rate you wish to pay*, and we will do the best we can to accommodate you, also state if with a party, and if you will bring your wheel. We have arranged to furnish good comfortable rooms in the best location to the League member who looks out for his interest ahead. All correspondence should be directed to Wm. A. Leonard, jr., Secretary Hotel Committee, 308 West Adams street, Chicago. Approved

WM. A. LEONARD, JR.
C. E. RANDALL.
L. B. TAYLOR.
L. A. W. Hotel Com.

The above report of the Hotel Committee is presented to the members of the League for their consideration, and we would advise that the suggestions contained therein be carefully considered by those who intend to visit Chicago during the annual meet, and that they be acted on as far as possible and convenient by those who intend to be with us.

Signed for the Executive Committee,
THOS. F. SHERIDAN,
First Vice President L. A. W.

Missouri Membership.

The following towns in Missouri have a membership of ten or more:

Chillicothe,	16	Warrensburg,	17
Columbia,	15	Kansas City,	86
Carrollton,	12	Mexico,	22
St. Louis,	268	Marshall,	11
Springfield,	19	Lexington,	10
St. Joseph,	30		

Fraternally yours,
ROBT. HOLM, C. C.

Missouri Division.

The following Local Consuls have been appointed for Kansas City:

Frank Ferguson, 8 and Wyandotte streets.
Chas. Jacques, Independence and Garfield streets.
O. F. Pommer, 1325 Central street.
P. A. Nelson, 610 Main street.
H. E. Warren, 103 W. 9th street.
W. D. Womack, 9th and Central streets.
C. Rebenschild, 417 E. 12th street.

Fraternally yours,
ROBT. HOLM, C. C.

Missouri Division.

The following Local Consuls have been appointed:

Louisiana—J. Webb Turner, vice Lot Macklester, resigned.
Republic—W. R. Bell, vice Will Spencer, resigned.
Fulton—J. L. Erwin, vice Jos. W. Craige.
Mexico—G. H. Kunkel, vice J. E. Tuck, resigned. Fraternally yours, ROBT. HOLM, Chief Consul.

Missouri Division Renewals.

TO MEMBERS: The renewal season is near at hand and every loyal member is requested to renew promptly. Applications will now be received for the full year ending June 30, 1894 and applicants applying for membership this month thus get thirteen months membership for one year's dues. Fraternally yours, ROBT HOLM, C. C.

Illinois Division.

I AM in receipt of a letter from Robert Holm, Chief Consul Missouri Division inviting the members of the Illinois Division to participate in the fourth annual Pike County tour of the Missouri Division which will be held at Louisiana, May 7th. Particulars can be obtained by addressing Mr. Holm at St. Louis. F. W. GEROULD, Chief Consul.

Chicago, March 25, 1893.

Total Membership.

BELOW we give table showing total membership of the L. A. W. to close of present year, 1892-93.

California,	1460	Georgia,	107
Colorado,	289	Montana,	133
Connecticut,	2751	North Carolina,	86
Delaware,	69	Utah,	64
D. C.,	931	Alabama,	151
Illinois,	2834	Arizona,	29
Indiana,	549	Arkansas,	29
Iowa,	513	North Dakota,	34
Kansas,	250	South Dakota,	103
Kentucky,	461	Florida,	11
Louisiana,	58	Idaho,	
Maine,	327	Mississippi,	15
Maryland,	811	Nevada,	25
Massachusetts,	4785	New Mexico,	24
Michigan,	1292	Oregon,	48
Minnesota,	322	South Carolina,	13
Missouri,	689	Washington,	81
Nebraska,	249	Wyoming,	39
New Hampshire,	361	Germany,	3
New Jersey,	991	Bermuda,	2
New York,	4401	Mexico,	2
Ohio,	2763	Oklahoma,	5
Pennsylvania,	2645	Hawaii,	1
Rhode Island,	734	Maritime Prov.,	29
Tennessee,	180	Canada,	12
Texas,	238	England,	7
Vermont,	102		
Virginia,	160		34961
West Virginia,	83		

L. A. W. Renewal Blank

1893.

Fill out this blank, enclose $1 to pay your dues to April 30, 1894, and send to ABBOT BASSETT, Box 5267, Boston, Mass.

Don't send soiled bills. New bills are safer in the mails.

Don't Forget to send your Number.

Don't send checks for $1.

Write very plainly PRINTING PREFERRED.

Stamps of a denomination above two cents will not be received.

The address on renewal blank should be that to which you wish your paper to go in 1893.

If you desire your address changed from the one we now have, make the request on another sheet than this, giving name, old address and new address.

If you live in one State and have your mail sent to another, fill out both addresses that you may be located with the Division in which your home is, and your mail matter be sent as you wish.

Ticket holders, 25 cts.; with name stamped, 50 cts.

Leave space above this line Blank.

Number

Name,

Street and Number, or P. O. Box,

Address for Bulletin: City and State,

Residence: City and State,

Enclose for Holder cents.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston: *Enclosed you will find $ . . . . . for initiations, fees, and dues in the League of American Wheelmen and subscription to the "Bicycling World and L. A. W. Bulletin" and "Good Roads" to April 30, 1894. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below:*

Date..... Name.....

Club..... St. and Number, or Box,.....

References..... City,.....

State.....

Enclosed.....for Holder.

(Each Applicant must give as references the names of two L. A. W. members.)

MEMBERSHIP FEE:—Applicants whose names are to be published in April, May, June, July, August, September or October will enclose $2.00 with this blank. Those whose names are to be published in November, December, January, February or March will enclose $1.50.

L. A. W. membership certificate. If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket where it can easily be exposed to view, and pocket for personal cards, send 25 cents. If you want your name in gold stamped on the holder, send 50 cents. *Leave the margin in using this blank.*

Autograph signatures not required. Write plainly, print name, or enclose personal card.

SOMEBODY HURT! WHO?

? ? ? ? ? ?

Could have been avoided

. . . by riding The Liberty

Arnica and splints unnecessary in LIBERTY repair kits.

WILSON, MYERS & CO., MAKERS OF .. LIBERTY CYCLES. ..

55 LIBERTY ST., NEW YORK.

Retail Department, 1786 Broadway, N. Y.,

RIDING SCHOOL, N. W. COR. 54TH ST. AND BROADWAY, NEW YORK.

ALEX. SCHWALBACH, MANAGER.

A. O. VERY CYCLE CO., Boston, General New England Representatives.

FOR SALE OR EXCHANGE.

In this department the prices are 20 cts. per line, 7 words per line, 12 lines per inch.

Stamps will NOT be taken in payment. Cash, check, money order, or postal note must accompany order, or no insertion.

COLUMBIA PNEUMATIC—1892 Pattern. If you want a machine which has been run less than 100 miles, and is in perfect condition; just as good as new; write, CHARLES P. LAVISKA, 69 Bedford street, Boston. My price is $115, and the man who makes me that offer gets the machine.

FOR SALE—Victor C, full cushion; ridden about 200 miles; in A1 condition. Best offer over $100 takes it. Address H. N. TIEMANN, 13 West 125 street, N. Y. City.

$50—Inch and half cushion tired safety. H. YOUNG, 398 Pacific street, Brooklyn, N. Y.

G. O. G. FOR SALE—A 54-in. cushion tired Victor Ordinary. Has been ridden about five hundred miles and is as good as new. The best offer over $60 takes the wheel. WALTER STILLMAN, Chester, N. J.

WANTED—Copies of "The Wheel" during the period that paper was the official organ of the L. A. W. RUTHVEN F. WHITE, 832 Washington Boulevard, Chicago.

WANTED—First-class bicycle repairer; state experience and salary expected. H. E. SHATTUCK & SON, Lowell, Mass.

$20 PUTS ON PNEUMATICS.

Fit your wheels together or put in small crate, send to us and we will put on our Solid Comfort or Morgan & Wright or N. Y. Belting Co. Tire for $20. We use fine steel rim. Specialty frame $2.50 extra. All other repairing cheap for good work; full stock of parts.

KNIGHT CYCLE CO.,
311 North 14th Street, - - St. Louis, Mo.

NEW—'93 Model G, Raleigh Road Racer, '93 Dunlop Tires, weight, 32 lbs. Never uncrated, must sell; cost $160; best cash offer takes it. Address,
J. G., care this office.

HOLOPHOTE HEADLIGHT—Cost $8.50, used a few times, and can warrant it to be in best of condition. Price $5. A. F. JENKINS, W. Boxford, Mass.

A SWIFT PNEUMATIC SAFETY—In good condition will be sold to the highest bidder. Address, PHILIP DAVIS, Cambridge, Mass.

FOR SALE—'92 Swift Ladies' Pneumatic, perfect condition; tires never been punctured. Address, "BICYCLE," P. O. Box 1920, Boston.

VICTOR D PNEUMATIC—New in July, perfect condition; new frame and tires (complete); $115 or best offer." GEO. B. WIXSON, 136 West Water street, Elmira, N. Y.

A BARGAIN—A Quadrant Safety '92 pattern for sale at low price. Call and see same at No. 249, Columbus Ave., Boston.

TANDEM BARGAIN—Premier Cushion tired; new; cost $220; best offer over $150. No. 2 Pneumatic Rambler, new $120. BUSH, Bellefonte, Pa.

WANTED—A good repair man; must come well recommended; good wages to right party. Address J., B. World, Boston.

RIDERS OF M.&W. PNEUMATICS

Use Miller's Rapid Fasteners. 60 cts. 3 pairs mailed. 300 U.S. letters. Pronounced by all indispensible. Circulars free. C. G. MILLER, JR., Shullsburg, Wis.

20 PER CENT. DISCOUNT on second-hand wheels sold before April 1, 1893. Wheels exchanged and repaired. Send for list of new and second-hand wheels. You can save money. WHITE CYCLE CO., Trenton, N. J.

GEORGE H. CHANDLEE,
PATENTS AND PATENT CAUSES.
Send sketch or model for free examination as to patentability. Atlantic Bldg., Washington, D.C.

WANTED—Second-hand solid and cushion tired safeties in good condition in exchange for new D. & R. Specials; see illustration on page 423 of this paper. DEAN & ROGERS CYCLE CO., Taunton, Mass.

A GOOD Safety cheap; 1892 Quadrant, Dunlop tires, nearly new. Price $90. Speak Quick. J. P. Z., care Bicycling World.

FOR SALE—Spring Frame Rambler, cushion tire, $80; CHAS. SCHWALBACH, Flatbush, L. I.

LATEST CYCLING PAPERS from all parts of the world received regularly and for sale. Send for List. FLETCHER & CO., 43 E. Van Buren Street, Chicago.

FOR SALE—Victor, Warwick and Rambler, $120; Telephone and Union 2 16, $112.50; Lovell, $95; Black Hawk, $85; Crescent, $70; Ben Hur, $55; all pneumatics; new but shopworn. R. C. WHAYNE, Louisville, Ky.

FOR SALE—Century Columbia; used one month; will sell cheap. Address, E. B. E., 112 S. Broadway, Baltimore, Md.

FOR SALE—1892 Victor pneumatic in perfect condition; not a scratch on it anywhere; ridden but very little. Best offer over $100 takes it. L. R. WASHBURN, Watertown, N. Y.

WANTED—Several travelling salesmen to carry as side line a vest-pocket "Sundry" of superior merit; liberal commissions. Address CHAS. SULZNER, 1026 Columbia Avenue, Philadelphia, Penn.

BARGAINS—We carry a large stock of bicycles of all makes; also sundries. Write for price list; big discounts. A. B. WHITE CYCLE CO., Ft. Wayne, Ind.

GENTLEMEN! Ask your druggist for Flavell's Suspensory Bandages, or send $1 for Silk, 50 cents for thread. Stamps taken. Safely sent by mail. Small, medium or large.
G. W. FLAVELL & BRO.,
1005 Spring Garden St., Philadelphia, Pa.

WHO

Wants a '92 pneumatic safety, nearly new; cost $160; for

$90.00?

Address, J. P. Z.,
care Bi. World, Boston.

PNEUMATICS APPLIED FOR $20.

TAKE out your wheels, crate securely and ship to us by express prepaid. We will apply Standard Make Pneumatic Tires, either single or double tube, in A1 steel rims for $20 per pair; frame spreading and general repairing done at proportionate prices; these are Snow-On-The-Ground prices, but our name is guarantee of work and material offered. W. W. STALL, 509 Tremont street, Boston.

WE WILL GIVE

A "Kenwood" Pneumatic Safety, valued at $150, to the person sending us the largest list of words that can be made from the letters contained in "*The World's Greatest Typewriter.*" Copy of rules governing contest mailed on application. STANDARD TYPEWRITER EXCHANGE, 610 F Street, N.W., Washington, D. C.



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I will allow an extra large discount to above named persons.
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Warranted good time keepers. Price, $2.25 from cycle dealers or
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SLICKEST ON EARTH ADOPTED BY MOST BICYCLE MAKERS.



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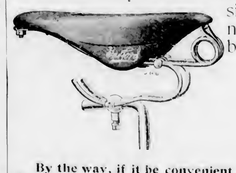


[Patented Aug. 4, 1891.]

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INVENTIONS.

Last Week's Patents.

A LIST of recent patents, reported especially for the Bicycling World, by W. E. Aughinbaugh, patent attorney, Washington, D. C. Copies of these patents may be had of the above named attorney at ten cents each, with postage added.

493,238. Velocipede-Saddle. Edward Petrini, Upsala, Sweden. Filed Oct. 26, 1892. Patented in Sweden, Germany, Austria-Hungary, England, France, Norway, and Belgium.

493,419. Wheel for Vehicles. Marcus R. Wolcott, Rockford, Ill. Filed Dec. 19, 1892.

493,488. Pneumatic Tire. Charles E. Duryea, Springfield, Mass. Filed Sept. 9, 1892.

493,505. Tricycle. Louis Kurtz, New York, N. Y. Filed July 2, 1892.

493,554. Pneumatic Tire. Charles H. Lungren, Bayonne, N. J. Filed June 9, 1892.

493,656. Bicycle Tire. Edgar F. Ryder, Providence, R. I., assignor, by direct and mesne assignments to the Atlantic Manufacturing Company, same place. Filed Sept. 10, 1891.

493,675. Pneumatic Tire. Edward Barrett, New York, N. Y., assignor to himself and George R. Bidwell, same place. Filed Jan. 25, 1892.

494,063. Pneumatic Tire. Foster B. Irons, Toledo, Ohio. Filed May 28, 1892.

494,076. Cycle-Hub. Albert Perkins, Chicopee, Mass., assignor to A. G. Spalding & Brothers, New York, N. Y., and the Lamb Knitting Machine Manufacturing Company, Chicopee Falls, Mass. Filed Sept. 5, 1892.

494,080. Valve for Pneumatic Tires. Asahel M. Shurtleff, Boston, Mass., assignor to Codman & Shurtleff, same place. Filed Sept. 10, 1892.

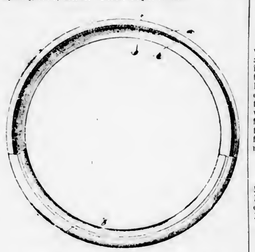
494,089. Valve for Pneumatic Tires. Asahel M. Shurtleff, Boston, Mass., assignor to Codman & Shurtleff, same place. Filed Sept. 10, 1892.

22,697 Trade-Marks. Bicycles. Joseph E. Grégan, Baltimore, Md. Filed Feb. 21, 1893. Essential feature the words "New South."

Trade Marks. 22,561. Bicycles. The Kenton Bicycle Mfg. Co., Des Moines, Iowa. Filed Jan. 7, 1893. Essential feature the word "Pacemaker."

The Latest Ideas.

493,488. Pneumatic Tire. Charles E. Duryea, Springfield, Mass. Filed Sept. 5, 1892.

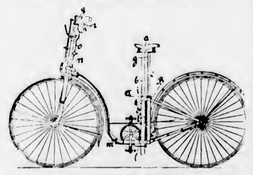


A pneumatic tire comprising an air tube and a retaining portion which consists of textile strands knotted together at suitable intervals, substantially as and for the purpose set forth.

In a pneumatic tire, the combination with the air tube of the retaining section consisting of flexible strands positively unl ed, as by knotting, at suitable intervals, and the outer elastic tread cover or shoe, substantially as described.

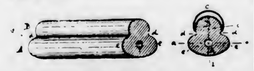
The combination with a rim, of the air tube of a pneumatic tire seated thereon, a retaining portion consisting of flexible strands positively united at suitable intervals, which portion overlies the air tube and has its edge portions in engagement with the sides of the rim, and the tread cover or shoe for the tire, substantially as described.

493,338. Velocipede-Saddle. Edward Petrini, Upsala, Sweden. Filed Oct. 26, 1892. Patented in Sweden Sept. 29, 1890, No. 2,903; in Germany Oct. 18, 1890, No. 57,565; in Austria-Hungary Feb. 19, 1891, No. 46,221 and No. 75,457; in England Mar. 10, 1891, No. 4,257; in France, Mar. 11, 1891, No. 212,035; in Norway Mar. 23, 1891, No. 2,146, and in Belgium Mar. 24, 1891, No. 94,257.



In adjustable velocipede-saddles the combination of two bars supporting the saddle, one of which is pressed upward by a spring and the other provided with ratchet teeth some of which teeth are inclined on the upper side but straight on the lower side, and also of a bolt, which can catch in between the ratchet teeth and thus arrest the saddle.

493,650. Bicycle-Tire. Edgar F. Ryder, Providence, R. I., assignor, by direct and mesne assignments, to the Atlantic Manufacturing Company, same place. Filed Sept. 10, 1891. Renewed Feb. 3, 1893.



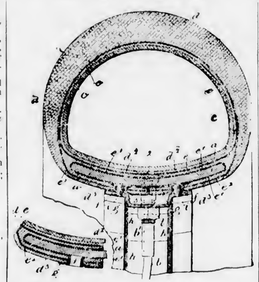
The improved elastic tire for bicycles and other vehicles herein described, consisting of the enlarged portion A, elliptical in cross section, and having the longitudinal bore x and the overhanging sides e, in combination with the solid, longitudinal rib B at one side upon a line in combination of the minor transverse axis of the portion A and adapted to fit within the concave periphery of the wheel rim, substantially as specified.

493,696. Attachment for Cycle Pedals. William L. Ferguson, Philadelphia, Pa. Filed Aug. 3, 1892.



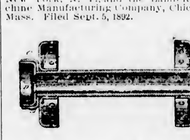
An attachment for cycle pedals consisting of an L-shaped slit rip-mounted on the axle of the pedal and adapted to be turned up over the pedal.

493,675. Pneumatic Tire. Edward Barrett, New York, N. Y., assignor to himself and George R. Bidwell, same place. Filed Jan. 25, 1892.



In a pneumatic tire for cycles, the combination with an inner inflatable tube and a wheel rim of an outer tubular covering or tire divided around its inner face into inner and outer pairs of flaps formed of rubber with the outer covering and having the strips of fabric of the outer covering extended within and molded into said flaps, said flaps being adapted to be opened to receive the wheel rim between them and narrow strips of fabric g along the meeting edges of the outer flaps, and eyelets in the outer flaps, and means for engaging the eyelets and securing the tire upon the rim, substantially as specified.

494,076. Cycle-hub. Albert Perkins, Chicopee, Mass., assignor to A. G. Spalding & Brothers, New York, N. Y., and the Lamb Knitting Machine Manufacturing Company, Chicopee Falls, Mass. Filed Sept. 5, 1892.



The hub consisting of a central tube having upon each end a pair of sheet steel cups placed back to back and brazed to each other and to the tube.

2. The combination with four sheet steel cups placed back to back in pairs, of a tube having each end passed centrally through one pair of cups, and a ball-case fixed in the outer cup of each pair, the four cups and the tube being inseparably united into one whole, substantially as set forth.

3. The combination with the central tube, of a cup U-shaped in radial cross section fixed thereon, a sprocket wheel resting against the bottom of the cup, and screws, or the like, passing through the sprocket wheel and fixing it to the bottom of the cup.

4. The combination with the steel tube or hub shaft, of the independently formed cups U-shaped in radial cross section and secured upon the tube, the outwardly open cups U-shaped in diametrical cross section and secured upon the tube in contact with the former cups, the ball cases secured in the cups, and the sprocket wheel fixed in the outwardly open cup in the plane of the ball cases within it.

A Sweet Commentary on City Streets.

THE following clipping from the Akron, Ohio, *Beacon and Republican*, is evidence of a condition of affairs in the highway system of that place that would be a disgrace to any community.

"A horse attached to the delivery wagon of H. M. Ott, the South Main street grocery man, stumbled on the street car tracks, near the intersection of Main and Crosier streets last evening about eight o'clock, and fell in a large mud hole that graces South Main street at the latter point. The horse was so badly mired that it could not be rescued and it was shot by Policeman Kempel. Residents of the South end complain bitterly of the condition of South Main street and broken singletrees and harness are the rule nowadays, in that section."

Two Stolen Bicycles.

FROM front Hotel Heublein, Hartford, Conn., Saturday night, March 18, '93, between 11.30 and 11.45 P. M., Century Columbia bicycle, No. 4294. $50 reward for return of wheel and conviction of thief. Apply Factory Pope Manufacturing Co., Hartford, Conn.

ON Friday night, March 17, a Remington safety No. 1277 taken from in front of the Rovers Wheel Club, New Haven, Conn.

"TELEMACHUS" TO "HLEX."

Front vs. Rear Driving.

The comparison between the front and rear drivers made by "Hlex" is both interesting and instructive, and at the risk of being wearisome I will give a few reasons for disagreeing with the conclusions reached by him, viz: that the F. D. is superior in many ways to the R. D. My contention is that the safety is superior to the F. D. or geared ordinary as a speed machine, while the ungeared rational ordinary possesses all the advantages of the G. O. and more besides. And that (to take the summary of "Hlex") that the safety is superior in good weather, the R. D. in bad and winter weather; the proportion of riding done in bad weather and in winter is so small that there is no temptation whatever to handicap oneself by riding a G. O. for fear one will encounter bad weather, as well might one always carry mud guards when riding or an umbrella when walking for fear of being caught in a rain storm.

As regards the speed of the two types, no one has as yet demonstrated the superiority of the G. O., and very few have *claimed* that it was superior. If one wants to scorch, and to hold up one's end in a run he cannot do it on a G. O. unless he be superior to his companions. If he wants to get above the dust and mud, to breathe the purer air and enjoy a better view, he can do it better on an ungeared ordinary and incur no more danger if it be a rational.

It is true that we do sometimes become tired of the lowly position the safety compels us to assume, and long to be perched up aloft on the high wheel. Such a desire came over us last fall, and the outcome of it was a high wheel run. We got out of cellars and garrets and similar storing places all the high wheels we could lay our hands on, and had a run to a point about seven miles distant, on a hilly pike. "Good old" ordinaries, eagles, Stars, Springfield Roadsters, anything that could be called high went, and a fine was to be imposed for headers and dismounts without permission. I was late getting to the rendezvous, and asked a friend (or one I thought a friend at the time) to get out a wheel for me; "any old wreck will do," I said. The wheel selected was an old American Badge, of the vintage of about 86, with 54-2 or 3 inch cranks, 32 inch straight handle bars, and a saddle 3 inches wide in front. With this I started out on an up-hill road and against a stiff November breeze, found it hard work from the beginning, fell back and back until no one was to be seen, struggled along alone, surmounting slight grades with the greatest difficulty, and finally succumbed to a particularly vicious gust of wind almost at the top of a little hill. Walked a while, then rode a while, and finally found the party more dead than alive, to listen to the anxious inquiries as to whether I had had an accident. At this point I made an exchange with my friend (?) taking possession (much against his will) of his 52 inch Victor with modern equipments, and from there out thoroughly enjoyed the ride. It took only a short time to get over the fear of headers and to get the hang of the machine, and we had a regular scorch coming home, and enjoyed it immensely.

So much pleasure did this ride give me that I at once began to look into the matter of rigging up for myself a modern ungeared ordinary. The solid tires are rather shattering after one has become accustomed to pneumatics, and while there is but little danger of a cropper with the small rear wheel, yet there is a little, and long abstinence from that delight abates one's desire for it, so that a larger rear wheel will not only render the wheel less liable to deposit the rider on the ground, but will make it run steadier. This I found out by experience with a 58-inch rational, with Victor cushions, which was perfect except that it was about five inches too long for me. If it does not cost too much, I shall take an old 54-inch Victor, put either pneumatics or cushions on it (probably the former) and a larger rear wheel; and there's a wheel to take a nice, quiet jaunt on, to use around town, and to use when riding with the "slow gang." It would not be very pleasant to be on it if one wanted to scorch, but it is like "flex's" R. D.—it's nice for certain times.

TELEMACHUS.

The Harlems Deny It.

EDITOR BICYCLING WORLD: Within the past week articles have been published in various papers to the effect that the Harlem Wheelmen have signed a lease for new quarters on 124th street. The undersigned hereby beg to contradict these statements. There was talk of moving, provided the present lease could be sold to certain parties, but the house not being large enough for their purpose, the matter has been dropped entirely.

The source from which this story emanated was a party who was entirely ignorant of the facts.

The Harlem Wheelmen will remain in their present home for another year at least.

Please take note in future that no news pertaining to this club is authentic unless signed by one of the Press Committee as per below:

CHAS. WENDEHACK,
Chairman Press Com.
FRED OLMSTED,
CHAS. H. TULLF.

New York, March 20, 1893.

Twilley Gets a New Trial.

THE Maryland Court of Appeals last week handed down their opinion in the case of Wm. S. Twilley vs. George T. Perkins and Benj. T. Henley. The plaintiff, Twilley, brought this action against the defendants for an assault and battery and false imprisonment. Amongst the rules adopted by the commissioners of Kent and Queen Anne counties for the government of the Chesterton bridge, over Chester river, was one which declared that "Persons will not be allowed to ride a cycle, tricycle, or velocipede on the bridge." Twilley, on the 18th of June, 1892, rode a bicycle over the bridge from Kent county side to the Queen Anne side, pedeo over the bridge." Notwithstanding this and on his return he was arrested and held in custody by the defendants, Perk as being the bridge keeper and Henley a constable of Kent county, the arrest being made without the issuance of any warrant.

It is conceded that these parties thought they were acting under the authority of the act of 1890, chapter 85, which gave the commissioners of the two counties the right to make reasonable regulations for the government of the bridge. Twilley was compelled to pay $2.50 or to go to jail. He paid.

At the trial evidence was given that bicycles frightened some horses, and that this would endanger the lives of persons by throwing them overboard. In rebuttal it was proved that, as a rule, horses are not frightened by bicycles; but when the bridge was a toll bridge bicycles had been ridden over it, and no horses had been frightened. The case presented two questions before the Court of Appeals: Whether the rule to forbid bicyclers from riding over the bridge was legal, and, if so, was the mode of enforcing it lawful? The Court of Appeals says the commissioners had the right to make this rule to protect the lives of persons using the bridge. It was not only legal, but eminently proper. It is not a question. As to the second question, the court says Twilley should have been taken before a justice of the peace, but the defendants put the plaintiff to the alternative of paying $2.50 as a penalty or of going to jail forthwith. This they had no right to do. Judgment reversed, and a new trial awarded.

QUERIES.

Under this head the BICYCLING WORLD *will be pleased to answer all questions bearing on cycling, so far as it may be possessed of the information. Address all communications, Editor* BICYCLING WORLD.

Max Pruschel, Glenson, Minn.—1. The tire named is one of the best on the market and does not creep. 2. The machine allows the full applic tion of power on rough roads. The difference between saddle and pedals does not vary. 3.—Yes; a 140-pound machine is sufficiently heavy

Gustav Sues, Chicago, Ill.—Fullest details of foreign tour mentioned can be secured from F. A. Elwell, Portland, Me., or Joseph Pennell, care Geo. Morgan & Co., 22 Old Broad street, London, E. C., England.

J. A. B., Paris, Ky.—No. 1. We should say 28 inch would be about right for your size and weight.

No. 2. Don't go above 56; that is high enough for your purpose.

No. 3. Both are good machines. It is a matter of choice.

L. A. W. No. 7926, Lewiston, Me.—The methods employed to produce cold drawn steel tubing for cycles is a trade secret which could not be obtained at any price.

L. A. W. No. 22862. We would suggest that you write to the makers of your wheel for a set of rims and pneumatic tires of the same make. These will hold you up. If, however, you desire some other make, consult our advertising columns and you will find several concerns who make specialty of tires, and they are all reliable concerns.

F. C. Tuplin, South Newmarket.—All of the best-class tires are good. For prices, correspond with the firms advertising in our columns.

M. H. Chapin, Brooklyn.—Get a Pennsylvania Road Book for route wanted, which will give all details, from Secretary-Treasurer of that division. In case you cannot get one write again and we will give you a summary for trip.

W. R. Chappell, Eau Claire.—Zimmerman's book on training is not yet issued.

L. A. W. 14961.—1. The number in the United States is but an estimate, and has been placed at from three to five hundred thousand. 2. There is no accurate list.

Many Inquirers.—Zimmerman's book on training is not yet out.

Mrs. A. J. F., Providence.—The Mr. Hoare spoken of is an English tailor. Address *Wheeling*, London.

J. R. Hampson, Harrold, Pa.—The Pennsylvania Road Book will give you route to Chicago and you can get details for Kansas trip there.

F. C. Marvin, Stony Point.—1. The Mc-Intyre Huntington Co., Cleveland, handle the tire and will quote you prices. 2. Yes.

H. J. Alcord, St. Louis.—Zimmerman's book will give you all the information desired. Watch our columns for notice of publication.

R. W. H., Augusta, Wisconsin.—A copy of the L. A. W. Racing Rules may be had of any member of the Racing Board by sending a postage stamp.



Class Racing.

CLASS racing is little understood in England. In America, where the tracks are of great width, open handicaps are in most cases run off in one heat, so that an entry which affords the crowd an afternoon's sport here provides something inside three minutes' racing in America. Under these circumstances, it becomes very necessary to find further items for the programmes, and the class race system is adopted. A rider passes through various grades, such as the three-minute class, the 2.30 class, according to the times of his performances, and the programme of a race meeting is eked out with a "mile scratch race for 2.40 men," and another for a higher or lower class. On this side of the Atlantic quite another state of things prevails. We do not want additional items for our programmes. The horrors of a novices' handicap are appalling, and first and second-class handicaps are quite enough. They are not run off in one heat, but in many heats and even second rounds, and the amateur engaged therein would not want to take part in any "class races" if he were engaged possibly in two heats and a final of the handicap. Moreover, the extreme difficulty of sizing up the men in England would entirely prevent anything like success attending such an innovation, as tracks vary so. The 2.40 man of some small and ill-arranged track might very well make 2.30 look silly on a good path, not to mention the varieties of surface; in short, whereas class races may suit American cycling, it is as unlikely to catch on here, as, for example, "lap racing." Nor should it be forgotten that in these little islands of ours the relative form of the best men is much more closely gauged than it is in America, and a programme of class races would offer but little attraction to riders, as in each class one man would be an almost certain winner. Our present system suits us with a competent handicapper. Every man has a chance, and the public see lots of racing of an interesting character, which, after all, is all that is needed.—*Bicycling News.*

Herne Hill's New Surface.

THE operation of resurfacing the Herne Hill track is proceeding apace, and will very likely be quite completed within the next fortnight. We have little to add to our first description of the new surface, a sample of which we have seen laid, having been favored with a private view at the beginning of the present week. The pitchpine battens are each about twenty-two feet in length, an inch and a half in breadth and an inch in thickness. Holes are drilled through the material at the distance of eighteen inches apart, and through these holes are galvanized iron tie rods. Between each of the battens is about a quarter of an inch of space, and cork washers of this thickness are kept in place by the tie rods. These washers serve two purposes. They not only preserve the spacing between the battens and help to keep these taut and trim, but they allow the wood to expand or contract under the influence of the weather, and yet prevent any tendency of the battens to either loosen in dry weather or rise through any swelling of the wood in wet. The track will be laid, as we intimated, upon sleepers which will be placed lengthwise round the track, the surfacing being therefore laid crosswise. This surfacing will be in sections, each being as we have noted, about twenty-two feet in width by about five or six in length. Between each section will be a single batten fastened to the sleepers, and by taking up any of these single battens the adjoining sections can be got at for renewal or repair. A kind of piano—made on the principle of the lawnmower—will be provided so that any slight irregularity of the surface can be rectified at once should any such irregularity manifest itself through any cause whatever. It is almost needless to add that extreme care is being taken over all the details so as to ensure the result being as perfect as possible. Pitchpine, the material utilized, is a wood which is remarkably weather-proof, and Messrs. Peacock calculate that it will easily last for ten years. The care of a track, be it never so well laid, is always a great matter, the surface requiring constant attention, frequent patching after rain, and a large amount of rolling. With the new surface all these expenses will be eliminated from the yearly bill of track maintenance, and a very considerable saving is bound to result. The new track will be anti-suction, and can be kept remarkably clean, while its preservation will be assisted by an annual dressing of some preparation intended to make the wood weatherproof. The resinous-turpentiny odor of pitchpine is of antiseptic character and very healthy, so that in this respect the air of a track wherein is such a large quantity of this wood must be of better character than where the surface is composed of far less healthy material. Training at Herne Hill will, therefore, be almost like exercising in the neighborhood of the Bournemouth pines!—*Wheeler.*

A Masonic Cycling Lodge.

FOR years past a cycling lodge in Freemasonry has been more or less on the tapis, and we have much pleasure in announcing that such has now been formed with members of the Pickwick B. C. as the nucleus whence it is hoped will spring a really representative wheelman's lodge. Brother Benningfield is to be the first master, and Brothers Nicholls and H. Mann are the two next edifice officers. As soon as the warrant has been signed by H. R. H. the Prince of Wales, "the Pickwick Lodge" will blossom forth as No. 2457. We congratulate the "Pilgrim Fathers," as the Grand Lodge is none too ready to increase the number of lodges in the famous brotherhood.—*Wheeling.*

Front vs. Rear Driver.

DEAR SIR: A great deal of controversy has been going on in the cycling press during the last six months about front vs. rear driver, yet none of these writers have taken into account the two speed gear. I have during the last season ridden on the road a rear driver fitted with a two speed gear and find that it is fully a mile and a half per hour faster than the rear driver without it. Many prophets have prophesied that the rear driver has to be extinguished, but a true prophet is known by the truth he speaks. I think, therefore, I am justified in giving my opinion, which is, from practical experience and not theory, that the rear driver with two speed gear is undoubtedly the easiest and fastest machine for road racing and touring. The gear I have been using is the semi-ellipse 66 x 52. The 66 is fast and comfortable for level and down hill, while the 52 is easy for uphill and head wind. Have the writers tried the gear, or do they ignore it intentionally? Yours truly,

LUTHER T. MYERS, in *The Wheeler.*

What Did Mr. Elliott Mean?

EDITOR BICYCLING WORLD: In the "Passing Hour" column of your issue of the 17th inst. appears a letter from Sterling Elliott *in re* the clause inserted in most guarantees that defect must be caused by "Use, misuse or neglect." It is written in Mr. E.'s most entertaining style, but still it leaves the point brought up by "Ignorammus"—that a wheel must either be "used" or "neglected"—somewhat in the dark. Mr. Elliott states in substance that the word "Use" is inserted to cover the case of a break caused by *unreasonable* use—i.e., use out of all proportion to the weight and consequent strength of the machine. Would not this be considered "Misuse"? If so, what is the necessity or sense of the word "Use" in this connection? A WELL-RIDE L. A. W. MEMBER.

Syracuse, N. Y., March 22.

Another Suggestion about "Good Roads."

EDITOR BICYCLING WORLD: I doubtless voice the sentiments of many when I say that I trust the managers of *Good Roads* will not adopt the suggestion of "L. A. W. 18,175" published in the WORLD of March 17.

It is true that the special State editions are intended more particularly for use in the State to which the number is devoted, but surely Virginians may profit by reading what has been done in New York and Illinois, while these States may derive profit from the experience of Texas or Oregon, and vice versa. Personally, as I take considerable interest in the subject of roads and roadmaking, I wish to preserve every number of *Good Roads* for future reference and study.

It is a very valuable magazine, and one that is, in my opinion, doing great good. A modification of "18,175's" plan would be to allow a League member to direct that his number be sent to the Chief Consul of the State for which it was issued. Let this not be compulsory, however. Yours truly,

L. A. W. 40588.

Emory, Va., March 20, 1893.

Another One.

EDITOR BICYCLING WORLD: I have just read L. A. W. No. 18,175's letter in your issue of March 17th, and must say that he has "hit the nail" squarely on the head according to my view of the matter, but he ought to have added a suggestion, which, as he omitted it, I will do so for him, and that is: Let every Chief Consul report in the last paper (WORLD) of each month the number of "Good Roads" he receives for his State from the wheelmen of other States. We would then know if wheelmen were doing their duty in that line, or, like myself, have neglected that duty, and my neglect shows the benefit such discussion would have if L. A. W. 18,175's suggestion was carried out, provided the Chief Consuls do their part.

There is only one other L. A. W. member here besides myself, and I am positive he has been as careless in the above mentioned business as myself, and if we are to judge others accordingly you may be sure there have been a very small number of the books sent where they should go. My intentions have been good, but it has been pure carelessness on my part. However, I shall, thanks to No. 18,175, attend to the matter at once.

L. A. W. 18,175, "shake!"

Very truly for good roads,

L. A. W. 20,275.

THE Central City Wheelmen, of Jackson, Mich., have divided forces this year and organized two clubs, the Business Men's Cycling Club and Jackson Wheelmen. Both clubs start out with good membership. The *Jaxon* Wheelmen have some hardy riders, H. A. Pierce, president, holds the one-mile ordinary and H. E. Brocher, vice president, the quarter-mile safety championship of Michigan.

THE COLUMBIAN EXPOSITION.

Where the Bicycles Will Be Exhibited. —The Transportation Building.

THE site of the Transportation Building lies next west of the Mines and Mining Building, and in necessary and convenient proximity to the railroads. Its grand and beautiful "golden doorway," the main portal of the building faces east towards the rising sun. It overlooks the lagoon and beautiful wooded isle, covered with every variety of inland water plant and flowering shrub that can be induced to thrive in our northern climate. On this island the unique Japanese temple is to be built and left as a permanent structure, a gift to our country from the Japanese government.

THE TRANSPORTATION BUILDING

is 960 feet long by 256 feet deep and covers an area of 18 acres in one inclosure. The central longitudinal nave is 800 feet long by 93 feet wide, rising to an altitude of 110 feet. The nave is paralleled by two storied aisles, extending the entire length of the building. Both nave and aisles are furnished with double pitched roofs and skylights.

The cupola of the building, which is the highest point on the grounds accessible to visitors, is 165 feet from the ground floor. Eight passenger elevators will run, for the accommodation of the people, and are entered as a part of the exhibit of the Vertical Transit Company. They will have capacity for carrying 2,400 people every hour.

VEHICLE DIVISION.

Great preparations are being made in the vehicle division that it may present a most handsome and attractive appearance. The floor room occupied by this department embraces 130,000 square feet, the spaces allotted to exhibitors being finished in wood carpeting or white oak strips laid in patterns, with handsome border, and finished in oil, the spaces thus allotted to exhibitors being surrounded by handsome and ornamental brass railings and posts. The vehicle exhibit extends from the north end of the main building to the rear of the annex, where will be a mechanized roadway devoted to experimental displays and tests of carriages propelled by electricity, steam, compressed air, and other power.

The commonest cart wheel, centuries ago, was nearly a foot thick, and made by sawing the trunk of a tree across horizontally, or by nailing boards together, of the requisite shape and size. Wheels of this kind, without spokes, are still used in Greece, parts of Asia, Mexico, Brazil, and other South American provinces. An exhibit of this kind will be shown in an old Spanish Mexican cart, the type of which we are all familiar with. Among other unique vehicles, is a queer cart or chariot from Palermo, Sicily. It is mounted on two huge wheels, the spokes, hubs, stays and dash board are all carved in fantastic designs, and the entire vehicle is painted in very gaudy colors, intended, so it seemed to me, to illustrate in part the history of Columbus.

There will be a jinrickisha from Japan, a Cuban volante and an Australian one-horse cart.

The east side will be devoted to American and foreign bicycle productions. There will probably be few exhibits in any department of the Fair where more gains will be taken or money expended to make a fine display than in the bicycle division. There will be 50 manufacturers represented in this department, and a number will spend from eight to ten thousand dollars in pavilions alone. The evolution of the bicycle from the first one in 1869 to present date will be shown. England will have a large share of this exhibit.

Shall the L. A. W. Engage in Politics?

IN a few weeks the annual election will be held in Rhode Island for State officers. The wheelmen have been very active in stimulating a public sentiment in favor of road reform during the past year, and they have had the cordial co-operation of the present Executive, Governor D. Russell Brown, in their work. In his message to the Legislature he emphasized the desirability of taking immediate action in the matter, and suggested the employment of convicts in breaking stones within the yards of the prison, as there is an abundance of rough stone in the surrounding land. The opposition having noticed his popularity on account of his enthusiasm in the movement have tried to raise the cry of chain gangs, but do not seem to be very successful. At a recent meeting before a business men's association the Governor said:

The agitation for good roads has now become national. A national league has been formed, and we hope to organize an association in this State in connection with the league. There is no State in the Union in a better condition to solve it in a practical business-like manner. The cost of good roads will be smaller in Rhode Island than in any other State, because our population is more concentrated and the burden of cost will be lighter because we are almost the wealthiest State in the Union.

The Governor has been instrumental in organizing here a State League in connection with the National League of Good Roads, and the wheelmen will not forget his services when he comes up for re-election, as it seems he will. "JUDGE."



THE lady bicyclists of Elgin, Ill., will organize a cycling club this spring.

A BICYCLE club has been lately organized in Bayonne, N. J., and is comprised of both sexes.

A BICYCLE club has been formed by the women riders of the wheel in Newport, R. I., of whom there are about forty at present.

THE Ramblers Cycle Club, of Hartford, Ct., is arranging for an entertainment to be given in the armory on Thursday evening, April 6.

THE East Hartford (Ct.) Wheel Club gave the last social in the Town Hall in East Hartford last week. It was a most enjoyable affair.

AT a meeting held last week at the rooms of the Malden (Mass.) Bicycle Club on Salem street it was voted to have the club incorporated.

AT a meeting of the Norwalk (Ct.) Wheel Club held last week it was voted to hold a ten mile road race on the East avenue course, Thursday, June 29.

WORK on the new bicycle track at Eastern Park, Brooklyn was begun last week. Promise is made that the track will be finished in about two weeks.

A NEW club has been added to the already large list of Philadelphia's cycling organizations. The new club bears the name of the Glenwood Wheelmen and Social Club.

THE members of the Rockville (Ct.) Wheel Club are talking of giving a minstrel entertainment. The recent "tramp" sociable developed considerable unknown talent.

ARRANGEMENTS have been completed by the Long Island Wheelmen for a camping party of the members on the shore of Lake Hopatcong, N. J., during the week of July 4.

THE Pennsylvania Bicycle Club, of Philadelphia, will artilize the ground at the back of the club house this summer by putting up a lawn tennis court and fixing it up for other games.

THE Georgetown (D. C.) Cycle Club has arranged century club runs and badges to be awarded to those making centuries. Long distance road-riding is to be a feature of this club in future.

THE members of the Keystone Bicycle Club, of Pittsburg, Pa., have entered their new quarters. They are very commodious and are located at 5734 Home street. The club is in an extremely flourishing condition.

THE Danbury (Ct.) Wheel Club will give its last dance of the season Wednesday evening, April 5. Extra expensive invitations will be made for this dance, which will close a successful series that has been running through the winter.

THE Warren Club's military cycle corps of Wilmington, Del., is receiving much encouragement. It already numbers 30 members, all of whom are enthusiastic over the new innovation. Drilling will commence as soon as practicable.

THE Century Cycling Club of Maryland held a meeting last week at Baltimore, at which a number of new members were elected. Communications were read from many riders in other States who requested to be put down for charter membership.

NOTWITHSTANDING the fact that the Atalanta Wheelmen of Newark, N. J., have elected a captain, the office will not be in existence long, as the club intends to have in its power a road committee of three, one member of which will be elected each month.

THE New Haven (Ct.) Bicycle Club will lease the third floor of the Yale bank building, the club at a meeting last week having decided to leave its present home on Olive street for quarters on Chapel street. The club expects to hold its summer meeting in June.

THE Penn Wheelmen of Reading, Pa., opened the season with a club run to Womelsdorf last Sunday. Capt. George Whitby was in charge. The number of new riders is quite large. The members will hold a "hayseed smoker" on Friday evening, for which an interesting programme is being arranged.

THE first pool tournament given by the Wheel Club of New Britain was brought to a close last evening. Charles H. Fleming won first prize, and Frank W. Faulkner won second. Another tournament was started last week. Charles H. Thomas and Charles A. Finch, ex., name the committee who will have it in charge.

THE members of the Irvington Cycle Club, of Newark, N. J., were entertained by the Art and Camera Club last week at the latter's clubrooms. There were songs by the Irvington Quartet, Messrs. Robert Sinclair, Henry Clark, Isaac J. Casey and John Walker, and recitations by Frank Cobb and Sidney Allen.

THERE is a movement on foot among the members of New Haven, Ct., to consolidate the New Haven and Rover Wheel clubs. The plan of those who are interested in the matter is to have all the wheelmen in the city become members of one club. The members of the Ladies' Bicycle club would also be admitted to membership.

THE Campello (Mass.) Bicycle Club at the meeting last week appointed a racing board consisting of E. E. Leonard, H. O. Baker and Clinton Snow. The board will confer with all the bicycle clubs in the vicinity of Brockton for the purpose of enlisting the interest of the Brockton Street Railway Company or the Brockton Agricultural Society in the construction of a bicycle track in that city.

THE Hudson county Wheelmen of Jersey City held a tag last Saturday evening. Among those who appeared were W. Barnette Smith, of Newark, in the vocal solos "Postilion" and "Bear Heart." Professor Lang also favored with a number of piano solos. The card of the evening was the Thompson "crenne" trio who were imported from Thomson street by Mr. Green. Those gentlemen favored with a number of vocal solos and several banjo trios. After the trio, Mr. McMahon of Newark volunteered a banjo solo, which concluded the performance. The Castle Point Cyclers, of Hoboken, attended the stag in a body. Refreshments in the H. C. style were served and a smoker followed.

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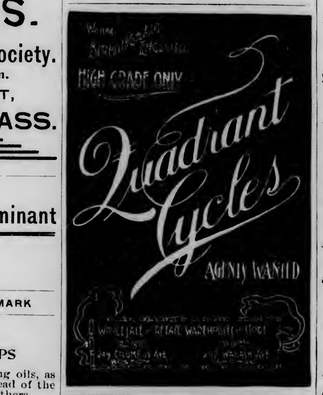
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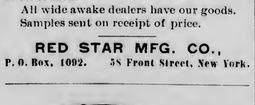
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Founded 1877

Volume XXVI. Number 5. BOSTON, FRIDAY, APRIL 7, 1893. $1.00 a Year 5 cents a Copy

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THIS IS A VICTOR YEAR.

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HERE AND THERE.

THE New York Tourist Wheelmen will hold on April 12 a "Circus Party," the first of the kind on record.

THE Minneapolis, Minn., Cycle Track Association has received a check for $100 from the Pope Mfg. Co. of Boston.

IF Wilmington and Philadelphia would quit talking and get down to business they could probably arrange that much talked-of race.

WHILE riding a bicycle on Broad street, Philadelphia, last week, M. Taylor Rue, of 2105 Jefferson street, ran into a horse and wagon at Girard avenue. The horse was injured and the wheel was demolished.

THE Albany (N. Y.) County Wheelmen have been assigned the entire control of Albany-Canajoharie division of the relay race from Boston to New York to Chicago, and a committee was appointed to take charge.

THE Adelaide Base Ball Park, Providence, R. I., is well adapted by location to be the site of a bicycle track. The base ball people are willing to combine with the cyclists and the latter are now organizing preparatory to constructing a track.

AS W. J. Johnson was coming out of his shop, No. 815 Shipley street, Wilmington, Del., last Saturday morning, he inadvertently stepped into a passing bicycle and narrowly escaped having his leg broken. The rider gave no warning of his approach and was violating the law.

LAST evening George Carter, 290 Austen street, Buffalo, N. Y., and Willie Glor, 210 Amherst street, boys, were riding their cycles on West avenue when they were run down by two horsemen, who were each driving a racing sulky. Glor was seriously injured. The horsemen have not yet been identified.

MESSRS. Stilger, Judge, Goodman, Thompson, Titus, and Granger of the Riverside Wheelmen, N. Y., will compete in the bicycle events of the Twelfth Regiment on April 12.

THERE will be two divisions on the century run of the Metropolitan Association of Cycling Clubs, N. Y., to Princeton in June. A scorchers' division will start one hour and a half later than the slow brigade.

THE wheelmen are again making life miserable for officers in the Street Department in St. Louis, Mo. The present sprinkling law does not recognize them, and the West End asphaltum and wood-paved streets are more slippery than ice from the water poured over the surface.

THE town officials in the suburban villages upon Long Island intend to rigidly enforce the rules prohibiting wheelmen from riding upon sidepaths this season. In Jamaica, Hempstead and Babylon notices have been posted warning bicyclists that a fine will be imposed upon all riders detected using the walks.

A MEETING of Southern wheelmen will be held at Cumberland Island Beach, Ga., near Brunswick, on May 29, 30 and 31. The question of the withdrawal of Southern wheelmen from the League of American Wheelmen and the formation of a Southern Association will then come up. The talk of withdrawing is owing to the League's action in admitting negroes to membership.

THERE is some talk among the members of the various cycling clubs of Milwaukee, Wis., of forming an Associated Cycling Clubs similar to race meets and taking charge of the Waukesha road race. It is doubtful if the Milwaukee Wheelmen would enter, however, as the Waukesha road race is its own particular property the race meets is entirely satisfactory to the club, besides having given it a considerable reputation.

A NUMBER of Plainfield, N. J., bicyclists have organized the Plainfield Lyceum Cyclers, with the following officers: President, J. J. Lynch; Secretary and Treasurer, T. Burns; Captain, W. Kelley.

THE new half-mile bicycle track, of Baltimore, Md., which had been contemplated by several of those interested in wheeling matters, has been abandoned for the present. One reason for dropping the matter was because the projectors do not wish to be in opposition to the track already in existence, and another is the great amount of capital required for the purpose.

HARRY WRIGHT, the manager of the Philadelphia B. B. Club, came very nearly being seriously hurt on Saturday last. He is a bicycle rider, and while returning to his home after visiting the Philadelphia grounds, he was run into by a wagon on Broad street. Luckily, he escaped injury, but his wheel was badly wrecked and will be unfit for further use.

B. V. COVERT, of Lockport, N. Y., will conduct a race April 15 to Olcott to be known as the "Covert Road Race." All riders reaching the goal within a certain time limit set according to the condition of the roads, will be entitled to a dinner free at the Grove House. In addition about ten elegant prizes will be offered to those making the best times. The race will be a handicap, arranged by the officers of the Lockport Wheelmen.

MISS EDNA ROBINSON, of Woodstown, N. J., was seriously hurt by being run into by a wheelman on South Main street in that place. As Isal. h Conover was riding down the street, Miss Robinson was coming in the opposite direction, and, when she saw the rider coming she became confused, stepped in front of the machine and was knocked to the ground. She was terribly bruised about the face, besides probably being internally injured. Mr. Conover was thrown from the bicycle several feet and was but slightly hurt. The machine was wrecked. Edward Robinson, father of the young lady, says he will try to have bicycle riding on the sidewalks of the borough stopped.

FOLLOWING are the Press Cycling Club's (Boston) runs for April: Leave club rooms at 10 A.M. April 6 (Fast Day). Reservoir, continued to either Waltham or South Natick. April 9. Blind run. April 16. Waltham. April 23. South Natick (Bailey's). April 30. To be announced.

THERE is a movement to enlarge the quarter mile bicycle track at Baltimore, Md., to twice its present size. The enlargement would give the racing men more of a straightaway course, and the high banking at each turn could be cut down. Many of the riders are in favor of the improvement being made at once while the more conservative ones desire to wait further development.

MESSRS. GEORGE M. HUNT and JOHN M. S. Bowie, two Washington (D. C.) cyclists, will make a tour from that city to Chicago, next summer, during the World's Fair. The start will be made on the 16th of July, and the tourists will make several centuries en route, stopping at places of interest long enough to take views for illustrating descriptive letters of their adventures for the Washington newspapers.

THE announcement of the Prince Wells second annual ten mile handicap road race, Louisville, Ky., June 24, has started all the local talent to training. The race was a great success in 1892, and this year's promises to surpass all previous efforts. The first prize for this season is a copper plated Rambler racer and there will be a large number of additional prizes, the time prize being a specially gotten-up medal by Rogers & Pottinger, jewelers, which will be one of the finest and most artistic pieces of work they have ever turned out. Last season there were thirty-nine starters, but this season there have already been over twenty-five entries received, among them some of the most prominent road racing men in the country. The course for '93 is much superior to last season's, as the boulevard was very soft and the regular gravel boulevard, which is now finished, was not in riding condition.

THE following, from a Zanesville (Ohio) daily paper, has just come to hand, and we think it good enough to print:

"OLD HICKORY."

By A. Frank (Plagarist.)

Perry Gath had a pet,
It was a Hickory wheel,
And every time he mentioned it,
They said they wanted steel.

It followed as a consequence,
They thought he was a fool,
And the people couldn't understand
How he could be so cool.

But he just let them laugh and scout,
And kept on "sawing wood,"
And labored patiently about
Until he'd made them good.

And then he came and laid his case
Before the public dear—
As if to say, "I'm in the race,
For this, my second year."

What makes the man have so much cheek?
The people all inquired—
The dose he gives us every week
Begins to make us tired.

Hickory had a little boom,
Its strength was in its favor;
And everywhere Gath's safety went,
It made its friends the braver.

It followed quite a length the lead,
The wire wheel had gotten;
It made competitors laugh and say,
"Those wheels will soon be rotten."

And so the factory turned them out,
But still the wheelmen wondered:
And waited patiently about
Until we had sold a hundred.

And then they came to Gath and laid
Their cash upon his desk,
As if to say, "We're not afraid,
You'll save us from all risk."

"What makes the Hickory go so well?"
The eager wheelmen cried,
"Because they're built to run that way,"
Their riders quick replied.

Send for Catalogue. **Hickory Wheel Co.** Newton, Mass

THE REMINGTON.

3 PATTERNS FOR 1893.

Light Roadster, Actual Weight, 32 lbs. **Roadster, 44 lbs. Ladies Wheel, 42 lbs**

PRICES, $140.00.

Material, best obtainable. Workmanship unsurpassed. Mannesmann Tubing. Warwick Hollow Rims, and a variety of the best pneumatic tires to select from.

REMINGTON ARMS CO., 315 BROADWAY, NEW YORK

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A HARVEST FOR ENERGETIC AGENTS.

CATALOGUES READY SENT UPON APPLICATION

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WEIGHT 31 LBS.

Our Best Efforts Combined in Our '93 Models.

THE RESULT: Not a Semblance of ANTEDILUVIAN IDEAS.

Improved Columbia Pneumatic Tire.



WEIGHT 37 LBS

Pneumatic Tires, $115.00, $100.00, $85.00.

Cushion Tires, $105.00, $90.00, $75.00

JOHN P. LOVELL ARMS CO., Manufacturers, BOSTON, MASS.

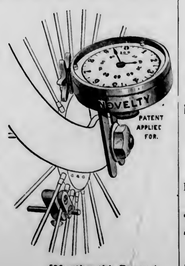
THE

Novelty - Cyclometer.

MADE AND GUARANTEED BY THE

RECORDING INSTRUMENT CO.,

22 Chapman Place, Boston, Mass.
Opposite City Hall.)



Has all desirable features, being light, simple, accurate, easily read from the saddle, and readily attached to the front fork of the bicycle.

Runs to one hundred miles and repeats, or can be set at zero, for each ride and with the accompanying waterproof record book, the number of miles ridden and places visited, each day, or trip, may be retained, for ready eference. Made for any diameter of Wheel.

PRICE, - - $5.00.

[Mention this Paper.]

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WINTON LIGHT ROADSTER.

. . . HIGHEST GRADE THROUGHOUT. . . .

No Agency complete without this Distinctive and thoroughly First-Class Machine.

Winton Roadster, all on, 40 lbs., price $150.
Winton Light Roadster, stipped, 30 lbs., price 150.
Winton Ladies', improved design, 38 lbs., price 150.
Winton Racer, nothing like it, 20 lbs., price 160.

Easiest running bearings in the world. True double diamond frame. Winton perfect pneumatic tires.

If there is no agent in your place, know all about us by asking for a catalogue.

THE WINTON BICYCLE CO., CLEVELAND OHIO.

110 PERKINS AVENUE.

UDELL WOODEN WARE CO., St. Louis, distributing agents in Texas and Missouri, except Kansas City.

An Interesting Question

Has at last been determined. With the great telescope at the Lick Observatory in California, it has been recently discovered that the planet Mars is inhabited—that the great zones or belts which mark the surface of that planet are in reality broad highways thronged with riders of the Tourist Bicycle. It has further been proved after prolonged and careful observation that the Tourist is the **only** bicycle used there.

In view of the fact that Mars probably contains several billions of people, it is **unnecessary** for us to dilate upon the **size** of our factory. Language would fail us, and only the most extravagant imagination can picture its **gigantic** proportions. With a good telescope a person at one end can just distinguish the other end. And apropos of the present pecuniary stringency, we would remark that the tight money market is occasioned by the size of our pay-roll.

N. B.—It is the opinion of the most learned astronomers that **several other planets** of our solar system are using the Tourist exclusively, but we cannot **confirm** this rumor.

GEO. R. BIDWELL CYCLE CO.,

FACTORY. Colt's West Armory. Hartford, Conn. 308 - 310 West 59th Street, New York.

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The THREE Most Important Points in BICYCLE CONSTRUCTION

ARE THE TIRES, RIMS AND BEARINGS.

IN THESE THREE POINTS THE CLEVELAND BICYCLES **LEAD**

FITTED WITH CLEVELAND PNEUMATIC TIRE

The tread portion of which is constructed of THREAD, and does not in the least detract from the RESILIENCY and LIFE of the combined air.

Used with CLEVELAND RIM, permitting permanent repairs in five minutes.



CLEVELAND NO. 4.

A PRINTED GUARANTEE FURNISHED WITH EACH AND EVERY WHEEL SOLD

THREE LEADING NUMBERS: NO. 3 CLEVELAND. NO. 4 CLEVELAND. NO. 5 CLEVELAND.

Send for Catalogue and take your choice.

H. A. LOZIER & CO., - - - - CLEVELAND, OHIO.

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HIGHEST GRADE

EXCELSIORS

Racers.
Road Scorchers.
Light Roadsters. Ladies'.



Weights,
25, 30, and 35 lbs.

Few more good agents wanted in New England, Middle, and Southern States.

ACKNOWLEDGED LARGEST SUNDRY HOUSE IN THE UNITED STATES.

LIVING · DISCOUNTS · TO · LIVE · AGENTS.

SEND STAMP FOR ENCYCLOPEDIA OF CYCLERS' WANTS, NOW READY TO MAIL.

LIST OF SECOND-HAND WHEELS.

If you do not find what you want on this list, state what make of bicycle you prefer, and what price you are willing to pay, and as we are daily receiving second-hand bicycles, can in all probability supply you.

No.	Size.	Make, Finish, etc.	Price
*816	28	Otto, enameled, shopworn	$ 9.00
*900	52	Expert, 1884 pattern	15.00
*981	51	Harvard, good condition	15.00
*1023	54	Premier, ordinary, balls and cones, good condition	15.00
*1075	—	Sylvanor, bell, first-class	45.00
*1077	30	Gales, cushion tires, 1891 pattern, good condition	40.00
*1085	—	Ladies' Quadrant, pneu. tires, first-class condition	65.00
1103	—	Ivel Safety, K. of R. lamp, good condition	30.00
*1114	—	Featherstone Pneumatic, tangent spokes	60.00
*1124	30	Victor, spring fork, 1889 pattern, good condition	40.00
*1139	—	Sylph, slightly shopworn	$65.00
1144	—	Featherstone, good condition	65.00
1148	—	Boys' Junior, fair	10.00
*1152	—	Columbia, solid tire	45.00
1154	—	Ladies' Rambler, good condition	65.00
1156	—	Star Safety, good condition	25.00
1161	—	Diamond Rambler, first-class	65.00
1165	—	Niagara pneumatic	85.00
*1168	—	Junior, solid	10.00
*1171	—	Temple Scorcher, white, pneu., N. Y. B. & P. tires	90.00
*1172	—	Moffat, good	$70.00
*1173	—	Moffat, good	70.00
*1177	—	B. & A. Pneumatic	65.00
*1180	—	Warwick, Pneumatic, Diamond, good condition	90.00
*1181	—	Student, cushion, first-class	65.00
*1182	—	Warwick, cushion, first-class	60.00
*1184	—	Victor pneumatic, as good as new	115.00
1185	—	Warwick diamond, cushion, good condition	60.00
*1186	—	Featherstone pneumatic, good as new	50.00
*1187	—	Liberty pneumatic, good condition	85.00
*1188	—	Premier Pop., solid, good condition	30.00

SHOPWORN.

Rambler, Ladies, cushion	$65.00	Victor B, Cushion	100.00
Rambler, Ideal	35.00	Cresdenda Cushion, '92 pattern	75.00
Telephone Pneumatic	95.00	Juno Cushion, '92 pattern	45.00
Temple Scorcher Pneumatic	85.00	Crescent Cushion, '92 pattern	60.00
Eclipse Safety Pneumatic	$75.00	Kite Cushion, '92 pattern	75.00
Victor B, Pneumatic	110.00		
Liberty Pneumatic	75.00		
Rambler, Diamond, Pneumatic	100.00		

HOWARD A. SMITH & CO., *NEWARK, N. J.*

RUDGE SCORCHER NO. 1.



"TO ERR IS HUMAN"

But errors in judgment in the purchase of high grade safeties can be avoided by purchasing the reliable

RUDGE CYCLES

Now on the market for 22 years, and at present being manufactured in the Rudge American Branch Factory under our own supervision, from finished bearings, forgings, etc., direct from the parent Rudge factory.

11 Patterns for Ladies and Gentlemen; weights from 20 lbs. up. Track Racers, Light Road Racers, Light Roadsters, Medium Weight Roadsters, Roadsters strong enough to carry any weight of rider.

With only best material, finest workmanship, superb finish, correct proportions and design, they can be depended on as reliable—completely satisfactory. Agents wanted in unoccupied territory. Catalogue Free.

ROUSE, HAZARD & Co., 9 G St., PEORIA, ILL.

Largest western jobbers of Western Wheel Works' Cycles. Prompt shipments guaranteed.

GEO. M. HENDEE, Agent for New England States, Springfield, Mass.

Hand-Knit Sweaters.



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Line of Bicycles this Season consists of the

ROAD KING, price, $150. DUKE, price, $100. PRINCE, price, $70.
ROAD QUEEN, price, $150. DUCHESS, price, $90. PRINCESS, price, $65.

We have the finest line of sweaters in this country, all hand knit from the best yarn, in all colors and stripes. In recommending our sweaters we wish to call particular attention to their weight, as each one contains more wool than any other like garment on the market. All wool goods go by weight, and as our sweaters weigh from 2 to 10 ounces more than any other manufactured, it is easy to see which contains the most value.

No. XX. Extra Heavy, Solid Colors, $5.50
" X. Solid Colors, - - - 4.50
" 3. Same as No. X, only a little lighter, - - 3.50
" 4. Black, Blue, and White only, Striped Sweaters, extra, 2.50 .25

We have the finest line of Bicycle Clothing, Shoes, etc., to be found in the country.

Complete Catalogue sent free to any address.

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Ask the Riders of



1893 ROAD KING.

ROAD KINGS
. . . AND . . .
ROAD QUEENS

How they like their mounts and you will hear nothing but the highest praise for these two HIGH GRADE WHEELS. In '92 these machines stood second to none, and for '93 they have been much improved particularly in regard to weight. They are also fitted with the

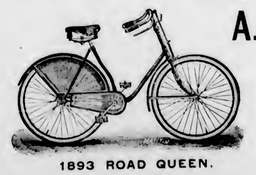
Dunlop '93 Detachable Pneumatic Tires

which any rider can repair by the roadside in 5 minutes' time without the use of tools or previous experience. CATALOGUE READY.

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1893 ROAD QUEEN.

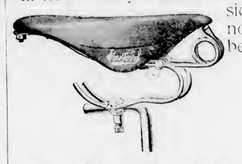
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16th and Clark Streets and Armour Avenue.

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ELYRIA is twenty-six miles west of Cleveland on the Lake Shore and Michigan Southern Railway. Passengers traveling this route will notice our new factory a short distance east of the depot on the north side of the tracks, and seeing it will not be surprised at our claiming to be the . . . . . .



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By the way, if it be convenient stop over a train. We are always pleased to show our new plant, and our visitors so far have enjoyed seeing the building of saddles reduced to a science.

GARFORD MFG. CO.,

CORRESPONDENCE SOLICITED. ELYRIA, OHIO.

The Lightest Guaranteed "Road Wheel" Made,

"THE KEATING"

Model B, 32 lbs. Model G, 29 lbs. Model D, 25 lbs. Model E, 23 lbs.

Where is There Such an Array of Light Wheels?

THOROUGHLY TESTED.

Found perfectly reliable. Features on the "Keating" which no other Bicycle has. Easiest running wheel on the market. To see it means buy. Most complete Catalogue issued.

KEATING WHEEL CO., Holyoke, Mass.

1775 Broadway, 142 Chambers Street, NEW YORK. 145 Columbus Avenue, BOSTON.

THE BICYCLING WORLD.

Published Every Friday

— BY —

THE WHEELMAN CO.

Incorporated under the Laws of Massachusetts.

167 OLIVER STREET,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5587, Boston, sending their old address as well as their new, and their League number.

TO OUR ADVERTISERS:

Copy for new advertisements must be handed in by Tuesday morning to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN CO.

☞ *Postage stamps will not be accepted hereafter in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken.* ☜

C. W. FOURDRINIER, Editor and Manager.

EDITORIAL STAFF:

J. S. DEAN. JAS. W. CARTWRIGHT, JR. H. CROWTHER.

BOSTON, APRIL 7, 1893.

This Article Takes the

Prize of $20.

Successful Advertising

- is -

Telling facts in a bright and pointed way.
Clothing them in effective typographical regalia.
Such as illustrations that illustrate, attractive borders, and so forth —
So they will: 1st, be noticed; 2nd, read; 3rd, carry conviction; 4th, make buyers.
Giving new facts — or old ones in new dress — each time —
Scoring a bull's eye whenever you can —
Without hitting a competitor or giving him a free ad. —
Remembering that people buy merchandise — not grievances.
Spending your money for space to the best advantage —
By selecting, if funds are limited, a few papers of large circulations
Rather than many papers of small circulations —
Because the greater the circulation, the cheaper the rates pro rata.
Using space in the right mediums continuously —
Never spasmodically or half-heartedly —
But with an understanding that advertising is cumulative —
And an investment rather than an expense.

APOLLO.

No more important subject has been called to the attention of League members for a long time than the one relating to securing of a road exhibit at the Columbian Exposition in Chicago. The practical presentment of this matter is of so much importance that it ought not to be necessary to do more than direct the attention of the L. A. W. to it in order to secure material aid in forwarding the work. Owing to the lateness of the day, anything that is to be done must be taken hold of quickly.

PRESIDENT BURDETT, in an interview last week in the *American Cyclist*, states that the offer of $25,000 for the franchise of *Good Roads* was a *bona fide* one and free from any condition whatever, except that the purchaser should have access to and the use of the L. A. W. mailing list, that being a part of the franchise.

As the BICYCLING WORLD recently stated editorially that we understood the offer as made was conditional upon the payment of 50 cents per member, which statement was made upon the strength of what we considered reliable information, we take pleasure in giving space to President Burdett's declaration of the fact that this was not so, but that the offer made was an unconditional one.

OFFICIAL timing is a question that has been frequently discussed on this side of the Atlantic, but with all the agitation which has been given it, nothing definite has materialized, nor is it likely that we shall witness the experiment tried this year. The Racing Board has had — as many times — the subject under consideration, and has evidently decided to do nothing as regards either official timers or official watches this year. The conditions in this country are so different from those which obtain in England that it did not seem feasible to decide on making appointments for this season. The size of the United States in comparison with England would require the appointment of upwards of probably one hundred timers, and as it would be extremely difficult to secure experienced ability at the outside, it was finally concluded not to risk the experiment.

AS sensible a sermon as has been preached in a long time is the one which could be framed from the article by X. Y. Z., on the "Front Driver" in last week's BICYCLING WORLD, based upon this one clause: "Comfort is a far more important factor to successful cycling than many people are, I think, apt to imagine."

There can be no question but that comfort to the average every-day rider — particularly he of touring proclivities — is of first importance. Many and many a business or professional man has taken a dislike to the sport at his first initial attempt, simply and solely because he has been obliged to suffer from discomfort that could have been easily obviated had the proper attention been given by those who should have been sufficiently interested in making a convert, to see that he was properly fitted with a machine; and in our latter-day cycling it has passed into more than a proverb that strong prejudices have been conceived against the sport by those who have seen a string of hump-backed wheelmen scorching along the city streets and country roads as though — and sometimes one is almost tempted to believe that this is really the case — the sole enjoyment capable of being gotten out of the sport could be secured by holding one's nose down on the front wheel. All the experience of tired muscles and cramped limbs goes for naught when the results are summed up. Experience, which should be a teacher whose lessons ought not to be forgotten, fails us and the sport loses many votaries, who, if properly directed, would throw influence and strength into the scale.

Let the builders of the front driver look well to the comfort of the rider, and that much-derided mount will secure many friends.

THE BICYCLING WORLD enters its emphatic protest against language like the following, which recently graced the editorial columns of *Cycling Life*, in commenting on the negro question:

"This is a surprising form of retaliation, but it is level with the petty ambition which, when thwarted, produced it. In studying it the Northerners may learn a profitable lesson. Watts and his band of swashbucklers should be disarmed of the weapons with which they menace the general peace. They should be muzzled. They are brawlers whose swords leap too quickly leap from scabbards."

It is unnecessary to go into the merits or demerits of the case or to take sides for or against. Whatever the opinions which the North and the South respectively may hold in regard to the admission of the negro into the League of American Wheelmen, the fact remains that Mr. Watts and the rest of the men who supported his amendment at the National Assembly by their dignified and manly attitude under defeat won the respect and admiration of every *gentleman* in that convention, and to stigmatize them as "brawlers" and "swashbucklers" is not only directly at variance with the facts but is in perfect keeping with the character and style of the language indulged in by the journal which gave it space.

One of the most difficult lessons for minds cast in a narrow mould to learn is that the honest opinions of other men may be just as sincere as theirs — to say nothing of the fact that they may be much nearer the truth. It is an unfortunate fact that for some time past there has been a decided tendency toward scurrility and detraction on the part of many of the cycling papers, and we think it high time that this low tone should find its just and sharp rebuke at the hands of the patrons of the sport.

We believe that there is a higher standard of journalism — even though it be purely cycling journalism — than that which caters to cheap notoriety and small and envious personalities, and it shall be our aim and endeavor to conduct and maintain this paper in a manner alike befitting the dignity of the official journal of an organization like the League of American Wheelmen, and the elevated character of enlightened modern journalism.

$500 Damages for a Fall.

EDITOR BICYCLING WORLD: The case of John L. Bartlett vs. The District of Columbia was tried in the Supreme Court of the District of Columbia, on Monday last, Mr. Clarence A. Brandenburg and myself appearing as attorneys for the plaintiff. This was a suit for damages growing out of personal injuries sustained by the plaintiff owing to the defective condition of M street, in this city. A trench had been dug in the street, had been filled up with earth, but not reconcreted as was the rest of the street, thus leaving a depression in the roadway several inches in depth. Plaintiff while riding his bicycle one evening after dark, and while exercising ordinary care, rode into this depression and was thrown from his bicycle, the fall breaking two front teeth and loosening others, and temporarily disfiguring his face. The jury returned a verdict of $500 damages. This case is an important one, as it establishes new law in the District of Columbia, viz: that it is as much the duty of the municipality to keep the streets in safe condition for bicyclists as for any other vehicle. Although this principle has been established in other jurisdictions, this is the first time it has ever been laid down by a court of record here.

Believing that you will be interested in knowing this, I remain, Yours fraternally,
WALTER C. CLEPHANE.

Washington, D. C., March 30, '93.

A Cycling Editor to Wed.

D. H. LEWIS, who is popularly known as "Dai" Lewis, editor and proprietor of the Buffalo *American Wheelman*, will commit matrimony at Buffalo, April 12th, his bride being Miss Etta Meaney, who has been for several years a teacher in the public schools of Buffalo. The wedding will be strictly private, only four being present — the immediate relatives, and "Pop" Warren, the popular Buffalo rider, who will be best man; and Mr. Lewis refuses to make known the proposed route of the honeymoon tour, as he is afraid of several of his bachelor friends, who are sworn to do all in their power to make things interesting for him for deserting them.

Mr. and Mrs. Lewis will occupy a new cottage in the Buffalo suburbs, which is now in the hands of the decorators. Having just bought out his partner's interest in the *American Wheelmen*, and the possessor of a beautiful wife, Dai should feel reasonably happy, and those who know the rosy-faced hustler have no doubt but what he is. We offer our congratulations to Mr and Mrs. Lewis, and Stillman G. Whittaker wishes us to state that he is sending Editor Lewis a pure white goat C. O. D., the goat being the Welsh national emblem, together with the leek. All bequests, "Whit" further says, can be sent to Chapin Block, Buffalo, N. Y.

The Globe Girdled.

On last Friday morning Thomas G. Allen of Ferguson, Mo., and William L. Sachtleben of Alton, Ill., rolled into St. Louis on their bicycles, having completed a tour of the world in three years, as already noted in the BICYCLING WORLD. Both young men were graduated from Washington University in 1890, and undertook the trip to improve their education.

Representatives of the St. Louis cycling clubs met the tourists outside the city and escorted them to the clubhouse, where they were given an enthusiastic reception.

A banquet which St. Louis wheelmen will tender the pair takes place to-morrow night week. The South Side Cycling Club will tender them a reception next Friday evening. The pair will spend some three or four weeks with their relatives in St. Louis and then start out and complete their plans by wheeling to New York City.

THE MARYLANDS GET IT.

Raymond Awards Sanction to the Maryland Club—They had Priority of Application.

CHAIRMAN RAYMOND has decided in favor of the Maryland Club, and unless the Associated Clubs conclude to appeal from this decision, it settles the contest that has caused such a stir among the wheelmen of Baltimore.

Accompanying the decision, which is quite a long one, and which goes into all the details of the case, and a copy of which was sent to the representatives of the contesting delegations, was the following letter, addressed to the Associated Cycling Clubs:

Brooklyn, March 31, 1893.

MR. J. T. BROOKS, Baltimore, Md.

DEAR SIR—Enclosed I hand you a complete detail of the Baltimore case. I have given the sanction to the Maryland Bicycle Club. In doing this, I felt that I could only act on the actual facts and not on impressions.

My personal inclinations would direct that the body comprising all the clubs of your city should receive this sanction; but I must in all such disputes decide on the facts, without fear or favor to anyone.

I am conscious that in rendering the decision many will feel aggrieved, but calm judgment will convince all that there could be no other conclusion arrived at. If the Maryland Club acted in bad faith in applying February 6th, it would have no bearing on the fact that on February 11th the Associated Clubs had an equal chance to send an application. The application would have been in time. The mere belief that the Maryland Club had applied in January would not have prevented an application being in time on February 11.

If the delegates saw fit to accept the statements of the Maryland Club, which were unfavorable to their case, in preference to the statements what were favorable, it is a misfortune, undoubtedly, but should not be made to work a harm to any one save themselves.

If I had been convinced that positive statements had been made against the associated clubs applying, my decision would have been different.

With confidence in the ultimate burying of all differences among wheelmen of your city, I am
Yours truly, H. E. RAYMOND.

The Century Cycling Club of Maryland.

THE Century Cycling Club of Maryland has been organized with 80 charter members and the following officers elected for 1893: Albert Mott, Louis Greene and Plumer F. Bigham extra members on the Executive Committee; John T. Brooks, Chief Centurion; J. C. Woods, of Washington and Albert Mott, Vice Chief Centurion; T. Howard Harvey, Recording Centurion; W. C. Roberts, Financial Centurion; Fred B. Eisenbrandt, Leading Centurion; Henry D. Dietz, First Assistant Leading Centurion; John H. Denmead, Second Assistant Leading Centurion; Jos. E Geigan, Surveying Centurion.

This organization is intended to be national in its scope. To accomplish this end the cost of membership for the first year has been reduced to $1.50 and $1.00 for each following year. The initiation fee is $3.50. Members must ride two centuries per year or pay a fine of $1.00.

The Executive Committee is at present engaged in getting up a handsome 50 page book of general cycling information which will also contain the constitution and by-laws of the club; 30,000 copies of this book will be printed and distributed among the leading cyclists all over the country.

Already seven of the members have made centuries. A handsome championship medal has been offered the member making the greatest number of centuries during the season.

The International Meet At Chicago.

No time is being lost by the various committees in charge of the international cycling tournament to be held in Chicago, August 5 to 12. During the week the Track Committee has consulted a firm of contractors, who estimate the cost of the track at $7,500. The idea of surfacing it with burnt clay has been abandoned and gravel will be substituted. The contract will probably be awarded to the people who built the Parkside track.

The Race Committee is in receipt of information to the effect that all countries which have amateur organizations, except Belgium and Germany, have named their delegates to the International Cyclists' Association. The two exceptions promised on March 15 to take action at once.

England has requested that the international championships be run as late as possible, as she will pick her team from the results of her spring meets, and fears they will not have time to get into condition if only in America a week previous to holding of meet. These events will therefore be run on Friday and Saturday, Aug. 11 and 12.

Give the Farmer a Chance.

Let every farmer give the subject of roads half an hour's thought, and he will convince himself that a new road now demands the attention of our Legislatures, and then let him say the same to his representative, which will result in a move for better roads.



THE feature of the run of the Denver Wheel Club to Morrison yesterday was a splendid coast of about ten miles on the return trip, the party being assisted by a strong breeze from the mountains.—*Denver News.*

A coast ten miles long! Think of it ye wheelmen whose lot is cast in a level country where never a rise is known.

No wonder Denver can promise great inducements to the visiting cyclists if the League elects to hold its '94 meet within her doors. For the joys of a long long coast on a perfect day have never yet been fitly sung. The whirl of this shining web of steel has oft been likened to the flight of a circling bird, but tame and cold is the motion of the wheel under propulsion to that matchless swing and swoop with which it flies down a smooth and winding road.

The wind is all set fair, and far ahead stretches and lengthens the path, narrowing away to a ribbon of shining white; while free and glad, drinking in the balmy summer breeze, whose every breath intoxicates like wine, the rider guides his steel steed with a buoyant pulsing arrowy sweep, every leap of which seems not the cold roll of base material matter but the flight of a thing etherial—a sentient creature.

A pause—a turn! And faster, freer swings the magic steed adown the last steep rush, flying out into the level beneath the hill, slower and slower turning ever, until at length the joyous rider spins through a long grove of pines whose waving boughs make solemn music in the wooing winds to rest at last upon a bed of velvet sward beside the singing brook and muse on the dreams of day.

Sure never was experience like to this.

I have known the delights of motion in all its varied phases; the flight of the freighted sled to the bottom of the ice-clad hill; the sweep of a white-winged yacht, staggering down the wind under a snowy cloud of sail; the ringing clang of skate or ice-sloop over the frozen river; the long gallop astride a splendid horse, or the wild, weird rush through midnight wood and gorge upon the monster engine of a lightning express, doing seventy miles an hour;—but never, never have I felt aught akin to the joy the cycler feels when his steed is let loose down the sinking hillside, and he seems upborne upon the wings of the wind as fast and free he flies into space!

THE L. A. W. pays its good Abbot $3500. Amateurism is still on top.—*The Wheel.*

Only $3000, Mr. *Wheel* man.

Not that it ought'n't to be $3500; the position is worth it; but then you know the cheese-parer would have a fit if such a thing were even hinted at.

But it will come some day.

WE congratulate both the League of American Wheelmen and the WHEELMAN Co. on finally securing such rulings as forever settle the BULLETIN'S right to pass through the mails as second-class matter.

All other considerations aside, we have never been in sympathy with the childish, petulant, revengeful, despicable and unprofessional threats to have the paper stopped by the postal authorities, which have emanated from rival publishers. ^ ^. The *Wheel* is fair and whirls for all. *The Wheel.*

Whirling, of course, for the *Wheel* first of all!

Which is perfectly right and proper; if you don't blow your own horn no one else will do it for you.

Meanwhile, good *Wheel*, accept our thanks for your fairness. You have hit the nail squarely on the head, and we shall of course now have from these "rival publishers" rash and—disingenuous, shall we say? to put it mildly—denials of any but the most pacific and disinterested considerations for our welfare, coupled with strenuous asseverations of loyalty to the L. A. W. and sturdy devotion to its interests.

All of which is very, very funny to those who remember how one Chicago paper which while now with a great flourish of trumpets announcing itself as the strongest kind of an advocate of Good Roads (so strong indeed that one would imagine the individual membership of the League should give up its every moment to highway improvement—nothing but highway improvement!) was yet, no longer ago than during President Dunn's time, so actively opposed to this very highway agitation and idea that it attacked it right along, in precisely the same way as—doubtless by way of practically illustrating its strong friendship for the L. A. W.—it is now keeping up a vituperative clamor at and against other League officials and methods.

What an awful dangerous thing to fool with a short memory is!

JAMES R. DUNN?

Mentioned above?

Yes. By the same token he was one of the best presidents the League of American Wheelmen ever had.

Always the perfect gentleman, he was no less sufficiently wise to foresee, and broad-minded enough to grasp, the golden opportunity presenting itself to the League of furthering and leading the Good Roads movement. Who does not remember how at the Niagara Convention—and before it as well—he stood almost alone in his idea of combining with the L. A. W. power the agricultural and highway influences of the country?

But he has a goodly company to-day, I ween, thanks to the heaven he and few more liberal and progressive members of the League of American Wheelmen so tirelessly and disinterestedly worked for.

All honor to James Randall Dunn!

THEREFORE, we smother all petty professional ambition in indulging the large and earnest hope that *Good Roads* will be the next official organ.—*Cycling Life.*

Why this is odd!

I have seen nothing in cycling for some ten years past more surprising than the unanimity with which several of our esteemed contemporaries are so vigorously advocating the idea of a *monthly* L. A. W. official organ, and it has occurred to a good many people to ask why.

Of course the fact that they are weekly publications has nothing to do with the case. Oh dear no!

SAY, Mr. "Idler," it was too bad to disappoint you so cruelly, wasn't it? It is no doubt with the most sincere sorrow that you will long ere this have learned that your little song was all sung in vain, and that you will still receive the "Passing Hour" even though you read it not.

Nevertheless, my dear fellow, should the time ever come when you will be compelled to disgorge an equivalent in the coin of the realm (and how reluctantly that would be done had best be left to vague conjecture) for the paper, comfort yourself with the thought that I will have you put on the free list. As a member of the guild it would transgress all tradition to even hint at a monetary consideration from a newspaper man for another journal.

MR. A. H. MACOWEN, one of the editors of the *American Athlete*, comes away with an affidavit in his last issue to the effect that that paper printed no less than 4100 copies for the week of March 24.

I presume congratulations are in order, although the tone of the *Athlete* toward this paper for the past three or four weeks has been hardly of the sort calculated to foster a feeling of the closest and most intimate friendliness.

Still the BICYCLING WORLD can afford to be, and is, without the petty jealousies which distinguish some others of the cycling press, and we are glad to know that MacOwen is booming his paper so vigorously.

IF there is one thing more than another that Col. Albert A. Pope does to perfection, it is his instruction to the great public by means of object lessons. Take good roads for example.

In one of the street floor windows of the big Columbus avenue establishment in this city, is a cross section of a Telfordized and Macadmized road twelve feet long with plate glass sides. This is one of the most valuable and instructive exhibitions that I have come across. The cross section shows clearly the manner of road construction and enables the lay mind to obtain such an idea of the proper methods as is impossible in any other way.

I understand Harvard University is to have a duplicate of it made.

IT affords me infinite amusement—and I am I told that I am not the only one who manages to extract enjoyment from the matter, thus proving that all things have their uses—to read the weekly song and dance acts which the average cycling paper of the country manages to scare up each week in talking of the BICYCLING WORLD, and it reminds me pleasantly of that old story that is to the point, of a big man who received a daily drubbing at the hands of his little wife and who, when questioned by a neighbor as to why he bore it with such equinimity replied, that "it did not hurt him any and pleased her immensely."

THE bidder for the Cycle Show of 1894 is already making himself heard—a few of him.

The Quaker City of course, with its Associated Cycling Clubs is going to be on hand, and I learn that there are a number of New Yorkers who are now at work in the interest of the Madison Square Garden exhibit in that city. Moreover I am assured that they are business men with experience in handling affairs of this sort, and more than that, with sufficient capital back of them to insure its financial strength, it being said that a fund of $20,000 will be forthcoming of which something like $10,000 is already guaranteed. If they can secure the support of a sufficient number of manufacturers and importers, the thing is to be a go.

It would not surprise me in the least if the question of the National Cycle Show were to be sharply defined in the fight between New York and Philadelphia next winter.

WE have always had the impression that cycling journals are published in the interests of cycling. The L. A. W. BULLETIN reaches thousands of wheelmen that no other cycling journal does, and still the *Bearings* would, if possible, prevent the BULLETIN from reaching these thousands. Is this what the *Bearings* calls "furthering the interests of cycling?" We certainly do not.—*American Wheelman.*

No, Mr. Lewis, nor does any other fair-minded man; it would be called furthering the interests of *Bearings!*

TO our Dear Friends and Well Wishers out West:

Guess again—and keep on guessing; and when you are through you will probably know just about as much or as little as you do now!

IT is rumored that a change is to be made in the office of handicapper of this district of New England, and that Mr. E. P. Burnham will not be reappointed. I trust this is not correct as there is no one hereabouts who is better fitted for the position than he. Mr. Burnham has been official handicapper for four years and his work has given entire satisfaction. The position is an important one, and there is nothing so essential to success as experience, knowledge of the racing men, and a complete set of records. All these Mr. Burnham has, and to depose him now just on the eve of an important racing season would be likely to work against the best interests of racing.

"JONAH" was a *mon de plume* in not-so-very-long-ago cycling that was known far and wide, and Mr. Wetmore, the owner, developed such a taste for literature that he went into it as a business and is now publishing and editing *Town Tattle*, an illustrated society journal of Elizabeth, N. J.

That he has not forgotten his first love is evidenced by "Tanglefoot's Talks" in his paper, a column devoted exclusively to cycling and the trade.

THE *Zig Zag Cyclers*, "a bi-weekly paper for amateur wheelman," to quote its own heading, published in Indianapolis, in its issue of March 23d devotes two columns to discussing Mr. Raymond's methods in regard to violations of the amateur rules and indulges in a few complimentary remarks, which, while we feel sure will not cause Mr. Raymond to lie awake nights, are yet hardly within the etiquette which obtains in polite society.

As a sample:

"We will not get so hot we will be consumed in our own heat, we won't get revolutionary and break up the League, but we simply say: If the above is one of the rules, then —— the rules."

IN the WORLD last week a cut was given showing Mr. Willard, of Quincy, with his little five-year-old, the idea being to show the advantages of giving the little fellow a chance at the pleasures and health-giving qualities of the bicycle.

It struck me that that was a pretty good idea, and accordingly when my friends, Messrs. Rich & Sager, sent me one of their Beauty Child's Seats to make a practical test of, I determined to see what there was in it, and I must confess that I am more than delighted with the results.

Having, fortunately, a small family of my own, I was enabled to utilize one of the youngest, and in the course of a week's usage of the seat as an addition to the bicycle, I find it most thoroughly delightful; the pleasure evinced by the little creature in the wheel and its varying motions being only to be equaled by the beauty which is undoubtedly offered by the out-door exercise; while as for safety, if the seat is properly secured to the machine, there is not the slightest danger. Of course I should not do any searching or riding along a street crowded with vehicles, but for the ordinary travel of suburban life and country roads it is as safe in every respect as a baby carriage, while the latter cannot begin to equal it from the standpoint of enjoyment to both parent and child.

The Rich & Sager seat is one of the best contrivances yet devised, and if all fathers who own safeties knew of its merits they would not be without it for a day.

THE Brooklyn *Eagle* has evidently been largely subsidized by the cash prize league. Says it in a recent issue:

It is more than probable that several of the speediest of the amateur wheelmen now in the ranks of Brooklyn's fast racing set will desert the amateur field and try for the sure and ample rewards which the association will hold out to the professional cyclers.

As I have said before the denial of Class B was the N. C. A.'s opportunity.

SPEAKING of the N. C. A. calls to mind an illustration of the manner in which the daily press tie up League and cycling matters into more bow-knots than the well informed in the sport could disentangle in a month of Sundays.

The *Times-Star*, of Cincinnati, gives this view as to the cause of Barrett and Munger's expulsion from the League:

George R. Barrett and L. D. Munger, the Chicago riders, applied for membership in the National Racing League and they have been expelled by the L. A. W. They both affect a willingness to repent and want to be taken back.

For bald inaccuracy and unhesitating misrepresentation commend me to the lay (my apologies to Mr. Wardrop!) newspaper man.

THE Canadian Wheelmen's Association at its annual meeting last week tackled the amateur rule, and handled it in just about the same way that the L. A. W. did.

It was resolved that any man employed by a cycle manufacturer is an amateur and can race in amateur racing as long as it can not be proved that he is engaged expressly for racing, or that the manufacturer does not pay his training expenses, and it was also resolved that a cyclist may accept from the club he belongs to the payment of his railroad fare and entrance fee to race meets. The prize limit value was set at $150 and no prize of greater value shall be offered. A number of amendments to the constitution were also passed.

MR. C. S. MERRILL is out a bicycle and is anxiously looking for the individual who borrowed the machine, which was a 32 pound Brooks' safety with a nickel fork crown, the only one with this distinguishing feature in the country. The wheel was borrowed on the 31st of March, the borrower taking it 'round the corner to try, and $25 reward is offered for the recovery of the wheel and the detention of the borrower.

A NOTE to riders of the elliptical sprocket: Don't ride with too slack a chain!

The proper adjustment of the chain should be carefully looked after on all machines, but particularly so with the elliptical sprockets, the varying diameter of which gives much greater room for play than on spherical gear wheels.

I AM in receipt of a handsome bronze medal paper weight which the Gormully & Jeffery Mfg. Co. are sending out as a souvenir of the Chicago Exhibition, soon to be in full blast in Chicago. On one side is shown the Administration Building, which will be the home of the Executive Staff and one of the most attractive structures on the ground, and on the other in relief is a Rambler No. 4 safety.

It was their original intention to issue these souvenirs for their agents only, but inasmuch as some of their good friends, who had seen the sample medal while paying them a visit, have requested that more than one be sent them, they have concluded to strike off an additional limited number which will be furnished to Rambler agents and their friends at 50 cents each, postpaid, or 40 cents if sent with other goods, by express, which amount will partially pay cost of issuing.

And they are an ornament to any desk as well as a permanent souvenir.

THE "scoop" which the BICYCLING WORLD secured in publishing the news of the granting of the pneumatic safety patent to Mr. Sterling Elliott does not seem to have been very generally commented on by the cycling press at large (I can't think why not!) and yet I question whether any more important announcement has been made for a long, long time.

And do the many firms who have been building pneumatic safeties all over the country realize what it means?

THIS is to give notice to *Bicycling News* that when it wishes to utilize material from the BICYCLING WORLD'S "Passing Hour," as was the case in its issue of March 25th, when it quoted "Ariel's" news about Zimmy's new departure into the fields of cycling journalism, it will kindly tack on the proper credit at the tail end of the paragraph, instead of putting it down to the clank of some other paper.

I don't object to being quoted, but I am a trifle particular as to what my name is coupled with.

FIVE DOLLARS REWARD.

In order to complete our photograph gallery of national cycling celebrities, the BICYCLING WORLD hereby offers five dollars reward for the first photographic likeness of Mr. L. J. Berger, editor of *Bearings* of Chicago, that may be sent us.

Snap shots or any authentic likeness are in order.

ARIEL.

"Get onto the UNION!"



You may hump yourself to a jackknife shape,
And pump 'till you're all in a stew;
If you want top speed without looking like an ape,
You should ride a UNION P. D. Q.

• •

Oh, It's TOUGH!

That ....

Airtite-Dun[illegible]

Pneumatic.

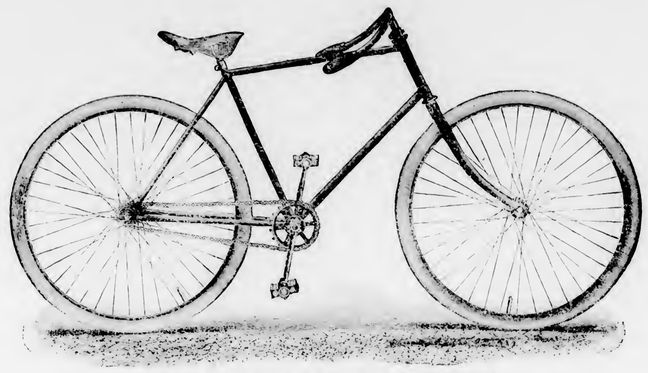
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THE ONLY WHEEL THAT LISTS UNDER $150 AND SELLS IN COMPETITION WITH THE HIGHEST PRICED ONES.

THE MOST TALKED OF WHEEL IN AMERICA TO-DAY.——— WHY? YOU HAVE NOT SEEN IT——— HENCE YOUR QUESTION.

CATALOGUE NO. 27 TELLS ALL ABOUT IT.

WESTERN WHEEL WORKS
CHICAGO.

R. L. COLEMAN CO.,
SOLE EASTERN AGENTS.
35 BARCLAY STREET AND 40 PARK PLACE,
NEW YORK.

TELEMACHUS' TALKS.

Compliments to "The Senator"—The Celebration of Decoration Day.

THAT "Senator" Morgan should take up the cudgels in defence of his ex-comrades, the professionals, was to have been expected; but that he should have so missed the point of my remarks concerning them is a matter for surprise; the fact that he carefully refrains from a denial of the assertion that Prince is still "faking" may mean that he does not want to see the point. If the Senator will re-read the article, he will find that nothing is said against professionals as such, nor even against the whole body of old-time professional bicycle riders, that we knew. There was good in some of them (this may readily include the Senator), but as a body they were a bad lot. If mention was not made of their virtues it was because their vices was predominant, and they alone were dealt with.

In bicycle racing the thing of all others which is most essential is honesty; the audience may be given everything else—fast riding, record breaking even, exciting finishes—but if the suspicion is once aroused that these races are not run square-ly, everything else is as naught. It is the same in every other branch of sport, from the highest to the lowest; the most brutal prize fight will arouse great excitement just so long as it is believed to be on the square; the instant there is thought to be anything crooked about it the participants are damned. So it is with bicycle racers; winning manners, "magnetism," ability to blaze the way for cycling enthusiasm, fine physique, and all that are very well if honesty goes with them; without it they amount to nothing.

We prefer that a champion should have the good qualities of a Zimmerman or a Windle, but we only *insist* that he should ride faster than his competitors and be honest. There was much mourning when Rowe defeated Hendee, but the latter's good qualities availed nothing against Rowe's greater speed and honest victory. Richard Howell was perhaps as despicable a champion as could be found; personally he was everything that we abhor, but when the "stuff" was displayed before his eyes we knew that he would ride for it—unless someone else offered him more money to hold up. The contests between Rowe and Temple were exciting as long as they were for blood; the instant things were fixed between them they disappeared from the public gaze, and the history of their deal leaves a bad taste in the mouth to this day.

So it is with Prince and Eck; we know that they faked shamelessly in the past, and let the suspicion arise that they are playing the same game now, and all confidence in them is destroyed.

It is said that Prince is trying to lead an honest life and that we should not remember his past sins. This is not borne out by the reported facts.

A Jacksonville (Fla.) paper, in giving an account of one of his recent races against horses, says that the tip had been passed around that it was the horses' turn to win that day, and that in consequence everybody wanted to bet on them; that the tip was a straight one was proved by the fact that the horses did win. Prince was very cheerful, however, and remarked that he expected to get his revenge the next time he tried. This bears all the ear-marks of his old tricks, and it is difficult to do anything but doubt his repentance.

I have no feeling against the honest professional; I look upon the N. C. A. as affording an opportunity for our young men possessing the peculiar gifts going to make up the successful racing man; and I shall respect any man who earns an honest living in that way. But for the man who fakes, or who fixes races, I shall have nothing but detestation; and I take it that the evil which the new association most fears, and against which its most stringent rules are directed, is just this dishonest work. I am curious to see what reception applications from Messrs. Prince and Eck for membership or license from the N. C. A. will meet.

It is said that Prince is the apostle who has made cycling popular in the South. This is nonsense, as the boom had already started and he came in afterwards and strove to reap the benefits of it. It is also asserted that the "show" gives perfect satisfaction; the quotation from the Jacksonville paper disproves this, and I have advices from the South to the effect that many consider Prince crooked.

As to Eck and his association with Johnson, there little about it; that the latter has suffered from this association there is little doubt, and it is, therefore, to his advantage to cast loose, and if he does not do so he will be the one to suffer.

It is surprising that the Senator should be ignorant of the identity of "Telemachus;" his work for several years past has been sufficiently voluminous, at least, to warrant the belief that so well posted a newspaper man would know him. To say nothing of the fact that it is not long since "Telemachus" was assured by the Senator that his work, under another nom-de-plume, had been honored by being credited to him (the Senator), but he had promptly denied their authorship.

If the Senator would like to know who "Telemachus" is, a stamped and addressed envelope will bring the desired information.

The approach of Decoration Day, and the preparations wheelmen are making to celebrate it in the way they think most appropriate, is, as usual, calling forth criticisms from those who look upon the day as one of a mournful or solemn character, rather than a day of rejoicing. They consider that the day is set aside to decorate the graves of the soldiers, and to conduct the various exercises which they consider most fitting in honor of the dead.

In view of the fact that this opinion is the one generally entertained, and that in spite of it the common practice of observing the day is directly opposite, it is worth while trying to ascertain which side is right. The principal reason for selecting May 30th was, I believe, because it was the period when flowers and other green things were most luxuriant; when spring was at its height and had not yet become tainted with the hot breath of summer; a day, in short, when outdoors was most inviting, and, therefore, fitted for exercises in the open air. It is just this, however, that has defeated the object sought—if a day of mourning was really the end desired—and turned it into a day of merrymaking and sport. It is the holiday of the year, with the possible exception of the recently established Labor Day, upon which we are vouchsafed the most perfect weather. To many persons it is the only holiday, except Sundays, in the spring which gives opportunity for their favorite pursuits; to wheelmen generally it affords the opportunity to participate in road and track races of every description, a temptation too strong for the young men to resist, even if it were desirable that they should resist.

It may well be questioned, however, whether we have any reason for reproaching ourselves for thus turning the day into a real holiday. Is it not better than mourning over the dead heroes and keeping alive the memories of the war, to rejoice over the fact that it is over and that a new era is upon us? To glory in the deeds of the dead heroes, but to realize that that chapter in our history has had *finis* written after it, and to offer up thanksgiving for it? Surely it is better to do this, and to enjoy our holiday without even a pang of conscience, or a rebuke from those who prefer to celebrate it in another way.

"TELEMACHUS."



PAUL GROSCH, the Passaic (N. J.) Athletic Club crack, will go into training on May 1st.

THE Woodbridge Bicycle Club, of Cambridge, Mass., will have no Sunday runs this season.

A CLUB is being formed of cyclists from Conshohocken, Pa., West Conshohocken and vicinity.

TWENTY-ONE Claremont (N. J.) wheelmen have organized under the name of Claremont Cycle Club.

THE proposed consolidation of the New Britain (Ct.) and Y. M. C. A. Wheel clubs is still talked of.

A CLUB to be known as the South Manchester Wheel Club has been formed in South Manchester, Conn.

ANOTHER bicycle club has been organizen in Los Angeles. The new club is called the Argonaut Wheelmen.

Y. M. C. A. INSTRUCTOR REMY, of Mansfield, Ohio, is organizing a cycle club to be connected with the association.

THE Rockville (Ct.) Wheel Club dedicated their new rooms last Monday evening with a "third times smoker."

CARL HESS, who recently entered the employ of Howard A. Smith & Co., will ride under Atalanta colors this year.

THERE is a desire on the part of many of the more prominent wheelmen of Lynn to form a strong bicycle club in that city.

THE Buffalo Ramblers will again unite with the Tonawanda Bicycle Club in a joint tournament at the race track. The Fourth of July is the date set.

THE West Philadelphia (Pa.) Cycling Club gave its first musical and athletic entertainment last week at the club house, Preston and Brown streets.

THE Spencer (Mass.) Bicycle Club is making arrangements for a meet to be held at Myrick Park, June 17. About $250 will be offered in prizes.

THE latest addition to the bicycle club of Toronto, Ont., is "The Tourists' Cycling Club." Most of the members are gentlemen of the legal fraternity.

ANOTHER in the series of Cycling Club dances was held in Odd Fellows' Hall, New Bedford, Mass., last week. A good sized party had an enjoyable evening.

A HANDICAP road race will be given by the Ramblers' Bicycle Club, of Rochester, N. Y., on Memorial Day. The Charlotte course will probably be chosen.

THE Location Committee, of the Associated Cyclers' Clubhouse Company, Cincinnati, Ohio, is still actively at work and have several new locations in view.

THE Ansonia (Ct.) Wheel Club has secured the services of a steward who will spend his entire time in the care of the rooms and in attendance upon the members.

THE Globe Bicycle Club of Fall River, Mass., which has been in existence for several years, has dissolved, but may be organized again under a new management.

THE wheelmen of St. Louis, Mo., number thirty-five hundred, and nearly all of them are now wearing white buttons with, in black letters, the legend "Good Streets."

THE Canton (Miss.) Scorcher to-day challenged the Jackson Bicycle Club for a race or series of races to determine the championship of the State, to take place about May 1.

FULLY 25 members of the Kings County Wheelmen are in training. A large number will compete in the Irvington-Millburn road race, on Decoration Day, and Captain Steves expects his men to carry off the honors of the day.

WILLIAM FINN, of Brooklyn, N. Y., the well-known bicycle rider under the colors of the Kings County Wheelmen, graduated with highest honors last night in the New York Veterinary College. He delivered the valedictory.

THE bicycle given away by the Buckeye Cycle Company, of Cincinnati, Ohio, was drawn last week by Edward Meyer, a messenger boy in the employ of the Western Union Telegraph Company, who held ticket No. 2,019. It was not a raffle.

A RACE meeting will be held by the Press Cycle club of Boston some time between June and October. The club will keep open house May 30 for the use of visiting wheelmen, who are to attend the race meet of the Associated Cycling Clubs at Waltham on that day.

THE North Side Cycling Club, of Milwaukee, Wis., is thinking of buying a club house of its own. The matter is as yet but mentioned to nothing more than discussion, but if the club can find a suitable building to be secured on reasonable terms, the club house will probably be a reality.

THE smoker of the Belleville, N. J., Wheelmen last Saturday night was a very enjoyable one. Wheelmen attended from all the cities in the county; some on their wheels, some by train and some in stages. Quite an elaborate programme of entertainment was arranged and successfully carried out.

AT a meeting of about 50 members of the Columbia Bicycle Club, No. Attleboro, Mass., last week a relief association was formed. The organization is for the purpose of a sick benefit. It has no connection with the bicycle club, but no one can join unless a member. Meetings will be held monthly.

THE Jersey City Bicycle Club held its third annual meeting last evening. It was held in the new quarters of the club, corner Mill and Forge streets, which have been very comfortably fitted up for use of the members. Two rooms will be used for social purposes, etc., and a third will be equipped for a bath room.

ARRANGEMENTS have been completed whereby the Lake View Cycling Club, Chicago, Ill., secures the lease and interior furnishings of the building formerly occupied by the Ottawa Club, 401 and 403 Orchard street. It is of brick, three stories and basement, and is admirably adapted to the purposes of a cycling club.

THE K. C. W. of Brooklyn, N. Y., road card is out and gives notice of the following club runs next month: April 2 (motoing), Sheepshead Bay; April 9, Yonkers; April 16 (morning), Fort Hamilton; April 22, 3 P. M., "Scorchers" to Howe's, on the Boulevard; April 23, Roslyn, L. I.; April 30, Irvington-Millburn course.

THE annual supper of the Portland (Me.) Wheel Club last week was a success. The supper was excellent and thirty-six club members were seated at the tables. Remarks were made by Messrs. F. E. Elwell, S. E. Phillips, F. F. Lord and E. H. Elwell. Mr. W. P. Goss sang several songs and Prof. Barrael gave an interesting exhibition.

THE calico reception of the Englewood Cycling Club, of Chicago last week was a pretty affair. The girls were all arrayed in calico of seasonable colors, and the boys said they never looked so nice even when in the splendor of full dress. Some of the gentlemen also wore calico coats. About fifty couples were present and made a very enjoyable night of it.

ON last Monday evening the Excelsior Cycle Club, of New York, held one of their pleasant socials, at which veterans of the wheel, for the time being, went back to childhood's days in their very successful effort at attending a bicycle school once more. Music followed and then recess, after which a collation was served, when "school" was dismissed, after deciding upon a short run for the last of the week.

THE Harvard University Cycling Association, instead of opening the Boston racing season as it has done in the past, announces June 10 as the date of its fourth annual race meeting on Holmes field, Cambridge. The date is more convenient for the races than it has been in the past, and the field should be proportionately larger. It is to be hoped that another team race may be secured as exciting as that of last year's meeting.

THE members whist party held at the Crescent Cycle Club of Ansonia, Ct., last week, was largely attended, every seat being occupied. A series of 15 games was played and after the prizes were awarded the members sat down to chowder and coffee which were served by Jefferson. A large number that did not take part in the whist game spent the evening at billiards and other games. This was the first of a series of entertainments which the new house committee has arranged, and was a very enjoyable affair.

THE Bay State Bicycle Club of Worcester, Mass., has arranged the order in which the club men are to ride in the relay race from New York to Chicago April 30. The men will ride as follows: South Framingham to Northboro, H. K. Whitney, John Gray; Northboro to Shrewsbury, Theodore Parker, R. M. Sidens; Shrewsbury to Webster square, Will W. Windle, E. A. Livermore; Webster square to Leicester, Hollis Adams, W. Miles; Leicester to Spencer, E. G. Bullard, H. A. Davis.

THE competitive contests for the best quarter mile, half mile, mile and five miles on the Seaside Park race course under the auspices of the Bridgeport (Ct.) Wheel Club, this coming summer, will commence about the first of June. The committee elected by the club to have charge of the competitions will arrange a scheduled dates when the contests shall take place. Certain evenings of each week will probably be set aside for the trials. The committee has decided to award no prizes where the fastest time made is not up to previous records for the same distance on the track. Joseph Wilkinson, the cycle dealer, has presented the committee with a handsome gold medal as a prize for one of the events. The $10 given by Mr. Mills will purchase another medal and the $10 subscribed by the Bridgeport Wheel Club will buy the third, leaving but one medal to be purchased by general subscription.

Morgan & Wright.

Patent - Pneumatic - Tires.

Do you want to know about the Morgan & Wright tires? It is easy to find out all about them. How to repair them, how to take care of them and hints on how to use any pneumatic tire, that it may give you the very best service. A full list of our prizes offered to the riders of our tires in 1893 is as follows:

PRIZES FOR 1893.

For greatest mileage made on one set MORGAN & WRIGHT TIRES during 1893. Rider to make his own repairs.

1st Prize, Cost Value, . . $100
2d Prize, Overcoat, . . . 45
3d Prize, . . 1 Set M. & W. Tires

For most meritorious single ride. Distance, weather and character of roads to count.

1st Prize, Cost Value, . . $50
2d Prize, Cost Value, . . 25
3d Prize, . 1 Set M. & W. Tires.

For fastest mile made in competition.

Prize, Cost Value, . . . $50

For best time made in road race. Distance 10 miles.

Prize, Cost Value, . . . $25

Best time made in road race. Distance, 25 miles.

Prize, Cost Value, . . . $25

These prizes to be competed for under the rules of the L. A. W., and prizes to be such as will be acceptable to the Racing Board.

All trials for prizes must be made with MORGAN & WRIGHT TIRES.

Contest closes December 25, 1893, and prizes will be awarded as soon thereafter as the judges may decide.

Note These Facts.

We solicit the good will of riders and buyers generally, and offer the following facts in our favor:

1st. THE MORGAN & WRIGHT TIRE is distinctly an American invention, and does not in any way copy or infringe upon other Tires.

2d. We were the first makers in the world to sell a perfect Tire at a popular price, our price for 1892 being from 50 to 2-per cent. lower than others.

3d. Notwithstanding our low price we have faithfully and honestly backed up our goods, and made all repairs without charge.

4th. The MORGAN & WRIGHT TIRE started 1892 with at least thirteen competitors, and within the year every one of these competing Tires had to be entirely remodeled or were withdrawn from the market as failures, with the exception of three.

5th. This present season, having reduced our process of manufacture to absolute perfection, we are enabled to reduce our price of 1892.

6th. Our Tires for 1893 are made of the finest materials obtainable, and the integrity of our concern is pledged to sustain our goods in every way.

7th. Our plant has been remodeled throughout, and the capacity is treble that of 1892. All orders will have prompt attention.

A Pointer or Two.

Our Tires have our firm name in raised letters moulded on the casing. Look for this in buying a Morgan & Wright Pneumatic.

Don't buy an imitation; rest assured that the skill and experience, which have brought the MORGAN & WRIGHT TIRES to their present perfection, will be exercised in keeping them ahead of mere copyists.

SEND FOR CATALOGUE.

Morgan & Wright,

331-339 West Lake St.,

CHICAGO, ILL.

[Mention BICYCLING WORLD.]

Come to the World's Fair, but—Come Right.



BRING your wheel; even Chicago people don't know how the crowds are going to be carried to and from the grounds. Bring your wheels and be independent, and see Chicago, too. Join the National Columbian Union Wheelmen's Club, at $5.25, and secure free storage for your wheel and club privileges within two blocks of First Fair entrance. Write for full particulars to L. D. Taylor, Secretary, 959 W. Madison street, Chicago, Ill.

The Forest Park Road Race.

THE course decided on for the Forest Park road race at St. Louis on May 20th, is as follows: Starting at Blair Monument, west on the boulevard to Union avenue, turning south into the park, follow the drive up past the restaurant, turning south again over the Hill Road, up Nigger Hill, and continue to the Clayton Road, turning east at this point continue to King's Highway, thence north on King's Highway to Monument. This course is to be covered five times, making the distance 17 1-2 miles. The handicap limit is ten minutes. Three gold medals will be offered as time prizes, in addition to at least twelve prizes for place. Entries will close at six o'clock P. M. on Saturday, May 13th, 1893, and entry fee of $1.00 must accompany all entries.

A Suit and Counter-Suit.

NORRIS was yesterday served on Mr. Samuel T. Clark, the bicycle dealer, to appear before Justice Hobbs, at the instance of the R. L. Coleman Company, of New York. The technical charge was preferred against Mr. Clark of converting to his own use the proceeds of sales of bicycles consigned to him by the Coleman Company. Mr. Clark gave bail for a hearing to-day. The matter is understood to have grown out of a business dispute.

A DAY LATER.

Justice Hobbs yesterday heard the case of Mr. Samuel T. Clark, who was charged with converting to his own use proceeds of the sale of bicycles which were consigned to him by the R. L. Coleman Company, of New York. The justice dismissed the charge, and immediately thereafter a summons was served on R. L. Coleman, who was present at the hearing, in a suit for $20,000 damages in the Court of Common Pleas for alleged false arrest and malicious prosecution. The suit was brought by Thomas R. Clendinen and Millard F. Taylor, attorneys for Mr. Clark.—*Baltimore Sun.*

Auner Wins The Southern Championship.

THE match bicycle race between L. B. Auner, of Mobile, and Frank Mehlig, of New Orleans, was run March 25 at the Athletic park track, Mobile, Ala. The track was very slow. About 1000 persons witnessed the races, which consisted of half, one and five miles, for a purse of $800, and the championship of the South.

The half-mile: Auner set the pace from the start, but as they rounded into the stretch Mehlig came up and passed him almost at the tape, winning by 2 feet in 1.23.

The mile event: Auner again led out and set the pace for the first two laps. Auner pulled out in the stretch and won by a yard. Time: 3.00 1-2.

This gave each man a point in the deciding event, the five mile race: Auner dropped behind, and Mehlig set the pace for the first two miles, when Auner got a lead of fifteen yards, which he held for a mile. Then Mehlig spurted, caught and passed him, Auner passing Mehlig and winning by about two feet. The time was 18 minutes and 10 seconds.

Bicycle Stolen.

Century Columbia No. 8295. Stolen April 3 from Sever Hall, Cambridge, Mass. $50 reward for recovery and detection of thief. Address Pope Mfg. Co.

The Phoenix.



Thoroughbred A

Any Tire, Saddle or Gear, Round or Elliptical Sprocket

Add these features to superb work, elegant proportions and correct design and you obtain

THE PHOENIX.

For RESPONSIVENESS and SPEED it is unsurpassed.

EASTERN BRANCH OF STOVER BICYCLE MANFG. CO., 579 MADISON AV., NEW YORK, The East in general

AND

PORTER & GILMOUR, 1773 BROADWAY, NEW YORK, Sole Wholesale Agents for New Jersey.

JOINT AGENTS FOR NEW YORK CITY.

$2 SCORCHER Shoe WEIGHT, 4 OUNCES. Why wear BROGANS? You want light wheels. Why do you wear heavy shoes? GLOVE FITTING DONGOLA Is used in this Shoe. Stylish. Neat. Comfortable. SEND MONEY. Postage Free. SEND SIZE OF FOOT

DETACHABLE Cleat **$1.** And Shoe Protector. For Rat-Trap and Rubber Pedals. Detached Instantly. Automatic Sole Clasp.



READ THIS

(From a former customer.)

PERRY, N.Y., March 20, 93.

Detachable Cleat Co.,

I have changed my rubber for rat-trap pedals, and enclose $1 for a pair of cleats.

I want to say that your shoes and cleats are the best thing of the kind I ever saw, and would not ride without. All riders ought to have them, and would if they once tried them. Yours truly,

J. A. CLEMENT, Mgr Hotel Perry.

DETACHABLE CLEAT CO., Allston, Mass.

SIDWELL & SABEN CYCLE CO., 243 Columbus Ave., Boston,

Are sole NEW ENGLAND AGENTS for the

Beautiful *Quinton Scorcher* Bicycles

Have you had an opportunity of seeing the 1893 line? If there is no agent in your city, write us and we will talk business to you. Good agents always in demand.

Bretz & Curtis Manufacturing Co., : : Philadelphia, Pa.

Many Points are Great on *The Liberty* BUT THE TIRE.

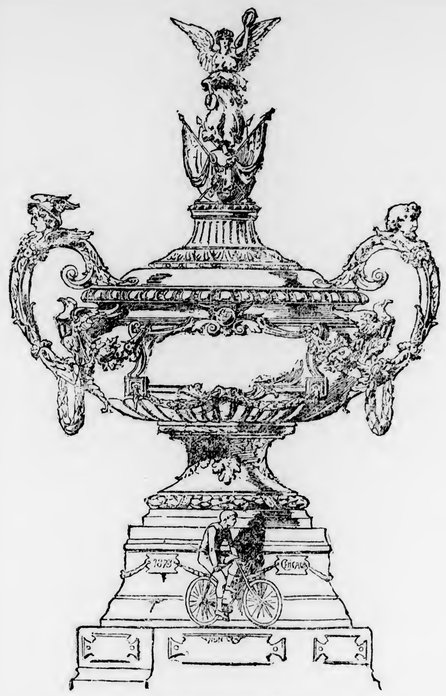
Have you seen The Liberty Tire?

Ask Liberty agents to explain its advantages. Look out for illustrations.

WILSON, MYERS & CO., MAKERS OF .. LIBERTY CYCLES. ..

55 LIBERTY ST., NEW YORK. Retail Department, 1786 Broadway, N. Y.

A. O. VERY CYCLE CO., Columbus Ave., Boston, Mass., General New England Selling Agents.



The Saltonstall Cup.

THE Gorham Manufacturing Company has received the contract for the trophy offered by Mr. H. L. Saltonstall, of Elizabeth, N. J., for the International Championships at Chicago in August. The trophy is to cost $1000, to be made of sterling silver with an ebony base, and will be probably the largest and most expensive prize ever given to the winner of a bicycle race.

The model submitted to the committee by the Gorhams is that of a punch bowl standing on a six-inch-high ebony base, surmounted by the form of Fame, standing on a globe, and holding outstretched in one hand a wreath. The trophy will take the form of a Grecian urn, and the Grecian style of art as exemplified by the acanthus will be followed throughout. The height of the work will be about 27 inches. The globe upon which Fame stands is engraved with a map of the world, and around it are grouped the flags of the nations. The arms of the urn are formed of acanthus leaves, and from each is extended a wreath of the same design. On one arm is the head of a Bacchus; on the other the head of Mercury, the two emblematic of speed and strength. Directly under each arm is an American eagle, with the American shield on its breast. On the front and centre of the urn is a winged sphere, on which is engraved one of the hemispheres. On the rear and centre is another winged sphere, upon which will be engraved the well-known L. A. W. emblem. Extending from each sphere are graceful loops and folds of acanthus. A perfect figure of a racing wheelman, mounted and waiting for the word to start, adorns the bottom of the trophy.

An Interstate Cycle Club Base Ball League.

THE members of the Meriden (Ct.) Wheel Club are very enthusiastic over the prospects of having a ball team this season, and at the meeting next week a manager and captain will probably be elected. The idea is to secure a good battery. A well-known catcher has already signified his intention of joining, and if a fair twirler could be secured there is plenty of material in the club to make a fine amateur team.

There is talk of forming a State bicycle baseball league with games once a week. If a circuit composed of the Hartford and Columbia Cycle Clubs of Hartford, New Haven, Bridgeport, New Britain and Meriden Wheel Clubs could be arranged much interest would be aroused in the game, and the wheelmen would doubtless turn out in large numbers to witness the contests.

Another scheme is to have games on the morning of the big race meets, when visiting wheelmen from all over the State could attend.

THERE was a collision between two bicyclists on Merrimack street, Lowell, Mass., last week, that reminded one of the assault of two Middle Age knights in a tournament. Mr. Ware, of the tailoring firm, and Tenney, the barber, ran into each other while riding bicycles, and for a few moments the air was full of Ware, Tenney and bicycle. Just how the men happened to run into each other neither could tell, but Tenney insists that Ware's bicycle was taken with blind staggers, an I Ware swears that either Tenney or his bicycle had fits. At any rate, both wheels collided and were completely ruined. Only yesterday Tenney bought a new machine, and when he looked at it he wept. The front wheel was knocked to smithereens and he sent the remains home in a job team. Ware's machine fared no better. The front wheel was broken and the spokes were twisted like so many pot-hooks. Ware shouldered his bicycle and carried it home. Both men are now very sorry and will not cycle for several days.

THE new cycle park in Waltham, Mass., is to be so constructed that a portion of the centre of it can be flooded in the late fall or early winter that skating carnivals may be held there after the ice makes. It is to be lighted by electricity, and whenever it is practical so to do will be flooded and frozen over every night so as to have a good skating surface all of the time in cold weather.

USE EAST INDIA STICK GRAPHOLINE



FOR BICYCLE CHAINS.

The only chain lubricant that gathers no dust. It is easily applied, being manufactured in sticks three inches long. It protects the chain from rust, dust, mud and wear. Price 25 cents, by mail.

PRINCE WELLS
KENTUCKY BICYCLE AGENCY,
526 Fourth Ave. LOUISVILLE, KY.

East India Stick Grapholine

Sold in the East by the
American Ormonde Cycle Co., New York, N. Y.
Gormully & Jeffery Mfg. Co., New York, N. Y.
H. A. Lozier & Co., Cleveland, Ohio.
A. W. Gump & Co., Dayton, Ohio.
Hay & Willits, Indianapolis, Ind.
Geo. Worthington & Co., Cleveland, Ohio.
Gormully & Jeffery, Chicago, Ill.
PRICE BY MAIL, 25 CENTS

LATE OFFICAL NEWS.

Racing Board Matters.

We have delayed announcing the Eastern end of the International circuit as we desired to present it complete if possible. It is unfair to the cities interested to delay longer and so we announce the following, the New Jersey Club or Association to be filled in later as well as a two other dates which are now being discussed.

Sept. 2nd—Crescent Cycle Club, Birmingham, Conn.
Sept. 4th and 5th—Hartford Wheel Club, Hartford, Conn.
Sept. 7th, Lynn Cycling and A. A. Assn., Lynn, Mass.
Sept. 9th—Associated Clubs, Boston, Mass.
Sept. 12th and 13th—Springfield Bi. Club, Springfield, Mass.
Sept. 16th—Metropolitan A. C. Clubs, N. Y. City, N. Y.
Sept. 18th—New Jersey.
Sept 20th and 21st—Maryland Bicycle Club, Baltimore, Md.
Sept. 23rd—Associated Clubs, Philadelphia.

SANCTIONS GRANTED.

June 17th—Waltham Cycle Club, Waltham, Mass.
June 30th—Harvard University Cycling Assn Cambridge, Mass.
Sept 2nd—Malden Bicycle Club, Malden, Mass.
July 8th—Rockville Wheel Club, Rockville, Conn.
M.y 29th—Norway Wheel Club, Norway, Maine.
July 4th—Susquehanna Wheelmen, Harrisburg, Pa.
April 8th, 29th and May 13th—University of Pa., Philadelphia, Pa.
Sept. 4th—Union County Roadsters, Rahway.
June 15th-17th, Heck-Heckling Racing Club, Logan, Ohio.
August 6th—Young Mens Association, Syracuse, N. Y.
June 7th and 8th—Auburn Athletic Club, Auburn, N. Y.
July 8th—Riverside Wheelmen, N. Y. City, N. Y.
June 17—Cohoes Wheelmen, Cohoes, N. Y.

We regret to announce that the racing rules will not be out or ready for mailing before April 16th. We are receiving daily numerous requests for them and take this means of informing all when we can send 1 same.

H. E. RAYMOND.

To the Members of the League.

Whether intentionally or otherwise, certain writers are misrepresenting the allowance made the office which I occupy into a salary. I stated freely to the National Assembly the only basis upon which I could accept same, and equally made statement that I must be protected against financial loss in running this office, outside of my own time which I am willing to devote to it. There was and could be no question of a salary as attaching itself to my services. If there had been I should never have sold myself into League bondage for so small a sum, and in addition pay all the actual expenses of the office out of it.

I decline to receive a letter from any wheelman on the supposition that he is writing to a paid official. There is no disgrace in accepting pay for services rendered, but when it is not so, one does not like to be placed in a false position. When I accept a salary for my work I will be only too glad to say so publically. The expenses of my office for the past month have been as follows. I give this as a sample to show just how much salary there is likely to be for the undersigned.

Clerical work, $30; sanction blanks, $5; mail orders, $2; sanction list blanks, $6; travelling expenses, $20; postage, $21; telegrams, $4.20; special ruled books, $16; letter files, $2.10; letter books, $6.20; typewriting paper, $1.00; expressage, $.75, total, $119.05.

H. E. RAYMOND.

Annual Meet at Chicago.

TO MEMBERS LEAGUE OF AMERICAN WHEELMEN: The Illinois Division, believing it can be of service to members of the League who may visit Chicago this summer to attend the Columbian Exposition, have decided to establish during the period the Fair will be open (May 1st to Nov. 1st) a Bureau of Service and Information for the use of League members and their families.

An office has been rented in the new Hartford building, corner of Dearborn & Madison Sts., (Room 51) and a branch office will be opened in the National Columbian United Wheelmen's Club House near the World's Fair grounds. No charge will be made for the services offered and all League members will be welcome. The services offered are as follows:

A list of hotels and boarding houses will be kept, with location, description and rates.

By registering your name and residence and hotel or boarding house while in Chicago, telegrams and mail matter can be promptly forwarded and your address furnished to all inquiring.

If requested we will receipt for telegrams, or assist in their speedy delivery by means of the register.

A post office will be established so that mail can be addressed in care of the Division.

Telegraph, telephone, messenger, livery, cab, express and baggage service can be arranged for and legitimate rates secured.

Before leaving for Chicago the member desiring to avail himself or herself of these services should leave orders for all mail and telegrams to be forwarded in care of the Division, and if he desires to draw any money through the Division should instruct his bank to forward the amount that it may be placed to his credit. Checks and drafts will not be cashed unless parties are properly identified.

On arriving in the city by going to headquarters every assistance possible will be rendered members. Yours fraternally,

F. W. GUNCKEL, Chief Consul,
B. F. WHITE, Sec.-Treas.

Pennsylvania Division.

To the Pennsylvania Division.

The attention of the members of this Division is called to the prize contest for applications and renewals now in progress. Already the number of each received is gratifying, but the Local Consuls are not yet awake to the importance of this feature of their duties.

Each officer of the Division is directed to write me at once stating the number of wheelmen in his neighborhood who are non-members, and what efforts are being used to bring them in.

Fraternally,
SAMUEL A. BOYLE, C. C.
Philadelphia, April 3, 1893.

Washington.

I have this day appointed Mr. Robert Glenn, Local Consul for the city of Spokane, Wash. Respectfully,

W. A. VAN ETTA, C. C.
Olympia, Wash., Mar. 22, '93.

New York Division.

MR. JAMES D. W. KING, Potter Building, New York City is hereby appointed a member of the Transportation Committee of the New York Division.

CHARLES H. LESCOHIER,
Chief Consul.
280 Broadway, N. Y., March 29, '93

North Dakota.

I have this day appointed T. L. Duncan, Local Consul for Fargo, N. D. I have also appointed Hotel Northern, at Grand Forks, League Hotel. Regular rates $2 and $2.50. League rates $1.50 and $2.00, single meals .50. I have also appointed the Sawan House, at Larrimore, N. D., League Hotel. Regular rates $2. League rates $1.60. Single meals .40.

MILES I. HARRIS, C. C.
Grand Forks, N. D., March 29, 1893.

Local Consuls for Vermont.

Barre,	F. C. Fisher.
Bellows Falls,	A. H. Chandler.
Brattleboro,	H. M. Wood.
East Montpelier,	W. M. Hargis.
Ludlow,	R. L. Pinney.
Manchester,	Geo. L. Towsley.
Montpelier,	J. J. Williams.
Newport,	D. M. Shepley.
Northfield,	A. G. Andrews.
No. Bennington,	W. M. S. Reeve.
No. Bowand,	Frank T. Conkey.
Readsboro,	Zephion Douglass.
Richmond,	Rev. F. Waldron Evans
Rutland,	O. H. Coolidge.
Saint Albans,	W. W. Jennison.
So. Londonderry,	F. W. Mcleudy.
White River Junction,	E. Henry Leon.
Windsor,	Henry D. Morrison.

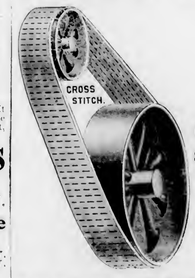
Michigan.

THE regular spring meeting of the Board of Division Officers is hereby called in the city of Grand Rapids on April 12, 1893, at 10 A. M. at Sweets Hotel. It is urgently requested that members of said Board be present as important business will be brought up before said meeting. The place for holding the State meet will also be named. Fraternally,

JOSEPH M. BIESLER,
Detroit, March 30, 1893. Chief Consul.

Featherweight
BICYCLE BELL.
PRICE $1.00
WEIGHT, 1 & 1-2 OUNCES.
The Neatest, Lightest and Handsomest Bicycle Bell in the World. Sound musical and far reaching. No iron. No rust. No rattle.
☞Send size of handle-bar.
If not for sale in your town, send price and size of bar, and receive one by return mail.
J. D. NESBITT & Co.,
Manufacturers.
110 TREMONT ST., BOSTON MASS

Cross Stitched Belts

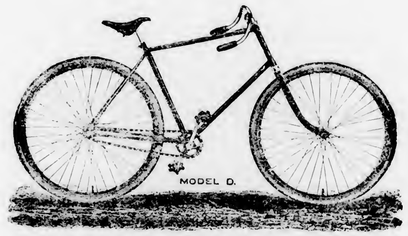


If you want the best and
STRONGEST
Belt made, send to us for Catalogue and sample of our
Cross Stitched Rubber Belt.
Notice that the stitches on one side run at right angles to those on the other.
BOSTON WOVEN HOSE AND RUBBER Co.,
5 Winthrop Square, Boston, Mass.



THE MONARCH
∴ ∴ King of Them All. ∴ ∴
HIGHEST POSSIBLE GRADE THROUGHOUT
FOUR STYLES.
The Grandest Ladies' Wheel
EVER PRODUCED.
Send for 24-page Catalogue.
Agents Wanted.
MONARCH CYCLE COMPANY, CHICAGO, ILL., U. S. A.

CONSIDERABLY HEARD OF AND CAN BE HEARD OF EVERY DAY.
∴ ∴ ∴ SEND IN FOR A CATALOGUE. ∴ ∴ ∴



ARIEL CYCLE MFG. CO.,
GOSHEN, IND.

THE HOLMES CO.,
MANUFACTURERS

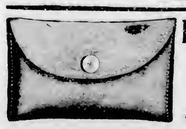


Jersey Fitting
Bicycle, Athletic,
Gymnasium and
Bathing Suits,
Sweaters, etc.
Equestrian Trousers for Lady Bicycle Riders.
Send stamp for catalogue B.
109 Kingston St., BOSTON, MASS.

TRADE YOUR OLD WHEEL
R A NEW
Columbia 32-lay, 20 pounds, or Thistle, 28 or 32 pounds.
Century, 35 pounds, or "The Stearns," 26 or 32 lbs.
Rambler, 28 to 37 pounds.
By making a deal now you can get a bigger price on your old wheel and get your new one in good time. Avoid delay. Send for catalogue and second-hand list.
GREAT BARGAINS IN SECOND-HAND WHEELS.
We want Bicycle Riders for our agents for the Fall trade. Apply at once. Correspondence solicited.
Mason & Mason,
599 W. MADISON ST.
CHICAGO.
[Mention the Bi. World.]

A. OVERY CYCLE CO.
WHOLESALE
DEALERS IN
BICYCLES AND SUNDRIES
245 Columbus Ave.
BOSTON, MASS.

RIDERS
Who purpose to exchange their old mount for a new one, or desire to purchase on easy terms, should get our catalogue. . . . . It is free. . . . . .



PNEUMATIC REPAIR OUTFIT
The Largest, Best and Most Complete Outfit On the market. Size 3in. x 5in. Liberal discount to dealers.
STOKES MFG. CO., Cycling Outfitters.
293 Wabash Avenue, Chicago

Few
Wheels
Have so Many
Original ideas embodied in their construction, and none of such real merit as has the
"Imperial" REGISTERED TRADE MARK
OTHER MAKERS
Have copied and no doubt tried to equal the original, but with only failures to their credit.
WEIGHTS,
24, 28, 34, 39 and 40 pounds.
The most complete and interesting Bicycle Catalogue ever published mailed free.
Ames & Frost Company,
302-304 Wabash Avenue,
CHICAGO.

Far and Wide

JOHN S. RAYMOND of Toledo, O., will conduct classes in physical culture Monday and Thursday evenings for the cyclers.

A SERIES of bicycle races will take place on the College Hill track, in Cincinnati, Ohio, on the occasion of the field day exercises of the Ohio Military Institute, some time in May.

THE Monte Claire Cycling Club, Chicago, Ill., was incorporated last week. Incorporators: William F. Kemper, Nick Weber, John N. Weber and Henry Hender.

A BOY at Orlando, Fla., rides a bicycle and drives a milk wagon at the same time. He rides beside the wagon, dexterously handling the reins and guiding the horse.

WORK on the new bicycle track at the West Troy (N. Y.) base ball grounds will probably be commenced this week. The path will be fifteen feet wide and extend around the field.

THE Elgin, Ill., watch factory girls have organized a bicycle club. Why can't Waltham girls do likewise? The Elgin watchmakers are marrying and settling down, while the Waltham boys are remaining single and settling up.

PHILADELPHIA wheelmen are talking of riding from that city to Chicago by way of Johnstown and Pittsburg, and it is proposed to make one joint run in connection with riders from Maryland and the interior of Pennsylvania. A two weeks' trip is proposed.

A MOVEMENT is on foot to lay out a bicycle track four feet wide from Cooperstown, N. Y., to the Phœnix cross-road, which will be met there by a similar track from Hartwick Seminary, constructed by wheelmen from that vicinity. The track will be on the west side of the wagon road with the ditch between the two.

ONE day last week, two boys of Buffalo, N. Y., named George Carter and Willie Cloe were riding bicycles on West avenue, when they were run into by two men driving horses attached to sulkies and evidently racing. Willie Cloe was seriously injured, and his bicycle smashed. The other boy escaped with slight injuries.

WARRANTS were sworn out last week for two well-known citizens of St. Augustine, Fla., and they appeared before Judge McWilliams charged with violating a city ordinance by riding their wheels on the sidewalks in North City. It was hoped that they would make a test case of it, but they pleaded guilty and the validity of the ordinance still remains a question.

WILLIAM B. OLIVER, of West Chester, Pa., rode over from Coatesville last week and broke the local record by making the trip in 1 hour and 15 minutes. He reached Downington 27 minutes after leaving Coatesville, and spent the rest of the time coming across on the country roads. Heretofore the championship belt has been held by Holding C. Beebe, whose time between Coatesville and West Chester is 1.30.

THE projected run on all of race meet which it was proposed to run it New Haven, Ct., by the Rovers and the New Haven club on July 4 has practically been abandoned, as it will probably be impossible to obtain the sanction of the National Racing Board to run the meet. The Columbia Club tournament, which will be held at Hartford, July 3 and 4, has the sanction for that date, and it is not thought best to run race meets in the same districts that will in any way conflict with each other.

CHAS. NICKEL, 13 years old, of 427 Jefferson street, Cleveland, Ohio, was before Judge Logue last week, on the charge of petit larceny, for stealing a bicycle from Lewin & Schoenhoefer. He testified in court that he had been arrested four times, twice on the charge of burglary and larceny. The judge reserved his decision till Saturday, when Nickel will probably be sent to Lancaster. Ernest Jeffries, of 1683 Giddings, another youth, was also arrested Thursday morning for stealing a bicycle.

IT is understood that Dr. J. C. McCoy intends to have some big sporting events at his Riteshaped track at Kirkwood, Del., this summer. He is reported to be interested in one of the electric railway schemes which is agitating people in that section of the country, with the intention of providing rapid transit facilities to and from the grounds. He has communicated with some of the prominent wheelmen with a view to establishing some records there this year, and it is likely that a number of them will take advantage of the opportunity.

WHILE Mrs. Clarinda P. Walrod, matron at the Muhlenberg Hospital, Plainfield, N. J., was riding her bicycle along West Second street on last Wednesday afternoon, she came very near being run over and killed by a Chicago Beef Company wagon. Fortunately for Mrs. Walrod, she recognized her peril before it was too late and sprang from her wheel. She escaped injury, but her wheel was run over and demolished. On the same day and about the same hour that this occurred, a lady was run down on East front street and thrown from her wheel. She was considerably bruised, but not in any way seriously injured.

THE track upon which the International races will be run this summer in Minneapolis, has at last been selected by the Minneapolis Cycle Track Association. Negotiations have about been completed for four blocks of land forming a square bounded by Kenwood avenue, Cedar avenue, Fifteenth avenue and Aldrich avenue. The greater part of this property is owned by Thomas Lowry, who has agreed to the use of it, while the signatures of the remaining party is expected in the near future. A mass meeting of the wheelmen of the city will be held next week, at which all will be given a chance to come into the association and help toward the establishment of a permanent track.

WILLIAM HEADLEY, a wheelman of Louisville, Ky., was run over last week and badly hurt at Fifteenth and Main streets, that city. Headley was riding rapidly down Main street, on his way to work from dinner. When the corner of Fifteenth was reached a dog-cart driven by a woman struck the bicycle, knocking Headley down. The wheels passed over him, and the frightened horse ran up Main street, the woman clinging desperately to the lines. The dog cart and its unknown occupant disappeared up the street, and was not seen afterward. The injured man was picked up by several witnesses of the accident and was carried to his home close by. It was found to have suffered a fracture of right leg, was badly bruised about the body, and is thought to be internally injured.

A GOOD OIL CAN

Is an aid to the general pleasure of cycling. Neatness, convenience, delight in your wheel all belong to users of the "PERFECT" POCKET OILER. Recommended by riders the best oil can in the world. Price 25 cts. each. Handsomely nickeled.



One half size.



HOLDERS

To carry a lever oiler on a wheel. Thoroughly adjustable and easily attached to any wheel, no rattling; handsomely nickel plated. Price 25 cents each. Larger size holder to carry pneumatic pump at same price.

CUSHMAN & DENISON.
172 99th Avenue, - - New York



$25 to $50 per week to Agents, Ladies or Gentlemen, using or selling "Old Reliable Plater." Only practical way to replate rusty and worn knives, forks, spoons, etc; quickly done by dipping in melted metal. No experience, polishing or machinery. Plate place at once operating; lasts 5 to 10 years; fine finish when taken from the plater. Every family has plating to do. Plater sells readily. Profit large. W. C. Harrison & Co., Columbus, O.



KEYLESS BICYCLE LOCK.

This lock is in two parts—lock and chain. It is proof against dust, water and rust. You can open it in the dark. Price, $1.50.

SPECIAL OFFER—To introduce this lock, one will be sent to any member of L.A.W., postage paid, for $1.

THE CINCINNATI KEYLESS LOCK CO., Cincinnati, Ohio.

Nickel Bright Chamois

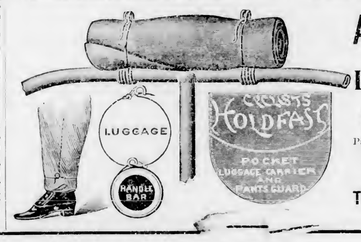
Prepared and Imported Especially for Bicycles.

Makes Everything Bright. Keeps Everything New. Your Wheel Needs One.

Three sizes and prices postpaid:

No. 1, 12x15 inches, 25c. No. 3, 16x20 inches, 50c. No. 6, 24x26 inches, $1.00.

ADDRESS, EDGAR EGERTON,
2546 Eighth Avenue, New York, N. Y.



A PERFECT POCKET Combination —or— Luggage Carrier —and— Pants Guards.

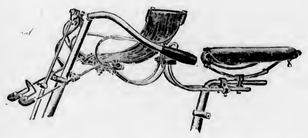
Packed in Morocco Purse, weighing less than one ounce. Always with you. Always ready. If your dealer does not have them, 25 cents sent the

TIE CO., Unadilla, N. Y.

Gets articles complete.

DON'T BE SELFISH.

LET THE LITTLE ONES ENJOY THE PLEASURES OF CYCLING BY ATTACHING TO YOUR WHEEL A



Beauty Child's Seat.

It will be a pleasure for you as well as the child. But if you care for your child's safety, beware of imitations attached to the weakest part of a bicycle, the steering-head or handle bars, and where the child has to be constantly thrown about to keep the machine in balance.

THE BEAUTY IS ATTACHED ONLY AT THE SADDLE-POST.

ALL WHEELS ARE BUILT TO SUSTAIN IT. The BEAUTY alone is right. Canvas, $4.50. Mackintosh, $5.00.

THE RICH & SAGER CO., - - - ROCHESTER, N. Y.

POSITION A GREAT THING

No Need To Break Your Back.



Ride SWIFT Bicycles and be Comfortable.

HOLBEIN SWIFT, 32 Pounds.

HOLBEIN SWIFT, 32 Pounds.

COVENTRY MACHINISTS' COMPANY. BOSTON. CHICAGO. SAN FRANCISCO.

..ADAMS'..
Pepsin Tutti Frutti
FOR THAT Full Feeling After Eating.



Easily keeps its place AT THE HEAD. Liberal discount to the trade. Order early of LYNCH MFG. CO., Madison, Wisconsin, U. S. A.

Finely Nickeled.

The ONLY Bicycle Lock containing Yale Principle.

The ONLY Lock which fastens bicycle long or short as may be desired.

The best is the cheapest, and this is the best.

Price, $1.



WILLARD'S IMPROVED.
The only Practical Stocking Supporter on the market. It crosses on the back; never binds or works off the shoulder. Made from the best materials, best imported elastic web, and all trimmings nickel plated.

All the large dealers keep them in stock. If you don't find Willard's Improved, send 50c. for shoulder supporter, or 30c. for the belt.

To the trade: We will send sample of both, with price-list, for 50c., or sample order, express paid, subject to approval.

WILLARD & EVERETT.
224 Tremont Street, Boston, Mass.

DARTS (Registered.) LIGHTEST



New Designs Built on Smith Bros. LINES.
25, 27, 29 lbs., $160.
34 to 40 lbs., $150.
More good agents wanted. Send for lists. Photos 10 cents.

SMITH WHEEL MFG. CO.,
44-48 W. 67th street, New York.
921 H street, N.W., Washington

The Aldrich Bicycle Cape



[Patented Oct. 25, 1892.]

Get one and take it with you and save yourself a wetting. Easily carried when not in use. Liberal discount to the trade. For further particulars, address

A. T. ALDRICH,
342 Pleasant Street, - - - Worcester, Mass.

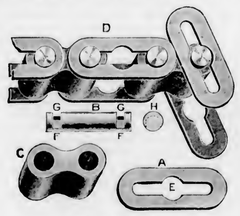
REAL BICYCLE UNIFORMS.



Be sure to send for free samples and measure blanks. Club Uniforms a specialty. L. A. W. Coats, $8; Knee Breeches, $4. Punnett's celebrated Jersey Cloth Knee Breeches only $4 a pair. Bicycle Caps, Sweaters, Monograms, etc. Be sure to write now.

R. A. PUNNETT,
Tailor and Athletic Outfitter,
98 and 100 West Ave., Rochester, N. Y.
All strictly first-class work at moderate prices.

BALDWIN'S ADJUSTABLE CHAIN



ADVANTAGES:

1. Simplicity, ease of attaching and detaching the several parts to and from each other.
2. Ease of repair in case of breakage, can be repaired without the use of tools.
3. Cleanliness, can be taken apart, cleaned and assembled in a very short time. What is wanted in a bicycle chain is a closer bearing not an oiled bearing to catch the dust, and soil everything that touches the chain.
4. Barrel studs cannot rust into the central block and wear the side links, as is often the case with riveted chains. Wear must all come on long bearing.
5. Will wear longer because it can be made harder than the riveted chain. Hardened steel cannot be riveted.
6. When nickeled the nickel is not marred by assembling.
7. Most important of all. It is adjustable for wear, which no other chain is, and thus is made to fit the sprocket wheels all the time, preventing friction, and loss of power, wear of sprocket and noise.

All steel; every part hardened. Work and material the best. Price, $8; nickeled, $9. Full directions with each chain. Send for circular.

E. A. BALDWIN, West Upton, Mass.

CHALLENGED!

The World. To beat the workmanship, material, design or finish of

WARWICK CYCLES.

WARWICK CYCLE MFG. CO., = Springfield, Mass.
GET A CATALOGUE.

SINGER CYCLES.

GUARANTEED.

We fully guarantee All our Cycles, not for twelve months only, but for a life time. We are interested in our products beyond one year, whether the factory serial number remains intact or not, and should a defect make its appearance at any time in material or manufacture of a Singer Cycle, we are ready to make the defective part or parts good to our customer.

SINGER & CO., 6 and 8 Berkeley St., and 2 Warren Avenue, BOSTON, MASS.
LIBERAL DISCOUNTS TO RELIABLE AGENTS.

BICYCLE FORGINGS

WE ARE PREPARED TO QUOTE PRICES FOR FIRST-CLASS DROP FORGINGS OF ALL DESCRIPTIONS IN

Iron, Steel, Copper, Bronze AND Aluminum.

We make this class of work TO ORDER ONLY, and carry no forgings in stock. Upon receipt of drawings, or full-sized models and quantity, we will make estimates on anything desired. We now have in daily operation

FIFTY HAMMERS,

And have the largest and best equipped establishment in the world for the manufacture of these goods. Being pioneers in the making of DROP FORGINGS, our long experience enables us to turn out the best quality of work in the shortest time consistent with the high standard which we have always maintained.

THE BILLINGS & SPENCER CO., - HARTFORD, CONN.

We Make One Quality Only—THE BEST.

ADVERTISE IN THE BICYCLING WORLD.

GENDRON CYCLES. You can't tell where our progress will stop.



* * *

IS IT NOT PLAIN TO YOU THAT EVERY CYCLE SHOULD HAVE BACKWARD AND FORWARD ADJUSTABLE HANDLE GRIPS ? * * *



With this improvement you can make a Racer out of a Roadster

"Gendron Cycles" Have Them.

No wheel complete without.

Agencies now Being Placed. TOLEDO. NEW YORK. CHICAGO. ST. LOUIS.

GENDRON IRON WHEEL COMPANY.

"Two Gentlemen of Ver----"acity.

"Telemachus" Says:

"The direct spoke is more expensive, and is, I think, even superior to the tangent when made and put in RIGHT."

The best is not too good for Premiers—Premier Spokes and Bearings are proverbial for their durability, and now that Helical Tubing has been added—well, YOU WILL MAKE THE MISTAKE OF A LIFETIME if you do not ride a Featherweight Premier this year.

"Ariel" Says:

"In no Catalogue that I have seen are the illustrations in the line of wheels so finely presented as in the new Premier '93 Catalogue.

The cuts are half tone, 6x8 1-2 inches, representing the Helic Roadster Premier, the Road Racer, the Ladies' Premier, and the Weldless Premier. If the handsome presentment of a firm's wares is a factor in the disposition of their goods, then the Premier Cycle Co. will be decidedly in it this season."

Sent by mail for two 2-cent stamps or FREE at any Premier Agency.

Actual Weights---and they won't break down---
19, 25, 27, 30, and 32 lbs.

PREMIER CYCLE COMPANY,

NEW YORK.

A European Bicycle Tour.

An opportunity is offered to those who would like to join a party of twenty or less for a tour of France, Switzerland, Germany and Holland. Start from New York June 3d; seventy-five days. Cost about $300 round trip. Address F. A. Elwell, 152 Pearl street, Portland, Me.

Excursions to Washington.

PERSONALLY conducted tours to Washington have been arranged via Royal Blue Line, to be run at frequent intervals from New York and Philadelphia to Washington. The next excursion will be on April 6th. For programme, describing these tours, write to Thos. Cook & Son, Agents B. & O. R. R., 261 and 1225 Broadway, New York, or 332 Washington street, Boston, Mass.

Your Old Wheel Taken in Trade.

SEND us a description of your old wheel (any make or style) its name, and year; under condition of tires, nickel and enamel. We will send you photographs of our "Capital" cycles (highest grade) and make you a much larger allowance than any local dealer can possibly afford. We wish to introduce our 1893 wheels early. Deal direct with the factory. Washington Cycle Co., 809 Water street, S. W., Washington, D. C.

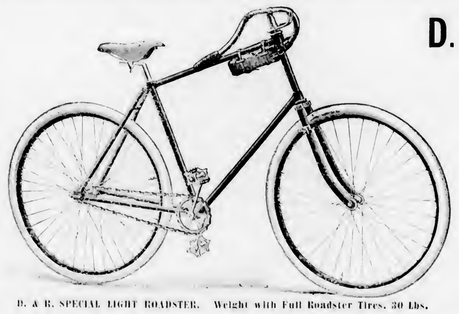
The Sprinter Roadster

MANUFACTURED by the Luburg Manufacturing Co., 321, 323, 325 No. 8th street, Philadelphia, is without doubt one of the finest wheels ever put on the market. It is guaranteed strictly High Grade, and every wheel warranted. The price being only $125 will make it a ready seller, and liberal discounts will be allowed to dealers. They have the largest assortment of Bicycle Sundries and Novelties in America, and their price is right. They are also manufacturers of Baby Coaches, Reclining and Invalid Rolling Chairs, Refrigerators, Office Desks, etc., and are giving liberal discounts to the trade.



A New Instantaneous Spanner.

A SPANNER which shall be instantaneously adjustable has undoubtedly been sought for more than once. The time necessary in shifting the jaws of the spanner by means of the usual screw from a small to a large nut is not always expended with the greatest amount of pleasure; it is a diddling little job, and trying to the temper if nuts of many sizes are being operated upon. With a view to getting over this, the spanner now under notice has been introduced. It is adjustable from 1-8 inches to zero, and consists of a handle piece or body with projecting top, forming the upper jaw. The face of the spanner handle is cut in a series of parallel slots, and the lower jaw fits right round the body of the spanner, and carries at its lowest end a helical screw with square-edged worm facing the slots referred to. It does not, however, slide parallel up the wrench body, but is constructed to allow of a slight backward movement, produced by pressing upon the heel or back projection of the sliding piece with the thumb, which has the effect of forcing the screw out of the teeth, when the spanner can be quickly run up into position, and fine adjustment made with the screw. It is not a heavy instrument, weighing only seven ounces; it is made of solid steel, is well thought out, strongly constructed, and the shifting jaw well supported when the strain is on it.—*Cyclist.*



D. & R. SPECIAL LIGHT ROADSTER. Weight with Full Roadster Tires, 30 Lbs.

D. & R. Special Cycles.

FULLY GUARANTEED.

Specifications, 28 in. wheels speeded to 60, 64, or 66 in. Special dust proof ball bearings to all running parts, Tangent spokes, Roller chain (anti-friction), Weldless steel tube of large section, very strong and rigid, to frame forks and handle bar Finished in fine enamel and nickel.

PRICE, $150.

We fit all our D. & R. Specials with the '93 Dunlop Detachable Tires, which are unequalled in material, speed, and ease of repair.

Send for Catalogue.

Liberal Discounts to Reliable Agents.

Dean & Rogers Cycle Co.,
TAUNTON, MASS.

"Our George's" Opening.

ON Tuesday, Mr. George M. Hendee's new bicycle store at 478 Main street, Springfield, Mass., was thrown open to the public. The store is one of the finest bicycle agencies in New England. A large handsome office is divided off from the rest of the store, while at the rear there is a large room which will be used as a repair shop. This department will be one of the features of the store. The wheels which Mr. Hendee will keep in stock are the Rudge, Stylish, Overland, Raleigh and Waverley. Mr. Hendee intends making a specialty of the Waverley, and will carry a complete line of bicycle parts, also a large line of athletics and photographic goods.

A Combination Tire.

A TIRE which we hear is meeting with a large amount of favor in some quarters is the Reliable patent pneumatic cushion, which is sold by Messrs. Stone & Cowser, 16 Bath Row, Holloway-head, Birmingham. As its name implies, this is a combination of the cushion and the pneumatic. It is of the single-tube variety, having a very thick and practically unpuncturable tread. To such as are satisfied with immunity from puncture, combined with the anti vibrative qualities of the pneumatic, at the expense of a little speed, this tire will recommend itself. Its price, two 35 shillings per pair for 30 inch wheels—is a consideration which should weigh favorably with many.—*Scottish Cyclist.*

Notice to the Trade and Public.

OWING to the great increase in and pressure of business and the well-known impossibility of being in two places at the same time, we are compelled to remove our main office to Highlandville, Mass., to which place all correspondence must be hereafter addressed.

The Boston store at 166 and 170 Columbus avenue will remain in charge of our Mr. John McDowell, who will be able to devote his whole attention to the New England trade and will be pleased to receive agents, quote prices and give their interests his entire time.

We take this opportunity to thank our customers for the very liberal and increasing patronage accorded us, and we assure them that we shall take every opportunity to enhance their interests by filling orders as promptly as is possible and keeping up the high standard of workmanship in Union cycles.

UNION CYCLE MFG. Co., Highlandville, Mass.

THE following company last week filed articles of incorporation: Roth-Kasten Cycle Company, stock; Philip A. Roth, Henry L. Kasten and Edward W. Roth.

THE Worcester agent, Lud C. Havener, kept open house at his spacious store, 507 Main street, last week, during the entire evening, and a collation was served to all.

EFFORTS are being made to secure the "Simod" bicycle manufactory for Elyria, Ohio. A canvass is being made for subscriptions, and it is thought the works will be secured.

OWING to the increased demand for Miller's Rapid Fasteners for the M. and W. pneumatics, I have contracted for 15,000 pairs which will enable me to offer them to the riders for the small sum of 30 cents a pair.

CYCLING among women must be largely on the increase judging by the demand for the new Ladies' Columbia Model 34. The Pope Mfg. Co. have been unable to keep up with their orders on this wheel, but are now filling orders rapidly.

THE success of the Wizard tire demonstrates a growing demand for, and confidence in, the single tube style of pneumatics. The Pope Mfg. Co. have already entered large orders for these tires which are being extensively used for changing over solid and cushion tired machines, as well as for fitting on new ones. The Wizard has a red rubber thread and is fully guaranteed as to material and workmanship.

THE factory of A. Featherstone & Co., Chicago, is running over time as it has been for the last two months, and notwithstanding the large increased facilities which have enabled them to double the output they are hardly able to keep up with orders. The retail trade has opened briskly and they are doing a fine business at their store, No. 282 Wabash avenue, which has been extensively overhauled and is at present under the management of D. W. Caswell.

Additions Completed.

New Machinery All Mounted.

Factory Running Day and Night.

NOW ABLE TO EXECUTE PROMPTLY

ORDERS FOR

BURRIS-MICHELIN

AND

WHIPPET

PNEUMATIC TIRES.

Championships of France for 1892

WERE WON

On the Famous MICHELIN.

AND

Champions of America

Are Ordering and Some Are Now Riding

THE BURRIS-MICHELIN.

We have on hand a few '92 Protection Strip Pneumatic, also a few cushion and some solid Bicycle tires of various sizes which we offer at reduced prices to clear the stock.

NEW YORK BELTING & PACKING Co., LTD.

15 Park Row, NEW YORK.

ARNETT & RIVERS, SAN FRANCISCO AGENTS.
W. D. ALLEN & CO., CHICAGO AGENTS.
W. H. H. PECK CO., CLEVELAND AGENTS.
E. A. KINSEY & CO., CINCINNATI AGENTS.
R. M. POPHAM, PHILADELPHIA AGENT.

L. A. W. LEAGUE OF AMERICAN WHEELMEN.

OFFICIAL DEPARTMENT.

Boston, Mass., April 7, 1893.

LEAGUE HEADQUARTERS:

12 PEARL STREET, ROOM 20, - - BOSTON, MASS.

Officers for 1892 and 1893.

PRESIDENT,
COLONEL CHAS. L. BURDETT,
Hartford, Conn.

FIRST VICE PRESIDENT,
THOS. F. SHERIDAN,
Lock Box 951, Chicago, Ill.

SECOND VICE PRESIDENT,
DR. G. CARLETON BROWN,
88 Broad St., Elizabeth, N. J.

TREASURER,
W. M. BREWSTER,
111 Francis St., St. Joseph, Mo.

SECRETARY,
ABBOT BASSETT,
12 Pearl St., Boston, Mass.

The President and Vice-Presidents constitute the Executive and Finance Committee. Dr. G. Carleton Brown is Secretary of this committee, and all correspondence with the committee must be addressed to him.

Standing Committees.

ABBOT BASSETT, Sec. L. A. W.:

Dear Sir—Please announce in the official organ the appointment of the following Standing Committees. The committees will be filled at an early date. Fraternally,

CHAS. L. BURDETT, President.

MEMBERSHIP COMMITTEE.

George C. Pennell, Castle Hotel, 103 St. and Amsterdam Ave.....New York
Howard L. Perkins, P. O. B. 836, Providence, R. I.
M. A. High,.....Cincinnati, Ohio.

COMMITTEE ON IMPROVEMENT OF HIGHWAYS.

Isaac B. Potter,...Potter Bldg., New York, N. Y.
A. R. Choate, 130 Temple Ct., Minneapolis, Minn.
Henry E. Harris, cor. First and Seventh Avenue, Fort Scott, Kan.

COMMITTEE ON RULES AND REGULATIONS.

J. Wade McGowin, 124 Wood Street, Pittsburgh, Penn.

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H. E. Raymond, Chairman, 245 Flatbush Ave., Brooklyn, N. Y.
Lewis A. Miller,.....Meriden, Conn.
W. W. Watts,.....548 W. Jefferson, Louisville, Ky.
Geo. D. Gideon, 17 No. 7th St., Philadelphia, Penn
J. M. Erwin.....*News-Record*, Chicago, Ill.

TRANSPORTATION COMMITTEE.

Albert Moll, Chairman, 2234 Madison ave., Baltimore, Md.
John O. Blake,.....85 Madison St., Chicago, Ill.
H. C. Nickerson.....241 Washington St., Boston

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

ALABAMA—Chief Consul, Wm. C. Harris, Jr., Box 246, Birmingham. Secretary-Treasurer, John A. Snider, 117 North 20, Birmingham.

ARIZONA—Chief Consul, A.W. Galpin, Phoenix.

ARKANSAS—Chief Consul, F. D. Nichols, Fort Smith.

CALIFORNIA—Chief Consul, Geo. H. Strong, 252 Market, San Francisco. Secretary-Treasurer, Lauren W. Ripley 70 Ninth street, Sacramento.

COLORADO—Chief Consul, Chas. A. Hackney, Box 1427, Denver. Secretary-Treasurer, Harry M. Booth, 816 22d street, Denver.

CONNECTICUT—Chief Consul, A. H. Schumacher, Box 952, Hartford. Secretary-Treasurer, F. W. Westlake 91 Lewis Street, Bridgeport.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary-Treasurer, Chas. S. Wilson, 813 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, Samuel W. Stinemetz, 1237 Pa. Ave., Washington. Secretary-Treasurer, W. H. Stearns, 719 13th street, N. W., Washington.

GEORGIA—Chief Consul, Samuel M. Whiteside, Box 76, Savannah. Secretary-Treasurer, C. M. Rushing, Savannah.

ILLINOIS—Chief Consul, Frank W. Gerould, 108 Madison street, Chicago. Secretary-Treasurer, Burton F. White, 832 Washington Boulevard, Chicago.

INDIANA—Chief Consul, Thomas Hay, 70 North Pennsylvania Street, Indianapolis. Secretary-Treasurer, E. V. Minor, Room 22, Board of Trade, Indianapolis.

IOWA—Chief Consul, Fred H. Beach, 111 West 8th St., Muscatine. Secretary-Treasurer, Geo. W. Tomes, Box 1073, Des Moines.

KANSAS—Chief Consul, Henry E. Harris, cor. First and Scott avenue, Fort Scott. Secretary-Treasurer, Austin Hawley, Girard.

KENTUCKY—Chief Consul, W. W. Watts, 548 West Jefferson, Louisville. Secretary-Treasurer, Orville W. Lawson 2540 West Jefferson, Louisville.

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MONTANA—Chief Consul, Dr. D. J. Walt, Helena. Secretary-Treasurer, Lewis A. Croil, Anaconda.

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NORTH DAKOTA—Chief Consul, Miles E. Harbin, Grand Forks.

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OREGON—Chief Consul, C. L. Howe, 195 Third street, Portland, Oregon.

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SOUTH CAROLINA—Chief Consul, Dr. T. P. Whaley, 26 Legare street, Charleston.

SOUTH DAKOTA—Chief Consul, W. J. Healey, Mitchell. Secretary-Treasurer, Hal C. Clark, Mitchell.

TENNESSEE—Chief Consul, T. J. Dempree, 888 Front street, Memphis. Secretary-Treasurer, Geo. T. Brooks, 236 Main street, Memphis.

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UTAH—Chief Consul, C. A. Emise, 272 State-street, Salt Lake City. Secretary-Treasurer, A. W. Culine, 170 E. So. Temple street, Salt Lake City.

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WEST VIRGINIA—Chief Consul, Jason C. Stamp, 1311 Market street, Wheeling. Secretary-Treasurer, H. Ribeldaffer, 19 S. York St., Wheeling.

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WYOMING—Chief Consul, Frank Vreeland, Cheyenne.

WASHINGTON—Chief Consul, W. A. Van Epps, Olympia. Secretary-Treasurer, J. A. Drain, Spokane.

MARITIME PROVINCES—Chief Consul, Fred L. Temple, 128 Prince William street, St. John, N. B.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C., England.

Annual Meet At Chicago.

The dates selected by the National Executive Committee for holding the annual League meet and International races are August 5th to August 12th, inclusive.

GENERAL COMMITTEE.

Thomas F. Sheridan, Chairman, Lock Box 951, Chicago; F. W. Gerould, T. L. Sloan, C. E. Randall, J. O. Blake, R. D. Garden, Wm. Herrick, C. E. Stokes, A. J. Merritt, F. G. Gere.

This committee to have general supervision of the annual meet under the direction of the National Executive Committee.

RACE AND TRACK COMMITTEE.

Frank W. Gerould, 108 Madison street, Chicago; R. D. Garden, S. H. Van Sicklen, and J. M. Erwin.

This committee to have general charge of the construction of the track, running of the races and arrangement of events, under the direction of the International Race Committee.

PRESS COMMITTEE.

Samuel A. Miles, *Referee*, Chairman, Caxton Building; L. J. Berger, *Bearings*; W. Wardrop, *Cycling Life*; M. A. Lane, *The Post*; F. E. Spooner and H. D. Wiley, *Sporting Review*.

This committee to have charge of the news and promoting the general interests of the meet.

HOTEL COMMITTEE.

Charles E. Randall, Chairman, 4745 Champlain avenue; L. B. Taylor, W. A. Leonard.

This committee to have charge and arrange for hotel accommodation during the League meet and International races.

THE Renewal Season is now open, and we are ready to receive the annual dues of members.

HE who gives quickly gives doubly. Those who renew early save to the officials the expense and trouble of the drumming-up circular. This notice should be all that is required by members who are thoroughly in earnest in the cause.

WE have opened the books for 1893-4, and applicants for membership may now send $2 and they will be put upon the roll for the year ending April 30, 1894.

ALL memberships expire April 30, and must be renewed before July 1st.

WE publish in this issue a renewal blank which we hope will be universally used. A blank of this kind is more satisfactory for filling than a notice of renewal written in letter form. If a member has no blank and does not care to mutilate his paper, he will oblige us by sending renewal on paper the size of the blank and made out after the same form. The same applies when two or more names are sent.

EVERY League club has been supplied with sheets to send applications on, and also a renewal blank to be made out for renewal of the club. Since many non-League clubs send in lists of names, a list of names is no indication that a league club renews its membership, and we must have the regular certificate of renewal as per blank furnished every club before we can issue our certificate of club membership.

CLUB SECRETARIES will be supplied with renewal sheets for club lists on application.

CONSULS and Secretary-Treasurers should be supplied with renewal blanks, application blanks, receiving pamphlets, etc., and can have them from us upon order.

Don't forget to send number.

Don't say a word if you can't give number. We will look it up and put it on the blank. We don't care if you have lost it, mislaid it, or forgotten it, but we do care for the space to write the number in. Leave it vacant.

Don't ask for a lower number. Numbers will be changed in the year 1900. Not before.

Don't write us concerning road books, maps, etc. These are issued by the Divisions. Write your Sec.-Treas. See his address in BULLETIN.

Don't forget to give us your home address, if you are temporarily out of the State. We have to locate you with Division where your home is.

Don't put questions, or requests for a change of address on the renewal blank. These blanks go to members who do not answer questions nor change addresses.

Don't put your name and number in the body of a letter. We want only name, number and address. All else is superfluous. The dollar bill will tell us that you want to renew, and after that we want only name, number and address.

Don't be surprised if you get a circular from your Division Secretary telling you that you have not renewed, since many of these will go out from checkings made several days previous to sending.

It is possible that many who have renewed will be dismayed. If you have your ticket, take no notice of the circular, and don't get indignant in any event.

Don't write us for recruiting circulars or application blanks. Your Division Secretary will supply these. It is important that Division Officers should know the workers, and where blank and literature are being used. Every Division officer has or should have a full stock of blanks.

Veteran Bar.

MEMBERS holding numbers between 100 and 125 can now wear the Veteran Bar. Send orders at any time, with $2.50 accompanying, and get bar with name engraved on back, to

ABBOT BASSETT, Sec.

New League Clubs.

THE following clubs have qualified as League Clubs, and filed the certificate required in the office of the Secretary:

475—Cadillac Wheel Club, Detroit.
476—Star cycle Club, Hamilton, Ohio.
477—Norwalk Wanderers Cycling Club, Ohio.

[For Late Official Matter See Page 90.]

Applications for Membership.

THE following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article 3, Sec. 2, of the Constitution, which is as follows:

SECTION 1. Any amateur wheelman of good character, eighteen years of age or over, shall, with the endorsement of two League members or three reputable citizens, be eligible to membership in this League upon payment of the initiation fee and dues, as provided in this Constitution and By-Laws, and the By-Laws of his Division.

SEC. 3. The name of each applicant for membership must be published in the official organ, and unless within two weeks thereafter, a protest shall be filed with the Secretary, he shall become a member of the League.

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names are correct.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and no cash specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 9 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week. (When a holiday falls on Monday the list is closed on Saturday preceding.)

BOSTON, April 7, 1893.

Total 527.

ALABAMA DIVISION—2.

19345	Crank, Robert E.	Florence
566	Garrett, J. J.	"

NORTH CALIFORNIA DIVISION—2.

19567	Bahls, H.	Oakland
568	Raymond, Fred T.	San Francisco

SOUTH CALIFORNIA DIVISION—5.

19509	Edwards, G. Godfrey	Los Angeles
510	Eley, John L.	"
511	Kull, Jacob R.	"
512	Gast, A. A.	"
513	Kluckner, Watten	"

COLORADO DIVISION—7.

19541	Stauffer, A. V.	Denver
515	Yothers, M. C.	Leadville
516	Hunt, Louis	Denver
517	Carpenter, A. E.	"
518	Watson, Fred A.	"
519	Hood, Spencer B.	"
520	Rockafellow, Watten	"

CONNECTICUT DIVISION—11.

19521	Cederwall, Oscar	Hartford
522	Kabish, Frank	Birmingham
523	Simmons, Edw. R.	Bristol
524	Tracy, Milton S.	Glastonbury
525	Stannard, Chas. J.	Ivoryton
526	Barnard, E. J.	New Haven
527	Farrows, Ellis	No. Grosvenor Dale
528	Griswold, Geo. N.	Watertown
529	Beals, Arthur	Moodus
530	Clark, S. P.	"
531	Bolles, J. C. Jr.	"
532	Sullivan, A. J.	"
533	Bill, Chas. G.	Unionville

DISTRICT OF COLUMBIA DIVISION—1.

19534	Barbour, James S.	Washington

ILLINOIS DIVISION—28.

19535	Day, A. L.	Englewood
536	Bell, Ivan	Galva
537	Duncan, Leo	"
538	Dunn, Fred	"
539	Sheldon, Leslie	Sterling
540	Lloyd, A. B.	Arcola
541	Rhodes, Will H.	Anna
542	Fear, Geo. A.	Assumption
543	Stamp, E. L.	Bishop Hill
544	Baldwin, V. D.	Chicago
545	Pauli, E. Jas. J.	"
546	Kiechel, Emil C.	"
547	Knights, J. H.	"
548	Kimball, W. G.	"
549	Mauran, C. S.	"
550	Packard, V. A.	"
551	Partridge, Lester E.	"
552	Phillips, J. H.	"
553	Pierrington, Edward W.	"
554	Rice, W. S.	"
555	Tanyan, Jas. J.	"
556	Wagner, A. J.	"
557	Heilleman, Howard	Indianola
558	Charlton, Heinrich	Pekin
559	Duckering, James	Roseville
560	Allen, C. F.	Sparta
561	Grigg, J. L.	"
562	Richardson, P. W.	Table Grove

INDIANA DIVISION—10.

19563	Stewart, J. S.	Arilla
564	Kent, J. Edward	New Albany
565	Weddell, Zack E.	Benton
566	Butler, Burton W.	"
567	Hench, Geo. C.	Connersville
568	Torbet, Oliver S.	Columbia City
569	North, Emmet M.	"
570	Hood, Alfred	"
571	Stoudy, John M.	"
572	Helbig, Rudolph T.	"

IOWA DIVISION—9.

19573	Billan, Chas. F.	Cedar Rapids
574	Blayney, Fred H.	Corning
575	Okey, C. E.	"
576	Barnheart, H. C.	"
577	Andrews, Frank W.	"
578	Johnston, George M.	"
579	Agnew, Caleb D.	Creston
580	Roberts, Dr. C. A.	Independence
581	Beers, Chas. E.	Lyons

KANSAS DIVISION—6.

19582	Dobson, Wm. S.	Junction City
583	Blattner, R. H.	"
584	Sims, Thos.	"
585	Smith, Julius	Arkansas City
586	Hill, F. R.	Dayton
587	Riddle, H. S.	Randolph

KENTUCKY DIVISION—19.

19588	Watts, E. M.	Louisville
589	Blakeley, J. S.	Bowling Green
590	Meredith, Claude J.	"
591	Sweatle, Henry F.	"
592	Hutchins, H. W.	Covington
593	Johnson, A. R.	Henderson
594	Krieger, H. L.	Louisville
595	Kohlhepp, Wm.	"
596	Lang, Chas. B., Jr.	"
597	Nichols, W. C.	"
598	Stine, J. W.	"
599	Webb, Alves N.	"
19600	Cunningham, R. M.	"
601	Howe, Jas. Lewis	"
602	Martin, Geo. F.	Midway
603	Carter, Frank L.	Newport
604	Trautman, C. F.	Shepherdsville
605	Hall, R. G.	Somerset
606	Arnold, W. C.	"

MAINE DIVISION—6.

19607	Barbour, J. W.	Auburn
608	Varney, Percy A.	Lewiston
609	Butterfield, Willie R.	Milford
610	Heath, E. M.	Lewiston
611	Melvin, S. C.	"
612	Morrison, W. T. S.	Cornish

MARYLAND DIVISION—15.

19613	Donaldson, Wm. T.	Baltimore
614	Stanton, Howard	"
615	Woods, J. Irving	"
616	Broughton, W. E.	Crisfield
617	Baer, Dr. B. F.	Baltimore
618	Baer, M. S.	"
619	Earle, Saml T. Jr. M.D.	Baltimore
620	Potts, P. Wilson	"
621	Vincent, John Martin,	Baltimore
622	Jackson, E. S.	"
623	Webster, Frank H.	"
624	Williams, Dallrymple	"
625	Hiltz, John	"
626	Riley, W. H.	"
627	Church, Sidney N.	Crisfield

MASSACHUSETTS DIVISION—103.

19628	Fowler, Nath'l C. Jr.	Boston
629	*Byrne, Miss Mabel A.*	Roxbury
630	Frank H.	Bridgewater
631	Copeland, A. Howard	"
632	Copeland, Richard H.	"
633	Lawrence, Herbert O.	Fitchburg
634	Hubbard, Clarence H.	No. Adams
635	Hammond, William J.	Woburn
636	Linnell, James H.	"
637	Colton, Clarence	Boston
638	Waterman, W. L.	Roxbury
639	Blanchard, F.	Spencer
640	Robbins, E. A.	West Newton
641	*Whitman, Hattie M.,*	Attleboro
642	Buxton, Ira	Andover
643	Manning, J. W.	"
644	Ripley, Geo. B.	"
645	Maynard, Alexander P.	Allston
646	Bailey, J. Louis	Boston
647	Cronin, George A.	"
648	*Dorcy, Miss Lotie*	"
649	Holt, J. E.	"
650	Kittredge, Frank	"
651	Perrin, G. E.	"
652	Lewis, Chas. W.	"
653	*Millet, Miss Grace E.*	"
654	Prior, Fred W.	"
655	Perkins, Bertram D.	"
656	Sears, H. B.	"
657	Walker, H. E.	"
658	*Whiting, Miss Carrie S.*	Boston
659	*Dodge, Emma F.*	"
660	*Russell, Edith D.*	"
661	Smith, L. B.	"
662	Tarr, J. Truman	"
663	Crosh, Chas. E.	Beverly
664	Carpenter, A. E.	Brockton
665	Harris, Fred M.	"
666	Reagan, John J.	Bridgewater
667	Clark, Harry A.	Cambridge
668	Warnock, John E.	Cambridgeport
669	Allen, Chas. A.	"
670	*Read, Mrs. Mary A.*	"
671	*Blight, Miss Mary*	"
672	Perrell, Wm.	"
673	Adams, Chas. S.	E. Cambridge
674	Watters, John W.	Charlestown
675	Beckler, Edmund D.	Chelsea
676	Shaylor, H. W. Jr.	Dorchester
677	Berg, Walter A.	"
678	Beals, Griffey B.	East Milton
679	Woodworth, A. B. Jr.	Lowell
680	Costello, John	"
681	Rogers, Dexter M.	Malden
682	Mattapan	Mattapan
683	Cox, J. Fred	Melrose
684	Peters, Joseph A.	Mashpee
685	Chapin, F. E.	Mount Herman
686	Sling, Will	"
687	Dwight, R. P.	"
688	Shattuck, D. W.	Newton
689	Shattuck, Henry	"
690	Shattuck, Geo. S.	"
691	Neponset	Neponset
692	White, Frank	N. Abington
693	Spiller, Albert E. M.	No. Cambridge
694	Lloyd, A. W. B.	No. Easton
695	Edberg, Charlie A.	So. Framingham
696	Halverstroem, Chas. E.	"
697	Bowles, F. M.	Cochituate
698	Coggens, C. E.	So. Framingham
699	Hobbs, G. B.	"
700	Raymond, D. C.	"
701	Reed, Chas. W.	"
702	Childs, Geo. C.	"
703	Collins, Wm. F.	"
704	Burr, C. E.	"
705	Allen, J. L.	"
706	Ordway, A. R.	"
707	Parker, Chas. H. L.	"
708	Rhodes, J. W.	Saxonville
709	Swenson, A. G.	"
710	Wagner, Isaac	"
711	*Luscomb, Miss M. Abbie*	Salem
712	Bryant, Fred L.	Quincy
713	Duckering, James	Roxbury
714	Steele, Samuel H.	"
715	*Turner, Miss Edith E.*	Somerville
716	Pope, Trace Cole,	"
717	Fletcher, Harry G.	"
718	Owen, Charles A.	"
719	Phinney, Smith	South Acton
720	Schuler, Chas. G.	So. Natick
721	Schaller, Francis H.	"
722	Boettcher, Albert	Springfield
723	Fowler, Samuel J.	"
724	Smith, Samuel E.	"
725	Nye, Theodore H.	Upton
726	*Hood, Miss Alice A.*	Waltham
727	Hammond, Chas. S.	W. Somerville
728	Brown, Percy E.	Winthrop
729	Gunnison, J. E.	Previous
730	Pierce, Frank A.	Worcester

MICHIGAN DIVISION—16.

19731	Beckman, Chas. H.	Au Sable
732	Kelley, Fred H.	"
733	Feuthert, W. M.	"
734	Venners, George F.	"
735	Doelle, B. S.	"
736	Worth, Paul	"
737	Loud, Chas. W.	Detroit
738	Loomis, Arthur V.	Oscoda
739	Elding, Forrest C.	Otsego
740	Bushnell, Frank B.	"
741	Thomson, Robt. J. Hunter,	Detroit
742	Dubridge, Geo.	Grand Rapids
743	Perkins, Thomas	Flint
744	*Andrews, Jessie*	Williamston
745	Mathews, Wm. L.	Marlette
746	Pierce, L. W.	"

MINNESOTA DIVISION—4.

19747	Clefton, C. J.	Owatonna
748	Bywater, Maurice T.	Duluth
749	Markins, Wm. T.	Wilmar
750	Osmundson, Saml.	"

MISSOURI DIVISION—7.

19751	Jewett, J. C.	Shelbina
752	Magill, John F.	Richmond
753	Miller, C. H.	St. Louis
754	Stone, C. H.	"
755	Nance, Arthur G.	Savannah
756	Hamilton, Robt. L.	Sumner
757	Jenkins, Walter L.	Winchester

MONTANA DIVISION—2.

19758	Whitworth, Alf.	Deer Lodge
759	Beanlio, L. Albert	Helena

NEBRASKA DIVISION—1.

19760	Barnard, Ned H.	Fremont

NEW HAMPSHIRE DIVISION—1.

19761	Moore, J. B.	Laconia

NEW JERSEY DIVISION—26.

19762	Green, Homer M.	Jersey City
763	Hutchinson, George	"
764	Smith, Edw. H.	"
765	Rowland, E. Augustine	Metuchen
766	Swords, Robt. S.	Newark
767	Diggs, John C.	Newark
768	Wyckoff, Kelsey H.	New Brunswick
769	Taylor, H. C. Taylor	Trenton
770	Christie, George	Bayonne
771	Serrell, John A.	"
772	Bonwill, H. G.	Camden
773	Apgar, Chas. E.	Dunellen
774	Gibson, Leonard	East Orange
775	Day, John W.	"
776	Daly, Andrew A.	Jersey City
777	*Cambell, Lizzie B.*	Lakewood
778	Rudderow, M. B.	Merchantville
779	Peck, Ira	Morristown
19780	Langstroth, W. G.	Newark
781	Mott, Charles S.	Orange

NEW YORK DIVISION—66.

19782	Morehouse, David	Brooklyn
783	Schoel, Henry F.	Brooklyn
784	Caminoni, Philip, Jr	Brooklyn
785	Chrisfield, Wm. E.	Brooklyn
786	Reynolds, Herbert	Corning
787	Clute, Fred S.	Mechanicville
788	Cogswell, S. P.	Prattsburgh
789	Willson, Burt	"
790	Stover, Fred	Sandy Hill
791	Alles, Theo. M.	New York
792	Bates, Arthur W.	"
793	Carrington, J. R.	"
794	Davis, Neal S.	"
795	Deudy, Chas.	"
796	Dickinson, Jonathan Jr.	"
797	Gilsen, James F.	"
798	Huckel, John F.	"
799	Kelley, Chas. J.	"
800	O'Brien, Thomas	"
801	Page, Howard	"
802	Sharpe, W. F.	"
803	Savage, J. Hamilton	"
804	Turk, Louis E.	"
805	Van Buren, Philip	"
806	Van Dyke, Raymond B.	"
807	Wolfe, John E.	"
808	Kingsland, W. J.	"
809	Greenebaum, C.	"
810	Smith, Terry	"
811	Cole, Fred C.	"
812	Hodge, J. A. Jr.	"
813	Ingham, John A.	Bloomville
814	Day, C. M.	Ballston Spa
815	Garrison, David	"
816	Gyves, Walter L.	"
817	Wooley, Jesse	"
818	Wiswall, Irving W.	Brooklyn
819	Carter, Geo. E.	"
820	Carter, Geo. E.	"
821	Edwards, Charles	"
822	Gee, I. Wm. H.	"
823	Kelly, Fredk. J.	"
824	Lamunson, James P.	"
825	Mallek, Nicholas	"
826	Riley, Wm. H.	"
827	Rockett, Fred	"
828	Weinpahl, C. A.	"
829	Rafferty, Walter S.	"
830	Hastings, Rudd E.	Bath
831	Jordeman, Ray A.	Cato
832	Downey, G. A.	Elmira
833	Hammond, Frank E.	Fishkill Landing
834	Deicke, Herman C.	"
835	Buck, Chas. R.	Middletown
836	Bennett, W. L.	Ogden
837	Fancher, C. W.	New Rochelle
838	Thompson, G. K.	Oneonta
839	Nixon, A. A.	Owego
840	Wallis, Stephen S.	"
841	Wilson, Jos. P.	Oswego
842	Oliphant, Richard	Oriskany
843	Waterbury, John C.	"
844	Wardell, R. T.	Saratoga Springs
845	Eddy, Wm. D.	Syracuse
846	Sees, Harry R.	Tonawanda
847	Hewes, Geo. A.	"

OHIO DIVISION—70.

19848	Delahunt, F. R.	Cincinnati
849	Morrison, Fredk.	Ashtabula
850	Bradley, C. C.	Norwalk
851	Bergan, John W.	Hamilton
852	Bell, Frank C.	"
853	Bell, Edward,	"
854	Emerick, Harry G.	"
855	Fuhrmann, Geo. M.	"
856	Geisler, John	"
857	Hoerner, Xed	"
858	Loesche, Charles	"
859	Menkhaus, A.	"
860	Morris, John W.	"
861	Smith, Wm. T.	"
862	Schorr, John W.	"
863	Young, Henry	"
864	Bauer, Wm. A.,	Springfield
865	Rice, Forrest A., Jr.	Lakewood
866	Coble, D. H.	Steubenville
867	Gelzer, R. L.	Toledo
868	Miller, A. P.	Berea
869	Hamilton, W. F.	Cincinnati
870	Latta, Clifford	"
871	Pyle, Theodore W.,	"
872	Nunnicker, E. C.	"
19873	Nunneker, Chas. L.	Cleveland
874	Parsons, Aubrey L.	Cleveland
875	Parsons, E. P.	"
876	Anthony, Thomas A.	Cleveland
877	Rosenfeld, Mortimer C.	Cleveland
878	Stern, Gustave	"
879	Walton, Elwin A.	"
880	*Ferguson, Lulu E.*	Columbus
881	Skidler, Max	"
882	Daller, Clemens Oskaap	College Hill
883	Kramer, Joseph	Dayton
884	Weller, C. G.	DeGraff
885	Beerdegen, K. W.	Bellaire
886	Boyle, W. N.	Mt. Vernon
887	George, Jesse A. H.	Mansfield
888	Hemmerly, Willis G.	Marion
889	Waddell, W. R.	"
890	Barber, C. P.	Norwalk
891	*Colson, Mrs. F.*	"
892	Christman, Geo. H.	"
893	Carrigan, Thos. M.	"
894	Gross, J. H.	"
895	Gallup, R. C.	"
896	*Glover, Miss Dora M.*	Norwalk
897	Husted, F. L.	"
898	McDermott, S. J.	"
899	Mesnard, H. W.	"
900	Powers, F. A.	"
901	*Moore, Jessie L.*	"
902	*Moore, Mary H.*	"
903	Maberry, A.	"
904	Near, J. A.	"
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907	Sidwell, A. W.	"
908	Tighe, Wm.	"
909	*West, Mrs. L. J.*	"
910	Webster, Harry J.	"
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No More Pneumatics--Perhaps.

A NEW kind of anti-vibrator is being made by Messrs. Linley and Biggs for the patentee. It consists of a spring hub of wonderful construction, and the inventor does not deem that a pneumatic tire will be needed when this hub is used. We saw a wheel being constructed with a rim made of steel tube, on which, of course, there would be fixed no tire of any sort, the steel itself forming the tire.—*The Wheeler.*

Talk About Harness.

S. PRESTON, Secretary of the Pyramid C. C., Darlaston, rode into Coventry on Saturday evening on a Pyramid, and wearing the Liberty cycle steering apparatus. He says his club is going to adopt it for road riding. This apparatus consists of a waist belt, straightened at the back by a steel spring, and in front there is an arrangement of rings and hooks by which chains can be attached to the handles of the machines, when steering is effected by the movement of the body, leaving both hands free, and enabling the rider to sit upright and at ease in the saddle. Even without using the chains, the wearing of the belt gives great comfort to the rider.—*The Wheeler.*

A Word of Advice.

JUST about this season of the year there are always a good many novices about, and many who are not yet devotees of the wheel art are thinking of becoming so. These should beware of learning on a badly-constructed machine, with its saddle in the wrong position. Bad habits are easily learned, and not quickly unlearned. A very good plan is to take lessons in riding from some first rate (such as may be found at Cyceldom), especially if the learner is inclined to be at all nervous. In a very short time difficulties which at first appear insuperable are mastered and henceforth all goes pleasantly.—*The Wheeler.*

The Two-Speed Gear In Practice.

OUR Rover, fitted with the Cycle Co.'s two-speed gear, ordered for our winter's riding, has at last arrived, and our initial experience on it has greatly delighted us. The gears are 51 inches and 66 inches. Down hill, with the wind and on the level, the machine flies with the high gear. In negotiating hills we generally rush the first portion with the high gear, then just as the pace slackens and the work becomes heavy we touch the lever, and, hey! presto! we sail along at a slow pace, but without labor. The change is most remarkable when the high gear is put into action going up a hill. One has to sit back and push from the back of the saddle, where before it was a matter of easy pedaling. Even going down a slight incline, where, with the low gear, the machine seemed to be running of itself, when a change is made to the high gear, considerable pressure has at once to be applied to the pedals. There is one point, however, that requires attention. A change from the high to the low gear when travelling fast is more than startling. In our own case, when we tried this experiment, both feet shot off the pedals in front as if they never meant to come back. Of course, one need not change to the low gear when going fast, but unless warned one is likely to do it as an experiment. The experiment will not be repeated. —*Irish Cyclist.*

Lighted By Electricity.

ELECTRIC lamps for cycles are coming nearer and nearer to the range of practical possibilities, and I have hit upon an adaptation which promises to materially assist in solving the problem. Instead of carrying the tiny incandescent lamp in a specially-made case, or lantern, of its own, I discard the case, or lantern, and fasten the lamp by wires to the reflector of my Alumophote bicycle lamp, where it occupies the exact space that would be occupied by the oil-fed flame. The reflectors and lens of the Alumophote act splendidly, and the illumination is twice or thrice as powerful as with the same lamp burning oil. The spring handle of the Alumophote of course protects the delicate little incandescent lamp from vibration, and the only weight to be carried is consequently the 1 1-2 pound of accumulator and 1-2 ounce or so of wire and incandescent lamp.

My plan has the further advantage that when the electricity is all discharged, the incandescent lamp and reflector can be slipped out of the Alumophote in a moment, a spare reflector put in its place, and the oil lamp lit. A loop in the accumulator case provides a safe place for the reflector to be carried, and the extra weight of the spare reflector is only 1-4 ounce.

The main point to be now determined is the duration of efficiency of the accumulator. The 1 1-2 pound size can be guaranteed, I am assured, to give light for three hours, when once the plates have become fully charged; and the charging can be done either by connecting the accumulator for three hours to the wires from a dynamo, or by joining it up in circuit with a chemical battery which can be supplied, capable of charging a number of such accumulators, for about 25 shillings. So we seem to be narrowing the thing down to reasonable dimensions, and when the Edison-Swan patents expire next November, the cost of electric lamps will be further reduced; and ere long we may all be able to take our rides abroad secure in the possession of inexpensive lamps of high illuminating power.—*Irish Cyclist.*

The Correct Reach.

THE rider's leg should never be quite straight when pedalling, and the best riders use such a short stretch that even when the pedal is at the lowest the angle formed at the knee is quite considerable. The man who rides with the saddle as high as he can stretch does not realize that he is unable to use his strength to the best advantage, and should he change suddenly to a stretch two inches less, he will find the position cramped and uncomfortable, and will, in all probability, consider that the long stretch is the best. Use is second nature. A man will get used to almost any position, but, at the same time, there is a right and a wrong, and it is worth a little trouble to ensure being right. A rider who is uncertain if his stretch is correct should get a friend to watch his action, and if the leg is straight, or almost straight, at any point, he may conclude that he is riding too high. He should then reduce his stretch *half-an-inch at a time*, until there is an appreciable bend at the knee. After that it depends on personal tastes and idiosyncracies if he should sit a little lower or higher. The *tactus cruditus* is rarely sufficiently developed to ensure the correct position exactly, but it can generally be so closely approximated to that use makes it almost as effective as if it were absolutely correct. The position once located should be measured and noted. We don't believe there is one cyclist in a thousand who can at once replace his saddle to within quarter of an inch of the position that suits him unless he measures the stretch or has his saddle pillar nicked. The subject is deserving of more than passing attention. A slight alteration in stretch will not strain a sinew, and the victim may not have the slightest idea of the cause. In addition to this it will render his work less effective. For these reasons every cyclist should take the greatest possible trouble to find the exact stretch which suits him best, and, having found it, he should measure the distance of his crank axle from the middle of the top of his saddle. He should make a note of the figure and carry a tape measure, and never mount a strange machine without making sure that the stretch is right, and should even measure the stretch of his own machine frequently to make sure that it has not been altered without his knowledge.—*Irish Cyclist.*

Roll the Roads.

EDITOR BICYCLING WORLD: While the water is hot, allow me to make a suggestion on the question of roads.

Every one appreciates the value of road scrapers, and they are good in their place. But scrapers will not make permanent roads in the ordinary soil, and the roller is absolutely necessary to finish the work of the scraper.

Let me suggest that our county engineers urge the purchase and "use" of more rollers, and I dare say that our emergency roads will be much improved. I use the word emergency because it is a case of very great emergency to speedily improve our public roads.

Why not give this a better trial?
Respectfully, W. M. WALLACE.

Still They Come.

THE Rambler Cycle Club of Wallingford, Ct., is making arrangements for a relay race from Springfield, Mass. to New Haven, to take place sometime in May. The proposed route covers sixty-six miles, and it is expected to be done inside of four hours. The riders, who are all members of the Rambler Club, will be apportioned as follows: Fred Lane will receive a message at Springfield and convey it as far as Thompsonville; W. F. Toothe from Thompsonville to Windsor Locks; W. L. Ingraham from Windsor Locks to Hartford; M. D. Tuttle from Hartford to Berlin; Charles S. Baldwin from Berlin to Meriden; W. T. Collett from Meriden to Wallingford; George A. Lane from Wallingford to North Haven and John R. Cottrill from North Haven to New Haven.

RACING IN 1893.

A Forecast of the English Path—New Methods and Mounts—Gearing and Machines.

IT has been my lot for a good many years to discuss the prospects of the racing path in the future, and as the active season opens earlier each year it appears to me a fitting time to consider the prospect for 1893.

A number of amiable persons seem to imagine that the racing path is about to be decimated by the operation of the Newcastle programme, and that all our best riders are to be eliminated. It would be invidious to specify the men who will come unscathed through the ordeal whenever it may take place, but the hostile critics should bear in mind that a large number of good class and promising amateurs at present refrain from racing because they are unable to cope with the disguised professor. When once amateurism is purified by the licensing system many new recruits will be found for the racing path, as there is no doubt at all that many first-class men exist if they would only take the trouble to train. I dealt at some length awhile back with the question of gearing, and pointed out the indubitable fact that quite a number of our fastest men had handicapped themselves with absurdly high gears, but a new factor is now imported into the case by the probable adoption of a hard or set surface, allied, at any rate in appearance, to cement, and possessing the peculiarities of what I think may be advantageously phrased as a "set surface." I am not aware what gearing was adopted by J. W. Schofield in his flying quarter English record at Putney, but, as I pointed out before, I think any attempt to race on high gears is likely to be a failure. There is of course moderation in all things, and it appears likely that a slightly higher gear may with advantage be adopted for use on a set surface, but 66 inches should be the very highest, and I am not sure that 61 inches is not really ample. Zimmerman, at Leeds, used 61 inches, and though A. C. Edwards got the first run and was full of going down hill on 72-inch gear, the American was able to play with him—in short, it is easier to learn to move the legs faster than to find the extra power, and half a minute on a free home-trainer will illustrate the fact that rapidity of leg action is relatively easier than hard pushing. The set surface question then disturbs our conclusions seriously, and in a recent issue of *Bicycling News* Mr. S. F. Edge discusses another confusing item—the capacity for pace of the geared ordinary or F. D. safety. Personally, though I do not go so far as Mr. Bontfroyd, I have a firm belief that on both road and path the front-driver will come to the front. I don't think that the

SAFETY WILL BECOME EXTINCT,

any more than the ordinary became extinct, in two years—in fact, to-day, there is not a better mount for hard winter riding than a wide-built, air-tired, 54 inch ordinary, but that driving the front and steering wheel is the right thing I am well assured, especially as the rear carriage can be made so light, and the absolute rigidity of frame, so necessary in the rear-driver, need not be secured. I am inclined to doubt Mr. Edge's dictum as to the relative amount of friction of a chain and a hub gear, and feel sure we have not reached finality in the construction of the gear. The truth is that up to date no racing man, whose last 200 yards would be considered dangerous in first-class company, has given the front-driver a fair trial, and those who have, have ridden machines with a big rake on the front forks, than which nothing can more check the picking up of a spurt—in fact, my idea is that if such marvellous results can be attained with big rakes, screwing forks, and over-large and consequently wobbley hind wheels, to which must be added, at present, the extra weight, I feel pretty well assured that with no rake, stronger forks, and an 18-inch hind wheel, a good man could make the front-driver move to some tune, and pick up his spurt quite as quickly as on an R. D. As to weight, this is bound to come down. If a 58-inch air-tired ordinary could be built inside 26 pounds, it cannot be impossible to build a 34-inch front-driver under that weight; of course, it must be built to fit, and not adjustable. Starley Brothers have a web-jointed G. O. in their window, not by any means flimsy looking, which goes inside 28 pounds.

The questions for next year, therefore, become rather numerous and perplexing. What will be ridden, what gear, and so on?

As to what will be ridden, it may safely be predicated that the safety will be most popular. The cracks and the coming men will not experiment; they will ride what they rode last year as to type, but will modify their gearing. A few will try the G. O., or front-driver, and if the right man tries it and gets well set to it, he will probably score. If I was asked to pick men who could score, I should name O. L. Lambley and F. J. B. Archer. The windage question alluded to by Mr. Edge is a negligable quantity if the front wheel is a small one. Lambley's powers and experience would serve him well, whilst Archer, taking his very short reach into consideration, did tinarvels on his 52 1-2-inch ordina drove a F. D. geared to 60-inch a ping. It is quite possible, also, th the safety men might do better on just as some ex-ordinaryists have d on the R. D., but if anyone means a G. O. or F. D. during the reason must do some winter riding on t so as to get set to it.

In addition to these two types, I see more tricycle and more tander A good many men would be vastly by a season of tricycle racing, pecially those riders who, by only the path, have to a great extent away their stamina and staying p can remember in the old days two instances of men who, after a sens cycle racing, came out again re strong and fast on the ordinary were a number of riders who did less tricycle racing last year, and I see some men supporting this bran sport regularly in 1893. The tande is probably the fastest cycle exan the triplet be faster, and an effort made to cultivate it next year, and several promising couples who in taking up this form of cycling, and supported I make no doubt that rac clubs will do their best to encourage

With certain

"AWFUL EXAMPLES"

in my mind's eye I do not propose at any great length into prophecy—is more uncertain than the develop a season, and as often as not the ch some of one season were on middle mari before. As it is authoritatively stat Zimmerman will come over to del title, and I have heard from him effect, the odds appear in favor of least of our championship honors crossing the Atlantic, but I think th man's chances will be somewhat dis by his coming—as is his present inte only just before the races are run. H ever, now understands our men an methods, and will not need the ini which was so absolutely necessary commencement of 1892, and I hope th may be seen fit to note some improv amongst some of our younger rider that if he wins he may have to ride in his honors. On public form, of cours prophecy ought to be "Zimmerman fir the rest nowhere." But public form to be relied on at all—e. g., if this tim year such an article as this had been pe "Osmond" would have been written in of "Zimmerman" four lines above.

The omission of the ordi championship is one which marks the low-water m of this type, but its reconstruction shape of the G. O., also dubbed the safety, is only a question of time.

The long-distance racing in 1893 resc itself at present into two races, the Cocoa Cup race and the Surrey hand That there will be many other long-di contests is a foregone conclusion, b have no line to guide us. The Cuca Coc race is a very open contest, in my op The possible competitors know a lo about distance path racing than they surely have a big try in the Cuca C race. * * * —*G. L. Hillier, in Bi. News.*

"CHIPS"

THE man who persists in riding in trousers never puts for cycling dress reform.

"BICYCLES hired and repaired in the rear" is a Broad street sign.—*Phila. Record.*

"No, I don't like onions or garlic," said the pneumatic tire repairer, "but I get fat on leaks."

WHEN the sulky wheel spoke it said: "I'm tired going round after a record I get no credit for."

ALEX BUTTS in the Kansas City *Star* reports a literary society in Winfield debating the question "which is the more valuable to man, the ox or the horse?" The arguments on both sides were so able that the judges rendered a decision in favor of the bicycle.

BJACKSON—Did you know young Booksmuch had joined the Psychical society?

Bjohnson—Never heard of him even riding a cycle.

Bjackson—Dear, dear! You don't understand. Psychical persons ride hobbies, not wheels.—*Shoe and Leather Reporter.*

JENKS (to agent who wants to sell him some goods)—I'll never buy of you again. The suit of clothes I bought of you last month shrunk so at the first rain that the coat reaches only to my hips, and the trousers to my knees.

Agent—Just right for a bicycle suit my dear sir. Can't sell you a nice wheel now, so you can utilize the suit?

MAMA—Oh, Bertram, here you are again all covered with mud from head to foot!

Bertram (in tears)—It isn't my fault. I was riding 'round on my new safety when Willie Meigs gave me a push and over I went.

Mama—Well, what are you crying so about? Is it painful to be covered with mud?

Bertram—No, it ain't, Mama; but I thought that if I came in laughing you would wish me.

HROUGH THE CATSKILLS.

Happy-Go-Lucky Bicycle Trip Chicago's First Experience of Coasts.

HEN we first thought of the trip my id B. was at home in Chicago and I was New Hampshire. Our meeting in New rk at the corner of 11th and Broadway, on 23d of August last, was arranged by er.

ing anxious to get away from New rk, and remembering enough of our graphy to know we could not ride south, , or west, we started north. After an r's ride we sat down beside the road, and ile I was repacking my luggage carrier, wing up tires, and getting together gen- lly, we decided to head for Lake Hopat- ng, N. J., first, B. knowing of an attrac- n in the way of two pretty girls some- ere in that vicinity.

ake Hopatcong was not in our geography ore than somewhere off northwest of New rk City. Dinner time found us just south Yonkers. Stopping at a very inviting oking road house, we found all we could k at was rye bread full of caraway seeds, and ll of the land, had never cultivated a taste r caraway seeds, but I had been there be- re and managed to pick out enough bread om between the seeds to satisfy the inner an for the time being. Crossing the river Yonkers, we landed at the foot of the Pal- ades. As we were not riding twenty- ound racers on this trip, pushing our Cen- ury Columbias, with luggage attached, up hat wall was no easy job. But the coast we ad from the top down into Closter more han repaid us for the work. Being accus- omed to Illinois that mud road century ourses, as we were, a coast like that was a ew experience to us and we sat down at he bottom to talk it over. Little did we now what was

BETWEEN US AND THOSE GIRLS.

At Closter we tried to get information as to at least the direction we should take. O! for a good old western railway time table, with a map of half the universe on the back, that we might have seen our way for our- selves. Following the directions of Closter's most sage inhabitants we found ourselves a few hours later at Spring Valley, N. Y., heading for Suffern, N. Y., thinking in our ignorance we were on the shortest trail to Lake Hopatcong. Here we spent the night and next morning found to Suffern. We thought we had come up short, finding our- selves in a little pocket in the mountains, with seemingly but one entrance or exit. We buttonholed the station agent, who gave us our first reliable information, and set us on our proper course. Starting off again, we had gone but a short way up the side of the mountain when we began to realize what a hard day's ride was before us, but we had changed our 62 gears to 53 before leaving home, which helped matters a great deal.

Whatever was an intermediate town we were making for to get further information. The spelling of the name of this quaint little place being so different from what we imag- ined it would be from the local pronunciation given it that we did not know it when we saw it on the sign posts.

After a dinner of soup joints, cabbage, etc., more substantial, to say the least, than rye bread and caraway seeds, we started off with our brains fairly whirling in our efforts to remember directions numerous and con- flicting. The best we could make out of it all was to head for Two Bridges, and this came nearly proving our Waterloo.

After an hour's ride through a very pic- turesque little valley, we stopped to get some water. While B. was drinking I, from force of habit, was questioning a little four- year-old in the yard and found that Lake Hopatcong was just over a mountain which lay before us, while Two Bridges was away off in a different direction.

As it was late in the afternoon we tried to hurry, but that mountain was a "corker," and good long sittings down beside the road were frequent, so the sun had about set when we reached the top. The road was fine, and although through dense woods, we had no misgivings as to sticks or stones and so started down, all sail set. Faster and faster we glided through the increasing darkness—a charcoal burners' village flashed past us—the dogs of the place, evidently taking us for phantoms or something equally uncanny, scurried away with their tails between their legs. All went well until in the middle of a magnificent bursat of speed due to the increasing grade, I saw B. and his wheel suddenly leave the road and start off into space and such wild efforts as he made to regain his equilibrium on striking terra firma again I have never seen before or since, but before I could make out what it all meant I felt myself describing a similar arc to the one he had just completed. A second shock, equally as violent, and still a third before we drew up beside the road. We had passed over our first

"THANK-YOU-MARMS!"

B. had heard tales of such things in his childhood, but at the time I could not be convinced that we had not struck a big tree felled across the road.

After quiet ng down a bit we started down again at a safer gait and in a few minutes dismounted in fr nt of what we supposed would be our "Haven of Rest," for two or three days at least, the Woodport Hotel on the north end of Lake Hopatcong.

As I dismounted I found I had one more score to lay up against those "thank-you-marms." My tool bag and contents, includ- ing tire repairing outfit, pump, etc., were gone.

We looked rather the worse for wear after this day's ride, but this did not tend to les- sen the warmth of our reception by the fairest of the fair, the two young ladies of the house in charge when we found here. Not so with the proprietor, however. After care- fully sizing us up, he condescended to show us to a room in an old annex, which was doubtless a mansion in the days of our fore- fathers. After a pleasant evening spent in rowing on the lake we retired with many misgivings to our mansion. We gave up all hope of sleep on our bed of husks and fell to thinking hard to keep warm. Leaving New York, as we did, with no definite plans as to our course and scarcely a second thought as to where we would lay our heads at night, we thought it at least consistent to take everything as it came, be it ever so hard. We afterwards heard of other wheelmen having met with something of a similar re- ception at this place by our considerate (?) host. We decided to make a stop of two or three days here and then go on toward the Delaware Water Gap, but in this we reck- oned without our host.

Next morning, after an all night rain, the condition of the clay roads which sur- rounded us was something awful. We were forced to stay indoors on account of the rain but the time passed all too quickly and three o'clock found us mingled with the other guests of the hotel enjoying a dance in the parlor. Just then we were much surprised to say the least at being called into the office and having the proprietor inform us that he had no further accommodation for us, and that we would have to leave. Thinking that if we left quietly it would perhaps keep the matter from becoming common gossip around the hotel, thus making it very pleas- ant for our friends, we decided to quit the place immediately. We asked for an ex- planation and received none, but since then have come to the conclusion that he did not fancy the effect of our court dress among his guests, or else it was his natural antip- athy to bicyclists in general.

Perhaps we flatter ourselves, but we thought we saw at least one tear shed for us as we set off in the drizzling rain. We had gone but a short way up the mountain when a heavier shower than usual forced us to take shelter under a tree by the road where we had a good laugh over it all and decided we would not have taken a good deal for the experience.

A half an hour's hard pushing brought us to the top where we could see the Delaware Water Gap, twenty five miles away. The road running through the trees and the clouds at this time made it a charming view. Be- low us lay the little town of Sparta for which we were hunting. Although the road was very wet and muddy we managed partly by sliding and partly by coasting to reach the town without mishap. We were recom- mended to a private boarding house, where we got a splendid dinner. It had commenced raining again and as we had been told by every one that the roads would be practi- cally unrideable for several days, we took the train for Stroudsburg and arrived there an hour later.

We put up at the Indian Queen Hotel (perfect name that!) for the night. The guests of the hotel were enjoying a dance when we arrived, but our experience of that very afternoon had taught us a lesson. So not caring to back up again that night, we contented ourselves with writing letters. All night long we heard the patter of the rain on the roof and our anxiety to thor- oughly do the Delaware Water Gap had dwindled away by morning and we decided to hurry on toward Conashaugh, which was a little over half way between here and Port Jervis, where B. had relatives stopping. Be- fore starting off we met a party of wheelmen on route from Newark to Mauch Chunk, Pa., who were stalled here on account of the roads and weather, and had decided to give up and go back by rail. They told us that it would be impossible to ride the roads as far as Bushkill but we were too far from home to heed their advice and so started on.

We had scarcely reached the outskirts of the town before we were knee-deep in the mud and almost that deep in mud. We were obliged to dismount frequently and clean the mud from chain and sprocket wheel, but finally gave up and took to walking. By this time we had come to the conclusion that the thirteen miles between here and Bushkill would be an all day's job, when we met an old farmer with an empty wagon going into Stroudsburg. After bargaining with him a few minutes to get him to turn around and take us to Bushkill and coming to his terms in the end we piled in, wheels and all. The sorry spectacle we must have presented as we started off might have been a fitting subject for an illustration of bad roads for *Good Roads*. We arrived at our destination about four hours later, after a very tedious ride. We got dinner here and waited some time for the rain to cease.

We had heard such wonderful tales of the fine state road from here to Port Jervis, which was affected by neither the winds, the rains nor the weather, and knowing that a warm welcome awaited us by the folks at Conashaugh, no matter what our condition might be we decided to proceed. We found that so much could not be said in praise of that road and no wonder it is the pride of the people in the country around. In all our experience we have never seen anything to be compared to it. We struck it after a two days' hard rain and even then it hardly looked damp and was so hard and smooth as to not show a wagon track. It ran along the bank of the picturesque Delaware, any- ware from 50 to 200 feet above it, and was such a treat to us that we were almost sorry our ride ended.

KISSES AND CARESSES.

We dismounted and had proceeded but a short way toward the hotel when we heard a shriek of joy and perceived a flying form coming toward us, having barely time to whisk our sleeves across our mouths before receiving the imprint, which in her enthu- siasm she bestowed upon us both, and it was not long before the others knew of our ar- rival.

We spent a delightful evening enjoying amateur theatricals, etc., and the next morn- ing made a few excursions around to see the sights in the way of beautiful falls. We left one of the largest and most attractive of these, the Raymond's Kill Fall, until the last as it lay about two miles on our road toward Port Jervis, and our friends had promised to accompany us that far. Being about one-half a mile back from the river, off the main road and up a steep ravine, we took our wheels up to the top as the road was fair and the prospects of a coast were good. After spending about half an hour fooling around the falls, and saying goodby we started off down hill. It proved steeper and more crooked than it looked coming up and after a break-neck coast we arrived at the bottom in safety and resumed our jour- ney over the famous river road.

TO BE CONTINUED.

Nelson Accepts Willis' Challenge.

EDITOR BICYCLING WORLD: Will you kindly print the following answer to Mr. Willis' challenge in your valuable columns, and greatly favor the writer?

I have read with much interest Mr. Willis' challenge in last Monday's *Republican*, and feel highly honored that he should deem me a possible rival for the championship honors of the city which he has held so long and so unassumingly.

Recognizing, as I do, the glory and honor to be acquired in the defeat of such a rider as Mr. Willis, whose prowess is known to every lover of the sport in America, and whose magnificent form was the admiration of the enormous crowds at Hampden Park last September, it will be favorable no doubt if, in accepting his challenge, I waive some of the conditions which he has thrown about it, and thereby facilitate and simplify matters.

First, Mr. Willis has doubtless chosen the half-mile as the distance to be run as a delic- ate concession to me, knowing that under ordinary circumstances I have always been able to cover that distance in less time than I can ride a mile, but I am unwilling to make use of the slightest advantage even when offered in such a magnanimous spirit, and therefore will be delighted to ride at any time up to 25 miles, leaving it en- tirely for Mr. Willis to decide.

Second, Hampden Park, while it affords the most convenient and best prepared sur- face for the contest, might from some un- foreseen reason be unavailable, and I would suggest that the decision as to the place be left entirely to Mr. Willis, who doubtless will enter the world's championships at Chicago and might find it more convenient to have the event take place where it could be witnessed by the representatives of the entire cycling world.

Third, As the race is to be for the honor of holding the city championship a prize is not an absolute necessity, and for fear that the difficulty which might possibly arise in obtaining the necessary funds would inter- fere with Mr. Willis' fulfilling this condi- tion of the contest, I will waive all claim as to the trophy, and race simply for the honor which I might attain if I shou l so succeed in defeating Mr. Willis, but will not of course insist upon this, but will leave the matter entirely in the hands of Mr. Willis.

Fourth, Any Saturday between now and the last of April will be quite satisfactory to me, and I would suggest that April 1st would be the most appropriate day, but I am will- ing to say any Saturday in 1893 or thereafter, or, if necessary, any Monday, Tuesday, Wednesday, Thursday, or Friday.

Fifth, Championships heretofore have al- ways been run from scratch, and a handicap will be a decided novelty, but if the sanc- tion of the Racing Board for the event can be obtained, I can raise no objection though it occurs to me that it is Mr. Willis' diffi- culty that prompts him to ask a start of fif- teen yards, and that he is more than capable of holding his own from scratch; however, I will leave that to Mr. Willis.

I would like to make the suggestion that the gate proceeds be donated to a charitable cause, and I would suggest as the recipient the Home for the Weak Minded, a deserving and in these days a necessary charity.

Trusting that Mr. Willis will find no de- lay in setting the date for the race, and be in the pink of condition, I remain, with best wishes.

Yours very truly,
ED. A. NELSON.

Springfield, Mass., March 30, 1893.

The challenge was as follows:

"I hereby challenge Mr. E. A. Nelson to a race of one-half mile for a trophy valued at $50, sub- ject to the following conditions:

First, To be run upon the Hampden Park bi- cycle track.

Second, To take place upon any Saturday not later than April 29th, 1893.

Third, Each contestant to deposit $25 for the purchase of the trophy with the editor of the Springfield *Republican*, before April 15th.

Fourth, Mr. Nelson to concede a start of fif- teen yards. CHAS. H. WILLIS."

Witness: KIRK BROWN,
W. W. TAXIS.
Springfield, Mass., March 18 [illegible]

A ROAD EXHIBIT AT CHICAGO.

The Practical Presentment of an Im- portant Subject — What Should Be Done.

THE following correspondence relative to an arrangement for a Road Exhibit at the coming Columbian Exposition is self-ex- planatory and should receive the careful at- tention and support of all League members:

CHICAGO, Ill., March 13, 1893.

Pope Mfg. Co., Chicago, Ill.:

Gentlemen,—In explanation of the several let- ters addressed you, in connection with a Road Exhibit at the Exposition, it may be stated that the classification of the Exposition distributed the general subject of road construction through four departments, viz: Mines and Mining, Agri- culture, Liberal Arts and Transportation, and consequently no definite concerted plan for such an Exhibit as would be satisfactory was possi- ble. In the meantime, the Director General au- thorized this Department to do what it could with the subject, but at that date it seemed im- possible to arrange for an exhibit that would be in keeping with the importance of the work or satisfactory to this Department.

I have written a number of letters to firms in- terested in the production of machinery or ma- terial used in road construction, but the answers have been unsatisfactory.

It is but just to the Exposition to state that owing to the great demands made on its resour- ces, by reason of the enormous increase in ex- penditure, caused by extending the plans of the Exposition, and the recent action of Congress, obligating the Exposition Company to pay judg- es and jurors, it is impossible at this late day after all budgets have been made and provided for, to make an appropriation for the purpose of illustrating road construction. I have given the subject very careful consideration, and have this proposition to make, the only one in my judg- ment that can be carried out at this time. A roadway fifty feet in width and one thousand feet in length, extending from the Forestry Building past the Anthropological Building and the exhibit of the French Colonies to the Live Stock Pavilion can be placed at the disposal of this Department for an exhibit illustrating road construction of all kinds.

The plan proposed would be to construct this road in sections, beginning with the Genesis of road making by leaving a wagon rut in the sand in the first section, illustrating the average road in the country during a large part of the year, and then show in sections of one hundred feet or less, the different methods of road con- struction common to our country, ending with sections showing methods in use abroad. On each section show under glass a cross section, illustrating drainage and manner of construc- tion.

If manufacturers of brick used in paving, pro- ducers of granite blocks, owners of gravel beds, contractors of cedar block wood, asphaltum, and other forms of road construction with man- ufacturers of road machinery feel that this plan would be a valuable factor in educating our peo- ple in the direction of building good roads, and would undertake to build sections of, say, fifty to one hundred feet in length, as indicated above, I feel that the different Leagues and Associations which are earnestly endeavoring to create sentiment in favor of good roads, will assist in defraying the expense incident to show- ing these sections of the roadways devoted to foreign methods of construction.

I can do nothing unless I have the assurance from those directly interested in the construc- tion of roads in this country that they will join in making the exhibit.

To find out definitely and conclusively the sen- timent of road associations, quarry owners, wheelmen's leagues, manufacturers of machin- ery and road builders, a circular letter is the purpose of this letter; and I would esteem it a special favor if you will give this careful con- sideration and at once advise me whether or not you will undertake to assist the Department in this work. If the answers are in the affirmative, I shall at once proceed to carry this plan out, and if not I will be obliged to drop the subject entirely.

It might be proper to say that the Department will enter as an exhibit each section built in the name of the builder, and that the material used can in this way pass under the eye of the judges and be entitled to award.

I sincerely trust that you will assist in making this educational side of the question a practical success. Respectfully yours,

W. G. BUCHANAN,
Chief Department of Agriculture.

BOSTON, MASS., March 24, 1893.

W. G. Buchanan, Esq., Chicago, Ill.:

Dear Sir,—In reply to your letter of the 13th inst. relative to the road exhibit at the Exposi- tion, let me say that I think I was the first to call attention to the classification adopted by the Columbian Commission. This classification dis- tributed the exhibit through five enormous buildings, having an aggregate area of 79 acres. I notice in your letter you state the classifica- tion was in four Departments, and you omit Ma- chinery Hall which has in Group 77, Class 488, street rollers, sweepers, and sprinklers.

I send you a copy of this "Open Letter" and the Memorial to Congress. I also send you a copy of a second Memorial to Congress relating to the same subject and to a Road Department at Washington, D. C. At the time I submitted the Memorial on the subject of a comprehensive exhibit of roads at the World's Fair, I offered to subscribe $1000 for the purpose. I now renew my offer of that amount, provided that a sum sufficient to make the exhibit such as you speak of is secured. If I remember rightly, in a pre- vious letter you stated that at least $20,000 would have to be raised.

I am of the opinion that a great opportunity for instructing the people in the advantages of better roads will be lost, if there be no exhibit at the Exposition. I am having made a cross sec- tion of a Telfordized and Macadamized road, 12 feet long and with plate glass sides. This cross section is in one of the street floor windows of my store in Boston, and I understand that Har- vard University is to have a duplicate of it made.

I quite agree with you that cross sections of roads should be shown, as the surface, merely, does not give a clear idea of road construction. I would urge upon you the necessity of there being large tablets painted and placed on the roads, stating the amount of force required to move a given weight on various surfaces, so that the farmer may understand how much animal power is wasted by poorly constructed rough roads. Very truly yours,

ALBERT A. POPE.

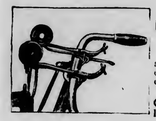
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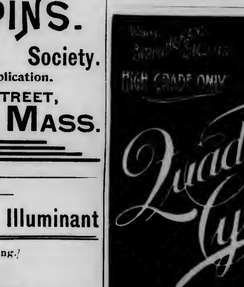
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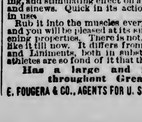


WHEN
In want of MEDALS PINS AND PRIZES,
For Race Meets, as well as
CLUB EMBLEMS,
Write to
SIMONS, BRO. & CO.,
618 Chestnut Street, Philadelphia, Pa.
Timing Watches a specialty.

BICYCLE ENGRAVING AND ELECTROTYPING
GRAVES & GREEN,
302 WASHINGTON ST., BOSTON.



SAMPLE
And 1 or 2-1-2 inch Electro
FREE
To cycle dealers. Send catalogue or business card.
AVERY & JENNESS,
5756 Madison Ave., CHICAGO, ILL



Levy's Cycle Clock
AND
Speed Calculator.
Warranted good time keepers. Price, $2.25 from cycle dealers or
SIMON C. LEVY,
1817 Ridge Ave., Philadelphia, Pa.

$1.50 AMERICAN WATCH

We commenced on Jan. 1st, '93, in our New England factory, to make a newly patented AMER- ICAN LEVER WATCH, which we not only GUARANTEE to keep PERFECT TIME but to give satisfaction in every respect. We will refund money without question to any dissatisfied purchaser. We are making an average of 8 WATCH LEVERS A MINUTE—1440 per day—432,000 for this World's Fair year. Our trade mark is on every dial and guarantee with every watch. IT IS MADE ON HONOR!
DESCRIPTION—This movement is an AMERICAN PATENT LEVER; Lan- tern Pinion; Patent Escapement and Regulator; Patent Pinion (for stem) Wind and Set, requiring no key; runs within for 36 hours; Patent DUST-PROOF Case, heavily Plated with GOLD Substitute, guaranteed to wear a year; Weight of watch 4 1-2 oz.; Cut exactly represents it. Every watch tested and regulated before leaving our hands and will NOT VARY A MINUTE IN 30 DAYS. Price postpaid, $1.50 each; 2 for $2.75; 12 for $13.00 by express. Mention paper and we will include a handsome GOLD PLATED CURB CHAIN with Columbus Medallion. AGENTS and STORE-KEEPERS send at once for sample and terms. Catalogue of 1000 articles free. We refer to to any prominent Publisher or New York firm. Do not order C. O. D. A useless expense as we warrant every watch. BOST. H. INGERSOLL & BRO., 65 Cortlandt St., N. Y. CITY.

Athletes, Cyclists, Baseball and Foot- ballists, Horse-back riders, Boxers and Oarsmen;
when you want to ride, run, walk, row, skate or swim a long distance,
ANTI-STIFF

STRENGTHENS THE MUSCLES
It is a marvelous preparation for Strengthening the Muscular System. With Anti-Stiff there is no faith required; it goes straight for the muscles, and you can feel it at work. It has a peculiarly warming, comforta- ble and stimulating effect on all weak or stiff muscles and sinews. Quick in its action, cleanly and pleasant in use.
Rub it into the muscles every night for a fortnight, and you will be pleased at its supporting and strength- ening properties. There is not, nor has been, anything like it till now. It differs from all Oils, Embrocations, and Liniments, both in substance and effect. Some athletes are so fond of it that they rub it all over them.
Has a large and increasing sale throughout Great Britain.
E. FOUGERA & CO., AGENTS FOR U. S., 30 N. WILLIAM ST., N. Y.

THE KI-YI,



OR
CYCLE TOURIST'S GUN
A few drops of diluted Aqua Ammonia from the nozzle of our Ki-Yi will teach the bicycle-chasing dog a lesson he will not likely soon forget. It works like a magic. As a rider puts it, "You could bear him howl ten squares." What tourist has not wished for one of these? The most success- ful thing of the kind ever invented. Ask your dealers for them, or sent by mail, packed in neat box, with full instructions.
Price each, 50 cents.
Send for CATALOGUE of NEW GOODS
Manufactured by
A. U. BETTS & CO.,
TOLEDO, OHIO.

PATENTS Procured in the United States and Foreign countries. Trade marks, de- signs, labels and copyrights. Send description, with model, pho- tograph or sketch, and I will let you know whether you can obtain a patent. All informa- tion free. W. E. MCGILLBAUGH, McGill Building, 908-910 G St., N.W., Washington, D. C.

Reading Railroad System.
THE FAVORITE ROUTE
BETWEEN
Boston, Philadelphia, Baltimore, Washington,
AND BETWEEN
New York and Philadelphia,
And all points in Interior Pennsylvania.
THE SCENIC LINE
To Buffalo, Niagara Falls and the West.
WHEELS CARRIED FREE.
I. A. SWEEGARD, Gen. Manager. C. G. HANCOCK, Gen. Pass. Agent.

Limited Train
FOR NEW YORK
Via BOSTON AND ALBANY R. R.
A limited train of Drawing Room Cars only will leave Boston at noon, due in New York at 5.40 P. M.
Train consists of Baggage Car, Buffet Drawing Room Smoker and two Drawing Room Cars, Fare $6.00, including seat in Drawing Room Car. Number of passengers limited to seating capacity of cars.
A. S. HANSON, General Passenger Agt.
City Office, 232 Washington St., BOSTON.
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FITCHBURG RAILROAD
Superb Equipment, Excellent Train Service, Fast Time, and Courteous Employees make the
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THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffa- lo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.
BICYCLES CARRIED FREE
FAST EXPRESS TRAINS
With elegant PALACE PARLOR and SLEEPING CARS to and from
BOSTON and CHICAGO
and BOSTON and ST LOUIS,
via NIAGARA FALLS
without change.
THE POPULAR ROUTE for all points in North- ern New York, Vermont and Canada.
THE ONLY LINE running through cars, with- out change, from Boston to Rutland, Bran- don, Middlebury, Vergennes and Burlington, Vt.
THE PICTURESQUE ROUTE from Boston to St. Albans, St. Johns, Ogdensburg, Ottawa, Montreal and Quebec.
ELEGANT PALACE SLEEPING CARS to and from
BOSTON AND MONTREAL,
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For Time-Tables, Parlor and Sleeping Car ac- commodations, or further information, apply to any Agent of the Fitchburg Railroad and at
250 Washington Street, or
Fitchburg Railroad Passenger Station, BOSTON.
J. R. WATSON, General Pass. Agent.

Columbia Popularity.

Popularity is often founded on sentiment, but the popularity of the Columbia Bicycle is based on merit.

The COLUMBIA is Popular With All Classes:

With the workingman, because he knows it is a safe investment, and because it is guaranteed throughout;
With the skilled mechanic, because of its excellence of construction;
With the aesthetic for its beauty;
With him who simply seeks recreation, for its easy riding qualities;
With the athlete, for its speed and durability, and
With all, for its acknowledged excellence.

The Popularity of the COLUMBIA BICYCLE is Deservedly the Highest.

POPE MFG. CO.,

BOSTON. NEW YORK. CHICAGO. HARTFORD.

Our New Tire

The Wizard.

AMONG the tires we offer for general sale is our new tire, to be known as . . . . .

The "WIZARD."

It is a single tube tire, similar in construction to the regular Columbia tire, with red rubber tread, and is intended especially for use of repairers and for changing over to pneumatic tires at a reasonable expense. It has our special recommendation as a thoroughly reliable and well constructed single tube tire, and is warranted as to material and workmanship. It is without doubt the best tire on the market for the price, which is the lowest we have ever offered a pneumatic tire.

Correspondence solicited from manufacturers and large repairers.

HARTFORD RUBBER WORKS COMPANY,

HARTFORD, CONN.

For the Money

Where is there a bicycle to compare with the Hartford for the money?—NOWHERE.

What hasn't the Hartford that it ought to have?—NOTHING.

Catalogue free.

HARTFORD CYCLE CO.,

HARTFORD, CONN.

The BICYCLING WORLD AND L.A.W. BULLETIN

Founded 1877

Volume XXVI. Number 6.

BOSTON, FRIDAY, APRIL 14, 1893.

50 Cents a Year. 5 Cents a Copy.

A VICTOR YEAR.

If you look '93 Victors over carefully, bit by bit, you will agree with us that this is a Victor year.

They are built to win. Bristling at every point with bright, new improvements. Too many good things to describe here.

Our 1893 Catalog is the best one we have ever seen. Send for it.

Buy Victors because they are best.

OVERMAN WHEEL CO.,

BOSTON. WASHINGTON. DENVER. SAN FRANCISCO.

HERE AND THERE.

Yearly subscription of the Bicycling World and L. A. W. Bulletin reduced to 50 c. per year. Look on page 108 and study our premium list. A high grade bicycle, a Scott gun and a $50 watch among the premiums.

MR. HILL, chairman of the ordinance committee of Atlanta, Ga., reported an ordinance, making it unlawful for any one to ride a bicycle or a tricycle on the sidewalk or to run over the streets on roller skates.

LOCAL wheelmen are arranging for a relay race between St. Paul and Sioux City, Ia. It is planned to have cyclists in all the intermediate towns take part in it and correspondence to this end is now being carried on.

THE annual election of the Wilmington (Del.) Wheel Club was held at the club house last week. Dr. J. A. Robb and S. Wallis Merrihew, the candidates for president, received a tie vote, and the election will have to be decided at the next meeting.

JOHN LILLION was held under $600 bail by Magistrate Clement in Philadelphia last week, on the charge of stealing a lot of cigars and two overcoats belonging to members of the Eclipse Bicycle Club, Union and Melon street. Lillion confessed his guilt.

W. C MUNRO, President of the Cincinnati Century Club, is conducting the cycling column of the Cincinnati *Tribune*, which devotes more space to cycling than any other Cincinnati daily. It also has numerous editorials in favor of the good roads movement.

PETER ADAMS, 30 years, of this city, was riding a bicycle through Chelsea on Fast Day, when he was thrown from his wheel and sustained a double fracture of the right leg below the knee. He was taken to his home in a carriage, and afterwords removed to the City Hospital.

MR E. STAAL of Copenhagen, who is on a visit to this country will visit the World's Fair. He is President of the Danish Bicycle Club, Copenhagen: Chief Consul for Denmark of the Cyclists' Touring Club, correspondent to *Velocesport*, Bordeaux, and other cycling papers.

JOHN EYMAN, the well-known horseman of Pittsburg, Pa., is manager of the new association now being formed to promote a series of cycle race meetings, field sports and athletic contests generally. The old driving park in Versailles township will be reopened and a good place for outdoor amusements provided.

THE first century ride (100 miles) ever made on the bicycle in Texas was made last week by a quartette of cyclists, Messrs. Will Tackabery of Fort Wayne, Chase Womack, Cecil Parker and Bonham Knight of Dallas—in eleven hours and a half. The route was from this city to Weatherford, thence a few miles south, and back over the same route.

THE Milwaukee Wheelmen have decided not to hold an indoor bicycle tourney at the Exposition Building this spring. It was intended to hold the meet the latter part of May or June 3, but the trustees of the Exposition have leased the building from June 1 to September 1, and as the club would be obliged to hold the race prior to June 1, it was deemed advisable to abandon the idea altogether.

GEORGE D. BUHL was arrested last week at Springfield, Mass., on the charge of stealing the bicycle belonging to W. J. Eldred. He tried to dispose of it in several places, and finally sold it to Fred McKenzie for $25, saying that he could try it for a few days, and if he did not fancy its qualities he could return it. Mr. McKenzie rode the machine on Taylor street yesterday, and left it in front of Clark W. Bryan's while he did an errand, and it was seen and recognized by the owner. A message was sent to the station, and Mr. McKenzie guided the inspector to Buhl, who confessed the theft.

LAST week the wheelmen of Denver, Col., gave a mammoth lantern parade under the auspices of the Denver Cyclists' union. George E. Hannan, President of the Union was grand marshal, with the following aids: Austin Banks, W. L. Sperry, James Duggan, H. Salmon, W. E. Miles, H. Culman, W. E. Perkins, J. A. McGuire, Charles F. Hart, H. G. Kennedy, S. A. Pippin and C. A. Stokes. The onject of the parade was to show the public, and especially political office seekers, the strength of the wheeling fraternity from a voting standing.

A CHAMPAIGN (Ill.) jeweler is making arrangements for a road race sometime during May. The arrangements have not been fully matured, but he has decided to give three valuable prizes to the winners. The contest will be among Champaign cyclers, including students of the University. The start will be made from some town within a radius of 15 miles of Champaign, and the finish will be in front of Mr. Riley's store on Main street.

A BICYCLE rider created no end of amusement to spectators and wrath among drivers of horses yesterday by riding unconcernedly along the streets with a tin wash-boiler tied to his wheel. It gave rise to considerable racket, and he then put it on his head, at the suggestion of a St. Clair street blacksmith. This would not work, and he next strapped it to his back and rode off triumphantly. More attempts to run away was caused among horses by this slight than a steam calliope would have occasioned.—*Dayton, Ohio, Herald.*

LOUISA E. MITCHELL, of Chicago, Ill., by her next friend, John Mitchell, commenced a suit in the Circuit Court yesterday against William Schroeder, Sr., and William Schroeder, Jr., for $25,000 damages. On Oct. last, plaintiff, who was at the time riding a tricycle on North avenue, between Robey street and Hoyne avenue, collided with a carriage owned by the defendants. Her leg was fractured and she received internal injuries. She alleges that the driver of the carriage was negligent and therefore asks damages.

THE following, from a Zanesville (Ohio) daily paper, has just come to hand, and we think it good enough to print:

"OLD HICKORY."

By A. Frank (Plagarist.)

Perry Gath had a pet,
It was a Hickory wheel,
And every time he mentioned it,
They said they wanted steel.

It followed as a consequence,
They thought he was a fool,
And the people couldn't understand
How he could be so cool.

But he just let them laugh and scout,
And kept on "sawing wood,"
And labored patiently about
Until he'd made them good.

And then he came and laid his case
Before the public dear—
As if to say, "I'm in the race,
For this, my second year."

What makes the man have so much cheek?
The people all inquired—
The dose he gives us every week
Begins to make us tired.

Hickory had a little boom,
Its strength was in its favor;
And everywhere Gath's safety went,
It made its friends the braver.

It followed quite a length the lead,
The wire wheel had gotten;

It made competitors laugh and say,
"Those wheels will soon be rotten."

And so the factory turned them out,
But still the wheelmen wondered:
And waited patiently about
Until we had sold a hundred.

And then they came to Gath and laid
Their cash upon his desk,
As if to say, "We're not afraid,
You'll save us from all risk."

"What makes the Hickory go so well?"
The eager wheelmen cried,
"Because they're built to run that way,"
Their riders quick replied.

Send for Catalogue. **Hickory Wheel Co.** Newton, Mass.

THE REMINGTON.

3 PATTERNS FOR 1893.

Light Roadster, Actual Weight, 32 lbs. **Roadster, 44 lbs. Ladies Wheel, 42 lbs.**

PRICES, $140.00.

Material, best obtainable. Workmanship unsurpassed. Mannesmann Tubing. Warwick Hollow Rims, and a variety of the best pneumatic tires to select from.

REMINGTON ARMS CO., 315 BROADWAY, NEW YORK.

SEND FOR CATALOGUE. WORKS AT ILION, N. Y.

[MENTION THIS PAPER.]

A HARVEST FOR ENERGETIC AGENTS.

CATALOGUES READY. SENT UPON APPLICATION.

LOVELL DIAMOND CYCLES.



WEIGHT 31 LBS.

Our Best Efforts Combined in Our '93 Models.

THE RESULT: Not a Semblance of ANTEDILUVIAN IDEAS.

Improved Columbia Pneumatic Tire.



WEIGHT 37 LBS

Pneumatic Tires, $115.00, $100.00, $85.00.

Cushion Tires, $105.00, $90.00, $75.00

JOHN P. LOVELL ARMS CO., Manufacturers, BOSTON, MASS.

The Leading Wheel for '93.

STRICTLY HIGH GRADE.

Puritan

TRADE MARK

O. J. Faxon & Co., Manfrs.,

3 Appleton St., Boston, Mass.,

∴ ∴ Send for Catalogue. ∴ ∴

"The Winton is a Winner."



WINTON LIGHT ROADSTER.

. . . HIGHEST GRADE THROUGHOUT. . . .

No Agency complete without this Distinctive and thoroughly First-Class Machine.

Winton Roadster, all on, 40 lbs., price $150.
Winton Light Roadster, stipped, 30 lbs., price 150.
Winton Ladies', improved design, 38 lbs., price 150.
Winton Racer, nothing like it, 20 lbs., price 160.

Easiest running bearings in the world. True double diamond frame. Winton perfect pneumatic tires.

If there is no agent in your place, know all about us by asking for a catalogue.

THE WINTON BICYCLE CO., CLEVELAND OHIO.

110 PERKINS AVENUE.

UDELL WOODEN WARE CO., St. Louis, distributing agents in Texas and Missouri, except Kansas City.

THE TOURIST IS A MODERN PEGASUS

Silently and Swiftly it moves like a thought. Mounted upon a Tourist time and space are annihilated, and you go where you will with a wish. It actually has winged feet, for with the

Bidwell Constrictive Tire

you can ride literally upon air. For this reason you need a

Bidwell Ball Bearing Cyclometer

to convince you how far you have ridden; because fatigue never attacks a TOURIST rider—twenty miles are as easy as one.

Write for our Catalogue and Pamphlet,

"Air; Its Hard and Soft Side."

GEO. R. BIDWELL CYCLE CO.,

308 AND 310 WEST 59TH STREET, NEW YORK.

Factory, Colt's West Armory, Hartford, Conn.

The THREE Most Important Points in BICYCLE CONSTRUCTION

ARE THE TIRES, RIMS AND BEARINGS.

IN THESE THREE POINTS THE CLEVELAND BICYCLES **LEAD**



CLEVELAND NO. 4.

FITTED WITH **CLEVELAND PNEUMATIC TIRE**

The tread portion of which is constructed of THREAD, and does not in the least detract from the RESILIENCY and LIFE of the confined air.

Used with CLEVELAND RIM, permitting permanent repairs in five minutes.

A PRINTED GUARANTEE FURNISHED WITH EACH AND EVERY WHEEL SOLD

THREE LEADING NUMBERS: NO. 3 CLEVELAND. NO. 4 CLEVELAND. NO. 5 CLEVELAND.

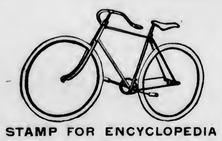
Send for Catalogue and take your choice.

H. A. LOZIER & CO., - - - - CLEVELAND, OHIO.

HIGHEST GRADE

EXCELSIORS

Racers.
Road Scorchers.
Light Roadsters. Ladies'.



Weights, 25, 30, and 35 lbs.

Few more good agents wanted in New England, Middle, and Southern States.

LIVING DISCOUNTS TO LIVE AGENTS. SEND STAMP FOR ENCYCLOPEDIA OF CYCLERS' WANTS, NOW READY TO MAIL.

ACKNOWLEDGED LARGEST SUNDRY HOUSE IN THE UNITED STATES.

MANUFACTURERS OF

Cork Handles.
Tire Tape.
Z. & S. Bundle Carriers.
Z. & S. Hose Supporters.
Pneumatic Rims.
Lamps. Locks.



LIST OF SECOND-HAND WHEELS.

If you do not find what you want on this list, state what make of bicycle you prefer, and what price you are willing to pay, and as we are daily receiving second-hand bicycles, can in all probability supply you.

No.	Size.	Make, Finish, etc.	Price
*1023	54	Premier, ordinary, balls and cones, good conditn	15.00
*1075	—	Salvator, bell, first-class	45.00
*1077	30	Gales, cushion tires, 1891 pattern, good condition	35.00
*1085	—	Ladies' Quadrant, pneu. tires, first-class condition	65.00
1103	—	Ivel Safety, K. of R. lamp, good condition	30.00
*1114	—	Featherstone Pneumatic, tangent spokes	60.00
*1124	30	Victor, spring fork, 1889 pattern, good condition	40.00
*1139	—	Stylish, slightly shopworn	65.00
1144	—	Featherstone, good condition	65.00
*1152	—	Columbia, solid tire	$45.00
1154	—	Ladies' Rambler, good condition	65.00
1156	—	Star Safety, good condition	25.00
1161	—	Diamond Rambler, first-class	65.00
1165	—	Niagara pneumatic	85.00
*1171	—	Temple Scorcher, white, pneu., N. Y. B. & P. tires	90.00
*1172	—	Moffat, good	60.00
*1173	—	Moffat, good	70.00
*1177	—	B. & A. Pneumatic	65.00
*1180	—	Warwick, Pneumatic, Diamond, good condition	$90.00
*1181	—	Student, cushion, first-class	65.00
*1182	—	Warwick, cushion, first-class	60.00
*1184	—	Victor pneumatic, as good as new	100.00
1185	—	Warwick diamond, cushion, good condition	60.00
*1187	—	Liberty pneumatic, good condition	85.00
*1188	—	Premier Pop., solid, good condition	30.00
1189	—	Rudge	75.00

SHOPWORN.

Rambler, Ladies, cushion	$65.00	Eclipse Safety Pneumatic	$75.00
Rambler, Ideal	35.00	Victor B. Pneumatic	110.00
Telephone Pneumatic	95.00	Liberty Pneumatic	75.00
Temple Scorcher Pneumatic	85.00	Rambler, Diamond, Pneumatic	100.00
Credenda Cushion, '92 pattern	75.00		
Juno Cushion, '92 pattern	45.00		
Crescent Cushion, '92 pattern	60.00		
Kite Cushion, '92 pattern	75.00		

HOWARD A. SMITH & CO., NEWARK, N. J.

MODEL D SYLPH. WEIGHT, 30 LBS.



It Is Worth Your While To Investigate

Sylph Cycles

Are highest grade, built for use, fully guaranteed, finest workmanship best material and most correct design and proportion. Our 30-pound rigid frame is built for the Scorcher.

Our Diamond Spring Frame is the ideal carriage for everybody. It is the business man's best friend. Medium weight, staunch, strong and easy riding. It has no equal.

Our Ladies' Spring Frame simply excels. No lady should ride a rigid frame. Save health and strength.

Everybody admits that our cycles

RUN EASY.

You want the Best. Investigate. Agents wanted. Catalogue Free.

Rouse-Duryea Cycle Co., 9 G Street, Peoria, Ill.

Geo. M. Hendee, Springfield, Mass., Gen'l Agent for the New England States.

The Increasing Demand For Our High Grade, Medium-Priced

OVERLANDS

IS EVIDENCE OF THEIR MERIT.

The Overland Light Roadster, No. 1,



Weight 35 pounds stripped, met with favor among dealers and wheelmen from its first introduction. It is in great demand and is giving satisfaction, while the demand for the other four patterns is nearly as good.

OVERLANDS RANGE IN PRICE FROM $90 TO $125,

And Are the Greatest Money-Makers for Dealers and Agents on the Market.

We guarantee the Overlands to be the best that our 13 years' experience in the business can produce. Desirable agents wanted for the above named cycles in all unoccupied territory, also for RUDGE and SYLPH CYCLES, all of which are our own manufacture and distinctly leaders, as well as having special features not found in other makes. We are largest Western jobbers of Western Wheel Works' cycles, on which we GUARANTEE Bottom Prices and Prompt Shipments. Write for terms to dealers and agents. Catalogue free.

ROUSE, HAZARD & CO., 9 G STREET, PEORIA, ILL. | Geo. M. Hendee, Springfield, Mass., General Agent for New England States.

High Grade Wheels



1893 ROAD KING.

SHOULD HAVE HIGH GRADE TIRES.

ROAD KINGS AND ROAD QUEENS

ARE HIGHEST GRADE,

and are fitted with highest grade tires, namely

THE DUNLOP '93 DETACHABLE PNEUMATIC,

which can be removed, repaired, replaced and inflated by the rider without the use of tools or previous experience in 5 minutes' time.

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WRIGHT & DITSON, Boston, Mass., territory, New England States.
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KINGMAN & CO., Peoria, Ill., St. Louis, Mo., Kansas City, Mo., Omaha, Neb., and Des Moines, Ia. Territory, N. Dakota, S. Dakota, Iowa, Illinois (except Cook County), Central and Western Kentucky, Tennessee, Georgia, Florida, and all west thereof.
JAS. W. GROVE, Pittsburg, Pa., territory, Allegheny Co.
LINDSAY BROS., Milwaukee, Wis., territory, Wisconsin and Minnesota.
CHAS. HANAUER & BROS., Cincinnati, Ohio, territory, Southern Ohio and Northern Kentucky.



1893 ROAD QUEEN.

A. Featherstone & Co.

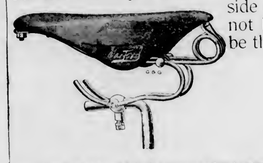
MANUFACTURERS,

16th and Clark Streets and Armour Avenue,

CHICAGO. ILL.

ELYRIA is twenty-six miles

west of Cleveland on the Lake Shore and Michigan Southern Railway. Passengers traveling this route will notice our new factory a short distance east of the depot on the north side of the tracks, and seeing it will not be surprised at our claiming to be the . . . . . .



LARGEST SADDLE MAKERS IN THE WORLD.

By the way, if it be convenient stop over a train. We are always pleased to show our new plant, and our visitors so far have enjoyed seeing the building of saddles reduced to a science.

GARFORD MFG. CO.,

CORRESPONDENCE SOLICITED. ELYRIA, OHIO.

THE "KEATING"

Is now known throughout the Country as the Lightest full "Road Wheel" manufactured; is strictly high-grade in every respect. Fully guaranteed. Our cut appears next week. Be sure

ROADSTER 27 lbs. **Keating** SCORCHER 25 lbs.

and get your L. A. W. Bulletin and examine the wheel. Our Model D "full Roadster" tickles the boys. Our Model E just carries them away.

The Catalogues are Unique.

KEATING WHEEL CO., Holyoke, Mass.

1775 Broadway, NEW YORK. 145 Columbus Avenue, BOSTON.

THE BICYCLING WORLD.

Published Every Friday

—BY—

THE WHEELMAN CO.

Incorporated under the Laws of Massachusetts.

167 OLIVER STREET,

BOSTON, MASS., U. S. A.

☞Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as their new, and their League number.

TO OUR ADVERTISERS:

Copy for new advertisements must be handed in by Tuesday morning to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday to insure attention for the following issue.

☞All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN Co.

☞*Postage stamps will not be accepted hereafter in payment for advertisements or Subscriptions. Checks, Money Orders or Postal Notes only will be taken.*☜

C. W. FOURDRINIER, Editor and Manager.

EDITORIAL STAFF:

J. S. DEAN. JAS. W. CARTWRIGHT, JR. H. CROWTHER.

BOSTON, APRIL 14, 1893.

THIS ARTICLE STOOD A

Close Second.

Successful advertising is a product of two factors—the medium and the advertisement.

The *medium* should be carefully selected. Take into consideration circulation, rates and adaptability. High rates mean large circulation, and are ultimately cheaper. Consider adaptability. Don't advertise venison in the Vegetarians' Monthly, nor pork in the Hebrew Gazette. Use trade papers besides your own. Their readers have wants like other people. Cyclists need soap as well as cycles.

The *advertisement* should state product, location, and price. All are essential. Make it attractive, original, characteristic, and above all, intelligible. Involved phraseology and poor cuts are fatal. Have it displayed neatly, artistically and well. If possible, put it in one place and keep it there. Patrons want to find you always at home, in print as well as in person. Tell the truth about your goods, lest the victim tell the truth about you. Summary vengeance often follows disappointed expectations. Appeal to the intelligence of your prospective customers. State the case positively, calmly and judiciously. Be humorous, but not necessarily vulgar.

Finally, remember that *persistent advertising is successful advertising.*

Yearly subscription of the Bicycling World and L. A. W. Bulletin reduced to 50 c. per year. Look on page 108 and study our premium list. A high grade bicycle, a Scott gun and a $50 watch among the premiums.

OWING to the increase of the official news, at a late hour this week, and after we had sent the supplement to press, our regular reading space has been crowded down. Two and one-half pages official news is a lot of space, and it encroaches just that much on our other reading columns. It is, however, a fact that all this official matter is news, and it should be looked on as such by the membership. On the other hand it is a fact that our readers are loth to credit this paper with reading matter when it takes the form of "Official News."

THE wheelmen who are disposed to be indignant at the recent rule of the Boston Park Commissioners, forbidding them bringing their wheels upon the pier at City Point are so without cause.

The pier and the bridge to Castle Island are nothing more nor less than great promenades, and to allow cyclers to even walk with their wheels would seriously discommode the public. All that wheelmen have asked hitherto has been equal rights with owners of other vehicles, but now it would seem they demand something more. It is true that some place should be provided for the care of wheels for those who wish to enjoy the pleasures and beauties of the place. We think if some one near at hand would provide temporary storage for a nominal fee he would make money and accommodate a great many wheelmen. We cannot conscientiously criticise the Park Commissioners for what they have done. The pier is nothing more nor less than a walk, and a wheelmen has no right to even wheel his bicycle upon a sidewalk.

This may be news to many but it is a fact, and we do not think the Park Commissioners can be found fault with for passing a rule in line with the city ordinances. The pier at times is greatly crowded and a bicycle could not be wheeled along without great annoyance and inconvenience to the public.

OF the importance of there being a permanent Highway Commission appointed in this Commonwealth there can be no question, and Massachusetts wheelmen should use their influence with their representatives in the General Court to secure the passage of a bill establishing a Commission of the proper character.

There has recently been submitted a bill appointing a permanent Highway Commission, which was read before the Committee on Roads and Bridges, who, instead of reporting said bill have voted to suggest a substitute, providing for a State Engineer. Now there are several reasons why it would be better to have a Commission comprised of several members—say not less than three. In the first place if only one man were appointed, and if he were a resident of the city, the rural districts would perhaps have cause to criticise any resulting work on the ground that it was for the advantage of the cities, and not for the benefit of the farming communities; while similar objections might be raised by the townsmen if the selection were made from the rural district. In addition, the different sections of the state should be represented, each section having its own peculiarities. For example, the highways of the Cape District require a different method from those of the Berkshire Hills, while in Boston and vicinity the conditions vary greatly from the rest of the State.

We believe that a Commission comprised of experienced men from various parts of the state would better command the confidence of the entire Commonwealth than any individual who might be appointed as State Engineer to carry on the work, no matter how capable he might be; yet the betterment of our highways being of so great importance, if the early appointing of a Commission cannot be gotten through the Legislature it would be better for it to appoint a State Engineer rather than not to have any action whatever taken on the subject.

Clifton Wheelmen's Race.

THE Clifton Wheelmen's five-mile handicap road race was held on Easter Monday afternoon at Lake Clifton, Baltimore. The course around the lake is about seven-eighths of a mile and was in fairly good condition, although a little sandy and soft. The time limit on the handicap was three minutes. The winners were: First, E. C. Wollman; second, Howard French; third, E. C. Bowen.

Wollman won the race in 16m. 23 1-5s., handicap time; actual time, 14.53 1-4; French second 17.30, actual time, 16m.; third, E. B. Terry, 17.35 4-5, handicap time; fourth, Louis Greene, 17.36 3-4; fifth, C. F. Mayer, 20.3 3-5; seventh, Hunter; eighth, Weber; ninth, Leatherberry; tenth, Ackler.

A dispute arose, caused by the mistake of a scorer, who claimed that Elmer Davis had won the race. As shown afterward, Davis was not near the front, and was only bringing up the rear on the fifth round, when his scorer thought he crossed the tapes on the last lap.

New York Racing.

AT the Twelfth Regiment Armory, New York City, in the annual spring open handicap games of the Twelfth Regiment Athletic Association, the two-mile safety handicap, the final heat was won by W. H. Blake, Riverside Wheelmen, (130 yards;) J. W. Judge, Riverside Wheelmen, (40 yards,) second; F. Sternberg, (50 yards,) third. Time—6.09 1-5.

Far and Wide

THE ladies bicycle club recently organized in Newport, R. I., has adopted the name of the Spinning Wheel Club.

AT a meeting of the Evansville, (Ind.) Cycle Club held last week, it was decided to abandon the idea of giving a tournament this year.

THE Milwaukee Wheelmen will celebrate the opening of their new club house on May 1, with a banquet, followed by an entertainment.

THE Trotting and Cycling Association of Wallingford, Ct., has elected its officers. The capital stock is to be unlimited. Work on the track will begin as soon as possible.

CHARLES REILLY, the third base-man of the Philadelphia Base Ball Club, has followed in the ranks of Harry Wright, A. J. Reach and Lave Cross and become a cycling enthusiast.

THE Plainfield (N. J.) Lady Cyclists being convinced that a number of their townswomen desire instruction in cycling, are making arrangements to form classes for private lessons.

CONSIDERABLE progress has been made on the new grounds of the Athletic Club, Tacoma, Wash. The cinder track, which is a half-mile in length, has been nearly completed. The track will be used for running and cycling.

AT the monthly meeting of the New Haven (Ct.) Bicycle Club last week, it was decided that none of the new quarters which the club has been looking at are suitable. The committee will continue its search for new club rooms.

THE Wissahickon Wheelmen and Park Avenue Wheelmen, of Philadelphia, have concluded to go together in all runs this summer. To-day's run will be to Ambler, starting at 9.30 A. M. Next Sunday's run is scheduled for Penllyn and return.

A FIRE in a room occupied by L. M. Alexander, bicycle maker, in the basement of 191 Front street, Providence, R. I., last week, was caused by a large kerosene lamp dropping and breaking. It took but a few minutes to extinguish it. The damage was about $100 to the wheels.

THE members of the Colt Bicycle Club gave a pleasant whist party at the club rooms, Hartford, Ct., last week. There were 24 players. The first prize was won by Mrs. C. C. Bulkeley and Mr. L. C. Grover, and the "booby" prize was inflicted on Mrs. E. H. Williams and Mr. F. C. Pickup.

THE Minneapolis Cycle Club has at last secured a site for its track. The site covers four blocks of ground, and it will be accessible by street car lines with a walk of only one block. It covers the blocks between Kenwood and Huron avenues, and Huron and Erie avenues, and is bounded on the west by Colfax avenue and on the east by Aldrich avenue.

THE Springfield Bicycle Club has secured C. R. Brown to train its team of riders the coming summer, and the men will probably be started about June 1. Nothing more has been done about the formation of the team beyond the general understanding that has always existed that the fastest of the resident club members, including Tyler, would ride in it.

THE managers of Fairmount Park, Kansas City, Mo., have made the bicycle clubs a proposition which, if accepted, will give them a permanent place for holding their short races, and greatly help the sport in that city. The idea, which is still in rather indefinite shape, however, is to construct a good quarter-mile track at the park and have weekly or monthly race meetings there during the summer.

"POLITICS and the wheelmen" was a toast which was answered by A. C. Davis at the Allen and Sachtleben banquet in St. Louis and the wheelmen did what they promised to at the election last Tuesday week by casting their 2000 votes for Mayor Wallbridge. His majority was slightly over that figure, but the good work was appreciated and St. Louis riders now see how his promises for clean, dry streets will be kept.

THE entertainment given by athletes and musicians, vocal and instrumental, at the West End reading room, Wilmington, Del., last week was very successful. The first athletic contest was a bicycle race between Seeds and Mayne. This was done on the stationary machine. Before the conclusion of the first mile, Mayne's machine broke down and the contest was declared off. Seeds and Merrihew followed in a fourth-mile contest. The time made was 19 seconds.

THE Overman Wheel Company has organized a crack baseball team. The players are: Lachance, of Portland, catcher; Stephens, of Milford, pitcher; Sweeney, of Woonsocket, first base; Anderson, of the Michigan league, second base; Hamilton, of Providence, short stop; Rafferty, of the Ohio league, third base; Sheehan, of Lewiston, left field; Lawler, of Middletown N. Y., centre field; Jimmy Bruton, of Chicopee Falls, right field.

ST. LOUIS' new cycle tracks are both fast nearing completion and in a few weeks the racing talent will have an opportunity to test both of them. The track in Sportsmen's Park is built for the W. C. A. and is a quarter mile oval, while the Pastime's track at the Fairmount is a third of a mile in circumference. Both are scientifically built with banked corners and good drainage facilities. It is said that Mr. Von der Ahe will allow amateurs the training privilege for a moderate consideration.

ENTRY blanks are out for the Forest Park road race to be held in St. Louis on May 20 and can be had of Secretary Laing, 1724 Olive street. The prize list is being added to almost daily, the latest being an offer for a $100 medal from B. A. Sanford made to H. A. Canfield. Weekly meetings are held and nothing will be left undone this year to make the race a success. The new innovation of having the numbers of the contestants placed on their arms will also be adopted to the great delight of the official scorers.

A SPECIAL meeting of the Syracuse (N. Y.) Athletic Association governing board was held last week and it was decided to enter into a lease with George K. Frazer for the rental of Star Park for athletic grounds. The lease gives the park to the association for one year from April 1, with the privilege of an additional year if desired. It has been ascertained by measurement that nearly a quarter of a mile bicycle training track can be constructed in the grounds, the distance being but 172 feet short of a quarter. This will, of course, be too small for holding bicycle race meets, but will afford just what the association has long suffered from the want of, a suitable place for its men to get in condition for racing.

CHARLES N. CASE, of the Century Wheelmen, Philadelphia, Pa., has presented a very handsome silver cup costing $225 to the club, to be competed for annually and to be awarded to the member attending the greatest number of club runs during the year. The name of each winner will be engraved upon it and should it be won two successive years by the same member it will become his personal property. In case of two or more members attending the same number of runs, it will be awarded the one having the greatest mileage.

WILLIAM DOWLING, a young man who lives at 222 West 21st street, New York, is confined to his home as the result of injuries inflicted by William Hutchinson, 23 years old, of 226 West 17th street. The latter was held in the Jefferson Market Police Court to-day to await the result of Dowling's injuries. Dowling was riding his bicycle along 21st street last week when he ran into Hutchinson by accident. Hutchinson, Dowling says, assaulted him and hurt him severely. Hutchinson asserts that Dowling insulted a lady whom he was escorting.

THE Jacksonville, Fla., Cycling Club has submitted a proposition to the Florida State Park Association which, if accepted, will be the means of providing the club with ground on which to build a race track. The club proposes to build a track on the inside of the present horse track and have the judges' stand moved back so that it will serve for both horse and bicycle races. If the association accepts the offer of the club for the use of the grounds, the club will at once start a stock subscription for the purpose of building the track.

THE excursion given by the Pensacola (Fla.) Cycling Club to the visiting wheelmen from Troy, Ala., last week Sunday was an exceedingly pleasant affair. The steamer Helen, with a party of about thirty on board, left Palafox wharf about ten o'clock Sunday morning, and when the boat arrived at the navy yard they disembarked and made a tour of the yard, Fort Barrancas and other points, arriving at Tar Wharf in time to partake of a splendid fish chowder which the Pensacola riders had prepared.

THE smoker and debate of the Park Avenue Wheelmen, of Philadelphia, Pa., at the clubhouse, 3003 North Broad street, last week drew a large attendance of members and representatives of all the local cycling clubs. The amusement part of the programme consisted of musical and literary selections by the best talent, while the athletic part consisted of boxing and wrestling. W. D. Osgood, of the University of Pennsylvania, and a member of the club gave an interesting exhibition in wrestling. The entertainment program was followed by the debate on the amateur and cash prize racing questions. Several prominent wheelmen expressed their views on the subject. President Bunnell and Captain Charles Oakford, of the club, were for cash prize racing, while James Stafford and M. Taulane took the opposite side of the question.

A Decision in a Saddle Suit.

IN the United States Circuit Court, Philadelphia, last Wednesday week, Judge Dallas denied the motion of the Garford Manufacturing Company to have the Bretz & Curtis Manufacturing Company restrained from further infringement on the plaintiff's patented improvement in saddles for bicycles. It was held that there was no infringement.

Synyer to Race Again.

I HEAR that Herbert Synyer intends to make a reappearance on the path, and has already commenced training. When the tall machine was the popular mount the Notts man was well nigh invincible, and he and Osmond had some rare struggles.—*London Star,*

A Decision Affecting Importations.

As a result of a recent decision of the Circuit Court for the Northern District of Illinois, in which the Treasury Department has concurred, there will be a reduction in the cost of imported cycle parts. The decision held that imported forks and tubes used in the manufacture of bicycles were dutiable at the rate of 2 1-2 cents a pound and not at the rate of 45 per cent. ad valorem as heretofore charged. The Attorney-General thought this was good law, and the matter will not be prosecuted further.

Can Churches Provide Cycle Stables—

A Wooden-Legged Query.

EDITOR BICYCLING WORLD: I see by a late issue of the WORLD that some of the churches complain that the wheel keeps the young from Sabbath school and church.

Why not accept the inevitable and, as some of the churches here do, arrange storage for the wheels, making attendance at Sabbath school and church a pleasure instead of a duty. Honey catches more flies than vinegar.

Will some one-legged wheelman inform me how best to lessen or prevent my wooden leg from jumping the pedal when on the cobble stones? Am now riding a rigid frame cushion tire. Can do without the wooden leg except on the up-grade; then I need it.

Washington, April 6. C. N. MOORE.

Yearly subscription of the Bicycling World and L. A. W. Bulletin reduced to 50 c. per year. Look on page 108 and study our premium list. A high grade bicycle, a Scott gun and a $50 watch among the premiums.



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FOR all the free advertising which the BICYCLING WORLD and L. A. W. BULLETIN has received during the past fortnight, much thanks!

Talk about us some more, do!

And in order that the small fry among our c. c.'s may not want for a topic upon which to hold forth we present to the cycling public generally this week a little surprise in the shape of a reduction in prices.

I believe that a "reduction in prices" is always popular, especially when it comes at a time when the rates of others are going up and the pace we propose setting from now on will be calculated to keep those who follow us in a profuse perspiration.

Only don't expect us to pay any further attention to envy, malice and detraction. I'm getting tired wasting valuable space that can be utilized to so much greater benefit both to ourselves and to the League membership (in whose fairness and good judgment we have implicit confidence) and therefore you may sing your little songs and speak your little pieces hereafter without let or hindrance.

So, kind friends (?), I bid you an affectionate adieu!

THE old Bay State should go squarely back on Fast Day in the future after the experience of last week.

The advocates of field sports and outdoor pleasures as the approved methods for getting through Fast Day were sadly disappointed when they awoke to find a young winter howling about their windows. And when, about nine o'clock, the snow storm ended and the sun broke through the clouds, the four inches or more of snow changed to such slush that cycling except in a boat or on stilts was not to be thought of.

Talk about your New England climate—Whew!

HISTORY repeats itself from year to year and cycle to cycle, and not only history but our best known authors repeat themselves indefinitely.

But it is awfully funny when a firm does not know their own advertisement.

In the last issue of the BICYCLING WORLD, the Hickory Wheel Company printed a poem entitled "Old Hickory," saying "the following, from a Zanesville (Ohio) daily paper, has just come to hand, and we think it good enough to print."

Now the poem—judging from its highly intrinsic merit as a rhythmic product, which no true lover of poetry can gainsay—was a capital advertisement for the Hickory wheel, setting forth the merits of that machine in metric measure, but the funny part of it is that a couple of years back this same poem appeared in precisely the same space in the BICYCLING WORLD which it now occupies, having been an original product of Mr. Sterling Elliott's prolific muse, and now having drifted out West, as good news always does, it returns from its travels all over the country to be utilized again as new material by the very concern which gave it birth.

I think the drinks are on our friends Mr. Elliott and the Hickory Wheel Company, this time.

THE builders of the new Waltham race track should go slow.

The latest thing in regard to this much advertised addition to the racing paths of the country, comes in the form of an announcement that it is to be built with a width of only thirty feet on the home stretch.

It is to be hoped that those in charge of the work will pause ere it be too late.

Have they ever stopped to consider what a track like that which they intend to build at Waltham means?

It means—if the ideas of the projectors mean anything at all—that this track should be second to none in this broad land, and meaning this, it means also that it must provide every advantage which the best of them offer.

Now a width of but thirty feet in the finishing straight will necessarily insure a small field of entries. As cycle racing goes to-day it is a picayune contest which does not turn out at least a dozen men, and where would a dozen men be on a thirty-foot track in some of the close finishes witnessed last year, when a blanket would have covered nearly the whole bunch of men fighting for position.

I have in mind one race—a handicap—run on the Tioga track in Philadelphia, last summer, when its forty-foot home stretch was not sufficiently wide to permit the scratch men to get through. In that race—the handicapping of which, without exception, was the best I have ever seen, no less than forty men finishing within a dozen feet of each other, much to Mr. Gideon's satisfaction—the wisdom and necessity of a wide finish was so apparent, that I advise the builders of new tracks to look well to it that they use every foot of ground at their disposal.

WIDESPREAD as the use of the bicycle has become—so widespread as to be almost universal in these latter days—the sport is yet so young that it could not hitherto be stated to have possessed any aristocracy.

This deficiency has often occurred to the minds of those veterans who assisted in its birth and introduction, and, as many of them claim the Hub as their home, it remained for Boston wheelmen, from the Boston Bicycle Club, the oldest on this side of the Atlantic, to definitely create such an aristocracy.

At the meeting of that club, held last week, it was unanimously resolved that hereafter that organization would admit to its ranks only such cyclers as were riders of ten years, or more, so that hereafter any one wearing the five-pointed silver star of the Boston Club is justly entitled to be considered either a veteran himself or a fit companion for veterans.

ARIEL.

A Dastardly Act.

LINCOLN (Neb.) Wheelmen do not propose to be disturbed in their rights to the public thoroughfares. Last week a party of six members of the Capital City Cycling Club barely escaped what might have been serious personal injuries. While coming into the city on South Seventeenth street at a rapid gait, an unknown man threw a large plank at the foremost wheel, evidently attempting to throw the riders. Stopping as soon as they could, the wheelmen returned but were unable to find the lumber tosser. The club offers a reward of $5 for his discovery.

A New Wilmington-West Chester Record.

S. WALLIS MERRIHEW, Chief Consul of Delaware, broke the record last week for riding between Wilmington, Del., and West Chester, Pa., by making the distance in 58 minutes. The record for that course was formerly 1 hour and 5 minutes. The distance is 17 1-2 miles. Merrihew left West Chester at 2.15 o'clock and arrived in Wilmington at 3.13 o'clock. The course was from the Mansion House, West Chester, down the Concord pike to the Philadelphia and Wilmington pike and then to Market street bridge over the Brandywine, Wilmington.

H. C. Beebe of West Chester timed Merrihew from that city, and the Wilmingtonians fixed their watches by his. McDaniel met Merrihew on the Concord pike and paced him about 6 miles. Speakman caught him further down the road, but could only keep with him about a mile, and Merrihew made the rest of the way into Wilmington alone. Lancaster, who left with Merrihew, broke down and had to stop.

"Deer and Hounds" Chase on Wheels.

THE Ramblers of Denver, Col., had a "deer and hound" chase to Morrison last week. The club started out about 30 strong after Parsons and Perkins, the deer, who were given two minutes' start. The course was at their will and they were to scatter paper as "scent" for the hounds. They made it an intricate course indeed, up alleys and down side streets till they got out of the city, and then through byways to Morrison.

The wind got hold of the paper bits, and thus cut off like the real hounds are by water, the 30 Ramblers, hot on the trail of the quarry, soon began to lose their bearings and finally gave it up, returning to the main road with the thought that by fast riding they might yet head off the two fleet riders before they got to Morrison.

On their arrival there at 11 o'clock, however, they found the long-legged club champions had been there an hour and almost decided to return and look up the pack.

Union Ahead!



This is the

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It
Slides
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Rides Easier than
Any Lighter Machine
BARRING NONE.

This is readily accounted for—the bearings are accurate and dust proof, the frame is strong and does not spring; this keeps the wheels and sprockets in line and prevents "binding."

A light frame twists when under strain, causing a waste of power. The stiff frame keeps bearing and chain where they belong, and every ounce of pressure applied assists in propulsion instead of being dissipated in unprofitable vibration.

This is a
Point to be Remembered.

The ....

Airtite-Dunlop Tube

Won't Creep.

• •

Union Cycle Mfg. Co.,

HIGHLANDVILLE, MASS.

After using various oil cans, try the

"PERFECT" POCKET OILER



One half Size.

And you will be convinced that it is without an equal. Neater, cleaner and handier than any other oiler in the world. Price 25 cts. each. Handsomely nickeled.

HOLDERS



To carry above oiler on a wheel. Thoroughly adjustable and easily attached to any wheel; no rattling; handsomely nickel plated. Price 25 cents each. Larger size holder to carry pneumatic pump at same price.

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..ADAMS'..
Pepsin Tutti Frutti
FOR THAT
Full Feeling After Eating.



THE LYNCH BICYCLE AND TRAVELLING LOCK

Finely Nickeled.

The ONLY Bicycle Lock containing Yale Principle.

The ONLY Lock which fastens bicycle long or short as may be desired.

The best is the cheapest, and this is the best.

Price, $1.

Easily keeps its place AT THE HEAD. Liberal discount to the trade. Order entry of LYNCH MFG. CO., Madison, Wisconsin, U.S.A.

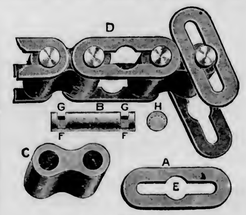
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The Lightest Wheels on the Market
For Ladies and Gents.
SMITH WHEEL MFG. CO.,
Factory, 42 to 50 W. 67th St. New York. 921 H St., N. W., Washington, D. C

REAL BICYCLE UNIFORMS.



Be sure to send for free samples and measure blanks. Club Uniforms a specialty. L. A. W. Coats, $8; Knee Breeches, $4. Punnett's celebrated Jersey Cloth Knee Breeches only $4 a pair. Bicycle Caps, Sweaters, Monograms, etc. Be sure to write now. R. A. PUNNETT,
Tailor and Athletic Outfitter,
98 and 100 West Ave., Rochester, N. Y.
All strictly first-class work at moderate prices.

BALDWIN'S ADJUSTABLE CHAIN



ADVANTAGES:

1. Simplicity, ease of attaching and detaching the several parts to and from each other.
2. Ease of repair in case of breakage, can be repaired without the use of tools.
3. Cleanliness, can be taken apart, cleaned and assembled in a very short time. What is wanted in a bicycle chain is a *clean* bearing, not an oiled bearing to catch the dust, and soil everything that touches the chain.
4. Barrel studs cannot rust into the central block and wear the side links, as is often the case with riveted chains. Wear must all come on long bearing.
5. Will wear longer because it can be made harder than the riveted chain. Hardened steel cannot be riveted.
6. When nickeled the nickel is not marred by assembling.
7. Most important of all. It is adjustable for wear, which no other chain is, and thus is made to fit the sprocket wheels all the time, preventing friction, and loss of power, wear of sprocket and noise.

All steel; every part hardened. Work and material the best. Price, $8; nickeled, $9. Full directions with each chain. Send for circular.

E. A. BALDWIN, West Upton, Mass.



BLACK HAWK LIGHT ROADSTER,
$135.00.

THE MOST TALKED OF WHEEL IN AMERICA TO-DAY.——WHY? YOU HAVE NOT SEEN IT——HENCE YOUR QUESTION.

THE ONLY WHEEL THAT LISTS UNDER $150 AND SELLS IN COMPETITION WITH THE HIGHEST PRICED ONES.

CATALOGUE NO. 27 TELLS ALL ABOUT IT.

WESTERN WHEEL WORKS
CHICAGO.

R. L. COLEMAN CO.,
SOLE EASTERN AGENTS.
35 BARCLAY STREET AND 40 PARK PLACE,
NEW YORK.

A CYCLIST KILLED.

Fatal Accident in Wheeling—Caught Beneath an Electric Car.

A DISTRESSING accident occurred in Wheeling, W. Va., last week, by which a wheelman lost his life.

One of the electric cars was going at a rapid rate down Main street, handled by one of the regular operators, Dave Stewart. A few rods below Twenty-first street, Stewart noticed a man on a safety coming up on the east side of the street, about midway between the curb and street railway track. When the car and the bicycle were nearly opposite each other the bicycle struck some obstruction throwing both the rider and machine on the track immediately in front of the rapidly approaching electric car, giving the unfortunate man not the remotest chance of escape from being crushed. The operator at once saw the mishap that had occurred and turned on the brakes with all the force he was capable of putting into them, but without effect, as the car crashed into the rider.

As soon as the car had been stopped a number of people who saw the terrible accident endeavored to extricate the man, but without success. It was found that the wheels had not passed over his body, but that the "V" shaped pilot had caught and pinned him to the ground. It was found necessary to reverse and run the car back before the injured man could be taken out.

The man, who proved to be John Keys, a young railroader, was injured fatally, and physicians were at once summoned. They made an examination and found that both of Key's legs had been broken immediately below the hips, and that he was fearfully crushed and bruised all over his body. Everything possible was done, but he expired in about half an hour after being brought to the hospital, at 9.15 P. M.

The operator of the electric car, Dave Stewart, was arrested and brought before Justice Gillespie charged with manslaughter, and after a preliminary hearing he was committed to jail.

Keys was about 25 or 30 years old, and was employed as a fireman and brakeman in the Baltimore and Ohio yards, and was going from his work when struck by the car.

So far as the ascertained facts show, as yet, there seems to be no cause to blame the operator of the car. It was an accident of an unavoidable character.

The accident is the first fatal or even serious one in which a bicycle has figured in Wheeling.

ZIMMERMAN BEATEN.

Wheeler Crosses the Tape First in Three Races—The Talent Fooled.

OVER 3,000 persons witnessed the races of the Savannah Wheelmen's Association at their new track this afternoon. The wind was high and it was almost impossible to make fine records. Wheeler's victories over Zimmerman were the talk of the afternoon. In two open events he beat his fellow Jerseyman.

Summary:

One mile, novice — F. K. Williams, first. Time, 3.14.

One mile, open —A. A. Zimmerman, first; H. C. Wheeler, second; R. V. Connerat, third. Time, 2.40.

Half mile race for boys — J. H. Osborne, first. Time, 1.55

One mile, handicap — Zinmerman, first; Wheeler, second. Time, 2.49 3-5.

Two mile race for Savannah riders — R. V. Connerat, first; F. K. Williams, second. Time, 6.22.

Quarter mile, open — Wheeler, first, Zimmerman, second. Time, 0.35.

One mile, 2.45 class—M. E. Wilson, first; Connerat, second. Time, 3.16 2-5.

One mile lap—Wheeler, first; Zimmerman, second. Time, 2.52.

Half mile, handicap — F. K. Williams, (60 yards,) first; Zimmerman, second; C. E. Fretwell, (70 yards,) third. Time, 1.07.

Two mile, handicap — Won by Wheeler, scratch, time, 6.31 1-5. Zimmerman, scratch, second. Time, 6.31 2-5.

A ROAD race of five miles, for the local championship, is talked of among the wheelmen of Kansas City, Mo.

CLES.

Bicycling World & L. A. W. Bulletin

•••• REDUCED TO ••••

50 cts. per Year. 50 cts. per Year.

OUR PREMIUM LIST.

TERMS AND INSTRUCTIONS:

For the Capital and Special Prizes the competition will close July 10th.

Cash to accompany each subscription. (Stamps not taken). Postal notes, money orders, or checks should be sent.

We shall start an account with each competitor, and as each new name and subscription comes in, we shall credit him with the same.

☞The capital prize will not be awarded unless the number of subscriptions sent in by any one competitor reaches two hundred.☜

The other prizes will be awarded to those sending in the next six largest number of paid subscriptions, irrespective of the number sent.

In case the capital prize is not awarded because of the failure of any competitor to reach the two hundred mark, then the second prize becomes the first, and so on down the list.

CAPITAL PRIZE.—One Bicycle, of any maker who has been using our advertising columns during the term commencing April 14th to June 31st, to be chosen by successful competitor.

SECOND PRIZE.—To the one sending in the second greatest number of paid subscriptions between April 14th and June 31st, a Double Barrel Scott Gun. Value, $75.00.

THIRD PRIZE.—To the one sending in the third greatest number of paid subscriptions between April 14th and June 31st, a Stop Watch. Value, $50.00.

FOURTH PRIZE.—To the one sending in the fourth greatest number of paid subscriptions between April 14th and June 31st, a Kodak outfit. Valued at $35.00.

FIFTH PRIZE.—An order on one or more of our advertisers for goods to the total value of $25.00, or the competitor can choose articles as shown in our premium list to the aggregate of $25.00.

SIXTH PRIZE.—An order on one or more of our advertisers for goods to the total value of $15.00, or the competitor can choose articles as shown in our premium list to the aggregate of $15.00.

SEVENTH PRIZE.—An order on one or more of our advertisers for goods to the total value of $10.00, or the competitor can choose articles as shown in our premium list to the aggregate of $10.00.

EXTRA PREMIUMS:

In addition to these special prizes, we make the following offer. (It being understood that the winners of any one of the above special prizes shall not be entitled to receive any of the following premiums).

To all who send in twenty-five paid subscriptions or over twenty-five, and who have not secured one of the above special prizes, we will give an article or articles to the value of $5.00, to be selected by competitor from our premium list or advertising columns.

To all who send us fifteen paid subscriptions, and who have not secured one of the above special prizes, we will give a pair of Racing Shoes, valued at $3.50, or any article or articles to the total value of $3.50, to be selected by competitor from our premium list or advertising columns.

To all who send in ten paid subscriptions, and who have not secured one of the above special prizes, we will give a pair of Scorching Shoes, valued at $2.00, or any article or articles to the total value of $2.00, to be selected by competitor from our premium list or advertising columns.

To all who send in five paid subscriptions, and who have not secured one of the above special prizes, we will give an article or articles to the total value of $1.00, to be selected by competitor from our premium list or advertising columns.

PNEUMATIC PUMPS. "Codman & Shurtleff Registering Inflator," including one nipple to fit any tire in general use. This pump is fitted with a gauge which indicates the exact pressure of air from the first stroke to the last, thus being able to tell immediately when the proper pressure of air has been put in the tire. The inflator is handsomely mounted on an oak panel, and the pump is pivoted so that when not in use it can be swung up or down. The pump is detachable so that it can be used independent of the gauge. Price, $15.00.

HOME PUMP NO. 1. FOR PNEUMATIC TIRES. This pump is very handy for home use. It is powerful and is fitted with a rod and stirrup so that the pump rests on a solid foundation. Fitted with one nipple of any tire in general use. Price, $2.50.

TELESCOPING PUMP NO. 4. A very powerful hand pump, intended for home use and yet not too large to carry on bicycle. It is 20 inches over all, having a barrel 7-8 x 11, weight 11 ounces. The most powerful hand pump made. Price, $2.00.

NIPPLE KEEPER. (Or Rack). To hold 38 nipples, $3.50; same to hold 19 nipples. $2.50. Nipples, each (any regular make), 15 cents each.

BICYCLE BELLS.

New Departure, '93 pattern	$2 25
New Departure, '93 pattern, ladies	2 00
The London Chime	1 50
Feather Weight	1 00

BICYCLE LOCKS.

The Yale	$1 00
Perfection Brass	75
The Protection Brass	50

LUGGAGE CARRIERS.

Lamson's, No. 1	$1 00
Lamson's, No. 2	75
Lamson's, No. 4, single strap	1 25
Lamson's, No. 4, double strap	1 50

TOE CLIPS.

Hunt's	75
Hunt's Ballance's Extra	75
Rankin's	50

CYCLOMETERS.

Hilliard	$ 8 50 Bldwell $10 00
Brook's Ideal	5 00

HOME TRAINERS.

Hartford	$6 00
Hartford Bell Attachment	2 50

BICYCLE LANTERNS.

Holophote No. 260,0	$8 50
King of Diamonds	6 50
The Clipper	2 50
The Pilot	1 25

BICYCLE STANDS.

The Ideal	$1 25
Buffalo Safety	1 00
Buffalo Wall	50

CHILD'S SEATS.

The Beauty Mackintosh Bottom	$5 00
The Buffalo Patent, Nickeled	5 0.

BICYCLE STOCKINGS.

No. 1 English Ribbed	$1 75
No. 3 Heavy Worsted	1 00
No. 4 Heavy Wool	50

RACING SUITS.

(Give chest, arm, neck measurement and length body; also waist, thigh, inside length leg, and length waist to knee.)

Best Worsted 1-4 sleeve shirts	$3 25
Best Worsted no sleeve shirts	3 00
Good Weight 1-4 sleeve shirts	1 50
Good Weight no sleeve shirts	1 00
Cotton 1-4 sleeve shirts	50
Cotton Worsted no sleeve shirts	50
Best Worsted Knee Tights	2 75
Good Worsted Knee Tights	1 50
Good Cotton Knee Tights	50
No. 1 Silesia Puffed Trunks	50
No. 2 Sateen Puffed Trunks	75
No. 5 Velvet Puffed Trunks	1 50

SWEATERS.

(Give chest, arm, and length body measurement).

XX, Solid Colors	$5 50
XX, Striped	5 75
8, Solid Colors	3 50
8, Striped	3 75
Solid Colors light weight	2 50
Striped do do	2 75

TENNIS BALLS.

W. & D.'s "Championship", per doz	$5 00
Plain Rubber, per doz	2 50

RACKETS.

Campbell, each	$8 00
Sears' Special, each	7 00
Pettitt Tournament, each	5 00
Longwood, each	4 00
Longwood Cork, each	4 50
Star, each	1 25

TENNIS BELTS.

100 Ring	$ .75 200 Ring $1 00
605 Silk 2 1-2 Silver	1 00

BASE BALLS.

W. & D.'s League Ball, each	$1 00
W. & D.'s Diamond League Ball	50
Re-covering Balls, each	50

BASE BALL SHOES.

3-0 Morrill, Heel and Toe Plates	$7 50
2-0 Kangaroo Toe Plates	7 50
1 Calf, Toe Plates	6 00
1 1-2 Calf, Toe Plates	3 50
2 Canvas, English, without Plates	3 00
3 Canvas, English	1 75

ROWING MACHINES.

112 Ladlin	$12 00

TRAPEZE FOR HOME USE.

No. 1, 2 1-2 ft. Bar, including 8 ft. rope or less	$2 50
No. 2, 3 " " " " " "	2 75
No. 3, 3 1-2 " " " " " "	3 00
No. 4 " " " " " "	3 25
No. 5, 4 1-2" " " " " "	3 50
No. 6, 5 " " " " " "	3 75
No. 7, 5 1-2" " " " " "	4 00
No. 8, 6 " " " " " "	4 25

FOILS.

No. 50	$1 50	No. 51	$2 00
No. 52	2 25	No. 53	2 50
No. 54	4 00	No. 54 L.	3 50
No. 55	5 00		

BROAD-SWORDS.

No. 60, Reg. Pat....$7 00 No. 61, Vienna Pat. $7 00

FENCING MASKS.

No. 70	$2 50	No. 71	$3 00
No. 72	3 50		

FENCING GLOVES.

79 Ladies'.....$3 00 80.....$1 50

FENCING GAUNTLETS.

81.....$2 50

PLASTRONS.

85.....$2 00 86, Ladies'.....$2 75

ARROWWANNA HAMMOCKS.

(Full Color.)

4V Turkey Red, or assorted colors, with Valance; width 40 in.; length, 74 in.; Pillow and Spreader.....$4 00

1V Turkey Red, or assorted colors, with Valance; width 32 in.; length 68 in.; Pillow and Spreaders.....2 25

3V Turkey Red, or assorted colors, with Valance; width 37 in.; length 73 in.; Pillow and Spreader.....3 50

Address **WHEELMAN CO., 167 Oliver St., Boston, Mass.**



THE Waltham (Mass.) Cycle Club has a dog that has been christened "Scorcher."

THE Mattapan (Mass.) Road Club gave a dance in Oakland Hall last week, Peter's Orchestra furnishing music.

THE Associated Cycling Clubs, of Boston, has just received its charter from the Commonwealth of Massachusetts.

THE Garden City Cyclers of San Jose, Cal., have decided to give an open field day of athletic events on May 1st.

THE cycling members of the Omaha (Neb.) Turnverein have organized a cycling club, taking its name from the Turners.

THE Detroit Wheelmen will hold a road race from Pontiac on or before Memorial Day. The racing committee will be named at the next meeting.

A SCORE of enthusiasts met in the store of A. E. Hawley, Santa Ana, Col., last week and organized a club to be known as the Santa Ana Bicycle Club.

THE Portsmouth (Va.) Bicycle Club opened the season last week with a musicale and a supper at their club rooms. The merriment was kept up until a late hour.

THE Woodbridge Ladies' Bicycle Club, of Cambridge, Mass., held a reception at the Woodbridge Gymnasium last week. A fine musical programme was rendered by Katie Park-Ladd's Orchestra.

THE Medford (Mass.) Cycle Club was disappointed in not meeting the Boston medical students at a game of base ball on Fast Day. But they made a great success of their afternoon party, which was given in the Medford Opera House.

THE Tourist Wheelmen, of Omaha, Neb., have succeeded in securing a lease of a building with ten commodious rooms which will be furnished and fitted throughout. Arrangements are being perfected for an entertainment and opening to occur at an early date.

THE Norway (Me.) Wheel Club has been awarded the spring meet of the Maine Division L. A. W., and has received sanction to hold a race meet on May 30. Norway's riders are noted for their hospitality, and a good time is assured to all visiting wheelmen.

AT the close of the monthly meeting of the Massachusetts Club, of Boston, last week, the committee on entertainments elected E. W. McGlenen and A. K. Peck a special committee to plan and conduct the celebration on the evening of April 18, the Paul Revere ride.

THE Johnstown (Pa.) Cycle Club has purchased a portable race track and will have it laid on the ball ground at Woodvale. The track is a quarter of a mile in circumference, and is constructed of heavy papier-mache, presenting a smooth, hard surface, something like asphalt.

THE assembly given last week at Price's theatre by the South Bend (Ind.) Cycling Club, was an affair of great pleasure. Eiler's orchestra provided the music and the merry dance was kept up until after midnight. Supper was served at the Wilhelm restaurant and was a dainty affair.

THE Rover Bicycle Club, of New Haven, Ct., held a "smoker" at the club house last week. A boxing exhibition was given by the Ferry brothers. Austin's Banjo Quartet Club rendered several selections, Frank Edgar sang a solo and Mr. Clark and his son gave a piano and violin duet.

THE Newark Bay Boat Club have fitted up in the rear of their clubhouse, Bayonne, N. J., a storage room for the use of their wheeling division. Bicycle stands, and a large pneumatic pump have been placed in the room, and a runway has been constructed alongside the building from the street to the wheel room entrance.

The cycling craze has struck the Roxborough (Pa.) Athletic Club. The total number of cyclists in the club are about 50, and a department will be organized to promote bicycling and all connected therewith expect to join the League of American Wheelmen, of which several are already members. The first anniversary of the club was celebrated last Friday night.

THE Columbia Bicycle Club of Buffalo, N. Y., has taken possession of its new rooms on High and Handel streets, and a formal house-opening will be held on Wednesday, April 12, at which wheelmen are invited to attend. The new home is in Goettman's new building and is composed of a parlor, directors' room, billiard and pool apartments, dining and card rooms, and a large gymnasium.

THE smoker of the Belleville, N. J. Wheelmen last Saturday night was a very enjoyable one. Quite an elaborate programme of entertainment was arranged and successfully carried out. The most enjoyable part was the music furnished by a banjo trio from Orange, Messrs. A. E. Schoch, Jr., T. Morris Penner and William P. Phillips, who played the "Darkies' Patrol" and "Tyro Mazurka," to the delight of the wheelmen. Refreshments were served late in the evening.

THE growth of the Diamond Wheelmen, of Detroit, Mich., has been very encouraging to those who suggested the idea of having a club in the northwestern part of the city. At the last meeting it was decided to join the League of American Wheelmen, and the secretary has written for a charter. The business session was followed by a very pleasant little banquet given by the officers, forty taking part. Aside from the social features of the club members think that their emblem will cross the line first in many of this season's local events, as there are some speedy riders in the club.

THE Grand Rapids (Mich.) Bicycle Club varied their usual Tuesday evening card-playing, by giving a miscellaneous programme instead last week. There were recitations by Miss Iva Richmond, and a very entertaining pantomime in the deaf-mute language, by Fred A. Laurason, representing a fishing excursion. Arthur Kromer sang two songs and little Jessie Chapman gave a recitation. The latter part of the programme was devoted to stereopticon views by A. B. Richmond, who took the company through the Yosemite Valley and the Yellowstone Park, and gave a few pictures of Niagara Falls.

Morgan & Wrigh

Patent - Pneumatic - Tires.

Do you want to know about the Morgan & Wright tires? It is easy to find out all about them. How to repair them, how to take care of them and hints on how to use any pneumatic tire, that it may give you the very best service. A full list of our prizes offered to the riders of our tires in 1893 is as follows:

PRIZES FOR 1893.

For greatest mileage made on one set MORGAN & WRIGHT Tires during 1893. Rider to make his own repairs.

1st Prize, Cost Value	$100
2d Prize, Overcoat	45
3d Prize, 1 Set M. & W. Tires	

For most meritorious single ride. Distance, weather and character of roads to count.

1st Prize, Cost Value	$50
2d Prize, Cost Value	25
3d Prize, 1 Set M. & W. Tires.	

For fastest mile made in competition.

Prize, Cost Value	$50

For best time made in road race. Distance 10 miles.

Prize, Cost Value	$25

Best time made in road race. Distance, 25 miles.

Prize, Cost Value	$25

These prizes to be competed for under the rules of the L. A. W., and prizes to be such as will be acceptable to the Racing Board.

All trials for prizes must be made with MORGAN & WRIGHT TIRES.

Contest closes December 25, 1893, and prizes will be awarded as soon thereafter as the judges may decide.

Note These Facts.

We solicit the good will of riders and buyers generally, and offer the following facts in our favor:

1st. THE MORGAN & WRIGHT TIRE is distinctly an American invention, and does not in any way copy or infringe upon other Tires.

2d. We were the first makers in the world to sell a perfect Tire at a popular price, our price for 1892 being from 50 to 200 per cent. lower than others.

3d. Notwithstanding our low price we have faithfully and honestly backed up our goods, and made all repairs without charge.

4th. The MORGAN & WRIGHT TIRE started 1892 with at least thirteen competitors, and within the year every one of these competing Tires had to be entirely remodeled or were withdrawn from the market as failures, with the exception of three.

5th. This present season, having reduced our process of manufacture to absolute perfection, we are enabled to reduce our price of 1892.

6th. Our Tires for 1893 are made of the finest materials obtainable, and the integrity of our concern is pledged to sustain our goods in every way.

7th. Our plant has been remodeled throughout, and the capacity is treble that of 1892. All orders will have prompt attention.

A Pointer or Two.

Our Tires have our firm name in raised letters moulded on the casing. Look for this in buying a Morgan & Wright Pneumatic.

Don't buy an imitation; rest assured that the skill and experience, which have brought the MORGAN & WRIGHT TIRES to their present perfection, will be exercised in keeping them ahead of mere copyists.

SEND FOR CATALOGUE.

Morgan & Wright,

331-339 West Lake St.,

CHICAGO, ILL.

[Mention BICYCLING WORLD.]

TRADE NOTES

Catalogues Wanted.

DEALERS who have any duplicate copies of "Wrinkles for Riders" issued last season by the Premier Cycle Co., will confer a favor by returning them to the offices of the company, 844 and 846 Eighth Ave., New York City. Postage will be refunded upon receipt.

The Union Removes.

OWING to the great increase in and pressure of business, and the well-known impossibility of being in two places at the same time, the Union Cycle Mfg. Co. announce that they are compelled to remove their main office to Highlandville, Mass., to which place all correspondence must hereafter be addressed.

The Boston store, at 166 and 170 Columbus avenue, will remain in charge of Mr. John McDowell, who will be able to devote his whole attention to the New England trade, and will be pleased to receive agents, quote prices, and give their interests his entire time.

IT is surprising how quickly the riders acknowledge the easy riding qualities of the Keating. They are delighted with it and the company is working night and day to fill orders. The agents report that they cannot keep a wheel in stock, as they go about as fast as they are received.

WHO wants a good riding suit or a fine sweater at way-down prices? We recommend the attention of all wheelmen to Jordan, Marsh & Co.'s ad on page 109

IN Omaha last week, M. A. Grant, dealer in bicycles, gave bills of sale for $4700.

THE Æolus Cycle Importing Company was incorporated last week in Chicago; capital stock, $2000; incorporators, Charles E. Salter, A. F. Peterson and Walter Hanlon.

MR. H. H. FULTON, president of the Eclipse Bicycle works of Beaver Falls, Pa., has leased almost the entire third story of the bicycle works, and will at once fit up with machinery for the manufacture of a bicycle saddle of which he is the patentee and sole owner.

THE Vincent Cycle Manufacturing Company of Buffalo, N. Y., was incorporated last week, with a capital stock of $25,000. The directors are Philip A. Balcom, Albert C. Vincent and George W. Smith.

THE Keating Wheel Company has rented a store in Holyoke, Mass., adjoining the Y. M. C. A. building.

$2. SCORCHER Shoe

Why wear **BROGANS?**

You want light wheels. Why not light shoes?

—OUR—

GLOVE FITTING DONGOLA SHOE

Is Stylish. Neat, Comfortable.

Send Money and Size of Foot. Postage free.



DETACHABLE CLEAT CO., Allston, Mass.

Weight, 4 oz.

DETACHABLE CLEAT $1.



And Shoe Protector,

WITH AUTOMATIC SOLE CLASP

Detached Instantly. For Rat-Trap and Rubber Pedals.

READ THIS:

(From a former customer.)

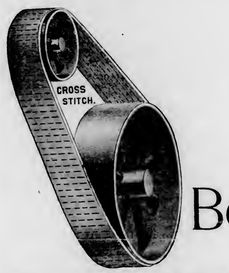
Peabody, N.Y., March 20, '93.

Detachable Cleat Co.:

I have changed my rubbo for rat-trap pedals, and enclose $1 for a pair of cleats. I want to say that your shoes and cleats are the best thing of the kind I ever saw, and would not ride without. All riders ought to have them, and would if they once tried them. Yours truly,

J. A. CLEMENT,
Mgr. Hotel Perry.

CROSS STITCHED BELTS.



If you want the best and STRONGEST Belt made, send to us for Catalogue and Sample of our . .

Cross Stitched Rubber Belt.

NOTICE THAT THE STITCHES ON ONE SIDE RUN AT RIGHT ANGLES TO THOSE ON THE OTHER.

BOSTON WOVEN HOSE & RUBBER CO.

5 Winthrop Square, BOSTON, MASS.

JORDAN, MARSH & CO.,

RECOGNIZED HEADQUARTERS

FOR ALL KINDS OF

SPORTING GOODS.

We have set apart a large space in our Men's Furnishing Department for SPORTING GOODS. It is our intention to keep the largest and best assorted stock of Sporting Goods in NEW ENGLAND, as the interest in all kinds of sports is on the increase EVERY YEAR. We propose to do the Sporting Goods business, and if IMMENSE ASSORTMENTS, LOW PRICES, and GOOD VALUES are criterions we shall not be disappointed.

SWEATERS.



Our "Boston" Lamb's Wool Sweaters in navy, black, garnet and white, all sizes,

$2.50 EACH.

Equal to sweaters sold elsewhere for $3.50.

Our "Champion" Lamb's Wool Sweaters, all colors, all sizes,

$3.50 EACH.

Equal to sweaters sold elsewhere for $5.00.

Our "Excelsior" Shaker Sweaters, extra heavy, single and double collars, all colors, all sizes,

$4.00 EACH.

The best sweater at any price.

NOTE.—We control the manufacture of the above 3 grades of SWEATERS. A discount to all clubs.

Send for our Sporting Catalogue.

BICYCLE SUITS.

Our No. 1 "Safety" Bicycle Suits, in Black and Blue, sizes from 34 to 44, coat regulation style, pants re-inforced seat, adjustable knee, our popular price,

$5.50 PER SUIT.

Our No. 2 "Safety" Bicycle Suits, colors Black, Blue, Brown, L. A. W. Gray, Stee Gray, Cadet Blue, sizes 32 to 44, our popular price,

$8.50 PER SUIT.

Our No. 3 "Safety" Bicycle Suit; Black and Blue, coat and pants, trimmed with military braid, sizes 34 to 44, our popular price,

$12.00 PER SUIT.



Send for our Sporting Catalogue.

MAIL ORDERS ATTENDED TO CAREFULLY AND PROMPTLY.

JORDAN, MARSH & CO., - - BOSTON, MASS.

The Phoenix.



Thoroughbred A

Any Tire, Saddle or Gear, Round or Elliptical Sprocket

Add these features to superb work, elegant proportions and correct design and you obtain—

THE PHOENIX.

For RESPONSIVENESS and SPEED it is unsurpassed.

EASTERN BRANCH OF STOVER BICYCLE MANFG. CO., 579 MADISON AV., NEW YORK, The East in general. AND PORTER & GILMOUR, 1773 BROADWAY, NEW YORK, Sole Wholesale Agents for New Jersey.

JOINT AGENTS FOR NEW YORK CITY.



The Billings' Bicycle Wrench.

Adopted by the Pope Mfg. Co., and pronounced by them the Best Bicycle Wrench in the Market.

THE BILLINGS & SPENCER CO., HARTFORD, CONN.

THE CALF DON'T SPLIT

IN FAMOUS TRADE HYGRADE MARK STOCKINGS.

The calf of the Hygrade Stocking being composed of a very strong double-knitted fancy stitch never splits or breaks out. The ankle is specially woven to fit snugly and not bag.

Very snug, elastic, durable and of finest appearance. Always and invariably the very best Bicycling Stocking manufactured. Send for a trial pair. It will pay you well. Price $1.50 a pair.

LOOK FOR THE STAMP ON THE TOE AND GET THE GENUINE.

S. P. CURTIS, MANUFACTURER, 671 WASHINGTON ST., BOSTON.

THE BEST ARE HYGRADES. HYGRADES ARE THE BEST.



A PERFECT POCKET Combination —OF— Luggage Carrier —AND— Pants Guards.

Packed in Morocco purse, weighing less than one ounce. Always with you. Always ready. If your dealer does not have them, 25 cents sent the

TIE CO., Unadilla, N. Y.

Gets articles complete.



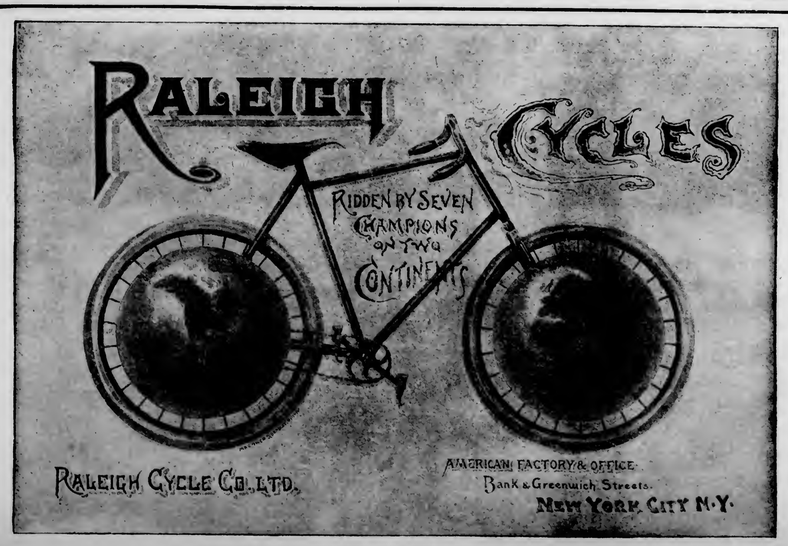
WANTED! ALL BICYCLERS

To send for catalogue and terms of the

Staples Automatic Walking Notion Saddles

that gives you greater power and more ease than anything yet introduced. Address to

THE STAPLES MFG. Co., - - ELIZABETH, N. J.



Come to the World's Fair, but—Come Right.



BRING your wheel; even Chicago people don't know how the crowds are going to be carried to and from the grounds. Bring your wheels and be independent, and see Chicago, too. Join the National Columbian United Wheelmen's Club, at $5.25, and secure free storage for your wheel and full club privileges within two blocks of First Fair entrance. Write for full particulars to L. D. Taylor, Secretary, 359 W. Madison street, Chicago, Ill.

Yearly subscription of the Bicycling World and L. A. W. Bulletin reduced to 50 c. per year. Look on page 108 and study our premium list. A high grade bicycle, a Scott gun and a $50 watch among the premiums.

The Sprinter Roadster

MADE by the Luburg Mfg. Co., 321, 323, 325 No. 8th street, Philadelphia, is without doubt the most perfect bicycle of the year, the price being only $125. The finish of every part is perfect, and all work is done by the most approved machinery and skilled workmen. Liberal inducements are being offered to the trade on this machine. This house also carries an extensive line of Cycle Accessories on which they are offering exceptionally large discounts. Their complete catalogue, containing a full line of Bicycles and Bicycle Sundries, Baby Carriages, Reclining and Invalid Rolling Chairs, Refrigerators, Office Desks, etc., is now ready for distribution. Every dealer throughout the country should have one.

A European Bicycle Tour.

AN opportunity is offered to those who would like to join a party of twenty or less for a tour of France, Switzerland, Germany and Holland. Start from New York June 3d; seventy-five days. Cost about $300 round trip. Address F. A. Elwell, 152 Pearl street, Portland, Me.

Your Old Wheel Taken in Trade.

SEND us a description of your old wheel (any make or style) its name, and year made; condition of tires, nickel and enamel. We will send you photographs of our "Capital" cycles (highest grade) and make you a much larger allowance than any local dealer can possibly afford. We wish to introduce our 1893 wheels early. Deal direct with the factory. Washington Cycle Co., 809 Water street, S. W., Washington D. C.

MR. P. ANGOIS, of the Raleigh Cycle Co., who has been looked for so long did not arrive on the Servia last week as reported. Manager Macdonald now expects either Mr. Angois or Mr. Woodhead to arrive shortly.

MR. W. S. THORN, JR., returned from Europe last week, where he has been for the last six weeks, introducing the specialties his company is making. As lamps are used more on the other side than with us, the Red Star Solid Illuminant jumped right into popularity. As the "Solid Illuminant" overcomes the spilling of oil caused by the jolting, he had no trouble in making very satisfactory contracts. He closed with E. Hermet, of Paris, sole agent for France; F. W. Robinson, of London, sole agent for England, and Franz Sander, of Hamburg, sole agent for Germany, Belgium, Norway and Sweden.

BURGLARS last week effected an entrance into the store of Mr. Charles Schwalbach at 459 Bedford avenue, Brooklyn, N. Y., and carried off lamps and other bicycle apparatus valued at $11. They also destroyed two tutti frutti stands. Detective Sergts. Holland and Dolan, of the Lee avenue force, are at work on the case. It is thought that boys are the culprits.

Hand-Knit Sweaters.



WRIGHT & DITSON'S

Line of Bicycles this Season consists of the

ROAD KING, price, $150. DUKE, price, $100. PRINCE, price, $70.
ROAD QUEEN, price, $150. DUCHESS, price, $90. PRINCESS, price, $65.

We have the finest line of sweaters in this country, all hand knit from the best yarn, in all colors and stripes. In recommending our sweaters we wish to call particular attention to their weight, as each one contains more wool than any other like garment on the market. All wool goods go by weight, and as our sweaters weigh from 2 to 10 ounces more than any other manufactured, it is easy to see which contains the most value.

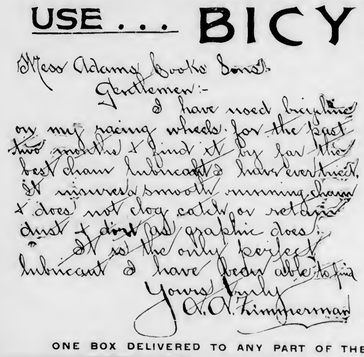
No. XX, Extra Heavy, Solid Colors, $5.50
" X, Solid Colors, - - - 4.50
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LATE OFFICAL NEWS.

National Racing Board.

AMENDMENTS TO RACING RULES.

The following additions and changes have been made to the racing rules of last year.

General Rules; To Clause B after the word "charge" add:

Athletic clubs shall in all cases be granted a sanction, when but two cycling events are to be run in connection with a general athletic programme. Where it is desired to hold more than two events the rule regarding conflictions hall apply.

Change Clause F to read:

The National L. A. W. championship events shall be as follows; one-quarter, one-half, one mile, two mile and five mile safety bicycle, one mile ordinary bicycle, and one mile tandem safety bicycle.

2. Each L. A. W. Division may contest under the supervision of its Division Racing Board, events to be known as Division Championships. These may be corresponding to the National Championships or otherwise, as each Division Racing Board may decide.

Strike out Clause 3.

Number Clause 4, No. 3, and insert between the word "determine" in the fourth line and the word "the" in the sixth line—"National championships are open to any amateur wheelman resident of the United States."

Clause G, Sect. 2. Insert after the word "the" sixth line, "actual time made by the man entering, for the distance of the class race, under consideration."

Sect. 3, add: "All entries not so accompanied shall be thrown out by the handicapper.

Sect. 6. Insert after the word "handicap" second line, "and ten cents for each classified entry" striking out "or classified entry."

TRACK RULES.

No. 12. Add: The liability of all entry blanks as made out shall rest upon the contestant for whom it is made, whether personally filled out or otherwise.

No. 11. Insert after the word "officials," second line: Handicappers shall however at all times h[illegible] rack privileges.

No. 13. Change to read: "Choice or change of machine and costume shall not be limited, except that shirt shall not bare shoulders and breeches must extend to the knees. Referees must insist on the enforcement of this rule."

No. 14. Insert after the word "back," fourth line, "or right shoulder."

No. 26. Strike out the word "handicapper," first line, and add: The handicapper shall not be permitted to compete in any race with which he is officially connected.

No. 27. Insert after the word "a" in second line the word "track."

No. 28. Change to read, striking out relative time table: A class race is only open to those who up to date of the closing of entries have not won the first position in a track race, or trial heat in the same or better time than the class under consideration.

The important effect of above changes will be;

First. Athletic Clubs may complete a general athletic programme to the extent of two cycling events, without being amenable to the confliction rule.

Second, The National Championships are changed adding one more safety event and striking out two ordinary events.

Third, Giving Division Racing Boards power to arrange its own list of state championships without reference to the National events.

Fourth, The National Championships are thrown open to the United States, and doing away with Division Championships as qualifiers.

Fifth, Changing the class race system by doing away with relative times as a bar to enter such races.

Sixth, Reducing the charge for handicappers work on class races. In changing the relative time custom the work will be necessarily decreased on this style of events.

The other changes give handicappers track privileges, squarely place the liability of all entry blanks on the contestants, allow a trifle more latitude as regards costume, and confine the novice rule to track events.

H. E. RAYMOND.

The International Championship Trophy.

The silver cup donated by Mr. H. L. Saltonstall, through the League of American Wheelmen, is hereby transferred to the International Cyclist Union of the World, subject to the following conditions:

First, The trophy shall be known as the Saltonstall International Trophy.

Second, The Saltonstall Trophy shall represent the general championship of the International Cyclist Union, and shall be competed for annually by all associations members of and in good standing with the union, in the manner prescribed below.

Third, At the first meeting of the Board of Managers of each meet, held after the annual championships have been contested, they shall consult the points secured by each competing association of the Union, and shall announce the same to all members of the Union, and award the trophy to the association having secured the greatest total of points in accordance with these conditions.

Fourth, The manner of scoring points shall be as follows: Any duly accredited representative, or representatives of an association, a member of the Union, competing in any International Championship contest, held under the direct auspices of the International Cyclist Union, shall score points for his or their association as follows, viz.: For first place five (5) points; for second place three (3) points; for third place one (1) point. This same rule as regards scoring of points applies to team contests.

Fifth, Before delivery of the trophy a bond in the sum of one thousand dollars ($1,000) satisfactory to the Board of Managers of the Union shall have been filed with the secretary of the International Cyclist Union.

Sixth, The Association in possession of the trophy shall return same to the Secretary of the International Cyclist Union, or to any individual or individuals designated by the Board of Managers of the said Union, thirty (30) days prior to the Annual International Championship Meeting each year. The Board of Managers shall have the power to demand its return under forfeiture of bond at any time if good cause can be shown for such demand.

Seventh, No mark, inscription display or engraving shall be attached to or put upon this prize, without the consent or order of the Board of Managers of the Union.

Eighth, These conditions shall not be altered or amended in any manner without such changes or amendments shall first have been submitted to the Board of Managers of the International Cyclist Union and approved by them.

Any questions not covered by these rules shall be decided in the same manner.

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Yours respectfully, GEO. M. HENDEE.

Syracuse, N. Y., March 25, 1893.

Indiana Bicycle Co., Indianapolis, Ind.

Gentlemen—Still they go. Just sold four in one store. Please express us four 28-inch Waverlys and one 26-inch Waverly Amateur at once. Will there be any delay in getting wheels? We want to know just what to expect and not promise people their wheels and not be able to deliver them.

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Annual Meet At Chicago.

The dates selected by the National Executive Committee for holding the annual League meet and international races are August 5th to August 12th, inclusive.

GENERAL COMMITTEE.

Thomas F. Sheridan, Chairman, Lock Box 951, Chicago; F. W. Gerould, T. L. Sloan, C. E. Randall, J. O. Blake, R. D. Garden, Wm. Herrick, C. F. Stokes, A. J. Merritt, F. G. Gere

This committee to have general supervision of the annual meet under the direction of the National Executive Committee.

RACE AND TRACK COMMITTEE.

Frank W. Gerould, 108 Madison street, Chicago; R. D. Garden, N. H. Van Sicklen, and J. M. Erwin.

This committee to have general charge of the construction of the track, running of the races and arrangement of events, under the direction of the International Race Committee.

PRESS COMMITTEE.

Samuel A. Miles, *Referee*, Chairman, Caxton Building; L. J. Berger, *Bearings*; W. Wardrop, *Cycling Life*; M. A. Lane, *The Post*; F. E. Spooner and H. H. Wiley, *Sporting Review*.

This committee to have charge of the news and promoting the general interests of the meet.

HOTEL COMMITTEE.

Charles E. Randall, Chairman, 4747 Champlain avenue; L. B. Taylor, W. A. Leonard.

This committee to have charge and arrange for hotel accommodation during the League meet and international races.

Sanctions Granted.

April 13—22nd Regiment Athletic Association, New York City, N. Y.

April 26—Tenth Battalion Athletic Association, Albany, N. Y.

May 17, 18—D. A. Childs, Columbia, S. C.

April 28—Trinity School Athletic Association, New York City.

Sept. 13-15—R. Rowlands, Maringo, Iowa.

June 17—Spencer Bicycle Club, Spencer, Mass.

July 3, 4—Rhode Island Wheelmen, Providence, R. I.

Sept. 4, 5—Hartford Wheel Club, Hartford, Conn.

July 4—York County Wheelmen, Saco, Me.

Sept. 9—Associated Cycling Clubs, Waltham, Mass.

May 30—Massachusetts Division, Division Championships, only, Mass.

April 19—Tournament Association, Mobile, Ala.

May 10—Savannah Wheelmen, Savannah, Ga.

May 12—Savannah Wheelmen, Savannah, Ga.

May 29—Wm. U. Morgan, Cumberland, Ga.

May 30—Wm. U. Morgan, Cumberland, Ga.

May 31—Wm. U. Morgan, Cumberland, Ga.

H. E. RAYMOND.

Racing Board Appointment.

John T. Huntington of Cleveland, Ohio, is appointed a member of the Racing Board.

Fraternally, CHAS. L. BURDETT, President.

Amendments to By-Laws.

UNDER the provisions of ART. XI, Sec. 1 of the By-Laws the Executive Committee has made the following amendments to the L. A. W. By-Laws to make it consistent with the amended Constitution.

ART. I, Sec. 1, second line. Strike out "of the League and."

ART. I, Sec. 2, Strike out all after the word "Assembly" in ninth line. Strike out,—"of the League or." Strike out "At the meetings of the National Assembly" in third and fourth lines.

ART. III Sec. 1. In fifth line change IV to V and 3 to 1

ART. III, Sec. 2 After Chief Consul insert "and Secretary-Treasurer."

ART. III Insert new section numbered Sec. 3. The management of Consulates shall be vested in a Chief Consul.

ART. XI. Sec. 1, Substitute "the National Assembly" for "a Constitutional Convention."

G. CARLETON BROWN,
Sec. Ex. Com.

Correction.

In table of total membership published March 31 the Wisconsin Division was omitted. The total of this Division for the year was 603.

ARBOT BASSETT, Sec.

Massachusetts Club Representatives.

THE following have been elected Club Representatives to the Board of Officers Massachusetts Division L. A. W.

Union Bicycle Club of Boston, Arthur T. Otis.
Lowell Cycle Club of Lowell, Geo. H. Stevens.

CHAS. S. HOWARD, Sec.-Treas.

Pennsylvania.

To the Local Consuls of the Pennsylvania Division:

For eight months your duties have been light and wholly nominal, but the season is now here when the League and the Division expect you to do the work for which you have been selected from the body of wheelmen of your vicinity. It is your duty at this time to see personally *every wheelman* in your jurisdiction and either to make him a League member or know the reason why! You should secure the name of every non League rider, and the renewal of every member within reach, and you are directed to report to me what efforts you are using and what success attends your labors. Report to me upon these points at least once a month. Fraternally,

SAMUEL A. BOYLE, C. C.

Philadelphia, April 7, 1893.

Rhode Island Division.

I have appointed the following Local Consuls for the ensuing year, viz.:

Providence,	W. W. Whitten, H. C. Farnum, H. M. Peck, J. B. Black, A. F. Titus, S. K. Wesley, Mrs. A. C. Barker, P. H. Mullholland, J. Thomas Smith, Waldo E. Davis, E. P. Sheldon, H. F. Campbell, C. K. Baker, Arthur Barker, E. E. Brown, Walter P. Pierce.
Pawtucket,	H. L. Spencer.
Barrington,	H. M. Gardner.
Valley Falls,	R. E. Bray.
Newport,	Geo. H. Chase, Geo. W. Smith.
Phenix,	W. A. Lewis.
Westerly,	Orville Sullivan.
East Greenwich,	S. E. Eastman.
Warren,	F. A. Bliss.
Bristol,	G. C. Thompson.
Washington and Anthony,	C. A. Foster.
Woonsocket,	E. R. Darling.
Central Falls,	C. A. McCallum, J. H. Weaver.
Pascoag,	C. E. Rounds.
Chepachet,	Archie Trask.
Auburn,	John E. Hull.
River Point,	C. H. Potter, Jr.
So. Kingston,	F. G. Perry.
Appaquag,	C. F. Taylor.
Oneycville,	J. A. Donkersley.
Lonsdale,	J. H. Howes.
Narragansett,	Frank L. Caswell.
Cumberland Hill,	J. H. Adams.
East Providence,	Frank E. Bucklin.
Arlington,	H. N. Francis.
Saylesville,	W. B. Gardner.
Cranston Print Works,	F. G. Taylor.

HOWARD L. PERKINS, C. C.

Providence, R. I., April 5, 1893.

Applications for Membership.

THE following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III. of the Constitution, which is as follows:

SECTION 1. Any amateur wheelman of good character, eighteen years of age or over, shall, with the endorsement of two League members or three reputable citizens, be eligible to membership in this League upon payment of the initiation fee and dues, as provided in this Constitution and By-Laws, and the By-Laws of his Division.

SECT. 3. The name of each applicant for membership must be published in the official organ, and unless within two weeks thereafter, a protest shall be filed with the Secretary, he shall become a member of the League.

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names are correct.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week. (When a holiday falls on Monday the list is closed on Saturday preceding.)

BOSTON, April 14, 1893.

Total 529.

NORTH CALIFORNIA DIVISION—1.

50032	Yorell, A. H.	Cloverdale
033	Rubivin, G. H	Marysville
034	Peirce, Frank	Monterey
035	Kessel, Frank J.	"

SOUTH CALIFORNIA DIVISION—6.

50036	Chilson, Henry G.	Los Angeles
50360	Dixon, H. H.	"
50037	Malcolm, D.W.	"
038	Van Valkenburg, Chas.	Los Angeles
039	Godfrey, Herbert D,	"
040	Stein, W. F.	"

COLORADO DIVISION—1.

50041	Brown, G. E.	Las Animas

CONNECTICUT DIVISION—8.

50042	Austin, Arthur E.	Rockville
043	Bragden, Eugene H.	Wallingford
044	Converse, Harry O.	Stafford Springs
045	Schellinger, Wm. W	Birmingham
046	Hart, Willie O.	Unionville
047	Downes, A. F.	Westport
048	*Downes, Mrs. A. F.*	"
049	Page, Bertrand A.,	Harford

DISTRICT OF COLUMBIA DIVISION—1.

50050	Wood, Fordyce,	Washington

ILLINOIS DIVISION—29.

50051	Hafer, Geo., Jr.	Chicago
052	Snyder, W. C.	Arcola
053	Bradley, Henry C.	Carlyle
054	Ray, Joel S.	Arcola
055	Ray, Lemuel R.	"
056	Clisby, John R.	"
057	Ward, Geo. B.	"
058	Simpson, Geo. J.	"
059	Hobart, H. C.	"
060	Hall, E. D. W.	"
061	Wells, T. M.	"
062	Ray, P. M.	"
063	Clisby, Frank W.	"
064	Bates, M. J.	Chicago
065	Brown, C. C.	"
066	Clark, W. F.	"
067	Fawcett, Geo. P.	"
068	Fajean, Chas. H.	"
069	Chase, Tom. H.	"
070	Nisbett, Archibald	"
071	Kaeppner, W. C.	"
072	Adams, J.	Marseilles
073	Booth, C. H.	"
074	Onion, F. J.	"
075	Gardner, F. J.	Marengo
076	Kessberger, Edw. H.	Springfield
077	Chambers, F. M.	Spring Valley
078	Nelson, C. R.	Ravenswood
079	Melton, Frank A.	Rio

INDIANA DIVISION—17.

50080	Hicks, J. R,	Bloomington
081	Cox, Frank E.	Muncie
082	Albrecht, H. C.	Terre Haute
083	Harris, Geo. H.	"
084	Miller, Chas. M.	"
085	Neller, John D.	"
086	Newkom, Chas. H.	"
087	Spinty, Geo. W.	"
088	Way, Will E.	"
089	Middleton, Will H.	Anderson
090	Hilgenberg, C. A.	Indianapolis
091	Sabin, W. F.	Fort Wayne
092	Barnhart, F. J.	Terre Haute
093	Bossom, John	"
094	Rippetoe, Louis	"
095	Wiley, Edward T.	"
096	Gaesser George W.	Troy

IOWA DIVISION—7.

50097	Sawyer, Carroll	Grinnell
098	Kramer, A. F.	Elkader
099	Tobey, E. S.	Vinton
100	Keitges, John	Minden
101	Barbookas, Bert	Iowa City
102	Barbour, H. A.	Iowa Falls
103	Logan, O. E.	Sheldon

KANSAS DIVISION—2.

50104	Brower, J. P.	Fort Scott
105	Johnson, Victor E.	Randolph

KENTUCKY DIVISION—20.

50106	Connelly, M. S.	Louisville
107	Harratye, W. E.	Henderson
108	Wylie, Prof. W. B.	Bowling Green
109	Yost, Frank K.	Hopkinsville
110	Phelps, Geo. W.	"
111	Stites, Hamilton	Henderson
112	Price, Albert M.	Ghent
113	Buetgenbach, C.	Louisville
114	Krauth, Joseph,	"
115	James, T. J.	"
116	Nachand, Henry H.	"
117	Drane, P.	"
118	Ralph, Wm. T.	"
119	Schildt, C. F.	"
120	Mingo, Otto E.	"
121	Woodbury, C. L.	"
122	Walden, F. C.	"
123	Silman, F. V.	"
124	Burch, J. G.	"
125	Frank, B. A.	Paris

MAINE DIVISION—4.

50126	Adell, Fred C.	Lewiston
127	Ferguson, Alfred M.	Belfast
128	Hamilton, Robert W.	Saco
129	Doble, Frank L.	So. Paris

MARYLAND DIVISION—8.

50130	Ward, C. C.	Crisfield
131	Westcott, Carl	Chestertown
132	Hilliary, J. Alex Jr.,	Baltimore
133	Reinhart, Alvey H.	"
134	Jones, Joseph E.	"
135	Kelley, Howard A., M. D.	"
136	Murray, A. S.	"
137	Pennington, F. J.	"

MASSACHUSETTS DIVISION—75.

50138	Whitney, Fredk	Dorchester
139	Barta, Louis	Boston
140	Kimball, Fredk. B.	"
141	Marvin, Geo. L.	"
142	Webster, Augustus F.	"
143	Bellows, W. H. M.	Roxbury
144	Kimball, Wm. S.	"

50145	Dolbeare, Walter I.	So. Boston
146	Kingman, Walter M.	West Roxbury
147	*Bliss, Miss F. Genie*	Brockton
148	Cowell, Wm. H.	"
149	Howard, C. S.	"
150	Baxter, A. C.	"
151	Perham, Fred	Clinton
152	McClellan, Edward W.	Somerville
153	McClellan, Frank E.	"
154	Foster, Louis E.	Dorchester
155	Wheeler, Wm. A.	So. Boston
156	Smith, Robt. F.	"
157	Sweetland, Frank H.	"
158	Holt, H. F.	Andover
159	Smith, Peter	"
160	Smith, J. Lewis	"
161	Henegan, Wm. L.	Boston
162	Allbee, Grant U.	"
163	Howe, Sidney	"
164	Hurlbut, G. W.	"
165	Hoey, Chin W.	"
166	*Luscomb, Miss Clara W.*	"
167	Norton, J. W.	"
168	Paike, Lewis G.	"
169	Shepard, Fred C.	"
170	*Wilson, Mrs. P. M.*	"
171	Washburn, Jos. S.	"
172	Barrett, Charles E.	"
173	Bertram, F. C.	"
174	*Harrington, Miss Clara L.*	Brighton
175	Dunbar, Willard L.	Brockton
176	Deane, Walter	Cambridge
177	Sharp, Jesse R.	Chippewa Falls
178	Bailey, James E.	Charlestown
179	Pratt, Chas. H.	"
180	Haines, Chas. H.	Dorchester
181	Bates, L. Winthrop	East Weymouth
182	Hall, Arthur B.	Fitchburg
183	Titus, Edward K.	Georgetown
184	Foster, Joseph	Leominster
185	Fuller, F. A.	Lowell
186	Chandler, W. A.	Lynn
187	Fuller, Arthur B.	"
188	Sweet, Chas. C.	Melrose
189	Greene, Frank H.	Northboro
190	Jennings, E. P.	North Cambridge
191	*Brown, Miss Agnes H.*	Pittsfield
192	Wendell, George B.	Quincy
193	Whitcomb, Fred L.	Shirley Village
194	Burnam, R. E.	"
195	Ecker, Jos. L.	So. Boston
196	Heath, Howard	Springfield
197	McMullen, Frank C.	Somerville
198	Stebbins, Chas. B.	"
199	Stebbins, Miss Ellen E.	Somerville
200	O'Sullivan, Daniel	Taunton
201	Knight, G. P.	Tufts College
202	*Russell, Mrs. W. H.*	Waltham
203	Fiske, J. Leon	"
204	Thayer, L. L.	"
205	*Whittier, Mattie A.*	"
206	Moffet, Chas. W.	Westfield
207	Shepard, F. E.	"
208	Warren, A. W.	"
209	Logue, Joseph F.	West Bridgewater
210	Atwell, Clarence S.	"
211	Stearns, Fred L.	Winchendon
212	Sawyer, Chas. H.	"

MICHIGAN DIVISION—12.

50213	Banks, Wellington B.	Detroit
214	Mitchell, W. H., Jr.	"
215	Schaffer, F. J.	"
216	Spaulding, Walter D.	"
217	Bean, J. E.	Ironwood
218	Jahn, H. F.	"
219	Wallis, Chas. H.	"
220	Burt, Mason W. Jr.	"
221	Winter, C. M.	"
222	Curtis, Claire B.	Traverse City
223	Gillis, Tracy A.	"
224	Holden, H., M. D.	Trenton

MINNESOTA DIVISION—3.

50225	Bachman, Clarence E.	Minneapolis
226	Fritz, A. E.	Fergus Falls
227	Svensgaard, Harry	"

MISSOURI DIVISION—14.

50228	Conley, E. A.	St. Louis
229	Harrison, Jno. A.	"
230	Hunter, Phil A.	"
231	Haysler, Ernest C., Jr.	Clinton
232	Dorge, Wm. G.	DeKalb
233	Campbell, Frank	Richmond
234	Bosworth, H. R.	St. Louis
235	Greve, Martin H.	"
236	Rush, William	"
237	Henderson, H. L.	"
238	Morrison, Dr. W. N.	"
239	Floyd, Frank M.	"
240	Sohrl, Vincent J.	"
241	Harwood, C. H.	"

NEBRASKA DIVISION—2.

50242	Christie, Harry M.	So. Omaha
243	Mann. Rev. N. M.	Omaha

NEW HAMPSHIRE DIVISION—3.

50244	Day, Frank O.	Manchester
245	Beddows, Fred L.	"
246	Gee, Amos W.	Lebanon

NEW JERSEY DIVISION—18.

50247	Edwards, Geo, A,	Long Branch
248	Marsellus, Frank A.	Passaic
249	Gayle, E.W.	Plainfield
250	Brown, L. Vincent	Rutherford
251	Pretz, Wm.	"
252	Vanderlinder, Joseph	"
253	Hinkerhoff, A. H.	"
254	Stevenson, Henry A.	East Orange
255	Bennitt, Frodk H.	Jersey City
256	Vandyck, Edw. B.	"
257	Frost, Wm. G.	Montclair
258	Quigley, Edw. J.	Newark
259	Phillips, E. J., Jr.	Netherwood
260	Hemming, Wm. E.	Newark
261	Rowland, Trevor	Perth Amboy
262	Woodruff, John Henry	Plainfield
263	Sharp, John C.	Hackettstown
264	Rice, W. H.	"

NEW YORK DIVISION—70.

265	Clary, Gordon	New York
266	Shannon, Wm. J.	"
267	Nolan, James T.	Brooklyn
268	Kerchler, Frank M.	"
269	Smith, Geo. Bennett	Bellmore
270	Ingersoll, A. J., Jr.	Corning
271	Clark, H. A.	"
272	Kennedy, J. S.	"
273	Billig, Silas B.	"
274	Foster, Frank P.	"
275	Brown, Walter B.	"
276	Forman, H. D.	Flushing, L. I
277	Melick, Erwin	Oneonta
278	Morgan, Edward D.,	Tarrytown
279	Conkling, Howard	Luzerne
280	Putnam, Kingman N.	New York
281	Butler, G. Clinton,	"
282	Conover, C. B.	"
283	Crane, M., Jr.	"
284	Pinnell, J. J.	"
285	Goetz, Edgar A.	"
286	Griswold, Henry	"
287	Gallaher, R. Horace	"
288	Homan, Frank D.	"
289	Hill, W. W.	"
290	Moen, Stephen T.	"
291	Pollock, Clarence F.	"
292	Relbert, William	"
293	Walsh, Joseph P.	"
294	Wright, Boardman	"
295	Scott, James L.	Ballston Spa
296	Taylor, Chas. A.	"
297	Clapp, Chas. R.	"

50298	Arnold, Wm.	Brooklyn
299	Badger, G. W.	"
300	Brown, A. B.	"
301	Clarke, Mrs. Jeanne	"
302	Clarke, James W.	"
303	Horton, Isaac O.	"
304	Macklin, Walter F.	"
305	Midmer, Reed	"
306	Nash, W. H.	"
307	Smith, William J.	"
308	McDougall, S. E.	Clinton
309	Flinton, Geo. W.	Crosby
310	Winningale, T. Warner	"
311	Schmidt, Christian J.	College Point
312	Parshall, Fred C.	Cooperstown
313	Chilling, H. B.	Gouverneur
314	Merrell, William A.	Hudson
315	Piersaull, C. S.	Hyde Park
316	Burr, Geo, L.	Ithaca
317	Tyler, Moses Colt	Ithaca
318	Eddy, Elton E.	Jamestown
319	Wallon, Lee B.	Kouka College
320	Yard W. H.	Olean
321	Duncan, Allen E.	"
322	Burnett, James	Poughkeepsie
323	Carpenter, Geo. E Jr.	Poughkeepsie
324	Perdon, Howard P.	"
325	Olin, Richard M.	Perry
326	Onthank, Geo. W.	Ripley
327	Willis, Robt. S.	Rochester
328	Hunt, Edward W.	Syracuse
329	Searles, Muller	Sing Sing
330	Shove, H. W.	Schenevtis
331	Helfenstein, S. Q.	Staffordville
332	Stanton, E. M.	Truxton
333	Clawson, Chas. H.	Watkins
334	Carson, Rev. T. C.	Webster

OHIO DIVISION—137.

50335	Knight, Alfred	Cincinnati
336	Waldapped, B. G.	"
337	Clark, John W.	Anderson
338	Nixon, Frank C.	Zanesville
339	*Baldwin, Emma A.*	Norwalk
340	Ottley, Jas.	Dayton
341	Samuel, M. I.	"
342	Hale, Frank S.	Fostoria
343	Metz, M. C.	Cleveland
344	Williams, C. G.	"
345	Vaupel, A. H. C.	"
346	Young, B.	"
347	Kloss, J. E.	"
348	Bernar, Bryan,	"
349	Terry, H. E.	"
350	Eberhard, C. F.	"
351	Hartman, D. G.	"
352	Andrews, J. C.	Lakewood
353	Brobst, F. A.	Cleveland
354	Donnelly, James	Cleveland
355	Gilbert, H. E.	"
356	Esterly, W. M.	"
357	Pryse, C. M.	"
358	Kinney, H. R., Jr.	Lakewood
359	Sanborn, W. A.	Cleveland
360	Engel, W.	"
361	Stern, S.	"
362	Steinkopf, A. R.	"
363	Harbaugh, Geo. E.	"
364	Brinsmade, Thos. E.	"
365	Mathews, C. E.	"
366	Farley, Ira C.	"
367	Bennett, R. C.	"
368	Williams, J. E.	"
369	Hooper, M. E.	"
370	Sears, Ed	Riverside
371	Haskell, Coburn	Cleveland
372	Cowgill, Chas.	"
373	Dreher, F. J.	"
374	Demuth, F. E	"
375	Hoehm, Geo.	"
376	Hendershed, J. C.	"
377	Richardson, E. A.	"
378	Hillyar, A. D.	"
379	Neal, R. B.	"
380	Anst, Adelbert L.	"
381	Keppert, L. S.	"
382	Brantley, W. A.	"
383	Avery, Elroy M.	Cleveland
384	Miller, A.	"
385	Hester, E. D.	"
386	Haber, H. J.,	"
387	Mikesell, Geo. E.	"
388	Sturtevant, G. D.	"
389	Thomas, W. C.	"
390	Chatfield, A. E.,	"
391	Davis, A. K.,	"
392	Clark, F. E., M. D.,	Allegheny

50393	Brewer, E. R.	Cleveland
394	Cowan, L. W.	"
395	White, S. C.	Euclid
396	Gilbert, J. M.,	Cleveland
397	Lehngang, Geo. F.	"
398	Truscott, Frank W.	"
399	Moore, W. B.	"
400	Moeder, D., Jr.	Cleveland
401	Drake, F. J.	Cleveland
402	White, Henry C.	"
403	Cole, Chas. E.	"
404	McHenry, J. F.	"
405	Harbaugh, Chas. R.	"
406	Webster, Geo. N.	"
407	Kilfoyl, F.	"
408	Cleminshaw, Wm. H.	"
409	Robb, R. H.	"
410	Dyer, H. P.	"
411	Ferguson, Jas. R.,	Cleveland
412	McKay, E.W.	"
413	Carwell, F. R.	"
414	Detierchs, O. E,	"
415	Davies, H. J.	"
416	Wright, Harry	"
417	Woods, R. H.	Ada
418	Miller, Chas. H.	Akron
419	Neiswanger, Howard K.	"
420	Hull, E. W.	"
421	McMillen, C. E.	"
422	Morris, F. J.	Ashtabula
423	Teel, W. A.,	Canton
424	Goldsmith, Daniel E.	Cincinnati
425	Gray, E. S.	"
426	Strader, Jacob,	"
427	Churchill, A. P.	"
428	Lott, John B.	Columbus
429

FOR SALE OR EXCHANGE.

In this department the prices are 20 cts. per line, 7 words per line, 12 lines per inch.

Stamps will NOT be taken in payment. Cash, check, money order, or postal note must accompany order, or no insertion.

WANTED—Correspondent and Stenographer, a man with good education; one having bicycle experience preferred. State age, experience, habits and salary expected. A. W. GUMP & CO., Dayton, O.

COLUMBIA Pneumatic, '92; equal to new; best offer over $100. A. MORLEY, Jones court, Lynn, Mass.

FOR SALE—Premier Safety; weight 34 lbs.; condition perfect; Thomas-Bidwell pneumatic tires. Best offer over $100. Address Lock Box 292, LaFayette, Ind.

FOR SALE — Columbia Century; pneumatic tires; in fine condition. Price $100. F. H. WISWELL, Phelps, N. Y.

WANTED—A first-class safety (Columbia preferred). If no bargain, don't write. HARD UP, Box 113, Reamstown, Pa.

FOR SALE — Century Columbia, pneumatic, 1892 model; used two months; A1 condition. Price $100. Address F. BUNZL, 126 Water street, New York City.

BEST offer over $75 buys one and a half inch D cushion tired diamond spring frame Stylph; cost $135; ridden less than 200 miles; good as new. Address FRANK H. BROWN, Butler, Ill.

TYPEWRITER For Sale; a No. 2 Caligraph, in good order, will be sold cheap. Address H. H. BROWN, Wappingers Falls, N. Y.

CIGARS—Will send a box of 25 fine Havana Cigars for 75 cents postpaid. A. P. JENKINS, W. Boxford, Mass.

FOR SALE—A 38-in. Crypto geared ordinary, 3 Bearyed tires; plated frames; new; price $145. CHAS. J. BUTTERS, 448 Beacon street, Boston.

A SPLENDID BARGAIN—Columbia Tandem; new pneumatic tires; never ridden; cost $245; will sell for $150; go and see machine at 12 Warren st., N. Y., Pope Mfg. Co., or write to THOMAS C. SMITH, 59 William st., New York.

$20 PUTS ON PNEUMATICS.

Tie your wheels together or put in small crate, send to us and we will put on our Solid Comfort or Morgan & Wright or N. Y. Belting Co. Tire for $20. We use fine steel rim. Spreading frame $2.50 extra. All other repairing cheap for good work; full stock of parts.

KNIGHT CYCLE CO.,
311 North 14th Street, - - St. Louis, Mo.

A SWIFT PNEUMATIC SAFETY—In good condition will be sold to the highest bidder. Address, PHILLIP DAVIS, Cambridge, Mass.

A BARGAIN—A Quadrant Safety '92 pattern for sale at low price. Call and see same at No. 240, Columbus Ave., Boston.

RIDERS OF M. & W. PNEUMATICS

Use Miller's Rapid Fasteners, 30 cts. a pair mailed. 250 now in use. Pronounced by all indispensible. Circulars free. C. G. MILLER, JR., Shullsburg, Wis.

FOR SALE—Century, '92 pat., $75; Hartford Cushion, '92 pat., $60; Columbia Tandem Tricycle, $60. Address, Box 3, Columbus, O.

20 PER CENT. DISCOUNT on second-hand wheels sold before April 1, 1893. Wheels exchanged and repaired. Send for list of new and second-hand wheels. You can save money. WHITE CYCLE CO., Trenton, N. J.

GEORGE H. CHANDLEE,
PATENTS AND PATENT CAUSES.

Send sketch or model for free exaqinination as to patentability. Atlantic Bldg., Washington, D.C.

WANTED—Second-hand solid and cushion tired safeties in good condition in exchange for new D. & R. Specials; see illustration on page 493 of this paper. DEAN & ROGERS CYCLE CO., Taunton, Mass.

A GOOD Safety cheap; 1892 Quadrant, Dunlop tires, nearly new. Price $90. Speak Quick. J. P. Z., care Bicycling World.

FOR SALE—Spring Frame Rambler, cushion tire, $80; CHAS. SCHWALBACH, Flatbush, L. I.

LATEST CYCLING PAPERS from all parts of the world received regularly and for sale. Send for List. FLETCHER & CO., 43 E. Van Buren Street, Chicago.

FOR SALE—Victor, Warwick and Rambler, $120; Telephone and Union 2 10, $112.50; Lovell, $95; Black Hawk, $85; Crescent, $70; Ben Hur, $55; all pneumatics; new but shopworn. R. C. WHAYNE, Louisville, Ky.

FOR SALE—Century Columbia; used one month; will sell cheap. Address, E. B. E., 112 S. Broadway, Baltimore, Md.

WANTED—Several travelling salesmen to carry as side line a west-posted "Sunbry" of superior merit; liberal commissions. Address CHAS. SULZNER, 1026 Columbia Avenue, Philadelphia, Penn.

BARGAINS—We carry a large stock of bicycles of all makes; also sundries. Write for price list; big discounts. A. B. WHITE CYCLE CO., Ft. Wayne, Ind.

GENTLEMEN! Ask your druggist for Flavell's Suspensory Bandages or send $1 for Silk, 50 cents for thread. Stamps taken. Safely sent by mail. Small, medium or large.
G. W. FLAVELL & BRO.,
1005 Spring Garden St., Philadelphia, Pa.

BICYCLE REPAIRER WANTED—Must be steady and good workman. UNION CYCLE MFG. CO., 166 Columbus Ave., Boston, Mass.

PNEUMATICS APPLIED FOR $20.

TAKE out your wheels, crate securely and ship to us by express prepaid. We will apply Standard Make Pneumatic Tires, either single or double tube, in A1 steel rims for $20 per pair; frame spreading and general repairing done at proportionate prices; these are Snow-On-The-Ground prices, but our name is guarantee of work and material offered. W. W. STALL, 509 Tremont street, Boston.

WE WILL GIVE

"Kenwood" Pneumatic Safety, valued at to the person sending us the largest list of that can be made from the letters contained in "*The World's Greatest Typewriter.*" rules governing contest mailed on application.
STANDARD TYPEWRITER EXCHANGE,
510 F street, N.W., Washington, D. C.

WHO

Wants a '92 pneumatic safety, nearly new; cost $160; for

$90.00?

Address, J. P. Z.,
care Bi. World, Boston.

I Want a Bicycle Rider for an Agent
In every city in this country for the

Royal Limited



AND THE

Halladay Temple Scorcher.

If you mean business write for list and terms.

RALPH TEMPLE,
CHICAGO JOBBER,
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THROUGH THE CATSKILLS.

A Happy-Go-Lucky Bicycle Trip—Chicago's First Experience of Coasts.

(Concluded.)

OUR stops under apple and plum trees by the way were numerous. Farther on we met a few of the young ladies who had taken part in the play the night before. After a little chat with them we went on. The ride again, as on the day previous, proved altogether too short. Going direct to the hotel at Port Jervis and flashing our L. A. W. tickets, consequently securing the bridal chambers, we started out again for a short ride around the town.

On our way back to the hotel we were going along the only rideable portion of one of the streets in town, the middle portion of which consisted of two wheel ruts, when we met a horse and rider coming towards us. We fell into single file in one rut, B. in front, the horse and rider immediately taking the other. Just before passing, the horse, which was evidently unused to bicycles, suddenly turned square across the road. B. struck him with

A FULL HEAD OF STEAM ON

full on the flank and caromed off beside the road in a heap. The beast simply glanced around with a smile of disdain and quietly moved on, not a word being spoken by B. or the rider. I drew up beside the road, being too convulsed with laughter at the whole thing to render any assistance to the temporary repairs.

Long before reaching Port Jervis we had found we had forgotten several necessary articles of our outfit, and took this, our first good opportunity, to make some purchases. B. was rash and bought a new necktie at what he thought was a bargain, while I bought something much more pretentious, real fancy in fact, with "Good-night" printed on the buttons.

Returning to our hotel we sat down to map out the rest of our trip. We both wanted to take in West Point, the Catskills, Saratoga and Lake George, and so the next morning found us headed for the Hudson. Our best route led to Newburg via Middletown and Goshen. This day proved rather uneventful. Bad roads were the rule, which made it a hard ride. At a farmhouse B. stopped for one of his numerous drinks. An old lady of rather an inquisitive turn of mind appeared upon the scene and commenced pumping us as to our intentions, etc. Learning we were from Chicago she asked us: "Be you the two who I read about in the paper who rid all the way from Chicago to New York on them things." B. was heartless enough to say that we were and made up some details of the trip for her benefit. We stopped a couple of hours at Goshen for our dinner, and on account of the heat took our time that afternoon, arriving at Newburg about six o'clock.

That evening we made inquiry as to the best way to get down to West Point, and were told we would have to go back in the country quite a distance, and would have to climb several hard hills, and as we wanted to get as far on toward the Catskills the next day as possible, thought our best and by far easiest way would be to take the boat, and so the next morning at seven o'clock put our wheels aboard the steamer Mary Powell, and after an hour's ride through what is probably the finest scenery on the Hudson, "The Narrows," landed at West Point, and, by the way, having had to pay as much fare for our wheels as for ourselves. We rode up to the parade ground and were fortunate enough to be there on the morning the cadets were breaking camp, which was quite an interesting performance to us. We afterward rode around the grounds, saw all there was to be seen and then coasted down to the ferry landing, intending to cross over to the other side and ride up the Albany Pike road. At the dock we found a freight steamer just going back to Newburg, and as the ferry was nowhere in sight we scrambled on and immediately upon landing at Newburg took the ferry across to Fishkill, and a few minutes later were on our way to Poughkeepsie.

We arrived there in time for dinner, and on our way into the dining room noticed three wheels in the hall equipped with luggage carriers and evidently belonging to tourists. After dinner while sitting in the office we saw the owners of the wheels preparing to leave. They were three of a kind, so we need only describe one. He was perhaps an inch or so less than six feet, and weighing between one hundred and ten and twenty pounds, dressed in the regulation tight fitting knickerbocker suit. A kodak on a strap over one shoulder and a little hand bag, possibly containing his handkerchief, L. A. W. ticket, toilet articles, etc., over the other. He wore a pair of drab gauntlet gloves. On his wheel he strapped a pair of rubber overshoes. These were too much for us. To whatever use he intended to put them was more than our imaginations could grasp. Putting on another luggage carrier with several bundles in it they all started off, sitting as straight as parsons, with their handle bars up under their chins. Dismounting to cross the cobble stone pavement they passed on out of sight. This description, however, is not half as good as they looked to us.

Later we mounted our wheels and rode out to see Vassar College grounds. We stayed but a short time here and returning to Poughkeepsie went on to Rhinebeck to stay all night.

The next morning we got our regular stock of directions and as usual got twisted before we were hardly out of town. We had ridden about half way to Catskill Landing when we fetched up short on account of a missing bridge and were on our way across country heading for another bridge, when we came to the top of a steep hill, down which we went full tilt. We gathered ourselves together again on reaching the bottom and I was obliged to straighten my seat post, which had bent so that it scraped on the back wheel. We reached Catskill about two o'clock, and as we had made up our minds to take our wheels up to the Kaaterskill House, on leaving here two hours later, we left our baggage, lamps, etc., behind, and started for Palenville as the best place to stay over night, intending to make an early start in the morning. After breakfast B. looked so much like rain that we thought we would wait and see what the weather was going to be. About ten o'clock the clouds broke and we started, taking

THE CLOVE ROAD

as it was the shorter of the two leading to the top, and we knew we would have to push our wheels anyway.

After about the first couple of miles it got to be awful hard work, but we were nerved on by the thought of the coast we would have going down, something we were always crazy for, and on roads like this the prospect was fairly dazzling. I could not wait, and decided to take a little taste of the bliss, so started down intending to go about twenty feet, but when I got the upper hand of the old thing and was able to dismount, B. was just within calling distance. When I caught up to B. again it had commenced to drizzle and by the time we reached the top it was pouring and we were soaked. Sizing ourselves up when we got off our wheels in front of the Kaaterskill House we concluded we were hardly in keeping with our surroundings and did not have nerve enough to go in and try to get dinner. We went in and took a look around and slid out again without any of the "coons" who were just waiting for something to do seeing us. We thought may be the Mountain House would prove more in our line for a dinner, so rode over there. If any of our readers have ever had any experience with Catskill Mountain mud they know what we had to go through with. We found it had not had quite a reputation, and even as far up as Saratoga people knew where we had been from the looks of our wheels. It is thick and greasy mud and dries a light pink and like so much cement, and traces of it can be found on our wheels yet.

Reaching the Mountain House after a great deal of difficulty we slid into the dining room by the back door. After we had had our dinner we did not care whether we were put out or not and so strolled out to enjoy the famous view, but as for view, if we had been on our wheels we could not have seen the cowiers the fog was so thick, and my! how cold. As our Yaegers were down to Catskill we did not wait for the view to develop, but started down.

The road was so slippery and greasy that it looked as though it had been polished until after we had gone over it, and then it looked as if it had been plowed. Some one may think we are drawing a long bow, but half of the time on the way down we had one foot in the front fork, braking on the front wheel and back pedaling with the other and holding the brake on as hard as we could, so that both wheels would slide and then it took fifty feet or more to stop. After a few slight mishaps we reached the bottom. Anticipating, as we had, such a fine view from the top and such an elegant coast down, we were rather disappointed to say the least, but we had done the Catskills and we thought that a feather in our caps under the conditions.

We rode on to Catskill and gathered up our belongings and were just in time to catch a boat to Hudson. This short pleasant ride ended our rather eventful day.

The next day everything went smoothly enough and we reached Albany the latter part of the afternoon. The next morning we started for Saratoga and, as usual, got off our track—and we were always the hungriest at such times—when we saw a solitary wheelmen coming over the top of the hill and thought he would surely tell us all we wanted to know. As he approached we noticed he was coming rather rapidly and wabbling a good deal. We hailed him, but evidently he did not hear us. His wheel had gotten the best of him and he went

CRASHING AND BANGING

by, and we were about as wise as before.

Soon we came to a farmhouse and flipped up a dime to see which should go and ask for something to eat. There was crooked work flipping and each being so suspicious of the other and both too stubborn to give in, we went on. We did not come out of the little end of the horn, however, for we soon came to a place where they gave us so much to eat that we had to set some of the things on the floor.

We reached Saratoga about two o'clock in the afternoon and stopped a couple of hours, going around to the different springs and peeping in the big hotels. It was with fear and trembling that I asked for my mail at the United States Hotel. Soon after leaving Saratoga the roads grew so soft and sandy that we had to take to the railroad track, which was a little better. We had rather a narrow escape on the bridge just before reaching St. Edward, meeting trains on both tracks and had to climb down on one of the stone piers with our wheels.

That night it was my choice of beds, and I of course took the most inviting looking one from the outside, but, thank goodness, I saw them before I got in, so we both shut our eyes and crawled into B's.

The next morning we made an early start for Caldwell intending to catch the boat up Lake George and as B. tells it, were just coming into Glen's Falls when he heard a thundering crash behind him. Looking around he beheld me on my very neck up against the fence and my wheel in the ditch, apparently having tripped over the smooth walk which we were riding.

But I was all right. From Glen's Falls to Caldwell we had to ride that plank road which was miserable enough. The scenery however made a pleasant ride of it. We had ample time to catch our boat and read our letters which we had had sent to Caldwell.

The ride up Lake George has too often been described and so we will pass it by. We reached Ticonderoga in time for dinner and spent the biggest part of the afternoon dragging our wheels around the ruins. Late in the afternoon we started for Crown Point, but there was little in the ride that was attractive for us, although on such historic ground. The roads were so hilly and rough that we did not reel off the miles very fast. The last hill we climed we had to walk. The sun was just high enough above the top of the hill to strike us squarely in the eyes and we were in anything but an amiable frame of mind when we reached the top, but when we did get there the cost of coasts lay before us. The road was perfectly straight and very smooth and free from obstruction of any kind as far as we could see. The grade was all we could stand without braking and the road had even turned so the sun was at our sides, and in fact everything was just right to make it perfect. We let go everything and started just to see how fast we could go under the circumstances. B. was riding ahead and the last thing I noticed distinctly was his pedals revolving, it seemed to me about as fast as the wings of an electric fan. Then came a cloud of dust and the next thing I saw was B. not more than ten feet in front of me with brakes all on. I grabbed my brake and threw my foot into the front fork to brake on the front wheel and gave one push—just one. I pushed so hard that it slid the front wheel, and to cut a long story short, I was coming down the left side of the road and landed and bounding a couple of times and finally settling in the deep grass about ten feet shy of the road on the right. My wheel almost caught B. before it came to a stop. B. in the meantime had gone on two or three hundred feet before he could stop, but he says that in covering that short distance he was arranging all sorts of plans for getting my mangled remains back home. I looked him however by coming out minus more than a severe shaking up and a few bruises. He says when he finally did come to a stop and looked around to see the sad sight, he saw me coming down on a safety more like some infernal machine than the one he had last seen me on. With wheels side by side, handle bars tied in a knot and lamp pointing over my left shoulder, I came straggling on to the corner, where we visited the village blacksmith and got straightened out a bit. The cause of this slight interruption of our flight was due to B. slacking up on account of a railroad crossing and not being able to see that I was closing upon him for the dust.

This was really the grand finale of the wheeling part of our trip, fitting perhaps though rather inglorious. This last scene had not been enacted however without arousing all the latent inquisitiveness of the natives, and this combined with the fact that we were not much impressed with Crown Point as a place in which to spend Sunday decided us to try to find some likelier place to rest in. We went down to the railway station and looked up and down the time table and settled on Port Kent, as we were both anxious to see "An Sable Chasm."

The train came along in a few minutes and about nine o'clock, after having enjoyed an exquisite bit of moonlight scenery from the car windows as we were going along the shore of Lake Champlain, we landed at Port Kent. Our hotel lay on the bluff directly above the lake, a most delightful location and an ideal place for a quiet time, something unknown to us since we started on our trip.

The next day we did little but loaf save a trip through An Sable Chasm, something worth going miles to see but too often described for us to attempt.

As the time we could be together was about up we took a train the next morning for Albany where we parted, B. remaining in the east to visit friends and I returning home to Chicago.

Our next summer's trip will probably be talked over so much that everything will be arranged long before hand, so we will hardly be able to call it "A Happy Go Lucky Bicycle Trip."

W. V. D. W.
B. A. B.

Lynn To Have A Track Again.

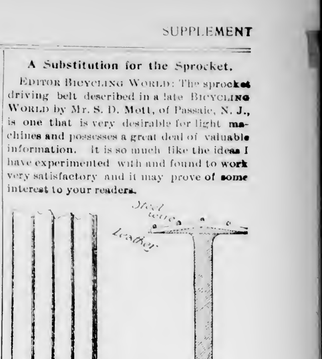
THE Glennere bicycle track at Lynn, Mass., is to be put in condition once more and some good races are likely to be seen there this summer, on holidays and Saturdays. Charles P. Adams, the well-known Springfield racing man and member of its famous club, but now with Whitten & Pollard, of Lynn, has secured a lease of the Glennere park in part this year and the whole for the ensuing two years.

It is the intention of the lessee to form a stock company to take control of the grounds, put them in the best possible condition and boom the sport. It is believed that Lynn affords a good field for the successful operation of such a plan.

An open race meeting on June 17 has received the sanction of the Racing Board, and the track is practically assured a place on the International Racing Circuit, and will probably be given Sept. 8 as the date.

A Substitution for the Sprocket.

EDITOR BICYCLING WORLD: The sprocket driving belt described in a late BICYCLING WORLD by Mr. S. D. Mott, of Passaic, N. J., is one that is very desirable for light machines and possesses a great deal of valuable information. it is so much like the idea I have experimented with and found to work very satisfactory and it may prove of some interest to your readers.



I became conceived with the idea of a belt to take the place of the sprocket chain, so I went to work and made four wheels, two for each side of the machine, thus giving a steadier motion and avoiding all possibility of unequal thrust in bearings. The wheels having 3-4 face and 1-16 crown face were roughened but not too much so as to cut up the belt, this preventing it it from slipping while it was almost impossible on account of the crown of wheel for belt to run off sideways, for a belt will always seek the highest point of a pulley. I then got two pieces of well tanned belting, 3-4 inch wide and cut to the right length and fastened together very smoothly, and then on the outside of the belt I put five pieces of steel wire, making the outside ones smaller than the centre ones, brazing ends together and then sewed them on to the belt, working belt to a perfect fit to the wheels.

The object in putting steel wire on is to keep the feather from stretching, while it is impossible for the feather to slip on the roughened surface of wheels. This would work to great advantage on a track racer for the weight of chain and wheels could be reduced one-half. As for an all around wheel I do not think it would be practical. At least I do not think I should like to be compelled to ride a century on a muddy day with one.

A. S. NOONAN.
Watertown, N. Y.

The Capital Club Loses the Whist Tourney.

THE Capital Bicycle Club's whist players were rather badly beaten in their contest with the Philadelphia Whist Club in Washington last week. The Quaker team was composed of picked players from all the leading clubs of Philadelphia.

The contest embraced three rounds of duplicate whist, each club showing six teams of five men each, or twenty-four in all. There were eight players in each section, the second table of each section replaying the hands played at the first table. By this means all chance was eliminated, and the contest narrowed down to one of pure skill. The visitors won by a total of 90 points, or 45 tricks.

One of the most striking points of the game was the fact that the Philadelphians were ahead in the total at every table, and but three single rounds were won by local teams and one tied. The excuse given for the overwhelming defeat is that while the visitors had all Philadelphia to draw from the Capital Club had but forty players from whom to select their team of twenty-four.

An invitation was extended to the Capital Bicycle Club for a return game to be played in Philadelphia, and it will doubtless be accepted. The visitors were naturally very jubilant over their fine showing. The hands played have been recorded, and will be reproduced in Philadelphia for the delectation of the Quakers.

The players of the Capital team were: Barrick, Bingham, Low, Wooten, Stephens, W. S. Dodge, J. McK. Borden, Fogg, Britton, Williamson, J. P. Borden, Chadwick, Harlan, L. A. Dodge, Parsons, Parker, McComb, Olds, Rice, Rines, Falck, Wirt, Seiden and Carr.

A Unitarian minister's little son had long set his small heart upon owning a bicycle. His papa told him to ask God for one, which the little supplicant proceeded to do with much zeal and faith. That night his papa and mamma bought the coveted machine, compromising on a tricycle as cheaper and answering the same purpose, and placed it close beside the little fellow's crib. Next morning they listened at the door to hear what their son and heir would say. The blue eyes opened and became instantly aware of the machine. Out of bed hopped the boy, exclaiming ruefully, "Good gracious, God! don't you know the difference between a bicycle and a tricycle?"—*New York Tribune.*

CHAINS AND GEAR COVERS.

Mud and Dust—Chains and Grit, Wear and Tear, Wind and Weather.

BY "MICHAEL."

THE fine sarcasm of the Western gentleman in that inquiry for enlightenment concerning gear covers, in January last, seems to be turning out quite a mustard seed of discussion, the fruit whereof is destined to shake after the manner of Lebanon's cedars, as it is written.

We have had an interesting letter from a gentleman who has tested English roads and English gear covers and are informed that notwithstanding America has so much dirt road, this dirt road is cleaner than the English macadam road because of England's fogs and generally wet cycling season. We also learn that a gear cover is an intolerable nuisance because it will rattle and clank if made of steel or tin; will dent like soft copper if made of aluminum and is a nasty, oil drizzling trap; and a wheel and frame smasher if accidentally thrown out of place.

We believe all this, and yet our American roads are not so clean that a gear cover would go begging. And it is the height of absurdity to assume that a cover could not be constructed so that the rattle and clank, and oil drizzling and wheel smashing proclivities would be overcome.

If American roads are dry in the riding season, that is an argument for gear covers. Every wheelman of experience has had his chain tighten till it scalded and snapped at the sprocket—this on a dusty run. And there are few riders who have not on some occasion been caught at mud plugging when a gear cover would have meant the difference between discomforture in some wayside barn or shed, and pursuing one's way at a good pace, with the chain purring softly in its dry little nest, even though the water squirts from our shoes at every thrust.

WITHOUT THE GEAR COVERS

a wheel comes in from a "mud plug," and is left to its own devices till its rider has cared for himself. I have in mind, from my own riding, four mud rides that finished a chain in its second month of use. I came in from these rides at night, and after properly caring for myself was too tired to work two hours at cleaning the wheel; and in the morning a slight rust had formed on the chain. If you will consider that in a chain with one hundred rivets this rust would have to be but one-eight hundredth of an inch in depth to make the chain a quarter of an inch longer, after the rust had quickly worn away, you can figure how much my chain cost per nick for mud riding. I had this chain just forty days. At thirty days and 402 miles, the chain had "stretched" one-fourth inch. In the next ten days I rode 196 miles, 100 of which was in the rain and mud and the chain was 1 1-4 inches longer than normal. I had to buy a new chain. And if we call the last ten days' riding, even 200 miles, and all mud, we find 4-5 of a $5.00 chain used up, and the price per mile precisely two cents.

But someone asks: "Why did you not take out a link from the chain?"

Let us see:

The chain is 1 1-4 inches longer than it ought to be to fit the sprocket wheels. There are fifty links in the chain. This 1 1-4 inches of "stretch" represents the combined wear of fifty links. Take out one link and you remove 1-50 of the wear or "stretch," or 1-40 of an inch.

You now have 49 links that are 1 9-40 inches longer than 49 links of a new chain would be. Theoretically you have remedied the evil only 1-40 of an inch, but practically you have remedied nothing, for all these 49 links do not engage the sprocket at once.

We will take a 19-toothed front sprocket on which to run our chain that is worn 1-40 inch per link. We find that ten teeth of the sprocket mesh with the chain. The "block" of the chain that is in mesh directly in front of the axle (or five teeth down from the point of first meshing with the chain) this block seems to fit, while above and below, on this front sprocket for five teeth either way, the blocks of the chain climb higher and higher on the sprockets, till at the points of first and of last contact you have five times 1-40 inches wear, or 1-8 inch—a little matter that all who have a worn chain can look into for themselves.

Now on the rear sprocket wheel with it, 8 teeth, if we assume there are four teeth in mesh with the chain, it will be seen that the chain cannot be but 1-20 of an inch "out of pitch," and as this rear sprocket receives over twice as much wear as the front, it will take care of itself very nicely—that is, it will wear enough to compensate for the wear of the chain.

With the front sprocket the chain strikes the first tooth 1-8 inch out of place, and slides along as the sprocket revolves, till, by the time it is ready

TO JINGLE APT

and embrace the rear sprocket again, it has crawled 1-4 inch along the sprocket—an operation that in its simple self conduces to extra friction, inasmuch as if the chain fitted there could be no crawl.

It is the grinding between the chain blocks and the bevel of the sprockets as the chain slides along, that creates the "on edge" feeling to your teeth. You dose the chain with dry lubricant, graphite galore, Ivory soap, and what not. It goes better for a few miles and then relapses; the season advances and the chain requires more and more attention. We try to slush the chain with a heavy oil, and on a dusty road it seems to run more smoothly. But with the approach of dust the deuce is to pay again.

Now then if we had a cover over our chain so that all dust and mud and wet would be excluded, the chain could be beautifully slushed with some viscous oil and would wear four or five times as long as a chain exposed to air, earth and wave. And even after the chain became worn and out of pitch it would run with some degree of smoothness within a case and slushed with oil.

A Whack at the Elliptic.

EDITOR BICYCLING WORLD: No doubt you have noticed the tendency all along the line to drop the elliptical sprocket craze, which has no other reason for existance except that one company has tried to make a feature of it.

Riders are finding that to introduce a thump into bicycle riding is equivalent to a thump in an engine. The thing to do with an engine when it begins to thump is to stop it as soon as possible.

Elliptical sprockets will spoil the rhythm of pedalling and ruin the bicycle. Athough many attempts have been made to have elliptical sprockets endorsed, and their advantage explained by high mechanical authority, these have having always failed. The advantage in elliptical sprockets will be explained when it is possible to take ones self by the boot-straps and set himself over the fence. It is simply a question of applying so much power and the method of applying it. With the round sprocket, the method is an even distribution—with the elliptical sprocket it is an irregular distribution.

Time is doing for this fad what reason seems to have failed to accomplish, and the near future will show an understanding of the case which will bar out everything but round sprockets. Very truly yours,

OVERMAN WHEEL CO.

Mr. Schaum Claims Priority.

EDITOR BICYCLING WORLD: In a communication in your issue of March 17, headed "The Elliptical Sprocket," I was somewhat surprised to find that L. A. W. No. 36,407 had made any mention at all of that friend of his, who was considering the scheme of gearing his wheel to 60 inches by using an elliptical sprocket on the crank shaft and an eccentric one, containing exactly one-half the number of teeth on the rear wheel (30 inches in this case) making the proportion one to two, and so designed as to avoid a slack chain.

I am really very much pleased (?) to hear that *he* claims nothing new in the idea and is overflowing with charity and good-will to the riding public in giving such an excellent thing free of cost, but my friend was evidently not aware that at the time this scheme was first mentioned and discussed with him and others, the writer's application for a patent was already filed at Washington and well under way. It might, however, have been a little more in order to find out whether there was any possible objection to thus publishing a description of an improvement of such importance before the inventor was fully protected, which might have led to serious consequences, as there are always a number of pirates in the field ever ready to seize on a good idea regardless of its origin and ownership and work it to their own profit and revenue.

Happily, however, in this case, the protection is ample and the inventor still lives and will have a chance to demonstrate by season's use (which he proposes to do, as he now has another wheel equipped with the device giving excellent results) the entire practicability of the scheme before disposing of it. Yours truly,

OTTO W. SCHAUM.

Philadelphia, Pa., April 4.

QUERIES.

Under this head the BICYCLING WORLD *will be pleased to answer all questions bearing on cycling, so far as it may be possessed of the information. Address all communications, Editor* BICYCLING WORLD.

L. A. W. 19,359, Amherst.—A two-speed gear is one which by means of a mechanical action in the driving sprocket permits a change to be made from a low to a high gear and vice versa. It can be applied to any rear-driving chain safety.

F. L. Brooke, Newark, O.—Keep your eye on our advertising columns for L. A. W. visiting cards.

J. B. Allen, Chicago.—Regret that we cannot furnish Rogers' address. The article was sent us without any address.

L. A. W. 12,230.—There are several practical two-speed gears for the rear driver, but they are all of English make. Consult the advertising columns of the English cycling papers. We do not know of any house importing them.

"Raleigh" St. John, N. B.—We have tested Ivory soap as a chain lubricant and it seems to work very well.

"Wheelman," Brooklyn, N. Y.—We do not publish anonymous articles.

W. M. Wallace.—Your article was printed, but as you failed to give your address we cannot send you copies requested.

D. T. Dunton, Hartford City.—Gormully & Jeffery, Chicago; Indiana Bicycle Co., Indianapolis, Ind.; or R. L. Coleman Co., New York, will be able to furnish what you want.

W. J. Graves, Toledo.—If you will read our "Fixtures" column you will see the date of the L. A. W. meet at Chicago there given—August 5-12.

Fixtures.

APRIL.

15.—Lockport, N. Y. Covert twelve-mile road Race.
26-27.—In four meet of Milwaukee Wheelmen

MAY.

7.—Louisiana, Mo. Pike County tour.
8.—Clarksville, Mo. Fifty-mile road race.
21.—St. Louis. Annual Forest Park Road Race.
29-30.—Waltham, Massachusetts. Division Annual meet.
29-30.—Worcester, Mass., Bay State B. C. Annual Meet.
30.—Louisville, Ky. Ten-mile Handicap Road Race.
30.—Irvington-Milburn Road Race.
30.—Buffalo, N. Y. Martin Road Race.
30.—Chicago. Pullman Road Race.
30.—Rome (N. Y.) Cyclers Race Meet.
30.—New Haven (Ct.) B. C.'s annual meet.
30.—Winona, Minn. 5 C. race meet.
30.—Cleveland, O., Wheel Club's second annual road race.
30.—San Francisco. Alameda B. C. Meet.
30.—Wilmington, Del. Warmo A. C. ten-mile road race.

JUNE.

3.—Buffalo, N. Y. State Circuit Meet.
3.—Milwaukee Wheelmen's Indoor Tournament.
4.—St. Louis. Inter-State DeSoto Run.
16-17.—Syracuse, N. Y. State Circuit Meet.
17.—Herne Hill Track, London. N. C. U. Championships.
17.—So. Norwalk, Ct. Alpha Wheel Club's ten-mile road race.
17.—Lynn (Mass.) C. and A. C. Race Meet.
21.—Louisville. Prince Wells' Ten-Mile Road Race.
25-26.—Lawson's Second Annual Tour to Kentucky State Meet. Louisville to Harrodsburg.
27-28.—Kentucky Division Meet, Harrodsburg.

JULY.

2-3-4.—Annual Meet Missouri Division at Sedalia.
3-4.—Hartford. Columbia C. C. Race Meet.
4.—Cincinnati. Fourth Annual Road Race.
4.—California Division League Meet.
4.—Watertown (N. Y.) Cyclers Race Meet.
4. Cincinnati. Fourth Annual Poorman Road Race.
4-5.—Fort Scott. Seventh Annual Meet, Division. Address Henry E. Harris.
5.—Rockville (Ill. C. C. race meet.
8.—Rockville, Ct. Eastern Conn. Cycle Club Meet.
21-22.—Herne Hill Track, London. Cuca Cup 24-hour Race.

AUGUST.

5-12.—L. A. W. Annual Meet, Chicago.
7-12.—International Race Meet, Chicago.
14-15.—Milwaukee Wheelmen's International Circuit Meet
16-17.—Ripon. Wisconsin Division International Circuit Meet.
19.—Minneapolis. International Circuit Meet.
19.—Buffalo. Inter-club road race.
22.—Evansville, Ill. International Circuit Meet.
24.—Indianapolis. Zigzag C. C. International Circuit Meet.
26.—Cincinnati, O. Century C. C. International Circuit Meet.
28-29—Columbus, O. Century C. C. International Circuit Meet.
30-31—Cleveland (O.) Wheel Club International Circuit Meet.

SEPTEMBER.

4-5.—Charter Oak Park. Hartford Wheel Club's tour.
13-14.—Springfield B. C. Tournament.
16.—N. Y. Metropolitan Association Inter. meet.

OCTOBER.

2.—Sacramento, Cal. Capital City Wheelmen meet.
5.—St. Louis. Annual Fall County Tour.

NOVEMBER.

30.—St. Louis. Annual Paper Chase.

INVENTIONS.

Last Week's Patents.

A LIST of recent patents, reported especially for the BICYCLING WORLD, by W. E. Aughinbaugh, patent attorney, Washington, D. C. Copies of these patents may be had of the above named attorney at 25 cents each.

494,506. Canopy Attachment for Velocipedes. Thomas W. Boyle, Holyoke, Mass. Filed March 16, 1892.

494,575. Pneumatic Tire. John D. Keating, Springfield, Mass. Filed May 23, 1892.

494,584. Vehicle-Wheel. Joseph P. Manton, Providence, R. I. Filed Aug. 22, 1892.

494,611. Pneumatic Tire. Charles K. Welch, Coventry, England, assignor to the Pneumatic Tire and Booth's Cycle Agency, Limited, Dublin, Ireland. Filed Dec. 7, 1892.

494,741. Gearing. Abraham M. Forrester, Washington, D. C. Filed Mar. 6, 1893.

494,803. Bicycle. Frank D. Cable, Toledo, Ohio, assignor to the Yost Mfg. Co., same place. Filed Sept. 16, 1892.

494,804. Chain Adjustment. Frank D. Cable, Toledo, Ohio, assignor to the Yost Mfg. Co., same place. Filed Jan. 5, 1893.

494,839. Bicycle. Lemuel Berry, Haverhill, Mass. Filed Aug. 22, 1892.

494,870. Velocipede. Gotthold Langer, St. Louis, Mo., assignor of one-half to Henry C. Withers, Carrollton, Ill. Filed Aug. 8, 1892.

494,885. Shaft-Bearing Cone. Albert Perkins, Chicopee, Mass., assignor to the A. G. Spalding & Brothers, New York, N. Y., and the Lamb Knitting Machine Mfg. Co., Chicopee Falls, Mass. Filed Sept. 5, 1892.

494,947. Wheel-Tire. Calvin Wynn, Toledo, Ohio, assignor of one-third to Wm. H. Standart, same place. Filed Oct. 8, 1892.

494,962. Drive-Chain. Francis Ley, Derby, England. Filed Aug. 5, 1892. Patented in England, Dec. 13, 1887.

494,190. Ball Bearing. Pierre Dansereau, Montreal, Canada. Filed Dec. 13, 1892.

494,333. Sunshade for Bicycles or other Vehicles. George H. Hill, Reading, Mass. Filed July 19, 1892.

494,334 Tire-Tightener. William D. Hills, Salem, Ill. Filed Nov. 17, 1892.

494,408. Bicycle Saddle. Frank D. Cable, Toledo, Ohio, assignor to the Yost Manufacturing Company, same place. Filed Aug. 9, 1892.

494,467. Tire Tightener. James W. Cuthbertson, Rothwell, assignor, by direct and mesne assignments, to Alen J. Green, Essex, Canada. Filed June 27, 1892.

Trade-Marks.

22,740. Bicycles and other velocipedes and parts thereof. E. C. Stearns & Co., Syracuse, N. Y. Filed Feb. 13, 1893. Essential feature the word "Stearns."

22,741. Velocipedes and Bicycles. Monarch Cycle Company, Chicago, Ill. Filed Feb. 18, 1893. Essential feature the representation of a lion's head.

Trade-Marks.

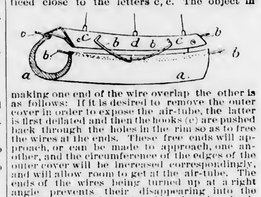
22,751. Bicycles and their Parts. A. G. Spalding & Bros., New York, N. Y. Filed Feb. 21, 1893. Essential feature the words "Credo is Peer."

22,755. Bicycles and their Parts. A. G. Spalding & Bros., New York, N. Y. Filed Feb. 21, 1893. Essential feature the words "Credenda Consort."

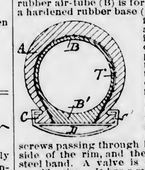
The Latest Ideas.

4905—92. G. H. E. Cooke and T. Cooke's "Improvements in Means of Securing Pneumatic Tires in the Rims of Wheels." March 12, 1892.

This invention has the usual object of rendering a pneumatic tire easy of opening for repairing purposes, and consists in making the outer cover with a sheath at each edge suitable for receiving wires, by which it is attached to the rim. Hitherto the use of endless wires for the purpose has been accompanied by a gap in the cover for fastening or unfastening the join in the wires, but in this tire the wires are carried to a length more than sufficient to make a circle of the sides of the required ring for holding the cover in position on the rim. The wires (b) after leaving the sheaths in the outer cover (a), extend some distance beyond the place where they leave the sheaths, one extremity of each wire overlapping the other. The extremities of the wires are turned at right angles to form the hooks (c), and these hooks are passed through holes made in the rim in positions to correspond with that to which the extremity of the wires can be readily drawn, while the enclosed air-tube (not shown in the illustration) is deflated, without any special instrument. The holes in the rim will be noticed close to the letters c, c. The object in



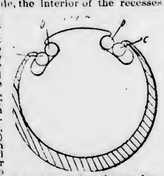
making one end of the wire overlap the other is as follows: If it is desired to remove the outer cover in order to expose the air-tube, the latter is first deflated and then the hooks (c) are pushed back through the holes in the rim so as to free the wires at the ends. These free ends will approach, or can be made to approach, one another, and the circumference of the edges of the outer cover will be increased correspondingly, and will allow room to get at the air-tube. The ends of the wires being turned up at a right angle prevents their disappearing into the sheaths. To replace the tire, the air-tube is placed on the rim in its deflated condition, and the portions of the wires which project outside the sheath are laid hold of and drawn out until they project and overlap as at first; the two ends are then passed into the holes in the rim, and the tire inflated, when it will be held firmly in position. The wires may come out of the sheath at the same point, as shown, or they may overlap each other in the sheath before coming out. For greater security, nuts are screwed on each extremity of the wire protruding through the rim



10,610—92. H. P. A. Villeve's "Improvements in Pneumatic Tires for Cycles and the like." June 3, 1892. This tire is fitted to a special rim (D), which may be either hollow, as shown, or solid. The outer circumference of the rim is channel-shape, in cross section, with flat bottom and inwardly-projecting flanges from the top edges of the sides of the channel. The flexible outer cover (A) is strengthened by a wire looking (T), extending from one edge to edge, and is formed with hardened rubber ribs (C, C) at its edges corresponding to the sides of the rim. The flexible rubber air-tube (B) is formed in one piece, with a hardened rubber base (B1), which rests on the flat bottom of the rim, and, when the air-tube is inflated, holds the outer cover firmly in position by wedging its thickened edges into the recesses in the sides of the rim. In a modification, the rubber base (B1) is replaced by a leather or other suitable ring, held in position by a steel band tightened on it by means of screws passing through brackets on the under side of the rim, and the air tube rests on the steel band. A valve as described in the same specification is employed.

218—93. W. Samuel and A. Twyford's "Improvements in Rims and Tires for the Wheels of Velocipedes." (January 5, 1893.)

The outer cover is provided with ropes or rods (c) of any suitable metal or material forming thickened edges. The rim is formed with a recess on each side, the interior of the recesses being a good deal larger than the edges (c) of the cover, but the openings to the recesses are not much larger than the said edges. To fix the tire to the rim, before the air tube not shown in the illustration is inflated, the edges (c, c) are inserted in the recesses, and similar ropes or rods (b) are also



inserted in the recesses so as to act as wedges. When the air tube is inflated the edges (c) of the outer cover will have a tendency to draw out of the recesses, but will be prevented from doing so by the ropes or rods (b). To open the tire, the air tube is deflated, one of the ropes or rods (b) is removed, and the corresponding side of the outer cover opened.

SPECIAL.

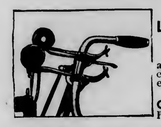
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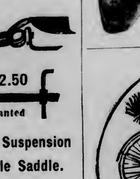
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ELIZABETH, N. J., April 30, 1893.

HARTFORD CYCLE CO.—We think the liberal treatment we have experienced at your hands and the splendid records your wheels have made, demand a suitable expression of satisfaction from us. It is a pleasure for us to sell Hartfords, as every wheel sold makes a permanent customer and a friend of our business. The '93 line is the best value we have seen for the price, and we can sell them with a cleaner conscience than we could many of the so-called high grade safeties in the market to-day. Yours truly, FRED'K C. GILBERT & CO.

HARTFORD CYCLE CO., - - - - - - - - HARTFORD, CONN.

The BICYCLING WORLD AND L. A. W. BULLETIN

Founded 1877

Volume XXVI. Number 7. BOSTON, FRIDAY, APRIL 21, 1893. 50 Cents a Year. 5 Cents a Copy.



HERE AND THERE.

Yearly subscription of the Bicycling World and L. A. W. Bulletin reduced to 50 c. per year. Look on page 130 and study onr premium list. A high grade bicycle, a Scott gun and a $50 watch among the premiums.

SCHUYLER COUNTY, (N. Y.) wheelmen are arranging for a six-mile handicap road race from Watkins to Havana and return, to take place on Memorial Day.

LAST week Lee Cearsall, of Westfield, N. J., was thrown from his bicycle by a vicious dog on Clark street. The bicycle was damaged to the extent of $25 and Cearsall was badly bruised. Suit is to be instituted against the owner of the dog for damages.

THE cyclists of Macon, Ga., have petitioned council for grounds upon which to lay off a track on Tattnall square. If they are successful in securing the grounds they will at once have a race track put in order and will hold tournaments this summer.

HENRI FRENCH, a continental trick rider, arrived in New York last week to fill engagements in this country. He is a Frenchman by birth and weighs only 120 pounds. His greatest (and in fact new) specialty is riding on one wheel with stilts two feet long fitted to the cranks.

IT is told of Governor McKinley that on his return from Wade Park in Cleveland last Sunday he was escorted by over 300 wheelmen who, when he turned off on a road that was not particularly good, saluted him and cried with one voice: "We want good roads!!"

GENERAL B. F. TRACY, ex-Secretary of the Navy, has accepted the presidency of the New York State Board of the National League for Good Roads. The mission of the State Board is to create a road reform sentiment in order to secure useful legislation, and General Tracy's name will add strength to the cause.

A FEW days ago a student in one of the business colleges of Erie, Pa., went to Koster's bicycle emporium and hired a wheel for three days. He took the machine to Althof Bros., and pawned it for $25 and then left the city. He also left a board bill of almost $50 unpaid. Mr Koster divided the loss with Althof Bros. and they gave the wheel back.

ONE night last week as Bob Fitzsimmons was returning to his hotel from the Monumental Theatre, Baltimore, Md., he met a cyclist riding down Baltimore street. The champion middleweight of the world asked the man to let him ride his wheel a little way and the rider good-naturedly consented. By this time a crowd had collected, many of whom thought that "Fitz" was about to take his first lesson. This was not the case, however, for he proved himself quite an adept and after spinning up and down the street for five minutes, returned the wheel to its owner.

OWING to the meetings of the Associated Cycling Clubs of Buffalo, N. Y., being so far apart, H. C. Martin has decided to retain the management of his second annual 25-mile handicap road race, which takes place on Decoration Day. He will be assisted by a committee of three, consisting of A. G. Batchelder, Geo. V. Schooley and Dal Lewis.

THE prospects are bright for a road race between Wheeling, W. Va., and West Alexander and return, some time in the latter part of May. The route for the race is to West Alexander and return, twenty-six miles, and is one of the best pieces of road in the vicinity. It is thought the first man in will make it in at least two hours, a pretty good pace over the hills.

SEVERAL prominent cyclers of New Orleans held a conference last week with some of the officers of one of the leading athletic clubs of the city, and arrangements were about completed for the building of a fine cinder path and bicycle track. It is proposed to organize a great wheeling tournament for the fall. It will take place just after the meets in the North.

PRESIDENT FRANKLIN, of the Buffalo, N. Y., ball club has come to the assistance of the cyclers, and it is more than probable that he will have a quarter-mile board track here this year. Mr. Franklin has announced that if given proper support by the wheeling clubs he will construct a board floor at Olympic Park. The Press C. C. will probably offer to use it for its circuit meeting in June, providing, of course, that it is properly constructed by that time.

THE wheelmen of Nicholasville, Ky., are organizing a race meet for the day immediately following the State meet of the Kentucky Division. This will make a short circuit taking in the road race at Louisville, the meet at Harodsburg, the races at Nicholasville and winding up with the Poorman road race and the Portequelis tournament on the Fourth of July at Cincinnati.

THE Century Club of Cincinnati held a large and enthusiastic meeting on last Thursday evening and started all their committees to work for their race meet on the international circuit on August 26. They will raise a guarantee fund of $2500, and will have a prize list that will astonish the most greedy pot-hunter. The Century Club it must be understood is made up largely of the members of the representative clubs of the city, and will therefore insure the active support of all the wheelmen in this vicinity.

ARRANGEMENTS for the Atalanta Wheelmen's (Newark, N. J.) open 100-mile handicap road race are already under way. It has been decided to have it on July 15th. A high grade piano will be in the list of prizes to be given to the club having the most men in at the finish, and besides this there will be at least five first-class wheels. The start will be from Central avenue at 8 A. M., and from there the route will be to Valley road, South Orange, Millburn, Plainfield, Bound Brook, New Brunswick and Princeton. The return will be from Princeton to Somerville, Bound Brook, Plainfield, Elizabeth, Newark, and finish in Frelinghuysen avenue. It is expected that the first riders will reach Newark in seven hours. The time limit is twelve hours.

Hickory TRADE MARK

Not Sold Out.

Hickory TRADE MARK

Our entire output for 1893 is not sold and we are not declining to accept orders, but are taking all we can get, and still have a few blank pages in our order book.

There are numberless machines on the market, but the HICKORY is sufficiently popular to compel us to run our factory night and day to supply the demand.

Everything desirable in a safety bicycle is found in the HICKORY.

Send for a Catalogue.

Hickory TRADE MARK **Hickory Wheel Co.** Newton, Mass. Hickory TRADE MARK

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3 PATTERNS FOR 1893.

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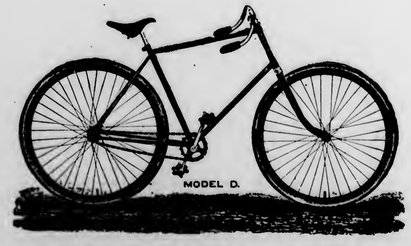
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CLEVELAND NO. 4.

A PRINTED GUARANTEE FURNISHED WITH EACH AND EVERY WHEEL SOLD.

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EXCELSIORS

Racers.
Road Scorchers.
Light Roadsters. Ladies'.



Weights, 25, 30, and 35 lbs.

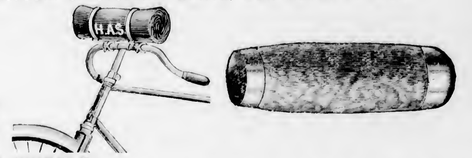
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Cork Handles.
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Pneumatic Rims.
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If you do not find what you want on this list, state what make of bicycle you prefer, and what price you are willing to pay, and as we are daily receiving second-hand bicycles, can in all probability supply you.

No.	Size.	Make, Finish, etc.	Price
*1023	54	Premier, ordinary, balls and cones, good condition	15.00
*1075	—	Salvator, bell, first-class	45.00
*1077	50	Gales, cushion tires, 1891 pattern, good condition	35.00
*1085	—	Ladies' Quadrant, pneu. tires, first-class condition	65.00
1103	—	Ivel Safety, h. of R. lamp, good condition	30.00
*1111	—	Featherstone Pneumatic, tangent spokes	60.00
*1124	50	Victor, spring fork, 1889 pattern, good condition	40.00
*1139	—	Sylph, slightly shopworn	65.00
1144	—	Featherstone, good condition	65.00
*1152	—	Columbia, solid tire	$45.00
1154	—	Ladies Rambler, good condition	65.00
1156	—	Star Safety, good condition	25.00
1161	—	Diamond Rambler, first-class	65.00
1165	—	Niagara pneumatic	85.00
*1171	—	Temple Scorcher, white, pneu., S. Y. B. & P. tires	90.00
*1172	—	Moffat, good	60.00
*1173	—	Moffat, good	70.00
*1177	—	B. & A. Pneumatic	65.00
*1190	—	Warwick, Pneumatic, Diamond, good condition	$90.00
*1181	—	Student, cushion, first-class	65.00
*1182	—	Warwick, cushion, first-class	60.00
*1184	—	Victor pneumatic, as good as new	100.00
1185	—	Warwick diamond, cushion, good condition	60.00
*1187	—	Liberty pneumatic, good condition	85.00
*1188	—	Premier Pop., solid, good condition	30.00
1189	—	Rudge	75.00

SHOPWORN.

Rambler, Ladies, cushion	$65.00	Eclipse Safety Pneumatic	$75.00
Rambler, Ideal	35.00	Victor B. Pneumatic	110.00
Telephone Pneumatic	95.00	Liberty Pneumatic	75.00
Temple Scorcher Pneumatic	85.00	Rambler, Diamond, Pneumatic	100.00
Credenda Cushion, '92 pattern	75.00		
Juno Cushion, '92 pattern	45.00		
Crescent Cushion, '92 pattern	60.00		
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RUDGE CYCLES

Make Friends and Money.
Save Time and Trouble.
Establish a Reputation.

Eleven Patterns for Ladies and Gentlemen,

Weights from 20 Pounds Up.

RACERS, ROADSTERS, TANDEMS, TRIPLETS, Etc., Absolutely Reliable and Up-to-Date.

RUDGE CYCLES

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We have the finest line of sweaters in this country, all hand-knit from the best yarn, in all colors and stripes. In recommending our sweaters we wish to call particular attention to their weight, as each one contains more wool than any other like garment on the market. All wool goods go by weight, and as our sweaters weigh from 2 to 10 ounces more than any other manufacturer, it is easy to see which contains the most value.

No. XX,	Extra Heavy, Solid Colors,	$5.50
" X,	Solid Colors,	4.50
" 3,	Same as No. X, only a little lighter,	3.50
" 4,	Black, Blue, and White only,	2.50
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1893 ROAD KING.

Is for light road wheels; wheels light enough for scorching, yet strong enough to stand the great strain to which they are subjected by the road rider and tourist.

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Fill these requisites to the letter, furthermore they are fitted with a rider's tire, one which he can easily repair in five minutes' time by the roadside, without the use of tools of any kind, namely the

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A hose-pipe tire, when by buying the "Deerhound" you can get . . . . .

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In Case the Tire Punctures Beyond Repair,

a thread to lace it, and is sold complete, two tires, one inner-tube, and lacing for . . . . . .

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If you cannot get it of your nearest repairer, we would be pleased to send it to you at this price, express paid, upon receipt of the money.

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THE BICYCLING WORLD.

Published Every Friday

—BY—

THE WHEELMAN CO.

Incorporated under the Laws of Massachusetts.

167 OLIVER STREET,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as their new, and their League number.

TO OUR ADVERTISERS

Copy for new advertisements must be handed in by Tuesday morning to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN Co.

Postage stamps will not be accepted here-after in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken.

C. W. FOURDRINIER, Editor and Manager.

EDITORIAL STAFF

J. S. DEAN. JAS. W. CARPENTER, JR.
H. CROWTHER

BOSTON, APRIL 21, 1893.

The Circulation of the

BICYCLING WORLD

now averages

40,123

copies each week.

We propose to make it

50,000.

See Our . . . . . Premium List.

Yearly subscription of the Bicycling World and L. A. W. Bulletin reduced to 50 c. per year. Look on page 130 and study our premium list. A high grade bicycle, a Scott gun and a $50 watch among the premiums.

OUR worthy contributor, "Ariel," is out $5 and the BICYCLING WORLD is in a most excellent photo of Mr. Berger, thanks to the latter gentleman's desire to procure a nice sweater at another fellow's expense. We are none the less grateful for the Chicago gentleman's prompt acceptance of "Ariel's" offer.

HISTORY repeats itself, and in the matter under our notice we recognize the truthfulness of the saying when we notice that Zimmerman is being beaten by those who later in the season will have the pleasure of looking on the champion's back wheel. Last year when the American appeared on the English track and in the early part of the season the second-class men had such a picnic with him that the Englishmen were highly amused at what they were pleased to term our over estimate of Zimmerman's capabilities. We told them to wait a bit as the Jersey lad was a hard man to train and it took a lot of work to get him a moving. The result proved our claim to be correct. The man who beats Zimmerman in March doesn't want to figure too sharp on beating him in August; he may get left far behind.

THE *American Cyclist* errs when it states broadly that Mr. Miller acted entirely within the rules in refusing sanction for the Waltham races on Decoration Day.

Rule B of the Racing Rules reads as follows: "If it shall appear that there will be a conflict in of dates and interests, the first application under this rule shall have precedence," but while this would, on the surface, appear to uphold the decision in question, the *Cyclist* quite conveniently forgets to state that one of the unwritten, but no less binding, rules of the '92 Board (which was the author of the innovation) was to the effect that this embargo was not to apply on general or national holidays; and in fact this was the understanding by which the members of the last Board were governed in awarding sanctions. So there "seems to be no room for a change," except in formally embodying in the rule, in black and white, what was already regularly agreed to and upheld by the previous Board, which agreement has not yet been rendered inoperative at any formal meeting of the new committee.

THERE are many weirdly funny phases in all this row and rumpus raised against the Wheelman Co. and the official organ, and one of the most curious is the cry raised against us because, forsooth, we are carrying out our contract with the L. A. W. and at the same time trying to make a little profit out of the business. It matters not whether we succeed in making both ends meet and have a dollar or two over, but the idea that we should be philanthropic enough to lose thousands of dollars for the sake of having official organ tacked on to our name seems to be the prevailing one among certain of our esteemed contemporaries. We had always been under the impression that cycling periodicals were published by parties who had an eye to the main chance, but after reading some of the editorial efforts of our dear fellow scribes we have come to the conclusion that we alone are publishing a weekly cycling paper with the faint hope that profit might accrue therefrom. It's wicked, it's sordid and altogether despicable and especially do we feel this to be true when we begin to realize that philanthropy and love of cycling humanity alone prompts others to publish cycling papers purely from utilitarian motives.

Particularly do we feel the weight of our avaricious iniquity when in cold type we see ourselves alluded to in the following choice and pleasing language: "The BICYCLING WORLD is a robber journal;" and by the way, this delicate allusion was favored by being allotted a paragraph all by itself with nothing to detract from the soul-destroying ponderosity of its overwhelmingness, so to speak. Another point in which we feel we have a fearful lacking, in comparison with our Western contemporaries, is our inability to toy with the English language in the full strength expected from the pen of one well versed in the language of Billingsgate. It is so nice to speak of people as "robbers," "fools," "idiots," etc., to say nothing of using language which would not be permitted in the columns of the *Police News*.

This style is called by the writer thereof a "breezy get up and get style;" none of your namby pamby decent respectable methods for these gentlemen. For our part, and we believe we voice the sentiment of a vast majority of wheelmen, we think there is just one word that fits this so-called "breezy style," and that is "blackguardism." Mr. Wardrop is credited with possessing brains, and it is therefore to his shame that he should thus prostitute his evident talent.

WHILE on the subject of this universal attack on the Wheelman Co. and the official organ, criticising its claimed shortcomings, we want to say this to our detractors and friends. The League is now getting as good a paper as it is possible for any publishing house to furnish under the present form of contract. In fact we will go further and say that the Wheelman Co. is furnishing a better paper than nine-tenths of the publishing houses would or could furnish. We therefore have no excuses to make on that score.

This agitation is going to prove a boomerang to our detractors, or such of them as publish cycle papers, for this reason: The League members will demand a better paper and as a better paper cannot be furnished without more money being furnished for that purpose, the League will in the far or near future vote to lay aside a small per capita sum to be paid to the publishers of the official organ. For instance, 50 cents per member would mean that the publishers, by applying every cent of that small assessment to the improvement of the paper, would be able to produce a weekly which would make the three-dollars-a-year-fellows very very weary. It would practically kill them, and it is this which our detractors fear, and they will raise heaven and earth to prevent its consummation. The League should have the best paper published in the world, and it can have it, not at a cost of $3.00 per year, but for a nominal sum. The membership at large will sooner or later demand this, and then stand from under for something will drop besides Wardrop.

The whole aim and object of these men—Miles, Berger, Wardrop, *et al*, is to deprive the League of a national weekly organ. They talk some of them, of "Good Roads" as an organ. The mission of that splendid magazine is entirely different and while it fills a position which cannot be usurped by any publication of a different character, it would not fill the demand for a weekly newspaper such as the League members require.

As to the time when the League will see fit to appropriate more money to the publication of a weekly paper, it may be more or less, and it may or may not be the Wheelman Co. which will publish the paper at that time. It depends very much on the agitation as to the need of a better paper for members and we sincerely trust that our esteemed contemporaries will continue the agitation and thus work up the membership, so far as they reach the vast body in a limited way, to the idea that the League wants a paper second to none and that they will be willing to pay for it. When that time comes our detractors will realize our allusion to the boomerang idea.

THERE is one phase in this constant and general attack which is being made on the BICYCLING WORLD which to us is very perplexing, and that is if the paper is so utterly devoid of merit why should our generous competitors trouble themselves about us? Doesn't the shoe pinch them somewhere, or is it the pocketbook that is affected?

No Hartford Tournaments this Year.

THE directors of Charter Oak Park Driving Association, of Hartford, Ct., met Monday night to take action in view of the law relating to pool selling, purse racing, and other outdoor sports. It was decided that under the law there could be no racing this year, and the directors also feel obliged to refuse the application of the Columbia Cycle Club and the Hartford Wheel Club for the use of the park for bicycle tournaments, as the new law makes the lessees of any grounds to be used for racing purposes or prizes liable to arrest and imprisonment.

No Negroes in the Pullman.

DELEGATES of the Associated Cycling Clubs of Chicago met last week, and appointed officers for the Pullman road race. One important bit of business was done. The delegates voted almost solidly against allowing any colored man to ride in the race, and all entries from such riders will be rejected.

Fast Riding at the Chestnut Hill Reservoir

THE riders of Boston and frequenters of the Chestnut Hill Reservoir had better take warning in time and before the Water Commissioners take unpleasant steps to prevent the practice of scorching, which is now prevalent over the drives of that resort. It being brought to the attention of the editor of this paper that complaints had been lodged with the Water Commissioners that fast riding was being indulged in at Chestnut Hill, he at once went to the City Hall and there learned the report to be correct.

The Commissioners show every evidence of courteous desire not to interfere with the privileges accorded wheelmen in the use of the driveways of Chestnut Hill, but they insist that the rules against fast riding be observed and unless they are, we were informed that more severe measures would be taken to enforce same. We therefore warn the wheelmen of Boston that arrest will follow the abuse of the privileges, in case that does not suffice our privileges may be abrogated entirely. It is a shame that a score or so of thoughtless men are able to jeopardize the privilege of thousands of law abiding riders. Let the scorchers beware or they may rue it.

A FAMOUS RIDE.

The Paul Revere Run of the Massachusetts Bicycle Club.

ONE HUNDRED AND EIGHTEEN years ago last Tuesday night Paul Revere took his famous ride to Lexington and Concord, and as a fitting celebration of the event the Massachusetts Bicycle Club celebrated "Colonial night" at its beautiful rooms on Batavia street. The exercises proved a fitting prelude to the Paul Revere ride, which was taken Wednesday morning by the club as the sun broke over the eastern hills. Many of the members and guests were dressed in the quaint Continental costumes, while old time British uniforms added picturesqueness to the scene.

There were about 100 persons present, among them representatives of various clubs in and about Boston, and a most interesting programme was successfully carried out. Miss Rosamond Brockway read "How Grandma Danced the Minuet;" Longfellow's beautiful poem, "Paul Revere's Ride," was charmingly recited by Miss Cora Maynard, and in response to an encore she also recited Tennyson's "Echo Song;" Mr. Arthur N. Peck read a historical sketch of the battles of Lexington and Concord; Mrs. Robert Harris rendered several selections of vocal music, and after the singing by several of the members, "My Country, 'Tis of Thee," Mr. E. W. McGlenen read an able article on the history surrounding those stirring times in which Paul Revere took so prominent a part.

THE RUN.

Wednesday's ride found fifty-two riders in line, among them eight ladies. Mr. McGlenen described the points of historical interest along the route and at Lexington they were met by an escort of "minute men," who accompanied them to the town common, where, on the spot where the first gun was fired, an address was made by Rev. Mr. Staples, which was responded to by President Tibbetts of the club.

Breakfast was served at the Loslie House, and then the route was taken to Concord where dinner was taken at the Thoreau House.

The return was made in the afternoon.

TO "MICHAEL."

Why Mr. Elliott Views Wearing Sprockets With Suspicion—"Ariel's" Patentable Novelty.

Wordsworth said: "Take the sweet poetry of life away, and what remains behind?"

Well, Michael, there are several things that would remain behind. As, for instance, the smaller sprocket wheel and——and, well, the chain.

Michael, I have often admired your flights of poetic fancy, and have even envied you the pleasure you are able to get out of plain, ordinary scenery with mosquitoes in it. The "babbling brook," the "twittering bird," the "ambient air," and all these lovely things are thine to see, enjoy, and write up, and you are a "good un"; in the vernacular you are "onto your job."

But, oh! Michael, why, why, I say, did you tackle sprocket wheels? What has the little, unassuming eight-toothed sprocket wheel ever done to you that you should boldly attribute to it a quality which we fain would have it have, but which (more's the pity!) it hath not!

You say: "As this rear sprocket receives over twice as much wear as the front, it will take care of itself very nicely—that is, it will wear enough to compensate for the wear of the chain."

How, Michael? Tell *me*, and let's get a patent on it, and in one short year we'll own the Standard Oil Co. and have Mr. Rockafeller for an office boy at three dollars a week. We horny handed mechanics have been trying to make sprocket wheels that wear away as slowly as possible, and now you tell us that the rear sprocket gets more than twice as much wear and so will "take care of itself very nicely."

Sh-h-h-h! Michael, don't say a word! Let's make the front sprocket of lead, and then it will certainly wear as fast as the rear one, with the delightful result that both will "take care of themselves."

"SPHERICAL" SPROCKETS.

I have seen "Ariel" and arranged with him to join with us and put in his "spherical" sprocket mentioned last week. Now, Mike, there is an idea for you. Just think of a "spherical" sprocket! Think of its infinite number of diameters; think of the chain being able to run around it from any direction. *And I have the refusal of it.*

But we want "Ariel" in the new company. Now, Michael, write us at once "and end this horrible suspense." May we count on you? And when the new concern of "Michael," "Ariel," and Elliott (limited) is ready for business, we will go down and see Colonel Pope and make him pay us a royalty on our improved "spherical sprocket wheel," made of material so soft that it will wear larger so as to "compensate for the wear of the chain," and of course "take care of itself." Please write soon.

Yours, STERLING ELLIOTT.

If you want any article of use and value read our premium list on page 130.



It only costs fifty cents to have the World sent for one year. Try it and induce your friends to try it. See the premium list.

DAI LEWIS is fond of a joke and never loses a chance of perpetrating one on a friend. Recently, during W. J. Morgan's visit to Buffalo, he deserted his swell lodging house and roomed with the "Senator" at the Tifft. It came time for parting and W. M. Perrett, of Philadelphia, being also at the Tifft, the party talked until late at night, and Perrett and Lewis offered every inducement if Morgan would stay over Monday at Buffalo, Lewis evidently wanting consolation owing to his brief period of single blessedness.

Morgan had left word at the office to be called at six o'clock, in order to catch the seven o'clock express for Albany, but Lewis quietly slipped to the office and stated that there was to be no call for Morgan as he had decided to stay, a move the "Senator" was aware of. They retired and Morgan awoke at 5.50, and quietly sneaking out of bed while the "sleeping beauty" snored merrily away, and dressing, quietly left the room with door wide open, but before doing so hid all of Lewis' clothes, placing his shoes under the mattress, and stowing everything else in all kinds of places.

The chambermaid awoke the handsome Dai at 8.30, Morgan being miles away on his journey, a long message on Lewis' Byron collar stating the fact. Not finding his shoes, Lewis had to borrow a pair of slippers to get down town with.

He will now "lay for" the foxy "Senator."

THIS controversy over elliptical sprockets has assumed alarming proportions. The latest contribution on that subject is an editorial from Mr. Sturmey, editor of the *Cyclist*, who is an acknowledged authority on cycling mechanics, which appeared in the last issue of that paper received from London, and which we reprint on another page.

Now we may theorize and calculate and conjecture from now until doomsday and know no more from the standpoint of practical experience than we do at present.

The proof of the pudding is in the eating in this as in almost all else in life, and having determined to end this painful suspense, I last week, in company with two or three practical cycling inventors, made several experiments with a couple of wheels placed at my disposal through the courtesy of the Pope Mfg. Co. and the Hickory Wheel Co.

The *details* of these experiments are of no particular interest, but summed up the *results* of the trials would seem to justify the claim of a gain of power for the elliptic as compared with the round sprocket. Gear for gear, there can be no question as to the increase of power, and I should put the gain down at approximately 10 per cent., although it is very difficult to make any accurate calculation as to the exact difference. The great difficulty with the average rider who has been experimenting with the elliptical sprocket, is that he evidently expects to get as good results—if not a great deal more—from a 70-gear elliptic as from a 54-round, and then when he finds himself stuck on steep acclivities he immediately rushes to the other extreme and declares the thing no good. Now the man who wants to make comparisons wants to do so moderately and not go too far either way. A 60 elliptical gear will yield as satisfactory effect as a 56, while of course there is greater speed, and it is thus productive of a two-fold result with the same expenditure of power as on a lower gear. This of course is the consummation for which the rider is looking, and if he can secure these practical returns for his money and time you may put it down that he is going to invest in an elliptic.

Yet the rose is not without its thorn. I do not take much stock in the claim of lack of rhythm in pedalling so much complained of in connection with the elliptic, with its resultant "thump." When one uses the correct ankle motion it is not at all noticeable; proper ankling gives a steady, even stroke, and will yield as regular a motion as on the round, provided of course that the gear is not too high or the speed too great. For a short, sharp spurt, when the foot receives at its greatest speed, and perfect smoothness of motion is required, I should say the round sprocket was much the best, but my experiments lead me to the same conclusions as those of "Brakespeare" and Mr. Sturmey, viz: That for road work it is a very good thing, provided the rider pedals steadily and evenly, and provided moreover (and that is one of its drawbacks) that the chain be carefully looked after and properly adjusted. I last week called attention to the danger of riding with a loose chain, thereby inducing the riding of the chain upon the sprocket teeth, and this caution cannot be too forcibly impressed upon all riders, no matter what they are using.

So, fairly stated, may be voiced the advantages and disadvantages of the elliptic. This is of course an experimental year, and we may expect to reach the end of the present riding season before even a thoroughly general verdict can be rendered; but I look for a steady demand for the elliptical sprocket during the next few months at least.

I HAD hardly written the above when the mail brought me the results of another veteran wheelman's experiment with the device, and those who are interested in the subject will herewith find it appended:

DEAR ARIEL:

Well, I've tried it—the new sprocket.

Of course it was an experiment, but a sedate individual approaching middle age, who has to climb Beacon Hill every day that he rides in to office is the very one who wants anything that will tend to help him climb that hill as a matter of steady diet, especially if he rides light. Naladies, and perhaps more energetic business fellows, can arrange somehow to get their new mount every year (how on earth do they all find purchasers for their old one, by the way?) but my '92 Columbia was my third mount and so exactly fitted me that I hated changing. Some wheels insist on leading me gutterward when I don't feel inclined that way at all, just as there are bucking horses. Still, I hate always to be left too far behind in the march of progress, so I decided to risk a compromise, and had a new sprocket on my old wheel, new wine in an old bottle, so to speak. I've given it a two weeks' trial, and now give the results to my brother wheelmen, with the following facts of trial:

1. Geared, I think to 50 1-2. 2. Against a stiff wind. 3. Against a stiff hill. 4. Over stiff mud. 5. Over greasy mud. 6. On a good road.

Net result: I should be very sorry to lose it.

On a good road it seemed to me that the wheel was inclined to run away with me, for there was a decided increase of speed for a given amount of work; and small hills lost their terrors to my laziness.

But how about the "backlash," does someone say? I asked a rider about that. He was a stalwart specimen, weight about 175 or 180 I judged, and he said he did not like the sprocket as it "made him nervous." He was the last man I should have picked out as given to nerves, and it struck me that he had gone about it on a different system. I put myself in the repairer's hands, frankly, as I would in my tailor's, to be fitted. I told him I was sedentary, non-athletic, no racer, and wanted just solid comfort, and as much speed as was compatible with it; so I got what I wanted, and the throb of the chain is hardly noticeable. At times, when the feet seem to follow the pedals all the way round, it disappears entirely, although being specially watched for. Yet I could imagine that if my athletic acquaintance had got on a sprocket like the orbit of the moon with a view to getting ahead of every fellow on the path, he might have been made as "nervous" as he says; and that was just what I sized him up as most likely to do. Moral: A pair of rubber boots are valuable on a cloudy day; but for ordinary use they need not come up to the chin.

So far as I, personally, am concerned, the sprocket has come to stay.

All of which is respectfully submitted to the cycling fraternity, with the regards of

J. PARKE STELLE.

NO wonder I last week called attention to the reprint from a western paper of Mr. Elliott's original poem on the Hickory wheel.

Here comes along a Zanesville, Ohio, paper with the following little advertisement:

"The BICYCLING WORLD and L. A. W. BULLETIN of April 7, published at Boston, reproduced Perry D. Gullet's poem, 'Old Hickory,' which appeared in the *Daily Press* a few weeks ago.

The moral is obvious.

I am sure that all American wheelmen will join me in extending the heartiest greetings and warmest welcome to Mr. F. J. Osmond, England's gallant rider, who reaches our shores this week on the steamship Britannic.

Mr. Osmond comes across to take charge of the Whitworth Cycle Works exhibit at the Columbian Exposition, and will represent that firm's interests in this country this season. He will spend a day or two in Boston on his way west, as my guest, and I hope to give the readers of the WORLD a more detailed account next week of what he intends doing while with us.

Meanwhile, to that openhanded American hospitality which has been shown to so many of his countrymen, I commend Mr. Osmond, in the sure hope that he will not be disappointed with his reception.

I HAD an interesting conversation with Mr. Tillinghast of the Tillinghast Tire fame last week, and much to my surprise I learned that he commenced experimenting as long ago as 1890, putting his first tire out in February of '91, and since then it goes without saying that he has vastly improved his tire until to-day it is one of the approved hose pipes. Resilient, durable and easily repaired, it is achieving for itself a widespread popularity.

THIS subject of tires is a very important one and of great interest to a large army of riders, hence I have no excuses to offer for devoting space to it.

I am frequently asked which tire is the best, and truth to tell it is a very difficult question to answer. There are a number of leading tires on the American market, in the selection of any one of which the buyer can make very little mistake. As between the Dunlop, Columbia, Victor, G. & J., Morgan & Wright, Tillinghast, Barris-Michelin, Palmer, Ideal and Liberty there is very little to choose, all of them being thoroughly reliable, quickly and easily repaired and well backed up by their makers' guarantees.

THE cycling editor who recently rashly tackled the tire question in an endeavor to cast odium on the G. & J. tire got very much beyond his depth, and succeeded in placing himself either in the position, on the one hand, of writing himself down an ignoramus on the subject which he attempted to discuss, or as deliberately making misstatements in order to gratify a petty spite in return for the discontinuance of the Gormully & Jeffery Mfg Co's ad.; and when he referred to the G. & J. tire as a "heavy, clumsy makeshift," and stated that "the Chicago sausage finds its patrons among the ignorant and unfortunate class of human beings who live in remote places, their very ignorance being taken advantage of by the 'honorable' Chicago concern," he simply gave documentary evidence in black and white of his practical ignorance of the tire trade.

Without attempting to make any comparison between the merits of the different tires, and without expressing any opinion for or against, there is no fact so self-evident to the trade as the demand for the G. & J. tires among riders of machines other than the G. & J. cycles. There is not a dealer of any consequence in the country who will not second the statement that a large number of wheelmen insist on having the corrugated tire fitted to their machines, either when ordering new, or when having pneumatics put on, and one of the best evidences of this is the reluctance with which a great many of these tradesmen comply with the demand, as well as the fact that the G. & J. tires command one of the highest prices in the market.

I don't believe though that either Mr. Gormully or Mr. Jeffery are experiencing a heavy falling off in the demand for their tires in consequence of the publication of the article referred to.

THE English wheel press are fond of boasting of their ability to beat American eyeclesm in almost every particular, but when it comes to heavy-weight riders, I rather think we can claim pride of place.

A cycle manufacturer of Rochester, N. Y., has received orders for a special wheel for a Mr. B. L. Hopkins, of Penn Yan, in that State, who tips the beam at 310 pounds, and he evidently puts his faith to things and machines American. No light weight English wheel for Mr. Hopkins, who expects and receives a guarantee with his wheel, that it shall carry him safely over our American roads. Can the "Tight Little Isle" match this?

THE Luburg Mfg. Co. of Philadelphia have made a decided innovation in the building of their Invalid Rolling Chairs and the vehicles in which future cyclists receive their first outings, known as baby carriages. Realizing from their connection with the cycling trade—the great advantages of ball bearings and pneumatic tires, they are now equipping all of their children's coaches and invalid chairs with these essential additions to the modern bicycle, and since they have introduced them, the demand has been so great that they are now compelled to run their factory day and night in order to keep up with orders, and I have not the least doubt in the world but that all the babies in the land—bless 'em!—together with all those unfortunates who are deprived of the treasure of health, will rise up and call them blessed.

WHEN I took occasion to say recently that what the editor of the Fall River *Herald* would be able to write, should he undertake an essay on what he did not know on the subject of the cost and manufacture of bicycles, would fill a large book, I had no idea that he would so readily lend himself as a handle for proving the practical truth of what I at that time wrote.

But so it is.

Not having the fear of ignorance before his eyes he gives space in his editorial column of a recent date to my remarks, and then by way of exemplification of what I have said, continues:

"Neither of the philosophic utterances is correct. *The high cost of machines is due to the numerous patents that cover them;* not because of the superiority of workmanship or deficacy of construction. *Buyers have to pay for royalties.*

I have italicized the entirely erroneous statements that he makes, and I recommend him to the study of the recent expiration of the patents, which for a number of years increased the price on bicycles.

THOSE clubs which are talking of promoting race meets during the coming season, have their attention respectfully directed to the fact that they can secure the largest attendance and most widespread interest by publishing the same in the advertising columns of the BICYCLING WORLD.

A great many of these organizations have been sending in so many details in regard to their races, list of prizes, etc., that to give them all space would necessitate the use of from one to two pages per issue, and while the BICYCLING WORLD is always pleased to publish items of general interest to the clubs and the riders generally, it must be manifest to everyone that the proper place for all the many details in regard to races is in our advertising columns.

Try it and you will be surprised at the results.

THIS was an inoffensive little paragraph which appeared in Sunday's issue of a Boston daily paper, and yet, innocent as it seemed, it was loaded: "Among the wheelmen out yesterday, were members of the Boston Bicycle Club, for whom the ride had a peculiar interest. It was just fifteen years ago that the club had a run to Chestnut Hill Reservoir, and was photographed. On Saturday, this run was repeated, another picture being taken. Afterward a dinner was enjoyed at the Woodland Park Hotel."

It is but another illustration of the way in which the average newspaper writer deals in men and news cycling, for I regret to have to say that it was not true. The run *had* been scheduled for Saturday afternoon as mentioned, but the weather interfered and it did not come off, and the man detailed to report it simply took the was-to-be as an actual occurrence and wrote it up without assuring himself as to whether it would come off or not. It demonstrates the folly of taking anything for granted.

THE racing man of to-day is fast finding out that he has a profitable future before him in the cycle trade. That is, if he has any business aptitude at all.

I was at Springfield, Mass., the other day, and while on a tour of inspection around the Warwick Cycle Mfg. Co's factory I ran across Mr. W. W. Taxis, Pennsylvania's premier racing man. Mr. Taxis had just returned from a five weeks' trip through New York State, and had had a very successful journey, selling Warwicks to old agencies and placing new ones. After the rush of the spring business is over, W. W. intends putting in his spare time training, and I predict for him—provided he can spare sufficient time from the demands of business a position 'way up front this year.

GEORGE M. HENDEE is very much in it at Springfield, nowadays, his new venture in that city promising profitable results. Although he has been formally open for business but about two weeks, he has already sold a great many machines, among them being upwards of a hundred of the Indiana Bicycle Co's "Waverly," a machine which is cutting a wide swath throughout the country, and justly so, for I know of very few wheels anywhere near it for the price.

Our George says that in his opinion the price of bicycles will have to be lowered next year.

But then they all say that.

WHO says the bicycle is not a business vehicle?

Note the following ad which appeared in the Massillon (Ohio) *Independent*:

A good boy owning a bicycle is wanted by *The Independent* at once to carry papers. An established route, and extra good pay. Inquire Saturday morning.

Boys, get yourselves bicycles, and you will find the avenues of trade opening to you in a way unknown to your sires.

GAY, Emerson, French, Warren, and all the rest of the Boston Press Cycle Club flyers are getting into training for the 24-mile road race, which comes off the last of May or the beginning of June.

Twenty-four miles may seem an odd distance to select, but the object in this case is to prevent the breaking of any of the riders' 25-mile records.

WHEN a man "does me up" in a bargain, or gets the best of me in any way, shape or form, I do like Davy Crockett's celebrated coon—come down gracefully.

In the "Passing Hour" column of April 7th I gave space to a request for Mr. L. J. Berger's photograph. This is what happened:

Chicago, Wednesday.

"MY DEAR ARIEL: I will beat you and your kodakers. Send me that five dollars.

Yours for a new sweater,

L. J. BERGER."

And enclosed in this neat little epistle was a photo of the individual himself.

And that is why a letter, postmarked at Boston April 15th, and addressed to Mr. Berger, carried a cheque for $5 to his order.

And that is also why the laugh is on

ARIEL.

Union Cycles.



If e'er ill health should make you blue,
Just ride the Union P. D. Q.

• • • • • •

The best doctor you ever tried.

The fat man's friend.

The racing man's choice.

The business man's faithful servant.

The repairer's bane.

The scorcher's companion.

The Union P. D. Q.

The .....
Airtite-Dunlop
is a "Snap."

• •

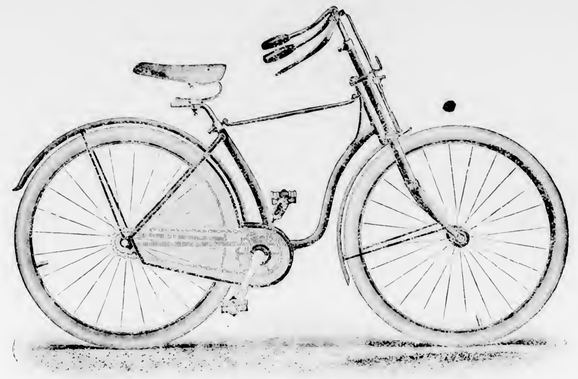
Union Cycle Mfg. Co.,

HIGHLANDVILLE, MASS.

BRANCHES

BOSTON, MASS. PHILADALPHIA, PA.

SPRINGFIELD, MASS. CHICAGO, ILL.



COMBINATION JUNIOR No. 4.

LITTLE GIRLS.

Our Combination Juniors, No. 1 and 2, are for you——same as No. 4, only has 24 inch wheels——

No. 1, Cushion tires, - - - - $35.00
No. 2, Pneumatic, W. W. W. tires, - $50.00

WESTERN WHEEL WORKS.

—FOR—

SMALL LADIES.

The only wheel made that was designed for their special use——26 inch wheels——Light weight——1 1-2 inch Pneumatic W. W. W. tires——Dress and chain guard in one piece——no rattle——our own special pattern——plenty of room between saddle and handle bars——handie bars curve well back——very comfortable. - - - - - - $60.00

No. 3, same as above, with cushion tires, $45.00

We furnish it with detachable cross bar.

CATALOGUE 27 TELLS ALL ABOUT THEM. FREE.

R. L. COLEMAN CO.,

SOLE EASTERN AND SOUTHERN AGENTS

35 BARCLAY STREET AND 40 PARK PLACE, NEW YORK.

Far and Wide

W. W. Windle has determined to enter the leading cycling events the coming season, and has been training at the Worcester Y. M. C. A. gymnasium.

Barnstable, Mass., has adopted a by-law giving cyclists the privilege of riding upon the sidewalks, with the proviso that the wheelman is always to make way for a pedestrian.

While Guy Garry, of Boston, was doing some fast sprinting last week the front forks of his machine broke off near the joints, and he was thrown violently to the ground. His face was severely cut and bruised, and he received a severe shaking up.

The 25th annual banquet of the Bridgeport Wheel Club, of Bridgeport, Conn., was held at the Windsor Hotel last week. Twenty-five members and a few invited guests were present. In the absence of President Calhoun Latham, W. S. Mills acted as toastmaster.

Deputy Commissioner of Public Works, Holahan, New York, was last week knocked down by a bicyclist and caused the latter's arrest. The prisoner, Adison Williams, age 17, of 577 Leonard St., Brooklyn, was reprimanded and fined $5 at the Yorkville Police Court.

Captain A. D. Peck has been appointed chief of staff for the parade of the Associated Cycling Clubs of Boston, May 30. It is desired that clubs will notify him at the earliest moment whether or not they will participate; also, state the number of men the club will probably enter for the parade.

Mr. John C. Sprigg, of Worcester, Mass., manager of the Spiers Bicycle Manufacturing Co., was thrown from his carriage last week and severely injured. His head and face were cut and his body bruised. His horse ran but was stopped on Grafton street before doing further damage.

Last week C. H. Herring of Plainfield, N. J., met with an accident while riding his bicycle, sustaining severe scalp wounds. He had been down town and was near Elm street when he met a carriage and turned out. He was not accustomed to riding a wheel and losing control of it, he ran against the carriage, and was thrown by it, his head striking the wheel, cutting it. The bicycle was badly damaged.

The present legislature of Ohio enacted a law some time ago providing for a highway commission of four persons who are to examine into the condition of the roads and road laws in the State and make some recommendation looking to an improvement in both. In appointing this commission Governor McKinley showed his wisdom in the selection of R. S. Oliver, a successful attorney at law and a popular wheelman of Cincinnati. When the Board met a few days ago Mr. Oliver was elected Secretary.

The arrangements for the relay bicycle race from Boston to Chicago are almost completed. An average distance of 14 miles has been decided upon for each rider. In the night the men are scheduled to cover 10 miles an hour and in the day 18. All the riders have not been selected as yet. The divisions are Boston, New York, Albany, Buffalo, Cleveland, and Chicago. Each division will have a manager, whose duty will be to see that the rules governing the race are carried out faithfully.

Charles S. Pearl, of Bangor, Me., was quite seriously injured while riding a bicycle last week. When near the store of A. A. Thompson & Co., he collided with a team and was taken up in an unconscious condition. A physician was summoned and upon examination found that there was a bad scalp wound about three inches long on the front of the head and several other cuts upon his face. They were sewed up and he was taken home.

The death of Victor Place, who died about a week ago, brings to remembrance the 50-mile race that he was to ride on a 38-inch bicycle against Ben Hamilton, a pacing horse with a record of 2.16 1-2, who was owned by Mr. Bowser of Johnstown, Pa. It was to occur in August, 1882, for a purse of $200, which Place was to put up himself. The two railroads made excursion rates, and everything was in readiness, when the Humane society stopped all proceedings, much to the chagrin of lovers of this kind of sport, says a Pittsburgh paper.

In connection with the anniversary of the town of Hyde Park, Mass., a series of road races will be run on the 22d of the month, to be started at 4 P. M. sharp. It will be under the auspices of the board of trade, and will be managed by a joint committee chosen from the Hyde Park Rovers and the Hyde Park Cycle Club. The following events will take place: Half mile scratch, one mile handicap, one mile open and a five mile team race, for which gold medals and other suitable prizes will be given. These races are open to residents only.

Hills Wins the Providence Road Race.

Campbell & Co.'s six-mile road race was held on Saturday, over the Campbell course, Providence, R. I., and to avoid a second postponement it was run upon heavy roads and in disagreeable weather. Six out of the 25 entries lined up for the start as follows: H. B. Hills, Jr., Frank W. Crandall and Napoleon Bedara of the Narragansetts; Walter Whipple and Walter Jenks of the R. I. W., and Ernest Wilkinson of the Metropole.

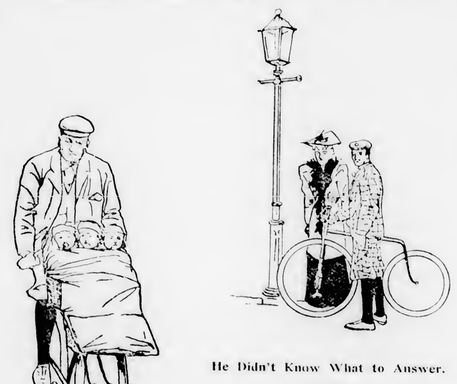
The start was made at 4.20, Hills spurting to the front, Crandall a close second, and the others lined up behind. The pace was too hot for Jenks, Whipple's wheel was disabled, and the contestants narrowed down to four. The fast pace was kept up by the well-bunched riders, and on the stretch Hills drew away from his men and finished 25 seconds ahead of his nearest rival, Crandall, in 27m. 10s., which was remarkable time, considering the condition of the roads. Bedara finished third in 37.40, and Wilkinson two seconds behind him.

The Bicycling World led all other papers in the Hill competition. Advertisers should learn which medium is the best. See page 130 for our premium list.

THE ELLIPTICAL CHAIN WHEEL.

An Editorial Opinion From Mr. Sturmey—Theory Vs. Practice.

Although the Pope Manufacturing Co. have, we believe, adopted the elliptical chain wheel as a standard pattern, very little more appears to be heard of it, either on this or the other side of the Atlantic. The use of it by Johnson in his marvellous records brought it very prominently into notice, and it might have been expected, seeing how anything to do with a record "catches on," to have at once created a boom. With the sole exception noted above, however, very little notice appears to have been taken of it. On this side a few makers have fitted experimental wheels, and several have used wheels made from the same pattern as Johnson used, one of which we had placed at our disposal by a good friend on the other side. Several members of our staff have been experimenting with it, and we are now in a better position to speak of its merits than we were before. As we said a month or two since, in theory the elliptical wheel is a distinct gain, and in practice under certain conditions the theoretical conclusions appear to be borne out. There is, of course, no gain in power, but there is a gain in the advantageous application of the power available, the rider being by its means enabled to do the greatest work at the moment when his power is applied under the most favorable conditions.



He Didn't Know What to Answer.

She:—"Is that what you call a tri-plet, George?"

—From *The Wheeler*.

In practice the opinion of those who have tried it here is unanimous that it is a distinct gain in hill climbing and steady "plugging" for sure speed, that is to say, sudden sprints at "all out" pace the slight irregularity of movement of the feet throws out the rhythm of pedalling, and somewhat interferes with the rider. For steady work at an even pace the gear is undoubtedly advantageous, although we opine, for the reason stated above, that it will be found of more use for record-breaking and for all-round road work than for speed contests upon the path. Consequently, as the path and its doings seem to be the one thing upon which men's minds are most directly centred, it is likely in this country at any rate to gain ground slowly rather than to rush into favor. From the crude experimental wheels we have seen, it appears to us that very few, even of manufacturers, have at all grasped the idea of the thing. In discussing the question with a manufacturer and not a new manufacturer either—the other day, we asked him in the line of which diameter would he fix the cranks, and we were not a little astonished to be gravely informed that the long way of the wheel would be the right one, and no amount of argument at that time would induce him to alter his opinion. Now as a matter of fact neither in line with the short nor the long diameter is the right position for the crank. Were the rider placed absolutely vertically above his work, than the power would be applied in the vertical direction, and the greatest amount of power would be exercised when the crank was in a horizontal position. If that were the case, then the correct position of the crank with regard to the elliptical wheel would be at right angles to its longest diameter, but in practice this is not the case, more especially with the machines built for speed in the present day where the seat and consequently the centre of application of power carried very considerably back from the vertical. To obtain the right position for the crank then we must first find the position occupied by the hip-joint of the rider, and set the crank so that a line drawn from this point will make a right angle with its extremity, the long axis of the chain wheel being vertical. This will give us a position some 20 to 25 degrees above the horizontal when the long axis of the chain wheel is vertical. We do not remember to have seen mentioned in reference to the matter any remarks upon the construction of the chain wheel itself. We saw it once stated that an ordinary round wheel pressed out of shape would answer the purpose, but such is very far from being the fact, if the chain is to run upon the wheel with the same amount of smoothness and absence of friction which is the case with a well-made circular sprocket. With a round wheel all the teeth can be laid out from the centre equally, but with an elliptical wheel the angles and set of the teeth will differ with each pair of teeth, and the expense of properly making an elliptical gear wheel will be considerably greater than is the case with a round one. Finally, we think too much has been expected of the elliptical wheel, and makers in their experiments have lost sight of its most valuable points. It is said that a higher gear may be used, and, as a result, riders have tried the elliptical wheel with higher gear than they were accustomed to and have not unnaturally said they can find no difference in the running. Nor was it likely they would, when they gave a wheel with one hand what they received with the other. There are two ways of looking at the elliptical gear wheel from a rider's point of view. If increased speed is the aim and object, then we believe he will be able to drive, say, three inches higher gear, but he must not expect to do this and find it less work than before. On the other hand a road rider can, by its use, drive the same gear as before with slightly greater ease when hill-climbing and heavy work is encountered, and for him to increase his gear when adopting the elliptical sprocket is at once to throw away the advantage in case of riding which he has thereby gained. We think the elliptical gear wheel question is pretty well sized up in the above remarks, and we shall look to the present year being purely an experimental one with it so far as riders are concerned. As to its future it depends upon results, but we think that its construction and use once fully and thoroughly understood, it will meet with a fair amount of favor as an adjunct to the roadster machine and possibly also as a help to the record-breaker.—*The Cyclist*.

Did Not Violate the Law.

Cadwallader M. Raymond, the Charlestown, Mass., bicycle manufacturer, was on trial last Monday in the District Court before Justice Nelson, on an indictment charging him with importing Roland G. Cohen and Ernest Linegar, two aliens, under contract to work for him at his factory.

The aliens are British subjects, and they were "skilled" bicycle manufacturers at Birmingham, Eng., where the defendant, it is alleged, engaged them to come to this country.

A verdict of not guilty was rendered, the judge ruling that Mr. Raymond did not "import" the men.

A small advertisement in the Bicycling World is better than pages in any other cycling publication. Our circulation is bona fide. See page 130 for our premium list.

The Springfield Safety Cycle Club of Springfield, Ohio, was last week formally presented with a billiard table, balls, cues, and cue rack complete, being a gift from Mr. Chandler Robbins for the Monarch Cycle Co., through their agent, Mr. J. S. Elliott.

Morgan & Wright,

Patent - Pneumatic - Tires.

Do you want to know about the Morgan & Wright tires? It is easy to find out all about them. How to repair them, how to take care of them and hints on how to use any pneumatic tire, that it may give you the very best service. A full list of our prizes offered to the riders of our tires in 1893 is as follows:

PRIZES FOR 1893.

For greatest mileage made on one set Morgan & Wright Tires during 1893. Rider to make his own repairs.

1st Prize, Cost Value,	$100
2d Prize, Overcoat,	45
3d Prize,	1 Set M. & W. Tires

For most meritorious single ride. Distance, weather and character of roads to count.

1st Prize, Cost Value,	$50
2d Prize, Cost Value,	25
3d Prize,	1 Set M. & W. Tires.

For fastest mile made in competition.

Prize, Cost Value,	$50

For best time made in road race. Distance 10 miles.

Prize, Cost Value,	$25

Best time made in road race. Distance, 25 miles.

Prize, Cost Value,	$25

These prizes to be competed for under the rules of the L. A. W., and prizes to be such as will be acceptable to the Racing Board.

All trials for prizes must be made with Morgan & Wright Tires.

Contest closes December 25, 1893, and prizes will be awarded as soon thereafter as the judges may decide.

Note These Facts.

We solicit the good will of riders and buyers generally, and offer the following facts in our favor:

1st. The Morgan & Wright Tire is distinctly an American invention, and does not in any way copy or infringe upon other Tires.

2d. We were the first makers in the world to sell a perfect Tire at a popular price, our price for 1892 being from 50 to 200 per cent. lower than others.

3d. Notwithstanding our low price we have faithfully and honestly backed up our goods, and made all repairs without charge.

4th. The Morgan & Wright Tire Started 1892 with at least thirteen competitors, and within the year every one of these competing Tires had to be entirely remodeled or were withdrawn from the market as failures, with the exception of three.

5th. This present season, having reduced our process of manufacture to absolute perfection, we are enabled to reduce our price of 1892.

6th. Our Tires for 1893 are made of the finest materials obtainable, and the integrity of our concern is pledged to sustain our goods in every way.

7th. Our plant has been remodeled throughout, and the capacity is treble that of 1892. All orders will have prompt attention.

A Pointer or Two.

Our Tires have our firm name in raised letters moulded on the casing. Look for this in buying a Morgan & Wright Pneumatic.

Don't buy an imitation; rest assured that the skill and experience, which have brought the Morgan & Wright Tires to their present perfection, will be exercised in keeping them ahead of mere copyists.

SEND FOR CATALOGUE.

Morgan & Wright,

331-339 West Lake St.,

CHICAGO, ILL.

[Mention Bicycling World.]

A Glimpse into the Graveyards of the Future.

(NUMBER ONE.)



"The human race would fain be wise,
And millions mass to one that hits."

"Do not look for wrong and evil,
You will find them if you do."

He guarded not his words, and now 'tis said,
He serves his paper best since he is dead."

"Of all sad words of tongue or pen,
The saddest are these, 'It might have been.'"

Newark-Philadelphia Century.

Fifteen delegates were present at a meeting of the Associated Cycling Clubs of New Jersey, held at the Atalanta Wheelmen's club house on Thursday night of last week, at Newark, N. J., representing the Hudson County Wheelmen, Elizabeth Wheelmen, Englewood Wheelmen, Union County Roadsters, Irvington Wheelmen and the Atalanta Wheelmen. The principal business was the decision to hold the century run to Philadelphia, which has been a fixture for six years. Philadelphia last year undertook the management of the affair, but owing to the disbandment of the Captains' Association of that city and the Princeton century run, to be conducted by the Metropolitan Association, of New York, the Philadelphia century would have been abandoned if not taken up by some other organization. It was a question whether to hold the run in June or early in September in order not to conflict with the Princeton run and the 100-mile race, but a motion to run the event at the usual time, the first Saturday in June, was carried, although it may be changed, if found advisable to postpone it until fall. Messrs. Calkins, E. W., Keer, H. C. W., and Edge, A. W., were appointed a committee to make arrangements.

A Successful Ladies' Club.

The Pioneer Cycle Club of Brooklyn, N. Y., the only regular organized ladies' club in the city, held their annual meeting on last Thursday evening.

This club, organized a little over a year ago, is in a very flourishing condition, mainly through the indefatigable efforts of Mrs. Darbey; she it was who first conceived the idea of the club, and by dint of hard work now has the satisfaction of seeing it a decided success. An attractive feature of the club is that male friends of the lady members are also admitted to membership.

During the winter months the club has attended two theatre parties and has been very handsomely entertained by Mrs. Darbey, Miss Ellison, Mrs. Stretton, and Mrs. Porter, at whose homes the club has spent several very pleasant evenings in dancing, singing, recitations, etc. The last entertainment, held on the 15th of March, was the second given by Mrs. Darbey and was in honor of the anniversary of the club's organization.

A New Fabric for Pneumatics.

The Glendale Elastic Fabrics Co., of Easthampton, Mass., is experimenting with a woven tube for the inner lining of a pneumatic tire. It is intended to replace the canvas or winding cloth which in various ways is universally used by tire makers. It will be readily seen that there is quite a difference between the inner and outer circumference of a tire and the problem presented as to a lining is to devise a fabric that shall be a tube yet not be stretched on the inner side. It must be uniform, and also capable of a varied weight if it were wished. The Glendale Co. began some time ago to experiment, and now have a tube so woven that when it comes from the loom naturally assumes a circular form like a pneumatic tire in place, and can be varied in weight in any part without affecting any other part. It seems to fit the theory of all the tire makers exactly. A quantity has been made, and will be this summer extensively tested by prominent makers.



Among the Clubs.

The Belleville Wheelmen held their annual dinner on Tuesday evening, at the residence of T. M. Watson in Belleville, N. J.

The Auburn and Lewiston Wheel Club have leased Thompson Brothers' track in Perryville, Me., for the season and will fit it up for racing.

The fourth in the series of socials held by the Narragansett Wheelmen, of Providence, R. I., occurred last week in Oriental Hall. A large number were in attendance.

There was a smoker in the rooms of the Rambling Wheelmen, Bridgeport, Ct., last week. It was an exceedingly social affair and attended by a goodly proportion of the members.

Rev. Lloyd Dassit, pastor of the Franklin circle Church of Christ, Cleveland, O., preached last evening on the topic "Obtaining a Prize," the Lakeside Cycle Club attended the services in a body.

The circus party of the New York Tourist Wheelmen on the 12th inst. was a grand success. The feature of the evening was the posturing and other Japanese accomplishes of Wendy and Little Beatie.

The fifth annual ball of the South End Wheelmen of Philadelphia was held Thursday evening of last week at St. George's Hall. The hall was tastefully decorated with plants and bunting, and refreshments were served during the evening.

The results of the late Manhattan Bicycle Club pool tournament were as follows: First, W. E. Pike, second, J. Oatman; third, S. B. de Yough. Mr. Oatman and Mr. de Youch were tied for second place, but Oatman won the play off. Score, 50 to 41.

The Milwaukee wheelmen have already received nearly $1,000 worth of prizes for the Waukesha road race. The list so far includes three bicycles valued at $70 each, two time medals and a donkey, which will be the consolation prize.

The whist tournament that has been in progress at the Atalanta Wheelmen's club house, Newark, N. J., all through the winter, came to a close last week. Terbell and Hussey take first prize, Muller and Horry second, and Eagles and Putnam third. The pool and billiard tournaments are still progressing.

At a meeting of bicyclists held last week it was decided to form a bicycle club affiliated with the Quebec Amateur Athletic Association. There was also a meeting of the directors of the Q. A. A. A., when plans of the new club house and the speed grand stand were submitted and approved. The grand stand will accommodate a thousand spectators.

Plans and specifications for improvements to be made at the Maryland Bicycle Club house, on Mount Vernon place, Baltimore, were exhibited to the members last week. Eighteen feet, three inches are to be added to the front one story in the height. The front will be 42 feet wide and very elaborate. The basement floor will be the wheel room and contain the heating apparatus. The next floor will contain a porch entrance, ladies' and gentlemen's reception room and a main hall. The entire floor can be converted into one room. The second floor will contain the committee-room, library, locker-room, four spray baths, six toilet rooms, lavatory and dressing rooms. The next floor will be the gymnasium, billiard room, buffet, kitchen and pantry. The top floor will be a roof garden.

The by-law committee of the Eastern Connecticut Cycling Club met in Norwich yesterday, the local club being represented. A set of by-laws governing the race meet to be held under the auspices of the association this season were drawn up, and a convention of delegates will be held here soon to pass on them. They provide for a team race for teams of three men from each club, a half mile and mile handicap race for association members only, at each meet. Other events and details are left with the local committees. Seats go on sale Tuesday for the concert by the Ida Klein opera company to be given here next Friday night under the auspices of Frances S. Long Post G. A. R. A large subscription list of tickets has already been made, and as a musical treat is expected in the event, the advance sale will probably be large.

A fourteen-year-old daughter of Winfield S. King, 24 W. First street, Indianapolis, Ind., was run over and badly injured by a carriage on N. Pennsylvania street, about four o'clock Friday afternoon. The girl was out riding her bicycle, and attempted to pass a buggy going in an opposite direction, but ran directly into a heavy carriage coming up behind it. She was thrown from the machine, and the front wheel of the carriage passed directly over her head. She was carried into a residence in the neighborhood, where she received medical attention, after which she was taken to her home. The driver of the carriage, who was a colored man, made no effort to learn the extent of the girl's injuries, but, whipping up his horses, drove rapidly away.

We have now the largest circulation of any cycling publication in the world. We have a larger circulation than all other American cycling papers combined. Advertisers should note this. There are hundreds of thousands of riders who do not belong to the League. We want ten or fifteen thousand of them to subscribe. See our premium list on page 130.

$2. SCORCHER Shoe

Why wear BROGANS?

You want light wheels. Why not light shoes?

OUR GLOVE FITTING DONGOLA SHOE

Is Stylish. Neat. Comfortable.

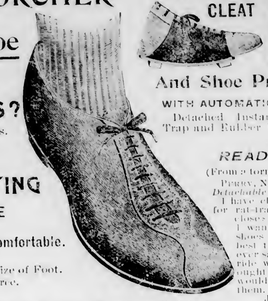
Send Money and Size of Foot. Postage free.

DETACHABLE CLEAT

$1. And Shoe Protector,

WITH AUTOMATIC SOLE CLASP

Detached Instantly. For Rat-Trap and Rubber Pedals.



READ THIS:

(From a former customer.)

Peoria, N.Y., March 20, '93.

Detachable Cleat Co.

I have changed my rubber for rat-trap pedals, and on close-hose point cleats. I want to say that your shoes and cleats are the best thing of the kind I ever saw, and would not ride without. All riders ought to have them, and would if they once tried them. Yours truly,

J. A. Curtiss,
Mgr. Hotel Peoria.

Wright, Fitz.

DETACHABLE CLEAT CO., Allston, Mass.

THE KEATING

Is now known throughout the Country as the Lightest full "Road Wheel" manufactured; is strictly high-grade in every respect. Fully guaranteed. Our cut appears next week. Be sure

ROADSTER 27 lbs. **Keating** SCORCHER 25 lbs.

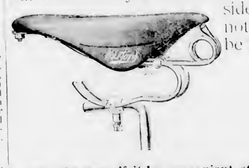
and get your L. A. W. Bulletin and examine the wheel. Our Model D "Hill Roadster" tickles the boys. Our Model E just carries them away.

The Catalogues are Unique.

KEATING WHEEL CO., Holyoke, Mass.

1775 Broadway, NEW YORK. 145 Columbus Avenue, BOSTON.

ELYRIA is twenty-six miles west of Cleveland on the Lake Shore and Michigan Southern Railway. Passengers traveling this route will notice our new factory a short distance east of the depot on the north side of the tracks, and seeing it will not be surprised at our claiming to be the . . . . . .



LARGEST SADDLE MAKERS IN THE WORLD.

By the way, if it be convenient stop over a train. We are always pleased to show our new plant, and our visitors so far have enjoyed seeing the building of saddles reduced to a science.

GARFORD MFG. CO.,

CORRESPONDENCE SOLICITED. ELYRIA, OHIO.

GENDRON CYCLES. You can't tell where our progress will stop.



IS IT NOT PLAIN TO YOU THAT EVERY CYCLE SHOULD HAVE BACKWARD AND FORWARD ADJUSTABLE HANDLE GRIPS?



With this improvement you can make a Racer out of a Roadster

No wheel complete without.

"Gendron Cycles" Have Them.

GENDRON IRON WHEEL COMPANY.

Agencies now Being Placed. TOLEDO. NEW YORK. CHICAGO. ST. LOUIS.

Bicycling World & L. A. W. Bulletin

•••• REDUCED TO ••••

50 cts. per Year. 50 cts. per Year.

OUR PREMIUM LIST.

TERMS AND INSTRUCTIONS:

For the Capital and Special Prizes the competition will close July 10th.

Cash to accompany each subscription. (Stamps not taken). Postal notes, money orders, or checks should be sent.

We shall start an account with each competitor, and as each new name and subscription comes in, we shall credit him with it the same.

☞ The capital prize will not be awarded unless the number of subscriptions sent in by any one competitor reaches two hundred. ☜

The other prizes will be awarded to those sending in the next six largest number of paid subscriptions, irrespective of the number sent.

In case the capital prize is not awarded because of the failure of any competitor to reach the two hundred mark, then the second prize becomes the first, and so on down the list.

CAPITAL PRIZE. One Bicycle, of any maker who has been using our advertising columns during the term commencing April 14th to June 31st, to be chosen by successful competitor.

SECOND PRIZE.—To the one sending in the second greatest number of paid subscriptions between April 14th and June 31st, a Double Barrel Scott Gun. Value, $75.00.

THIRD PRIZE. To the one sending in the third greatest number of paid subscriptions between April 14th and June 31st, a Stop Watch. Value, $50.00.

FOURTH PRIZE. To the one sending in the fourth greatest number of paid subscriptions between April 14th and June 31st, a Kodak outfit. Valued at $25.00.

FIFTH PRIZE. An order on one or more of our advertisers for goods to the total value of $25.00, or the competitor can choose articles as shown in our premium list to the aggregate of $25.00.

SIXTH PRIZE. An order on one or more of our advertisers for goods to the total value of $15.00, or the competitor can choose articles as shown in our premium list to the aggregate of $15.00.

SEVENTH PRIZE. An order on one or more of our advertisers for goods to the total value of $10.00, or the competitor can choose articles as shown in our premium list to the aggregate of $10.00.

EXTRA PREMIUMS:

In addition to these special prizes, we make the following offer. (It being understood that the winners of any one of the above special prizes shall not be entitled to receive any of the following premiums).

To all who send in twenty-five paid subscriptions or over twenty-five, and who have not secured one of the above special prizes, we will give an article or articles to the value of $5.00, to be selected by competitor from our premium list or advertising columns.

To all who send us fifteen paid subscriptions, and who have not secured one of the above special prizes, we will give a pair of Racing Shoes, valued at $3.50, or any article or articles to the total value of $3.50, to be selected by competitor from our premium list or advertising columns.

To all who send in ten paid subscriptions, and who have not secured one of the above special prizes, we will give a pair of Scorching Shoes, valued at $2.00, or any article or articles to the total value of $2.00, to be selected by competitor from our premium list or advertising columns.

To all who send in five paid subscriptions, and who have not secured one of the above special prizes, we will give an article or articles to the total value of $1.00, to be selected by competitor from our premium list or advertising columns.

PNEUMATIC PUMPS. "Codman & Shurtleff Registering Inflator," including one nipple to fit any tire in general use. This pump is fitted with a gauge which indicates the exact pressure of air from the first stroke to the last, thus being able to tell immediately when the proper pressure of air has been put in the tire. The inflator is handsomely mounted on an oak panel, and the pump is pivoted so that when not in use it can be swung up or down. The pump is detachable so that it can be used independent of the gauge. Price, $15.00.

HOME PUMP NO. 1. FOR PNEUMATIC TIRES. This pump is very handy for home use. It is powerful and is fitted with a rod and stirrup, so that the pump rests on a solid foundation. Fitted with one nipple of any tire in general use. Price, $3.50.

TELESCOPING PUMP NO. 4. A very powerful hand pump, intended for home use and yet not too large to carry on bicycle. It is 20 inches over all, having a barrel 7-8 x 11, weight 11 ounces. The most powerful hand pump made. Price, $2.00.

NIPPLE KEEPER. (Or Rack). To hold 38 nipples, $3.50; same to hold 19 nipples, $2.50. Nipples, each (any regular make), 15 cents each.

BICYCLE BELLS.

New Departure, '93 pattern	$2 25
New Departure, '93 pattern, ladies	2 00
The London Chime	1 50
Feather Weight	1 00

BICYCLE LOCKS.

The Yale	$1 00
Perfection Brass	75
The Protection Brass	50

LUGGAGE CARRIERS.

Lamson's, No. 1	$1 00
Lamson's, No. 2	75
Lamson's, No. 4, single strap	1 25
Lamson's, No. 4, double strap	1 50

TOE CLIPS.

Hunt's	75
Hunt's Ballance's Extra	75
Rankin's	50

CYCLOMETERS.

Hilliard	$8 & 50
Brook's Ideal	5 00
Bidwell	$10 00

HOME TRAINERS.

Hartford	$6 00
Hartford Bell Attachment	2 50

BICYCLE LANTERNS.

Holophote No. 2, 90 C.	$8 50
King of Diamonds	6 50
The Clipper	2 50
The Pilot	1 25

BICYCLE STANDS.

The Ideal	$1 25
Buffalo Safety	1 00
Buffalo Wall	50

CHILD'S SEATS.

The Beauty Mackintosh Bottom	$5 00
The Buffalo Patent, Nickeled	5 00

BICYCLE STOCKINGS.

No. 1 English, Ribbed	$1 75
No. 3 Heavy Worsted	1 00
No. 1 Heavy Wool	50

RACING SUITS.

(Give chest, arm, neck measurement and length body; also waist, thigh, inside length leg, and length waist to knee.)

Best Worsted 1-4 sleeve shirts	$3 25
Best Worsted no sleeve shirts	3 00
Good Weight 1-4 sleeve shirts	1 50
Good Weight no sleeve shirts	1 50
Cotton 1-4 sleeve shirts	50
Cotton Worsted no sleeve shirts	50
Best Worsted Knee Tights	2 75
Good Worsted Knee Tights	1 50
Good Cotton Knee Tights	50
No. 1 Silesia Puffed Trunks	50
No. 2 Sateen Puffed Trunks	75
No. 5 Velvet Puffed Trunks	1 50

SWEATERS.

(Give chest, arm, and length body measurement).

XX. Solid Colors	$5 50
XX. Striped	5 75
3, Solid Colors	3 50
3, Striped	3 75
4, Solid Colors light weight	2 50

TENNIS BALLS.

W. & D.'s "Championship", per doz	$5 00
Plain Rubber, per doz	2 50

RACKETS.

Campbell, each	$8 00
Sears' Special, each	7 00
Pettitt Tournament, each	5 00
Longwood, each	4 00
Longwood Cork, each	4 50
Star, each	1 25

TENNIS BELTS.

100 Ring	$ .75
200 Ring	$1 00
005 Silk 2 1-2 Silver	1 00

BASE BALLS.

W. & D.'s League Ball, each	$1 00
W. & D.'s Diamond League Ball	50
Re-covering Balls, each	50

BASE BALL SHOES.

3-0 Morrill, Heel and Toe Plates	$7 50
2-0 Kangaroo Toe Plates	7 50
1 Calf, Toe Plates	6 00
1 1-2 Calf, Toe Plates	3 50
2 Canvas, English, without Plates	3 00
3 Canvas, English	1 75

ROWING MACHINES.

119 Ladlin	$12 00

TRAPEZE FOR HOME USE.

No. 1, 2 1-2 ft. Bar, including	$10, rope or less	$2 50
No. 2, 3	"	"	"	2 75
No. 3, 3 1-2	"	"	"	3 00
No. 4, 4	"	"	"	3 25
No. 5, 4 1-2	"	"	"	3 50
No. 6, 5	"	"	"	3 75
No. 7, 5 1-2	"	"	"	4 00
No. 8, 6	"	"	"	4 25

FOILS.

No. 50	$1 50	No. 51	$2 00
No. 52	2 25	No. 53	2 50
No. 54	4 00	No. 54 fe	3 50
No. 55	5 00		

BROAD-SWORDS.

No. 60, Reg. Pat.	$7 00	No. 61, Vienna Pat.	$7 00

FENCING MASKS.

No. 70	$2 50	No. 71	$3 00
No. 72	3 50		

FENCING GLOVES.

79 Ladies'	$3 00	80	$1 50

FENCING GAUNTLETS.

81	$2 50

PLASTRONS.

85	$2 00	86, Ladies'	$2 75

ARROWWANNA HAMMOCKS.

(Full Colors.)

4V Turkey Red, or assorted colors, with Valances; width 40 in.; length, 74 in.; Pillow and Spreader	$4 00
1V Turkey Red, or assorted colors, with Valances; width 32 in.; length 68 in.; Pillow and Spreaders	2 25
3V Turkey Red, or assorted colors, with Valances; width 37 in.; length 73 in.; Pillow and Spreader	3 50

Address WHEELMAN CO., 167 Oliver St., Boston, Mass.

Come to the World's Fair, but—Come Right.



BRING your wheel; even Chicago people don't know how the crowds are going to be carried to and from the grounds. Bring your wheels and be independent, and see Chicago, too. Join the National Columbian United Wheelmen's Club, at $5.25, and secure free storage for your wheel and full club privileges within two blocks of First Fair entrance. Write for full particulars to L. D. Taylor, Secretary, 959 W. Madison street, Chicago, Ill.

A European Bicycle Tour.

An opportunity is offered to those who would like to join a party of twenty or less for a tour of France, Switzerland, Germany and Holland. Start from New York June 24; seventy-five days. Cost about $300 round trip. Address F. A. Elwell, 152 Pearl street, Portland, Me.

Your Old Wheel Taken in Trade.

SEND us a description of your old wheel (any make or style) its name, and year made; condition of tires, nickel and enamel. We will send you photographs of our "Capital" cycles (highest grades) and make you a much larger allowance than any local dealer can possibly afford. We wish to introduce our 1893 wheels early. Deal direct with the factory. Washington Cycle Co., 803 Water street, S. W., Washington, D. C.

Club Emblems Registered This Week.

THE following club emblems have been registered this week:

Rockville Wheel Club, Rockville, Conn.
Silver State Cyclers, Pueblo, Colorado.

Winter Entertainment for the Clubs.

MR. F. A. ELWELL, the well-known organizer and conductor of extended wheel tours, is preparing a lecture on "A Little Tour in France," which he hopes to give under the auspices of the bicycle clubs of the country during next November and December. It will be profusely illustrated by stereopticon views taken by the members of his '92 party.

DURING the cold weather hay and straw were packed around the pipes and boilers at the Rouse-Duryea cycle factory, of Peoria, Ill., the old watch factory, on the west bluff, to keep them from freezing. Last evening about 6.30 this hay took fire, and was blazing vigorously when discovered. An alarm was sent in from box 117, and the department quickly extinguished the flames, with only small loss. Something went astray with the alarm, and part of the department chased to the lower end of the city and others to Averyville. Enough landed at the proper place to douse the flames, however.

"Perfect" Pocket Oiler



1-2 actual size.

Is absolutely unrivalled for neatness, convenience and durability. Do not use a leaky oiler when any dealer will sell you a "Perfect" for

25 CENTS.

HOLDERS



To carry above oil can on a bicycle. Thoroughly adjustable and easily attached to any part of the machine. No rattling. We also make a larger size holder to carry your pneumatic pump. Handsomely nickel-plated. Price for either size 25 cts. each.

CUSHMAN & DENISON.
172 9th Avenue, - - New York.

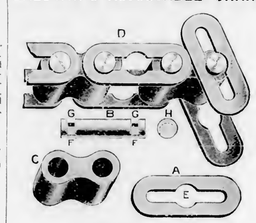
Bicycle Shoe.



Made of the best Dongola Leather and warranted. Delivered free to any part of the United States on receipt of **$2.00** cash, money order or postal note. If not satisfactory we will refund the money or give you a new pair. They are unequalled as an easy walking, Police, or Letter Carrier's Shoe. Sizes 1 to 5, or 5 1-2 to 11.

HUB SHOE CO.,
101 Bedford St., Boston, Mass.

BALDWIN'S ADJUSTABLE CHAIN



ADVANTAGES:

1. Simplicity, ease of attaching and detaching the several parts to and from each other.
2. Ease of repair in case of breakage, can be repaired without the use of tools.
3. Cleanliness, can be taken apart, cleaned and assembled in a very short time. What is wanted in a bicycle chain is a good bearing, not an oiled bearing to catch the dust, and soil everything that touches the chain.
4. Barrel studs cannot rust into the central block and wear the side links, as is often the case with riveted chains. Wear must all come on long bearing.
5. Will wear longer because it can be made harder than the riveted chain. Hardened steel cannot be riveted.
6. When nickeled the nickel is not marred by assembling.
7. Most important of all. It is adjustable for wear, which no other chain is, and thus is made to fit the sprocket wheels all the time, preventing friction, and loss of power, wear of sprocket and noise.

All steel; every part hardened. Work and material the best. Price, $8; nickeled, $9. Full directions with each chain. Send for circular.

E. A. BALDWIN, West Upton, Mass.



KEYLESS BICYCLE LOCK.

This lock is in two parts—lock and chain. It is proof against dust, water and rust. You can open it in the dark. Price, $1.50.

SPECIAL OFFER—To introduce this lock, one will be sent to any member of L. A. W., postage paid, for $1.

THE CINCINNATI KEYLESS LOCK CO., Cincinnati, Ohio.

The Aldrich Bicycle Cape



[Patented Oct. 25, 1892.]

Get one and take it with you and save yourself a wetting. Easily carried when not in use.

Liberal discount to the trade. For further particulars, address

A. T. ALDRICH,
342 Pleasant Street, - - - Worcester, Mass.

USE EAST INDIA STICK GRAPHOLINE



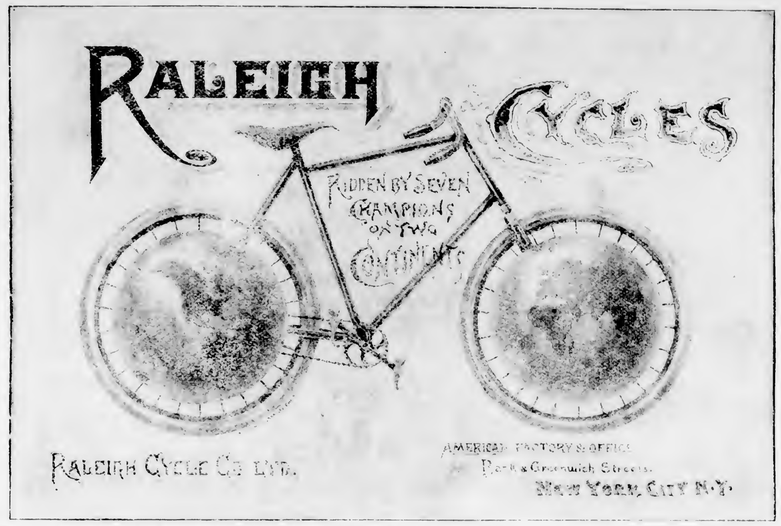
FOR BICYCLE CHAINS.

The only chain lubricant that gathers no dust. It is easily applied, being manufactured in sticks three inches long. It protects the chain from rust, dust, mud and wear. Price 25 cents, by mail.

PRINCE WELLS
KENTUCKY BICYCLE AGENCY.
626 Fourth Ave. LOUISVILLE, KY.
East India Stick Grapholine

Sold in the East by the
American Ormonde Cycle Co., New York, N. Y.
Gormully & Jeffery Mfg. Co., New York, N. Y.
H. A. Lozier & Co., Cleveland, Ohio.
A. W. Gump & Co., Dayton, Ohio.
Hay & Willits, Indianapolis, Ind.
Geo. Worthington & Co., Cleveland, Ohio.
Gormully & Jeffery, Chicago, Ill.

PRICE BY MAIL, 25 CENTS.





THE HOLMES CO.,

MANUFACTURERS

Jersey Fitting
Bicycle, Athletic,
Gymnasium and
Bathing Suits,
Sweaters, etc.

SWEATERS, Sailor Collar
EQUESTRIAN TROUSERS } for Lady Bicycle Riders

Send stamp for catalogue B.

109 Kingston St., BOSTON, MASS.



WHEELMEN!!!

We want every one of you to use the

BAY STATE ADJUSTABLE BUNDLE AND LUGGAGE CARRIER

Is absolutely the best carrier in use. Why? Because it can be fastened and is *adjustable to any machine*. When fastened it is absolutely *rigid* and cannot possibly *bounce or rattle*. As it has the advantage of having the *back support of steering head for handle* (as in cut), a bundle of *any size* can be carried. No interference with *handle or lamp*. Has long straps of best russet leather. It is very light, yet so strong that you can *stand load it is carried on*. Is simple, practical and ornamental. No wheelman can afford to be without it. We warrant every one. Use it and you will have no other. Sent postpaid on receipt of price, $1. Discount to trade. Address

H. F. DIESLER, Man'frs' Agent, P. O. Box 1360, Boston Mass.

Few Wheels Have so Many

Original ideas embodied in their construction, and none of such real merit as has the

"Imperial"
REGISTERED TRADE MARK.

OTHER MAKERS

Have copied and no doubt tried to equal the original, but with only failures to their credit.

WEIGHTS.

24, 26, 34, 39 and 40 pounds.

The most complete and interesting Bicycle Catalogue ever published mailed free.

Ames & Frost Company,

302-304 Wabash Avenue,

CHICAGO.

Nickel Bright Chamois

Prepared and Imported Especially for Bicycles.

Makes Everything Bright. Keeps Everything New. Your Wheel Needs One.

Three sizes and prices postpaid:

No. 1, 12x15 inches, 25c. No. 3, 16x20 inches, 50c. No. 6, 24x26 inches, $1.00.

ADDRESS, **EDGAR EGERTON,**
2546 Eighth Avenue, New York, N. Y.

A. OVERY CYCLE CO.
WHOLESALE
DEALERS IN
BICYCLES AND SUNDRIES
245 Columbus Ave.
BOSTON, MASS.

Bargains!
Bargains!!
Bargains!!!

In second-hand wheels.

Send for April list. It will save you MONEY.



PNEUMATIC REPAIR OUTFIT

The Largest, Best and Most Complete Outfit on the market. Size 3in. x 5 in. Liberal discount to dealers.

STOKES MFG. CO., Cycling Outfitters,
293 Wabash Avenue, - - - - - - - - Chicago

HELICAL TUBE PREMIERS

Are made from Steel manufactured exclusively for us, of a quality FINER and TOUGHER than Band Saw Steel. This combined with the peculiarity of construction, enables us to produce a . . . . . .

Thoroughly Reliable Light Weight Wheel.

(Helical Tube is fully protected by patents). To this acme of cycle construction we add the GREATEST of Pneumatics . . . . . .

THE 1893 DETACHABLE DUNLOP,

And present to discriminating wheelmen a perfection never before attained.

Weights 19 1-2, 25, 27, 30 and 32 1-2 lbs.

We will tell you about the Weldless Premier next week.

PREMIER CYCLE COMPANY,

NEW YORK.

N. B.—Wheeler says: "Premiers beat Champions out of Pure Superiority."



Colorado Hill Climbing.

Up to February 22nd of the present year, Second street hill in Colorado Springs, Colorado, had never been climbed by a bicycle. This hill is very steep and long, abounding in bad ruts near the top.

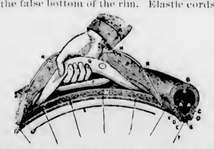
On the evening of February 22nd however, B. W. Cole of the Rovers succeeded in climbing this mountainous highway on a Victor Model B, with road sprocket, geared to 54. His success clearly demonstrated the climbing qualities of the round sprocket service Mr. Miles, manager of the Overman Wheel Co.'s Denver Branch.

A Providence Business Change.

The Whitten-Godding Cycle Co., of Providence, R. I., have had a separation, although the firm name will still be continued, owing to the fact of its being an incorporated concern. Mr. W. W. Whitten however has withdrawn and opened an establishment of his own next door to the old stand, where he will handle Rown's and Perry's English goods as well as Smith O'Sullivey's, while the old stand will be continued by Mr. Godding and partners.

A New Tire Idea.

Smith's Patents Co., Ltd., 254 Borough High street, London, S. E., one of the pioneers of the balloon tire-making, turned up with a new idea. It somewhat resembles the laced tire in that the edges of the outer cover were secured outside rim, and had flaps going down inside it. With the new tire a deep rim is used, solid at the sides, but hollow or "double-sectioned at the bottom. The flaps attached to the inside of the outer cover do not overlap, but just reach down to the false bottom of the rim. Elastic cords are



inserted in the edges of the flaps to draw them down into position in the rim. The edge of the outer cover are made with short slits corresponding to the spokes behind and the line of which they just project, so that one slightly overlaps the other. Short wires are threaded into the edges beyond the spokes, about eight wires to each edge, and hold the cover on. This method of fixing prevents creeping, and the flaps keep the cover in place when the tire is deflated. They also prevent the edges of the rim chafing the air tube. To repair a puncture two or three of the wires are withdrawn, one of the flaps drawn out and the air tube exposed. The elastic cord draws the flap back into position after the patch is put on the tube. The tire seems to have created a very favorable impression.



Tom Roe, in preparing to take his long ride across the continent, has given a great deal of attention to all the details connected with the undertaking and it is interesting to note with what careful study he selected a saddle for his journey.

His final conclusion was to ride one of Sager's Scorchers, weighing 1 pound, 8 ounces. Among other complimentary things which he says in connection with these saddles is the following: "They are without the shadow of a doubt the best and easiest riding saddles I have ever used in my ten years experience."

Erie's New Factory.

The new cycle factory in Erie, Pa., in which L. B. Gaylord, of Stamford, Conn., and Frank Fairlain, of Erie, both well-known to the cycling trade, are interested is now an assured fact. It will be located on the southwest corner of 19th and Liberty streets, where an acre of ground has been purchased for the purpose. The building will be of brick, three stories in height, 150 by 50 feet in length and width, and with a high basement. The front rooms on the first floor will be occupied by the business and private offices, while the upper stories will be fitted up with machinery of latest date for the manufacture of bicycles of a high grade.

South of the main building and separated from it by a wide passage will be a one-story building 80x45 feet in size for the nickel-plating and enameling departments, and at the west end will be the boiler house and a smoke-stack as well as the engine-house and the brazing and blacksmithing departments. Work on the buildings will be begun as early as possible, possibly before the close of this month, and the work will be completed in three months.

A new sweater made by the Holmes Co. is for ladies and is of heavy ribbed worsted same as the men's, only it is narrowed in at the waist to fit the figure. The collar instead of being standing as an ordinary sweater's, is rolled away at neck and hangs gracefully down the back in style of sailor collar. This garment is made to pull on over the head, or open front and buttons. The effect is very stylish when there is a loose bowing bow tied at neck. This enterprising firm is always coming out with original ideas.

S. B. Call, the well-known dealer in athletic garments and outfits has found his business increasing to such an extent that he has been obliged to remove from his old location in Springfield, Mass., to a handsome new store opposite the Massasoit House, where he is doing a greatly increased trade.

Have You Seen the Many . . . . . .

Famous PHOENIX Features of '93?

The lightest and strongest head; the most rigid bottom bracket; the crank locked to sprocket wheel; the perfect brake; the easily detachable guards; the handle bars of different patterns, etc., etc.



It is the strongest and easiest running wheel in this year of grace. 1893.

If you want details, write for a catalogue.

PORTER & GILMOUR, 1773 BROADWAY, NEW YORK, Sole Wholesale Agents for New Jersey.

AND

EASTERN BRANCH OF STOVER BICYCLE MANFG. CO., 579 MADISON AV., NEW YORK, The East in general.

JOINT AGENTS FOR NEW YORK CITY.

Price cutting, extra allowances and the giving away of sundries to purchasers is fast demoralizing the St. Louis cycle trade, but then the riders reap the benefit of the keen competition. Three new agencies have been started this year and all seem to be doing well. Repair shops are rushed with work and night work is the rule at all of them.

Dawson & Saunders of Randolph, N.Y., have begun the manufacture of the Dawson pneumatic safety. The new firm has commenced operations in the Holdridge building, and expect to build 100 high grade machines this season.

Henry H. Cummings of Malden, Mass., and R. Cowen of Cambridge have been granted a patent on a device for mending pneumatic tires.

The Snell Cycle Fitting Company's plant, at Yost Station, Toledo, Ohio, is nearing completion. The machinery is about placed ready for operation. The plant is estimated to have been erected at a cost of $10,000. A main building, 50x150 feet in extent, two stories high, will be used for the manufacture of most of the bicycle fittings. Other smaller buildings or brick have been erected.

The American Company of Waltham, Mass., is about to erect a two-story wooden building about 58x50 feet, just south of the dial building for the storage and protection of bicycles that are used by the employees in riding to and from the factory. The upper story will be used for a store room by the company. Provision will be made for about 100 machines, increasing the opportunities if found necessary. The Company will charge a nominal rental of 25 cents per month for each machine, and will turn over the sums paid in to the Relief Association.

LATE OFFICAL NEWS.

Racing Board Matters.

The members of the Racing Board have had assigned them the following territory. It will also be noticed that care has been taken of the extreme States individually this year. It is a trial of a new system to endeavor to save time in granting sanctions and investigations. Placing the chairman of the Board in touch with one man in each of these States, so that the work of looking up violations, etc., can be more readily accomplished.

District A—Mr. Raymond in charge of New York and New Jersey.

District B—Mr. Miller in charge of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island and Connecticut.

District C—Mr. Gideon in charge of Pennsylvania, Maryland, Delaware and District of Columbia.

District D—Mr. Huntington in charge of Ohio, Michigan, Indiana, West Virginia, Virginia, North and south Carolina.

District E—Mr. Erwin in charge of Illinois, Wisconsin, Iowa, Minnesota, Dakota, Nebraska, Idaho, Arizona, Wyoming, Nevada, Missouri, Kansas, New Mexico and Indian Territory.

District F—Mr. Meglemry in charge of Kentucky, Tennessee, Mississippi, Alabama, Georgia, Florida, Arkansas, Louisiana and Texas.

SPECIAL STATES.

Under the direction of Mr. Raymond the following States will be governed by:

California—E. A. Smith, care Wells, Fargo & Co., San Francisco, Cal.

Colorado—C. H. Hilton, Jr., 1761 Stout street, Denver, Col.

Montana—H. G. Duerfeldt, Helena, Mont.

Oregon—G. L. Howe, 326 Washington street, Portland, Ore.

Utah—C. A. Emise, 11 West 2d street, Salt Lake City, Utah.

Washington—W. A. Van Epps, Olympia, Washington.

Note—Applications for sanctions should be sent to the above named as in charge of the State in which the races are to be held.

Ohio Division.

LOCAL CONSUL LIST NO. 4

J. O. Ernsberger,	Galion.
F. A. Huber,	Marion.
C. Suttpen,	Carey.
S. A. Cline,	Upper Sandusky.
Wm. R. Baldwin,	Akron.
W. G. Anderson,	Franklin.
J. R. Anderson,	Loveland.
Dr. Ralph S. Michel,	Springfiborough.
Walter Kenrick,	Waynesville.
C. K. Hamilton,	Lebanon.
A. C. Sarchet,	Cambridge.
Geo. L. Taylor,	New Philadelphia.
Theo Wentz,	Canal Dover.
G. A. Conkle,	Defiance.
Jas. G. Cooper,	McComb.
E. T. Pierce,	Fayette.
C. F. Roehr,	Bucyrus.
Charles Norton,	Conneaut.
H. Van Campen, Jr.	Napoleon.
Frank L. Shenk,	Delphos.
C. J. Rockwell,	North Baltimore.
Chas E. Daniels,	Lorain.
G. S. Bradfield, Jr.	Barnesville.
A. J. Norton,	Bellaire.
E. E. Gibson,	Calumet.
A. W. Strong,	Linton.
Harry Chessell,	Martin's Ferry.
Chas. Taggart,	Morristown.
Dr. J. G. Parr,	Smithfield.
J. B. Griffith,	Steubenville.
W. R. Franey,	Toronto.
J. O. McElroy,	Alkana.

Newburg District.

F. M. Brady,	Cleveland.
Blake Hendrickson,	Medina.
Geo. Englehart,	Glenville.
R. M. Boardman,	Nottingham.
C. D. Andrews,	Brooklyn Village.
Geo. Andrews,	Lakewood.
A. P. Miller,	Berea.
W. B. Alsman,	Portsmouth.
H. F. Pollman,	Toledo.
C. Jamison,	Prairie Depot.
Edward Keil,	Pemberville.
H. C. Kreps,	Maumee.
F. E. Taylor,	Woodville.
B. O. Gamble,	Catawba Island.
Charles Baldwin,	Benton Ridge.

Those Representatives who have not already done so will at once send in remainder of recommendations for Local Consuls.

We have a lot of excellent literature which should be in the hands of every rider, who is eligible to the L. A. W. send in their names and address, and I will see that they get the literature. S. L. Gracey,

Fostoria, April 8, 1893. Sec.-Treas.

Ohio—Reward!

The Ohio Division of the League of American Wheelmen will pay a reward of twenty-five dollars ($25.00) to any one furnishing evidence that will lead to the detection and bringing to justice of the thief of any bicycle or cycle machine stolen in this State from any member of the Ohio Division, payable on the conviction and sentence of the thief and upon presentation of evidence of the facts satisfactory to the L. A. W. Representative of the district in which said conviction occurs and to the Executive Committee of the Ohio Division.

Provided, That this only applies when the machine stolen was practically in use by the owner and not stored or on sale or unreasonably neglected, and that the reward is not payable to cycle agents, dealers, or their employees on any machine stolen from them while in their custody, nor to the owner of the machine nor not more than twenty-five dollars ($25.00) for one victim in any one case. If two or more parties are entitled to share the reward it will be divided between them as they may agree or as decided by the Chief Consul. This offer is to continue until notice of withdrawal is given in the Bicycling World and L. A. W. Bulletin.

A. E. Merrgenthaler, Chief Consul.

Geo. Collister, Vice Consul.

S. L. Gracey, Secretary.

Executive Committee Ohio Division L. A. W.

April 1, 1893.

Kansas Division.

I have appointed Theo. Vogle, Topeka, member of the Touring Committee for the Topeka District, vice J. M. Hill removed from the State.

Henry E. Harris,

Fort Scott, April 11, 1893. Chief Consul.

Montana Division.

ANNUAL DUES.

According to Article 7, Section 1, of the By-Laws the annual dues of each member shall be $2 and shall be payable on or before May 1 to the Secretary of the League of American Wheelmen. Members will please renew and send in their annual dues as early as possible. Fraternally, Lewis A. Crull, Ph. G.,

Sec'y-Treas. Mont. Div.

Anaconda, Mont., April 7, 1893.

CHALLENGED!

The World. To beat the workmanship, material, design or finish of

WARWICK CYCLES.

WARWICK CYCLE MFG. CO., = Springfield, Mass.

GET A CATALOGUE.

SINGER CYCLES.

GUARANTEED.

We fully guarantee All our Cycles, not for twelve months only, but for a life time. We are interested in our products beyond one year, whether the factory serial number remains intact or not, and should a defect make its appearance at any time in material or manufacture of a Singer Cycle, we are ready to make the defective part or parts good to our customer.

SINGER & CO., 6 and 8 Berkeley St., and 2 Warren Avenue, *BOSTON, MASS.*

LIBERAL DISCOUNTS TO RELIABLE AGENTS



D. & R. Special Cycles.

FULLY GUARANTEED.

Specifications, 28 in. wheels speeded to 60, 61, or 66 in. Special dust proof ball bearings to all running parts, Tangent spokes, Roller chain (anti-friction), Weldless steel tube of large section, very strong and rigid, to frame forks and handle bar. Finished in fine enamel and nickel.

PRICE, $150.

We fit all our D. & R. Specials with the '93 Dunlop Detachable Tires, which are unequalled in material, speed, and ease of repair.

Send for Catalogue.

Liberal Discounts to Reliable Agents.

Dean & Rogers Cycle Co., TAUNTON, MASS.

D. & R. SPECIAL LIGHT ROADSTER. Weight with Full Roadster Tires, 30 Lbs.

ON THE LEG,

SNUGLY FITS THE FAMOUS

TRADE MARK **HYGRADE STOCKING.**



Possess many advantages over other styles. It is the best stocking ever offered to bicyclists, ball players, and all who need strong, well-fitting hose. All the best riders pronounce these goods far superior to any they have ever worn.

Look for the stamp on the toe. Get the genuine.

Special price to clubs and L. A. W. members.

Constructed on entirely new principles, with a view to comfort, durability and appearance. Have a very snappy elastic top, which assists in keeping them in place. The calf is composed of very strong double knitted fancy ribbed, while the ankle being knit in the same manner as the top, will always fit closely and not bag.

Try one pair, you will be satisfied.

By mail, $1.50 per pair.

S. P. CURTIS, Manufacturer, 671 Wash. St., Boston.



WILLARD'S IMPROVED.

The only

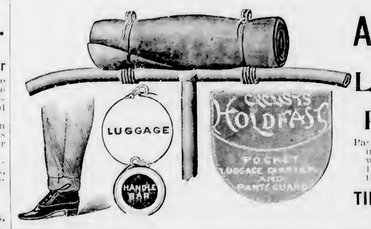
Practical Stocking Supporter

on the market. It crosses on the back; never binds or works off the shoulder. Made from the best material, best imported elastic web, and all trimmings nickel plated.

All the large dealers keep them in stock. If you don't find Willard's improved, send 25c. for shoulder supporter, or 30c. for the belt.

To the trade. We will send sample of both, with price-list, for 50c., or sample order, express paid, subject to approval.

WILLARD & EVERETT, 224 Tremont Street, Boston, Mass.



A PERFECT POCKET Combination —OF— Luggage Carrier —AND— Pants Guards.

Packed in Morocco Purse, weighing less than one ounce. Always with you. Always ready. If your dealer does not have them, 25 cents sent the

TIE CO., Unadilla, N. Y.

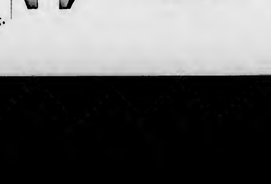
Gets articles complete.

..ADAMS'..

Pepsin Tutti Frutti

FOR THAT

Full Feeling After Eating.



The Billings' Bicycle Wrench.

Adopted by the Pope Mfg. Co., and pronounced by them the Best Bicycle Wrench in the Market.

THE BILLINGS & SPENCER CO., HARTFORD, CONN.

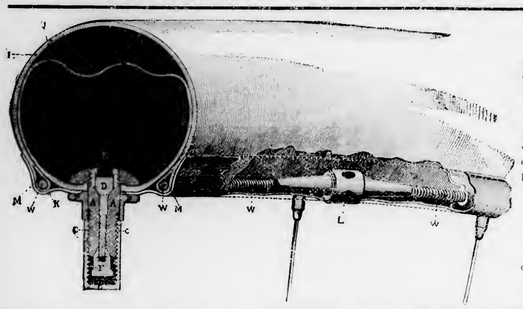
SIDWELL & SABEN CYCLE Co., 243 Columbus Ave., Boston,

Are sole NEW ENGLAND AGENTS for the

Beautiful *Quinton Scorcher* Bicycles

Have you had an opportunity of seeing the 1893 line? If there is no agent in your city, write us and we will talk business to you. Good agents always in demand.

Bretz & Curtis Manufacturing Co., : : Philadelphia, Pa.



The Liberty Tire

Mechanically attached; absolute control of the diameter of wires overcoming all existing disadvantages in wired tires due to variation in rim diameter and wire stretching. Does not depend upon air pressure to hold fast to rim. Creeping beyond possibility. No side slipping or rolling in rim.

Compound Valve.

Two metal conical seats with ground surfaces. No springs or rubber. An absolute certainty in valves. The greatest air holder on earth.

Write for descriptive circular on this boon to wheelmen.

WILSON, MYERS & Co.,

MAKERS OF .. LIBERTY CYCLES. ..

55 LIBERTY ST., NEW YORK. Retail Department. 1786 Broadway. N. Y.

A. G. VERY CYCLE CO., 245 Columbus Ave., Boston, Mass., General Jobbing Representatives in New England

Mention BICYCLING WORLD.

POSITION A GREAT THING

No Need To Break Your Back.



Ride SWIFT Bicycles and be Comfortable.

HOLBEIN SWIFT, 32 Pounds.

HOLBEIN SWIFT, 32 Pounds.

COVENTRY MACHINISTS' COMPANY, BOSTON. CHICAGO. SAN FRANCISCO.

The Tillinghast Repair Outfit.



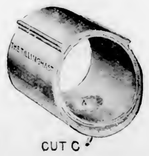
CUT A

The Tillinghast repair outfit adapted to the successful repairs of Hose Pipe tires, also for the repairing of punctures in inner tubes.

This repair outfit consists of a collapsable tube of pure rubber cement, a pointed nozzle to screw on to the same, a tapered wire for enlarging small punctures sufficient to insert the nozzle of the cement tube; tire tape. 6 puncture repairing patches and a tool for inserting the same. Any ordinary puncture can be readily and permanently repaired. Retail price, $1.50.



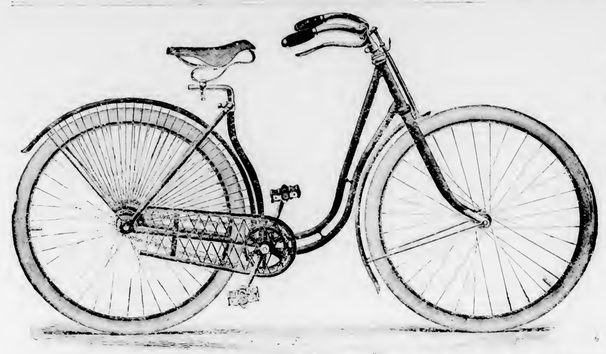
CUT B



CUT C

MANUFACTURED BY

The Tillinghast Pneumatic Tire Co.. 59 Clifford St., Providence, R. I.



THE MONARCH

∴ ∴ King of Them All. ∴ ∴

HIGHEST POSSIBLE GRADE THROUGHOUT

FOUR STYLES.

The Grandest Ladies' Wheel EVER PRODUCED.

Send for 24-page Catalogue. Agents Wanted.

MONARCH CYCLE COMPANY, CHICAGO, ILL., U. S. A.



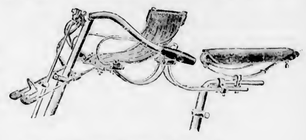
"O Papa, aint dis nice."

IT IS PERFECTLY SAFE

.... To Carry Children on the ....

BEAUTY CHILD'S SEAT.

All Wheels Are Built to Sustain It.



The Beauty is attached only at the saddle-post, and is the only safe conveyance for a child upon a wheel. It is not attached to the weakest part of a bicycle, the steering-head or handle bars, and where the child has to be constantly thrown about to keep the machine in balance. The recognized standard in child's seats all over the world.

Made in two styles: Canvas, $4.50. Mackintosh, $5.00.

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FIFTH ANNUAL TOURNAMENT,

AGRICULTURAL GROUNDS TRACK, WORCESTER, MASS.,

MAY 29 AND 30, 1893.

$3,000 for Race Prizes. - - - $550 for Parade Prizes.

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DOUGLAS PNEUMATIC BICYCLE PUMP

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UNIVERSAL COUPLING.

[PATENT APPLIED FOR.]

After an experience of over 60 years in the manufacture of all kinds of pumps, we here present our figure 131, which we believe to be by far the most powerful and servic eable article of its kind in the market. It is fitted with a metal hose and a Universal Coupling, so it can be instantly attached to the inlet tube of any make of bicycle.

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STRONGEST LIGHT WHEEL MADE.

MOST RIGID FRAME. GOOD BEARINGS. GRACEFUL LINES. ELEGANT FINISH.

ALUMINUM Finish if Desired.

Four styles:
Light Roadster.
Road Racer.
Track Racer (New Style Handle Bars).
Ladies' Wheel.



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L. A. W. LEAGUE OF AMERICAN WHEELMEN.

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Boston, Mass., April 21, 1893.

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Annual Meet At Chicago.

The dates selected by the National Executive Committee for holding the annual League meet and International races are August 5th to August 12th, inclusive.

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Thomas F. Sheridan, Chairman, Lock Box 951, Chicago; F. W. Gerould, T. L. Sloan, C. E. Randall, J. D. Blake, R. D. Garden, Wm. Herrick, C. F. Stokes, A. J. Merritt, F. G. Gere

This committee to have general supervision of the annual meet under the direction of the National Executive Committee.

RACE AND TRACK COMMITTEE.

Frank W. Gerould, 108 Madison street, Chicago; R. D. Garden, S. H. Van Sicklen, and J. M. Erwin.

This committee to have general charge of the construction of the track, running of the races and arrangement of events, under the direction of the International Race Committee.

PRESS COMMITTEE.

Samuel A. Miles, *Referee*, Chairman, Caxton Building; L. J. Berger, *Bearings*; W. Wardrop, *Cycling Life*; M. A. Lane, *The Post*; F. E. Spooner and H. H. Wylie, *Sportsmen's Review*.

This committee to have charge of the news and promoting the general interests of the meet.

HOTEL COMMITTEE.

Charles E. Randall, Chairman, 4717 Champlain avenue; L. B. Taylor, W. A. Leonard.

This committee to have charge and arrange for hotel accommodation during the League meet and International races.

Massachusetts Road Book.

A REPRINT of the Massachusetts Road Book is now in press and will be sent as soon as possible to all members of this Division who have not previously received them.

New members will please accept this notice as an explanation of the delay in receiving their promised books.

CHAS. S. HOWARD, Sec.-Treas.

To Massachusetts Wheelmen.

A SPECIAL effort is to be made this season to increase the membership of the Massachusetts Division, and it is necessary that we should have a live and active Local Consul in each city and town of the state.

If there is no consul in your district and you are willing to accept that position, or know of some one who is well qualified for the office, will you please communicate at once with the undersigned?

I am particularly anxious that Consuls should be immediately appointed in the following named towns:

Adams,	Methuen,
Attleboro Falls,	Needham,
Attleboro,	Neponset,
Atlantic,	Newton Highlands,
Braintree,	North Abington,
Brimfield,	North Dighton,
Campello,	North Weymouth,
Chicopee Falls,	Orange,
Clarendon Hills,	Peabody,
East Gloucester,	Provincetown,
Elmwood,	Reading,
East Pepperell,	Roslindale,
East Somerville,	Shelburne Falls,
East Walpole,	Southboro,
East Weymouth,	South Braintree,
Fairhaven,	South Dartmouth
Fayville,	Tufts College,
Framingham,	Wayland,
Grafton,	Wellington,
Greendale,	Wellesly,
Highlandville,	Wellesly Hills,
Hingham,	West Gardner,
Lenox,	West Medfield,
Linden,	Wollaston,
Marblehead,	Weymouth,
Marion,	Williamstown,
Melrose Highlands,	Wrentham.
Fraternally yours,	GEO. A. PERKINS, Chief Consul.

3 Pemberton Sq., Boston, Mass.

New York Division.

BICYCLE clubs in the New York Division can become League Clubs and obtain the rebate to such clubs allowed, pursuant to the resolution adopted by the Board of Officers at its annual meeting, in December 1892, upon complying with the following regulations: The entire membership of such club must be members of the L. A. W.; a certificate showing this fact and the number of members, must be filed with the Secretary-Treasurer of the New York Division. The amount of rebate which such club is entitled to receive, is one-quarter of so much of the initiation and membership fee as is received by the Division. CHAS. H. LUSCOMB, Chief Consul

New League Clubs.

478—North Chicago Wheelmen, Ill.
479—Diamond Wheelmen, Detroit, Mich.
480—Wood County Wheeling, Ohio.
481—Columbus Wheelmen, Indiana.

Connecticut.

The following named gentlemen have been appointed a committee on the revised edition of the road book: Charles J. Huntington, Louis A. Treat and Arthur C. Shipman, all of Hartford.

Fraternally yours, A. H. SCHUMACHER, Hartford, Conn., April 13, 1893. Chief Consul.

Virginia Division.

The following Local Consuls have been appointed:

Richmond,	Chas. W. Dunstan.
Petersburg,	W. J. Stanworth.
Roanoke,	H. L. Cheatham.
Lynchburg,	E. B. Sherman.
Danville,	W. A. Johnston.
Staunton,	F. R. Webb.
Harrisonburg,	Dr. Frank L. Harris.
Portsmouth,	W. N. White.
Hampton,	Theo. J. Cunningham.
Woodstock,	N. B. Schmidt.
Strasburg,	F. H. Chandler.
Covington,	F. H. Campbell.
Radford,	W. W. Darnell.
Harrisonville,	R. L. Meade.
Wytheville,	A. B. Crabill.
Fraternally, April 12, 1893.	FRANK R. STEELE, C. C.

Pennsylvania Division.

SUGGESTIONS concerning the time and place of holding the annual meet of this Division will be received at any pleasure by the Chief Consul.

[For Late Official Matter See Page 133.]

Applications for Membership.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III. of the Constitution, which is as follows:

SECTION 1. Any amateur wheelman of good moral character, eighteen years of age or over, shall, with the endorsement of two League members or three reputable citizens, be eligible to membership in this League upon payment of the initiation fee and dues, as provided in this Constitution and By-Laws, and the By-Laws of his State Division.

SEC. 3. The name of each applicant for membership must be published in the official organ, and unless within two weeks thereafter, a protest shall be filed with the Secretary, he shall become a member of the League.

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names are correct.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week. (When a holiday falls on Monday the list is closed on Saturday preceding.)

BOSTON, April 21, 1893

Total 569.

ALABAMA DIVISION—2.

50561	Todd, G. H. Jr.	Montgomery
562	Bonham, Maxey F.	"

SOUTH CALIFORNIA DIVISION—6.

50563	Turner, H. C.	Los Angeles
564	Houston, W. G.	"
565	Stoddom, Dr. F. W.	"
566	Westlake, John	"
567	Cook, James T.	"
568	Sikes, E. Z.	Escondido

COLORADO DIVISION—14.

50569	Heller, Jas. W.	Colorado Springs
570	Lott, L. Warren	"
571	Mblagh, Pleasant W.	"
572	Pease, L. A.	"
573	Shields, David B.	"
574	Sager, L. E. Fountain	"
575	Stromsoe, Wm.	"
576	Worthington, H. S.	Denver
577	Harris, Clarence H.	Pueblo
578	McClung, Herbert J.	"
579	Green, Ray	Aspen
580	Adams, Sam'l C.	Denver
581	Bull, Harry A.	"
582	Hook, W. E.	Colorado Springs

CONNECTICUT DIVISION—6.

50583	Barrows, A. H.	Bridgeport
584	Sprague, C. L.	"
585	Beamish, Richard H.	Hartford
586	Cook, Horace P.	"
587	Whittemore, Frank L.	New Boston
588	*Marshall, Mrs. May E.*	Pemberwick

ILLINOIS DIVISION—28.

50589	Reichert, W. P.	Canton
590	Brownlee, Geo.	Galva
591	Burke, J.	Chicago
592	Fiedler, A.	"
593	Fiedler, Fred	"
594	Vogel, M. A.	"
595	Blanchard, Fred M.	Englewood
596	Campbell, H. M.	Carbondale
597	Franke, Fred	Chicago
598	Utpatel, Henry	"
599	Wunderlich, H. A.	"
600	*Hall, Lillie A.*	"
601	Seaman, John W.	"
602	Bedell, H.	"
603	Harris, C. G.	"
604	*Pagen, Miss Cecile E.*	"
605	Wall, E. D.	"
606	Perry, Geo B. M. D.	Chicago
607	Benner, Chas. C.	Bunker Hill
608	Skinner, L. D.	Da Quoin
609	Huston, Charles A.	Monmouth
610	Fitch, Geo. H.	Galva
611	Smith, W. Roilin	Pittsfield
612	McDonald, F. W.	Pinckneyville
613	Higgens, Chas. A.	Lincoln
614	*Dalthy, Mrs. H. C.*	"
615	Rinerman, V. H.	"
616	Trapp, Freik	"

INDIANA DIVISION—20.

50617	Harlan, Robert	Peru
618	Reyburn, Joseph S.	"
619	Griffith, Walter W.	Columbus
620	Duley, Alex.	"
621	Newsom, J. C.	"
622	Mobley, O. J.	"
623	Mabry, Charles	"
624	Ryan, W. H.	"
625	Merriman, Harry	"
626	Kocher, Will H.	"
627	Crump, Frank	"
628	Earle, W. S.	Peru
629	Rothmiller, Chas.	"
630	Moody, Ralph	Auburn
631	Williams, J. H.	Gas City
632	Steele, Wm. B.	La Fayette
633	Baker, Will H.	Terre Haute
634	Kloer, Baldwin E.	"
635	Krietenstein, Wm. L.	"
636	King, A. W. Jr.	Wabash

IOWA DIVISION—17.

50637	Cagwin, J. E.	Boone
638	Friedley, John S.	"
639	Osborne, Frank	New Sharon
640	Andrew, Graham	"
641	Allspaugh, John,	"
642	Brimmer, W. A.	"
643	Bunker, J. A.	"
644	Watland, J. A.	"
645	Dickens, Will	"
646	Hoffmayer, Arthur T.	Council Bluffs
647	Smith, William C.	Davenport
648	Mybre, Theo.	Estherville
649	Ney, R. J.	Independence
650	Shears, F. D.	Greenfield
651	*Wight, Mrs. J. H.*	Hawarden
652	Oldfather, J. F.	Milo
653	Banes, W. H.	"

KANSAS DIVISION—11.

50654	Bay, C. E.	Oxford
655	Maggard, D. I.	"
656	Barnes, Fred	"
657	Tilton, A. W.	"
658	Cooper, J. M.	"
659	Lytle, M. A.	"
660	Humphrey, G. Q.	"
661	Gilling, G. B.	Wellington
662	Winegar, C. B.	Lebanon
663	Hunter, Chas. W.	Wellington
664	Johnson, D. W.	Randolph

KENTUCKY DIVISION—14.

50665	True, J. E.	Burgin
666	Faucette, W. A.	Louisville
667	Cruise, T. R.	"
668	*Dell, Miss Jarie*	Dayton
669	Davis, L. N.	Ashland
670	Mason, George	Catlettsburg
671	Gallup, G. F.	"
672	Rose, Geo. G.	Burgin
673	Dollinger, Frank	Louisville
674	Bonnycastle, J. C.	"
675	Brill, L.	"
676	Griswold, Hamilton	"
677	Rowell, E. P.	"
678	Wahlo, Wm.	Ludlow

MAINE DIVISION—9.

50679	Keene, Wm. L.	Waterville
680	Hackett, Merritt	Auburn
681	Keith, W. E.	Oldtown
682	Davidson, H. E.	Waterville
683	Gott, G. W.	Calais
684	Hamilton, Ashton	"
685	Grant, Chas. W.	"
686	Woods, Frank P.	"
687	Saunders, J. Lewis	"

MARYLAND DIVISION—5.

51129	Love, Solomon L.	Baltimore
50688	Dillworth, J. M.	Baltimore
689	Leach, E. E.	"
690	Moore, James J.	"
691	Polk, Beach	"

MASSACHUSETTS DIVISION—82.

50692	Baldwin, Walter H.	Boston
693	Buswell, Joseph S.	"
694	Worcester, Henry E.	"
695	*Worcester, Mrs Annie*	"
696	Jacks, Will	Cambridge
697	*Shurtleff, Miss Carrie E.*	Dorchester
698	*Atkinson, Mrs. Annie N.*	Mattapan
699	Houghton, A. D.	Springfield
700	Reed, Harry L.	"
701	Jones, Henry W.	Fall River
702	Ford, W. E.	Brockton
703	Tillson, R. A.	"
704	Baker, E. L.	"
705	Barrows, Oliver C	Campello
706	Hutter, James D.	No. Adams
707	Hayden, Fred L.	Fitchburg
708	Fletcher, Chas R.	Boston
709	Fletcher, Henry B.	Boston
710	Skinner, Edward	"
711	Butler, Paul	Lowell
712	Stratton, Wilbert E.	"
713	Abbott, Joseph	Whitman
714	Ham, Edwin W.	Worcester
715	Trafton, Walter C.	"
716	White, John E.	"
717	Bacon, Wm. E.	"

NEW JERSEY DIVISION—18.

50718	Sunergren, Adolph L.	Arlington
719	Davenport, G. Frank	Bergen
720	*Kurz, Katie F.*	"
721	Potter, Chauncy C.	"
722	Peuse, L. A.	"
723	Phipps, Solon P.	"
724	Plummer, R. B., Jr.	"
725	Traiser, Wm. E.	"
726	Winkley, Robert L.	"
727	Raymond, Cadwalader M.	Boston
728	*Lansing, Mrs. Arrilla E.*	"
729	Goodwin, Ralph F.	Brockton
730	Jones, Harry L.	"
731	Mathews, William E.	"
732	Newton, Arthur G.	"
733	Lawrence, Chas. B.	"
734	Hosmer, Stephen D.	"
735	Darr, Edgar S.	Cambridge
736	Saunders, Geo. E.	"
737	Blight, John, Jr.	Cambridgeport
738	Greene, Frank P.	City Mills
739	Bailey, Oscar L.	Chelsea
740	Palmer, Chas. H.	Everett
741	Wedgwood, Chas. M.	Haverhill
742	Smith, Wm. A. B.	Gloucester
743	Williamson, Thomas B.	Holyoke
744	Gaughan, William A.	"
745	Draper, George O.	Hopedale
746	Johnson, Wm. S.	Lynn
747	Davidson, Benj. H.	"
748	Williams, Robert J.	"
749	Sabine, E. D.	Malden
750	Hollis, S. Wesley	Medfield
751	Wyman, Chas. E.	Mattapan
752	Graves, Edmund P.	Newburyport
753	Fowle, Harry G.	Newton Centre
754	Gibbs, A. E.	Saxonville
755	Simpson, H. L.	"
756	Willard, Harry R.	No. Leominster
757	Bartlett, C. W.	So. Framingham
758	Reece, E. J.	Orange
759	Francis, C. C.	Pittsfield
760	Wall, Jr., Ernest L.	Plainville
761	Carpenter, L. I.	Sharon
762	Egbert, Harry R.	Roxbury
763	Wells, Albert J.	"
764	Reilly, D. V. O.	So. Boston
765	Murray, Alexander, Jr.	"
766	Grout, Humphrey	Springfield
767	Schwenke, Wm.	S. Lawrence
768	Mansfield, WILLIS F.	Spencer
769	Hey, Israel	Wollaston
770	Sawyer, Stephen, Jr.	Worcester
771	*Fletcher, Lizzie B.*	"
772	Ranger, C. S.	"
773	Dickinson, Joseph A.	Woburn

MICHIGAN DIVISION—11.

774	Brooke, F. L.	Detroit
775	Bird, Harry L.	"
776	Trubu, Edward L.	"
777	Mabley, John J.	"
778	*Dold, Miss Jean S.*	Ann Arbor
779	*Staebler, Miss Alice C.*	"
780	Stocking, R. D.	Lowell
781	Adams, W. D.	Mexico
782	Lamer, Edw. G. J.	Monroe
783	Sage, Otto	Sault Ste Marie
784	Orit, J. B.	Grand Rapids

MINNESOTA DIVISION—20.

50785	Thiss, George	Minneapolis
786	Plant, Wm. D.	"
787	Leonard, Clarence P.	Wasseca
788	Didra, Orlando	"
789	White, E. A.	"
790	Lawson, O. J.	"
791	Bailey, F. M.	"
792	Hubbard, F. V.	"
793	Cadwell, C.	"
794	Gatlund, R.	"
795	Grimmer, Thos.	"
796	Prail, Fred	"
797	Goodman, A. D.	"
798	Sandell, C.	"
799	Stevens, Brawley	"
800	Gerlicher, H. G.	"
801	Gerlicher, C.	"
802	Hanson, Allart	"
803	Hanson, C.	"
804	Anghenbaugh, J. W	"
805	Everett, E. A.	"
806	Lewis, Harlow	Waterville
807	Gardner, Thos. C.	Faribault
808	Hayden, A.	"
809	Webb, Geo. C.	Minneapolis
810	Erb, Edward C.	Red Wing
811	Nelson, Peter A.	"
812	Olson, Oscar L.	"
813	Gray, C. D.	"
814	Pratt, R. A.	"

MISSOURI DIVISION—26.

50815	Drake, J. B.	Hannibal
816	Coppege, A. C.	"
817	Dunning, H. N.	"
818	Link, Charles	"
819	Lockling, Paul	"
820	Reifler, J. M.	"
821	Schofield, M. C.	"
822	Scott, W. B.	"
823	Shepard, Carl S.	"
824	Shepard, J. L.	"
825	Lapham, L. W.	Springfield
826	Van Tuyl, Edgar P.	St. Louis
827	Judd, S. S.	"
828	Putnam, Lowell	"
829	Siegemun, H. J.	"
830	Bowman, A. B.	"
831	Cox, W. G. Mo.	"
832	Nichols, David	"
833	Wardell, Thos. E.	Macon
834	Nichol, Theo	"
835	Hartt, L. E.	Savannah
836	Wakefield, Frank	"
837	Bryant, D. B.	St. Louis
838	Schard, E. A.	"
839	Surridge, Arthur	"
840	Treahy, James M.	Kansas City

MONTANA DIVISION—8.

50841	Jacobs, Frank M.	Anaconda
842	O'Brien, John E.	"
843	Tobin, Robert S.	"
844	Wallace, David C.	"
845	Phillips, Sherman G.	Bozeman
846	Reed, Ed	Deer Lodge
847	Riley, J. A.	Butte
848	Rich, *Mrs. J. A.*	"

NEBRASKA DIVISION—21.

50849	Dox, Wm. H.	Omaha
850	Burrell, Chas. A.	Stromsburg
851	Scott, Irvin	"
852	Nichol, Bert C.	Aurora
853	Bradford, Joseph S.	Fullerton
854	Orton, John	"
855	Bates, A. B.	"
856	Ivy, C. J.	"
857	Johnson, Edward	"
858	Reimers, Theo	"
859	Torten, W. B.	"
860	Bossemeyer, E., Jr	Superior
861	Stevenson, C. C.	"
862	Wayand, D. C.	"
863	Stine, Clarence E.	"
864	*Bookstore, Miss Irelene*	"
865	Phelps, O. N.	York
866	Jones, C. W.	"
867	Hamm, A. A.	"
868	Clark, J. F.	"
869	Campbell, C. C.	"

NEW HAMPSHIRE DIVISION—3.

50870	Leach, Geo. A. B.	Nashua
871	Dorothy, A. S.	Enfield
872	Conslin, Frank M.	Manchester
5873	Stellens, Henry A.	Jersey City
874	Treaney, Edward, Jr.	"
875	Gandy, John	Glassboro
876	Bowen, Frank W.	Rutherford
877	Campbell, Tom	"
878	Schoonmaker, Wm. H.	"
879	Merrick, Howard L.	Collingswood
880	Getty, James A.	"
881	Williams, Harry G.,	"
882	Murray, Wm. F.	"
883	Coward, James S.	Bayonne
884	Gill, George S.	Bridgeport
885	Wolvert, James R.	Bloomfield
886	Wallen, Frank B	Camden
887	Thorp, Richard C.	E. Orange
888	Lefferts, Dwight C.	New Brunswick
889	Osmun, A. W.	Newark
890	Carey, Richard J.	"

NEW YORK DIVISION—51.

50891	Lochman, Ferdinand W.	New York
892	Garland, Richard	"
893	Van Tuyl, Ralph L.	Prattsburg
894	Fenelon, Louis G.	Sag Harbor
895	McNamara, Frank	"
896	Godlis, A. V.	Utica
897	Kincaid, Z. M.	"
898	Foster, S. S.	"
899	Roberts, Wallace	"
900	Mundy, Harry	"
901	Mundy, E. A.	"
902	Percival, E. N.	Clinton
903	Brown, S. Reed	St. Johnsville
904	Graves, Edmund P.	Watertown
905	Brown, Dr. R. P.	Addison
906	Robert, Clarence A.	"
907	Sutton, R. W.	"
908	Black, Henry V. D.	New York
909	Benedict, F. E.	"
910	Dickinson, R. D.	"
911	Eagan, James	"
912	Green, Fred A.	"
913	Lenehan, Jno. J.	"
914	Mariner, Frederick	"
915	Sinclair, Chas. E.	"
916	Moss, Louis	"
917	Fechtmann, Reinhard	"
918	Whilon, Burton G.	Addison
919	Yung, George W.	"
920	La Forge, Lawrence	Alfred Centre
921	Kerley, Thos.	Ballston Spa
922	*Daley, Miss Jones P.*	Brooklyn
923	Fritsch, Louis	"
924	Meyer, Edwin	"
925	Smith, Ralph F.	"
926	*Smith, Mrs. Ralph F.*	"
927	Londerback, David DeF.	"
928	Bennett, Elliot W.	Cambridge
929	Rice, Geo. N.	"
930	Ward, B. Frank	"
931	Hankin, C. T. Jr.	"
932	Hope, H. A.	"
933	Stevens, Arthur L. bx 16	Harrison
934	Owen, W. H. L.	Honeoldsville
935	*Clark, Susie B.*	Kirkland
936	Bauer, Chas.	Lafayette
937	Williams, Sidney A.	"
938	Lewis, C. E.	Portland
939	Gardner, W. R.	"
940	Close, Burnett E.	Rochester
941	Gurney, Henry	Wappingers Falls
942	Lawrence, W. P.	"
943	Smith, Geo. W.	West Chester
944	*Smith, Mrs. Caelin S.*	Williamsbridge

OHIO DIVISION—85.

50945	Honey, B. A.	Bryan
946	Lattanner, Emery	"
947	Hutchison, *Emery*	"
948	Weiker, John A.	"
949	Yenick, W. P.	"
950	Hafler, M.	Dayton
951	Lehman, Lake	Logan
952	Locke, Charles	Toledo
953	Angell, Bert	Elyria
954	Seelmann, Rudolph	Cincinnati
955	Bowen, A. B.	"
956	Jeffery, W. H.	Prairie Depot
957	Sheuing, H. L.	"
958	Sage, C.	"
959	Sage, E. R. Jr.	"
960	Tilton, A. R.	"
961	Anderson, D. H.	Springfield
962	Bowen, Frank W.	"
963	Johnson, Harry A.	Springfield
964	Eakins, H. W.	Springfield
965	Bernhart, Oliver P.	Toledo
51066	Beecher, Lucas J.	Sandusky
967	Ledner, Will	Sandusky
968	Lea, Lewis M.	"
969	Lea, Jay D. Jr.	"
970	Metz, Dr. Chas. H.	"
971	Marshall, Fred K.	"
972	Pool, Fred P.	"
973	Rheinmuele, Wm. Aug.	"
974	Rinkloff, Geo. M.	"
975	Schimansky, O. R.	"
976	Seitz, Frank J.	"
977	Windisch, Geo. F.	"
978	Lane, Cory L.	Bellefontaine
979	Vail, Sam E.	Bowling Green
980	Kerr, R. V.	Bucyrus
981	Roehr, Ed C.	"
982	White,

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$90—Victor Pneumatic; new last July; fine condition. Ladies' Union No. 36; almost entirely new; not even chipped; genuine "Arlette" tires; a beautiful wheel; $100. Either machine C. O. D. for $5 to pay charges. Address, Lock Box 366, Glens Falls, New York.

WANTED—To trade a single safety for a lantern in good condition, or will pay cash if the price is right. F. H. FERNALD, Haverhill, Mass.

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STOLEN—Century Columbia No. 718; no brake, no guards, curved bar, hard rubber handles, rat-trap pedals, Columbia scorcher saddle, extra long straight seat post; reasonable reward. NEW HAVEN CYCLE CO., New Haven, Conn.

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Send sketch or model for free examination as to patentability. Atlantic Bldg., Washington, D.C.

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Take out your wheels, crate securely and ship to us, express prepaid; we will apply *Standard Make Pneumatic Tires*, either single or double tube, in A1 steel rims for $18 per pair, with a pump. Frame spreading and general repairing at the *Lowest Prices*. All of our work and tires guaranteed. H. W. SMITH & CO., 91 Marshall Street, Somerville, Mass.

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Of every description in exchange for New VICTORS, RALEIGHS, EXCELSIORS, etc., etc.
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The neatest and nobbiest, the latest thing made
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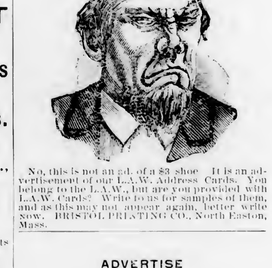
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Railroad Influence for Improved Highways.

ONE of the most encouraging phases of the Good Roads movement is that which shows that the different railroads of the country are gradually waking up to the fact that better condition of highways means better business to them.

The apathy shown up to the past year or so has been due to the fact that railroad managers have not fully realized the vast importance of fostering any movement which would improve the surface of the wagon roads, and thus add to their efficiency as feeders to the iron highways. Thanks to the splendid work done by the Road Improvement Bureau of the Pope Mfg. Co. and to the invaluable work done by the Road Improvement Bureau of the L. A. W., railroad managers are now seriously turning their attention to the matter, and the policy of the progressive management of railroads will hereafter be one which will recognize the factor of better roads as one which will have a great bearing on their dividend earning capacity.

Says the president of the Illinois Central: " * * Notwithstanding the phenomenal crops last season, there is to-day (May 9, '92) less grain at railway stations than last year, farmers being unable to haul their crops to the railroad, and therefore are without funds to make purchases, all of which results in general stagnation of business. * * "

There is a whole sermon in these few words, and yet it seems so strange that the average granger is so destitute of good business sense as not to see the "penny wise, pound foolish" policy which prevents them from spending money intelligently on the highways of their different sections.

It is true that in some sections the right kind of material does not exist for producing the best road surfaces, but it is just here that the railroads can co-operate with the town and county officials by hauling free of charge road metal or gravel as can be secured at some place on the line of the railways. When the railroad magnates are thoroughly awakened to the fact that first-class highways mean increased earnings for their road they will take up the matter in a way.

We are very apt to cry down the enterprise of America because of the lack of good roads and the pessimist is very prone to point to the superior roads of "Yurrop" as an evidence of vastly superior enterprise. If these men would stop to think a moment they would realize that the territory of Europe has been thickly populated for centuries and that it has taken them centuries to bring their highways to the present condition of perfection. Smaller in extent and with a vast population they have been centuries in bringing about results which it will take this country only one century to perform.

Prior to the time of the first Napoleon the highways of France were anything but perfect, while the roads of England one hundred years ago were simple "mudways." None the less is it necessary in this country to drive away at the question, and in a very few years' time we shall see results which it has taken conservative Europe hundreds of years to perform. Things move fast these days; more advance is made in a 24 hours of the latter part of the 19th century than was made in a month of a hundred years ago. Of course we are behind, for it takes a lot of time and patience to develop the vast territory known as the United States. Energy and enterprise are the characteristics of the people of this land, and though the few may stand in the way of improvement of any kind for a time, the great will of the people must in the long run prevail. This is just as true of highway improvement as of any other advance, and while the granger element is to-day strongly opposed to any movement which means the increase of taxes, the time is not far distant when this very element will be just as strongly in favor of Better Roads, no matter what it costs, as they are now vigorously opposed to it.

Good Roads Make Wealth.

IN all the States the question of road improvement has within a year suddenly become a favorite theme of discussion. In some States the authorities have made exhaustive computations of the burden of bad roads and of the estimated cost of good ones. No denial has been suggested of the proposition that dirt roads cost the people more than hard ones in the long run.

The heaviest transportation charge upon average agricultural products is that upon the passage from farm gate to railroad station.

If the country can support railroads capitalized at $10,000,000,000, it ought to stand the expenditure of one-tenth of that amount in macadamizing the highways between farms and railroads. Much of the isolation, backwardness and discomfort of farm life is due to the difficulties of travel, and land might be expected to approach again its old relation to other values if macadam could be substituted for mud.

The Good Roads Movement In Washington.

THE Lewis County (Wash.) Road Organization Committee makes these suggestions in regard to road construction and improvement:

First, The cost should be borne in proportion to the benefits.

Second, Construction should be from the towns out, and without intermission.

Third, The roadbed should be of such a nature as to permit of heavy freighting and rapid travel the year round. It should have as direct a course as possible and avoid steep grades.

Fourth, Work should be done only by contract, excepting minor repairs.

Fifth—Primary supervision and construction should be with county officials.

The first proposition is eminently just and its publication is well timed, for there are some farmers in all other States who seem to think that a State plan of road improvement involves State taxation that must be borne by communities that reap little or no benefit from the money spent on improvement of roads in sections distant from their own. But there is no danger of any such injustice being done.

The object of State legislation should be to enable such communities as desire to obtain better roads to raise capital for constructing them, either by direct taxation of the lands benefitted by such construction, or by the issue of State bonds, or by the issue of county bonds, such bonds, whether county or State, being liens upon the lands benefited by the expenditure of the money derived from the sale of such bonds and upon no other lands.

Good Roads and Springtime.

BY "STAMSON."

"SAY," said the talker, as he entered the Cycling Sign Writers' Studio, recently, and stared at the electric motor running a Hartford in the window, "do you know that some of our respectable farmers up north of town (Jimtown,) are wide enough awake to demand gravel for their roads instead of the mire and misery they have so long waded through, or that has been so deep as to practically keep them at home just when they most wanted to haul away farm products? It's a fact and it has come to that pass that if a public officer wishes to hold his present office or get into a new one, it will be vastly to his interest to not only talk good roads, but make them, or at election time he will find himself left out in the cold.

Our farmers, and business men in town, as well, begin to realize that roads which can be used the year round will make business in all lines better and more regular, for if farmers cannot bring in what they have to sell, and buy goods, how can merchants expect to make expenses during the seasons of mud blockade.

Such a condition of the country roads as has existed since the memory of man in this country, is nothing less than senseless, when it is true that in this part of Connecticut there is gravel in every hill, and great beds of it that would make the finest of county roads.

Samples of good gravel road can be seen here that have been the best of wheeling for four years, without a cent's worth of repairs; and this proves that such a road costs less than the soft dirt and sod abominations that have been so long miscalled roads.

Why then, in view of these facts can any road master be mean enough to continue squandering public money by putting on gutter scrapings and slush, as some do to this day.

When he piles on rubbish he obstructs a road instead of improving it, as the writer has more than once told him.

"A good point to make is to advocate four inch wide tires on all large wagons, and thus help make roads instead of break them."

Here the worker at the easel found a chance to get in a word and said:

"That's a good gospel and true; but unless my shorthand typewriter fixes this up for the paper it will do little good here, for I am a Wheeler, and they are my sentiments; I suppose you came in to see the best wheel on earth,—here is one, worth one hun——" but on looking around it was found that the caller had slipped out the door and disappeared.

Just how glad the majority of us are at the return of another springtime, and the chance to push the earth back under our rear wheels, probably will never be exactly known, but I have noted that as I have been able on the air tires to ride more or less all winter, I am not quite so wild with joy at the bare earth and sunshine as I used to be in the days of the old high wheel, which went into unbroken rest for the whole winter.

I hail the warm air from the southland, the sunlit fields, the birds, and the drying roads in a more matter-of-course way than in the old days, not but that there is great joy in my heart that once more spring has come to claim its own.

Just imagine the delightful tours awheel which will have an ending for a time at Chicago, this season; how I hope the fates may find it possible to start me out on the road to ride at will o'er hill and dale, and get in a month, say, in cycle touring.

Our mounts are better and lighter, too, this year, and if he has made a good selection, the tourist of '93 should see no end o' joy at his favorite pastime.



Beyond the beeches, in the forest old,
My love and I went strolling, hand in hand;
And when the summer tints were turning gold,
We loved to wander in that silent land.

We used to wander thus from morn till gloaming,
And oft a kiss I'd steal quite unawares;
I know I had no business to be roaming,
But then I had no other business cares.

The cry of swallow on the perfumed air,
The hoot of owl as evening shades drew nigh,
The prickly hedgehog, rustling to his lair,
All these, and more, we heard when passing by.

The song of skylarks on the balmy breeze,
The drowsy hush of fields all gold with corn,
The twitter of the sparrows 'mongst the trees,
All these delighted us that autumn morn.

It was not long ago we wandered there,
Nor do black dreams on memory's wings arise,
No aching thoughts do read her bosom fair,
No tears of sorrow dim my darling's eyes.

The gloried day had given place to eve,
Beyond the beeches we had ceased to roam:
"A word or two, my love, before you leave,"
She whispered sweetly as we wandered home.

No lovers' quarrel came between us there,
No dreams of vows deceitful cloud my brow,
'Twas just a word or two that made me stare,
And almost brought the blush upon my brow.

A little kiss I'd barely time to steal,
When parting near her home, 'neath nature's lamps,
"I wish," she said, "you'd buy a tandem wheel,
And save us all these long and tiring tramps!"

—THE REJECTED, in *Bi. News.*



CHAINS AGAIN.

Our Class in Cycling Art—An Advertisement for the Roller Chain—General Points.

BY MICHAEL.

SOME weeks since no less an authority than "Telemachus" wrote that among all existing styles of cycle chains, the roller chain was the only one that would run in mud without clogging.

I was pleased to note that my own experience with a roller chain was not unique; and since the paragraph of "Telemachus," claiming for the roller chain a peculiar fitness for mud riding, I have inquired among roller chain users, and have found a general expression of favor toward this chain as a mud negotiator.

My only mud experience with a roller chain, occured three years ago, and since that time I have never been on a wheel fitted with the article, so I cannot be tooting for my own mount. On this occasion I was forty miles from home, and the way thither an ordinary gravel road.

All at once the clouds fell a-weeping, with a mighty weep, and as I was made a sop of within the time of covering a hundredyards and as there was no train to take me home, I had little alternative, if I would keep from taking a chill, but to

PLUG ALONG IN THE SLOP.

That day I got over forty miles of inundated gravel road in four and a quarter hours, with the rain descending by the tubful's, (till I got home, of course; when it eased a bit) and the roller chain worked as smoothly as on a fair day.

To-day I saw a roller chain that had been in service nine months and it fitted the sprocket so nicely that it attracted more than passing notice. Upon examination it appeared that the rollers had worn nearly enough to compensate for the lengthening of the chain, due to wear on the rivets.

Here then is another point for the roller chain: It will not only run sweetly in mud, but its very wearing out, is a virtue and a preservative of its own life.

I presume this chain, too, has a point of maximum wear, beyond which its dotage begins; and this one, to-day, rattled like a reit of wampum, because of the worn bollers.

On the whole it strikes me so favorably that "I shall order one fitted to my new mount."

A MAN OF FAME,

as a road racer, recently volunteered to me that he should have a gear cover fitted to his road racing mount for this season's work. He said that on two occasions in the Boston A. A. road race his chain had accumulated enough dust and sprinkled street mud in the twenty-five miles to very materially clog and tighten his chain, so that anything like a sprint at the finish was out of the question.

I commit this intelligence to our road racing fraternity for their consideration.

THE MECHANICAL FIDGETS.

It has always been a matter of wonder to me that an intelligent man so often selects himself to play the dunce about the simple mechanical devices of a bicycle.

I have a case of this kind on my hands this spring.

This man has been on the point of buying a wheel for two years. Two weeks ago he shut down on figuring how great a profit the manufacturer was getting and decided he would throttle his conscience and purchase the long coveted. From a large library of "we-have-the-only best-on-earth-bicycles" our friend gathered a fund of confusion in such mystery as: all cold drawn weldless steel tubing, drop forgings, Humber frame, rat trap pedals, elliptical sprockets, high gearing, low gearing, valves, inner tubes, air pressure, spoon brakes, hand brakes, tangent spokes, direct spokes, swaged wire, butt-ended wire, cut threads, rolled threads, and so on and on. And it has been my mission, oh! sympathetic readers, to delve deeply into these aforementioned abstrusenesses (and a few that are not "aforementioned") with our friend.

Our class is now advanced to the figuring of gears. We have figured the gear of every wheel in Brushville, and so far as the class could count the teeth it has figured the gear of every catalogue cut of a bicycle. We had just got to the relation between the manufacturer and the trade, when our class's new wheel arrived and the practical work was taken up.

In three days this pupil—a man forty years old—bent both "muds;" "barked" the enamel in ten places; kicked out three spokes and bent seven others; deflated both tires and rode on the "uppers" a mile; bent the brake connections; scored the nickel with the wrench; pumped the tires hard as a rock; and said the saddle needed "more spring."

I have not seen him in the last three hours and cannot report further; but I saw him just before sitting down to this letter, and knowing his penchant for

GETTING AT THE BOTTOM

of things, inquired when he would like to go on with the lectures, and he remarked, between puffs of breath, while he mopped his brow, that, "perhaps we had better drop the lectures for a while." He still had something on his mind, as I saw; and when I turned to go he mutely entreated me, by the expression of his eyes—entreated me to stay a moment.

I thought he was about to ask me what resiliency is; but I was wrong.

When his laboring thought found words, I discovered I had been cursed. The art had lost its fascination to him. He wanted to know what I rubbed my legs with when they were sore. I told him tenderly what had been my wont.

But still there seemed to linger with him a painful question; his eyes had in them the sorrow of a hearse horse.

He drew nearer to me.

"You have been good to me all through this," he said in husky tones; "and I know you won't mind telling—won't mind mind telling—me—what you did when you had to dine from the mantel?"

A Tax on Agriculture.

AT a meeting of the Iowa Road Improvement Association, a few days ago, one speaker said he had made a careful computation from such data as he had been able to obtain of the cost of bad roads, and he found they tax what is understood to be agricultural products fully $125,000,000 annually. He thought it a moderate estimate to put the other contributions to bad roads by the remaining traffic of the country at an equal amount, making a total of $270,000,000.

Who Gets the Profits?

"WE see a great deal in some American papers about what the profits upon the International World's Championships meeting at Chicago are likely to be, and how they are to be divided. Our good friends have quite overlooked one little matter, namely, the claims of the Unions of Europe and Canada, to a finger in the pie. According to the World's National Association, the World's Championships are granted to the League of American Wheelmen, on the conditions that one-half the profits, if any, are to be divided between the Unions represented in the races. And don't you forget it."—*Cyclist.*

A Mississippi Challenge.

HAVING as yet no response to our recently issued challenge of the Jackson cyclists, the Canton Scorchers hereby challenge any and all towns in the State for a team race, three men in a team, race or races to be one mile and to be held at the Fair Grounds in Jackson, Mississippi, on or about the first of May next, the team to be residents of town accepting the challenge.

If this challenge is not accepted, we claim the championship of the State of Mississippi by default. CANTON SCORCHERS.
Jackson, Miss., April 6, 1893.

TELEMACHUS' TALKS.

Personalities Must Go—Western Samples—Why Telemachus Blushes, and How He Wasted Good Material.

A SHORT time ago I made some remarks on the subject of personalities in journalism, expressing approval of it as being most interesting to the great majority of readers. In view of the mass of personalities now filling the columns of the cycling papers, however, I make haste to say that no reference was made to *that* kind of personal journalism. In fact, there are few things more wearisome to the general reader, and more disgusting to what might be called the special reader, than the stuff with which we have for weeks been regaled, concerning not only the public acts but the private affairs of men prominent in the cycling world. It may be set down as a safe rule to steer clear of a man's private character, and the cases where this rule should be deviated from are very few. In matters which concern the public, too, the less bickering there is the better, although there are times when a controversy can be so conducted as to be interesting to everybody.

Two good illustrations of the kind of controversy which is disgusting, are those being waged between Messrs. Berger and Erwin, those quondam associates (or shall I say friends?), and Messrs. Wardrop and Watts, who, I fear, never were very friendly. These two instances are not selected because they come from the West, but because they are extreme cases, although it may be that they are extreme because they do come from that section.

As to the merits of the controversy between Messrs. Berger and Erwin, I am not posted, neither am I as well acquainted with Erwin as Berger is, and therefore cannot tell how much respect the former would command; but I do think that as Erwin is a member of the Racing Board, he should, if only on that account, be treated with respect, outwardly at least. What purpose is served by calling him "Jerked Meat" Erwin, belittling him, and throwing discredit on him generally, is hard to discern; and at any rate it should be remembered that he is the Chicago member of the Board, and that if he is unfit for the office it will be a great deal more difficult to prove it after this calling of names than before.

Mr. Erwin appears to be even more to blame than his opponent.

It can be said for him, however, that we have not heard from him in his own defence, unless what appears in the last week's issue of the Philadelphia paper he is correspondent for, over the signature of "Mark Beaubien," can be called a defence. The whole object of the writer of that article seems to be to hold up to ridicule some of the personal traits of Berger, and to glory in the beating of the latter's name into "Little" J. Berger. His denial of the reported ruling that Barrett and Munger were without the amateur pale, and warning to others not to compete with them, is sweeping enough as far as it goes, but in view of the fact that the impression that he did so rule was so general, it would be interesting to know what he did say about it, or whether he said anything. The charge of mixing his League and reportorial duties, is met with silence, which is a mistake, as that was even more serious than the other charge. To sum up, it would be well for Mr. Erwin to drop this petty bickering.

In literature we look to such writers as Fielding and Smollett for choice examples of Billingsgate, and they are usually considered masters of the art. It is my opinion, however, that Mr. Wardrop, the latest product of Chicago's ventures in the fields of cycling journalism, can give both of these gentlemen pointers when he gets right down to work, and has such a subject as Watts and the negro question. Week after week does he pour forth upon the "Cunnel's" devoted head vials of wrath which *should* cause him to wither, and which exceed in coarseness and vulgarity anything it has been my lot to see in this line for a good while. To Mr. Watts' credit be it said that he pays but little attention to the stream of mud discharged weekly; but at the same time it must be very annoying to him if it ever meets his eye, and it is well to let him know, and Mr. Wardrop as well, that such language not only merits but receives the reprobation of all fair-minded men.

That we are all human is a very trite truism, but the saying came home to me a short time ago under the following circumstances: A little article was written by me regarding a certain cycling editor and his paper, which, although written on the spur of the moment, pleased me immensely. In the first place, it reflected my personal sentiments, and read to the said editor a lecture on a certain freedom of language which was most noticeable in his paper; in the second place, it was one of the few things coming from my pen which pleased me, and was apt and to the point. It was sent to a paper published in the same city, and returned with the explanation that as it would be advertising the first named editor they did not care to publish it.

This wounded my vanity, and I mourned the untimely decease of my little gem, at the same time that I bowed to the journalistic rule of ignoring one's contemporaries in order to keep one's readers from knowing anything about them. But the incident had not yet had *finis* written to it. I had written to the journal first referred to, asking to be placed regularly on its list, and received a note from the editor, in which it pleased him to say the sweetest (to my ears) things about me—words which caused my cheeks to burn, as by the same mail I received back my article attacking him most severely. This was indeed pouring coals of fire on my head with a vengeance, and I was, for a while, struck dumb.

How could I have written so about a man who called me a "jewel," and who said such kind things to me when he had no axe to grind.

At the same time, however, what I had written about him was true, and just as much so now as before his letter was written, and would it be indirect bribery to permit a little soft-soap to turn me around?

And yet, how could I repay such a letter with the publication of my article? Thus I battled with myself, swayed now one way, now another, until finally a bright idea occurred to me. Why not send the article to the editor himself, let him see what I had written about him, and how contrite his letter had made me feel? If it suited his pleasure, he could publish the article, and thus at the same time prove that he was not vain and secure for his paper an article that was good and yet would cost him nothing. It would be defrauding myself of a few dollars, but it would be repaying his kind words in coin of the realm, and we could then call ourselves quits. This idea grew in favor, so I have sent the article on, with an explanatory letter, and I am now awaiting with interest the appearance of the next number of the paper in question, to see whether my pet article will at last see the light of day. If it does not I am afraid I shall have to give it up as a bad job.

TELEMACHUS.

Fabrics for Bicycle Tires.

THE bicycle trade has begun to make considerable demands upon the manufacturer of cotton duck and other fabrics which are used in the preparation of the pneumatic tire.

The business is young,—it might be said hardly two years old,—and while the fabric-manufacturer is taking much pains with it, and doing all he can to send out good material, the demand has not yet risen to such proportions as to overwhelm any of the large concerns in the dry goods district. Those firms go out frequently and bring in a contract for 1,000,000 of yards of duck, or the like; but when it comes to the bicycle only a half yard is needed to each tire, and it takes a good many wheels to make up a good-sized contract.

At present the best sort of fabric for the tire is unknown. It may be on one of the variety of wheels now on the market, but there is no consensus of opinion, or a crystallization of opinion, which would show which is the best. Bicycle men are theorizing, studying, experimenting, and letting the youth of the land practice on what they have brought out, and now they are scanning the horizon for some intimation as to what style will be the winner. They know that the "boys" will settle it, and good judges say that six months hence the story of the contest in fabrics for bicycle tires can be written in an intelligent manner.

In the meantime every bicycle man has his fancy. These run into all varities. One firm wants cotton duck, another thin sheeting, another linen wrapping, and so on. Again one will use a strip five inches wide, another wider, and some require it forty-five inches wide. In the latter case the fabric is wrapped round and round. While the duck or drill manufacturer never hesitates to follow specifications, still he believes that one substantial layer is better than many plies and will wear better.

The trouble with linen is that it will not vulcanize without rotting the fabric, an experience learned during the war, and an error into which the bicycle man tumbled at first.

The weave of the fabric is an all absorbing subject. To get strength without weight is the question. This branch of the subject has not been settled. If it is woven too close the fabric is likely to be stiff and the result not altogether satisfactory.

The subject is a perplexing one, as is evidenced by the fact that one of the largest concerns in the country is constantly changing its specifications, simply "feeling" for the best, and at last accounts it was doing the least boasting of any in the crowd, although it is believed that it is on the road to a greater success than many who appear to be better satisfied.

The cloth manufacturers so far have not set up any peculiar machinery for the making of the fabrics used by the bicycle men, but they have made many adaptations. They feel as yet that there is great poverty in any substantial result in obtaining the best, but they believe that this season will evolve such, and from that time on they can go ahead in an intelligent manner and make a fabric which will be standard for the purpose intended.—*India Rubber World.*



A Dispassionate Comparison of the Front and Rear Drivers.

DEAR SIR: I have read with much interest the various letters upon this subject. The principal correspondents have written with marked ability, but it appears to me that several of them have got upon quite the wrong track.

It may be taken as a good rule that the *comparative* experience of any man as a rider of both types is not at all to be relied upon. I believe the number of men who can thoroughly manage either style to be very limited indeed. To the great majority of men, the one type is suitable and the other is not. This explains without more ado the experience of a rider who could not persuade the F. D. to mount hills. Clearly, it is not his type, and he had better stick to the R. D.

If I wished to write a letter simply relating my own experience, I could, by that means, demonstrate the R. D. to be the clumsiest piece of mechanism which ever was invented, a thing which will neither steer, nor climb, nor turn without imminent risk of a charge into the curbstone. Yet the R. D. does not deserve such judgment. The fault is not in the machine, but in me—it is not my type.

Judging, *not* from my own experience as a rider of both, but from rides undertaken in company with R. D. riders of about my own power, I should say that the two types are very well matched on the average. The F. D. in question is the genuine geared ordinary, 44 inch, running as 60 inch. On the level and up any *moderate* gradient the two are close together. The R. D. has the advantage up a *very* steep hill, also against a head-wind. The F. D. is greatly superior over greasy and slippery roads. The lower machine can be more quickly mounted and dismounted, but on the higher wheel you have the advantage of a better view, and the pedals are not liable to catch upon projecting stones.

I think, sir, that the foregoing statement sets out correctly the pros and the cons of these respective types. Each has its good points, which commend it to a different class of men. It is not probable that the R. D. will be driven out, but it is tolerably certain that the F. D. will push its way into public favor, and that at no distant date the two machines will be found to fill very equal positions in the world. I am, dear sir, your obedient servant.—*C. M. K. Brazil in Bi. News.*

A Trip on the Hydrocycle.

THE hydrocycle manned by the "A. B. C. crew"—Atkinson, Bates and Cooper—has been put through its paces for long-distance work on the river. It is Cooper's desire to annihilate the record from Oxford to London, made in August, 1889, by Messrs. Letsman, Grenfell and Holland, in a three-seculler. Their time for the 102 miles was 22 hours 30 minutes, and the hydrocycle has been tested over the central portion of the trip, namely, from Goring to Monkey, a distance of 60 miles, which occupied by Harry North, who is an experienced record-breaker's caterer, having served apprenticeship at Wisbech and other centres on the great field days of the North Road Club, and the culminate of two of the crew. Wigginton, of the Surrey, helped in this department. Puckle, the Brixton man, and Housden, of the Anerley, did a lot of work at the locks in hastening the manipulation of the gate, while F. T. Bidlake was down as a time-taker. The boat travelled easily and uniformly at about eight minutes a mile all the way, and the average locking time was well under five minutes. The weather was grand for the early season, and the river very free from traffic of every sort.—*Bicycling News.*

Will He Beat Zimmerman?

"HOPE springs eternal in the human breast," quoth the late Mr. Pope, and so we may perhaps be excused the cheap luxury of speculating on what may happen when Schofield and Zimmerman meet in the mile championship. We do not fancy ourselves as Jeremiahs—we have never hazarded the boast that we are to be counted among even the minor prophets. But we do flatter ourselves that we were among the first to gain an inkling as to the deeds that J. W. Schofield was capable of accomplishing, and that at a time when he was riding off long marks in handicaps at Lancashire meetings. We do not, and never have admired that folly of "looking backward" which some aver to this day lost him the 25 miles championship last year because, apart from the danger of the practice, we think it is borne of a love of mere "exhibition." All the same, we think to-day, as we did two seasons ago, that the ex-Southport lad is "a schorcher," and that it is to him that we may most reasonably look for a victory over the hitherto invincible American. During the past week Schofield has put in a few practice spins on the M. A. C. track at Fallowfield, and we understand there is just a chance of his making Manchester his training quarters. He likes the track, and he has immense faith in "Choppy" Warburton, the Manchester Athletic Club's trainer—a faith which is reciprocated by Warburton, who thinks Schofield is the fastest man in England to-day.—*British Sport.*

INVENTIONS.

Last Week's Patents.

A LIST of recent patents, reported especially for the BICYCLING WORLD, by W. E. Aughinbaugh, patent attorney, Washington, D. C. Copies of these patents may be had of the above named attorney at 25 cents each.

495,210. Stand for Bicycles. Isaac D. Smead, Toledo, Ohio. Filed Aug. 22, 1892.

495,218. Elastic Tire. Wm. J. Coe, Liverpool, England. Filed Nov. 16, 1891. Patented in England Nov. 14, 1890.

495,254. Clock Attachment for Bicycles. Simon C. Levy, Philadelphia, Pa. Filed June 9, 1892.

495,277. Vehicle-Tire. George F. Stillman, Syracuse, N. Y. Filed Oct. 8, 1892.

495,293. Velocipede. Jean Bertoux, Fontainebleau, France. Filed Jan. 11, 1893. Patented in England Nov. 18, 1892.

495,391. Bicycle-Saddle. Frank D. Cable, Toledo, Ohio, assignor by direct and mesne assignments to the Yost Mfg. Co., same place. Filed Aug. 9, 1892.

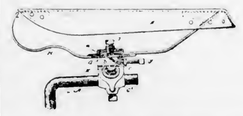
495,442. Bicycle-Saddle. Richard S. True, Syracuse, N. Y., assignor to the R. S. True Company, same place. Filed April 4, 1892.

495,454. Device for Mending Pneumatic Tires. Henry B. Cummings, Malden, and Robert Cowan, Cambridge, Mass. Filed June 13, 1892.

Trade-Marks. 22,831. Bicycles. Derby Cycle Company, Chicago, Ill. Filed Feb. 27, 1893. Essential feature the word "Derby."

The Latest Ideas.

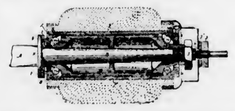
Bicycle-Saddle. Frank D. Cable, Toledo, Ohio, assignor to the Yost Manufacturing Company, same place. Filed Aug. 9, 1892.



Claim.—1. In saddles for bicycles the bracket for connecting the saddle post and saddle spring, composed of two parts C, C, connected adjustably on an oblique line by a screw-bolt E, whereby the distance between the saddle and saddle post is reduced, substantially as and for the purpose set forth.

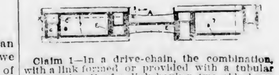
2. In combination with the saddle K, and bracket provided with a slot or recess to receive the ends of the springs H and H, one provided with the tongue b, and the other with the holes a, and the clamping and adjusting bolts or screws, I, J, substantially as and for the purposes set forth.

Ball-Bearing for Vehicles. David Pettit, Beverly, N. J., and John R. Congdon, Philadelphia, Pa., assignors to the Common Sense Bicycle Manufacturing Company, Philadelphia, Pa. Filed Oct. 12, 1892.



The combination of an axle having a projecting journal with a ball bearing having as one of its elements a sleeve with internally projecting rings at the ends, said rings being seated upon the journal respectively at the inner and outer ends thereof, substantially as specified, etc., etc.

Chain. Glenn G. Howe, Indianapolis, Ind., assignor to the Ewart Mfg. Company, Chicago, Ill. Filed July 30, 1891.



Claim 1—In a drive-chain, the combination, with a link formed or provided with a tubular end-portion E, of a link having two side-bars, and two hollow end bars each of which is secured at one end, to one of said side bars; all substantially as and for the purposes set forth.

2—In a centrally open drive chain link, the combination, with two side bars, of two hollow end bars, each of which is long enough to extend, from one side to and through the other, and is provided, at its free end, with a means of securement to the side bar through which it passes; substantially as and for the purposes hereinbefore set forth.

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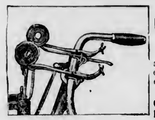
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3 WINTER STREET,

BOSTON, MASS.

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The Red Star Solid Illuminant

(Patent applied for).

For Bicycle Lamps.

It will not spill, the light cannot shake out, can be used in any lamp made, and is as far ahead of the fluid burning oils as electricity is ahead of the old "tallow dips" of our forefathers. All first-class dealers have it or will get it for you. Insist on having it. One trial will convince you. Price, 50c. per can. We are making other goods that you want. Send for our little folder.

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$6.00 to $65.00.

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Bankers and Brokers,

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Orders executed for stocks and bonds in Boston and New York markets.

Special attention given to investment securities.



CLUB PINS Sew Fasten GOLD OR SILVER 50¢ EACH. MEDALS EMBLEMS &c. C.O. REICHERT, 16 CROWN ST. NEW HAVEN, CONN.

KALAMAZOO TROUSER GUARD.



PRICE. 15 cents.

We hope to die if it isn't the neatest thing out.

KALAMAZOO CYCLE CO.

Kalamazoo, Mich.



WHEN

In want of MEDALS PINS AND PRIZES,

For Race Meets, as well as

CLUB EMBLEMS,

Write to

SIMONS, BRO. & CO.,

618 Chestnut Street, Philadelphia, Pa.

Timing Watches a specialty.

REAL BICYCLE UNIFORMS.



Be sure to send for free samples and measure blanks. Club Uniforms a specialty. L.A.W. Coats, $8; Knee Breeches, $4. Punnett's celebrated Jersey Cloth Knee Breeches only $4 a pair. Bicycle Caps, Sweaters, Monograms, etc. Be sure to write now.

R. A. PUNNETT,

Tailor and Athletic outfitter,

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All strictly first-class work at moderate prices. U. S. Representative of "KA-YE-NAN," who is coming soon.

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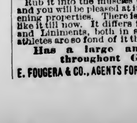
And 1 or 2 1-2 inch Electro

FREE

To cycle dealers. Send catalogue or business card.

AVERY & JENNESS,

5756 Madison Ave., CHICAGO, ILL.



Levy's Cycle Clock

AND

Speed Calculator.

Warranted good time keepers. Price, $2.25 from cycle dealers or

SIMON C. LEVY,

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$150 AMERICAN WATCH



We commenced on Jan. 1st, '93, In our New England factory, to make a new, patented, AMERICAN LEVER WATCH, which we not only GUARANTEE to keep PERFECT TIME but to give satisfaction in every respect. We will refund money without question to any dissatisfied purchaser. We are making an average of a WATCH EVERY MINUTE—1440 per day—432,000 for this World's Fair year. Our trade mark is on every dial and a guarantee with every watch.

IT IS MADE ON HONOR!

DESCRIPTION.—The movement is AMERICAN PATENT LEVER; Jewelled; Patent Pinion (or stem) Winding and Setting; Patent DUST-PROOF cases for 36 hours; Patent DUST-PROOF Case, heavily Plated with GOLD Substitute, guaranteed to wear a year. Weight of watch 4 1-2 oz. Cut exactly over hands it. Every watch tested and regulated before leaving our hands and will NOT VARY A MINUTE IN 30 DAYS. Price postpaid, $1.50 each; 3 for $4.00; 12 for $15.00 by express. Mention paper and we will include a handsome GOLD PLATED CURB CHAIN with Columbus Medal Charm. AGENTS and STORE-KEEPERS send at once for sample and terms. Catalogue of 1,000 necessary articles free. We refer to any prominent Publisher or New York firm. Do not order C.O.D., as it is less expense as we warrant every watch.

HOUT, H. INGERSOLL & BRO., 65 Cortlandt St., N.Y. CITY.

Athletes, Cyclists, Baseball and Football Players, Horse-back riders, Boxers and Oarsmen;

when you want to ride, run, walk, row, skate or swim a long distance,

ANTI-STIFF



STRENGTHENS THE MUSCLES

It is a marvelous preparation for Strengthening the Muscular System. With Anti-Stiff there is no faith required; it goes straight for the muscles, and you can feel it at work. It has a peculiarly warming, comforting, and stimulating effect on all weak or stiff muscles and sinews. Quick in its action, cleanly and pleasant in use.

Rub it into the muscles every night for a fortnight, and you will be pleased at its supporting and strengthening properties. There is not, nor has been, anything like it till now. It differs from all Oils, Embrocations, and Liniments, both in substance and effect. Some athletes are so fond of it that they rub it all over them.

Has a large and increasing sale throughout Great Britain.

E. FOUGERA & CO., AGENTS FOR U. S., 30 N. WILLIAM ST., N.Y.

THE KI-YI,



OR

CYCLE TOURIST'S GUN

A few drops of diluted Aqua Ammonia from the nozzle of our Ki-Yi will teach the bicycle chasing dog a lesson he will not likely soon forget. It works like a magic. As a rider puts it, "You could hear him howl ten squares." What tourist has not wished for one of these? The most successful thing of the kind ever invented. Ask your dealers for them, or sent by mail, packed in neat box, with full instructions.

Price each, 50 cents.

Send for CATALOGUE of NEW GOODS

Manufactured by

A. U. BETTS & CO.,

TOLEDO, OHIO.

PATENTS Procured in the United States and Foreign countries. Trade marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. W. E. AUGHINBAUGH, McGill Building, 908-21 G st., N.W., Washington, D. C.

Reading Railroad System.

THE FAVORITE ROUTE

BETWEEN

Boston, Philadelphia,

Baltimore, Washington,

AND BETWEEN

New York and Philadelphia,

And all points in Interior Pennsylvania.

THE SCENIC LINE

To Buffalo, Niagara Falls and the West.

☞WHEELS CARRIED FREE.

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FOR NEW YORK

Via BOSTON AND ALBANY R. R.

A limited train of Drawing Room Cars only will leave Boston at 12 noon, due in New York at 5.10 P. M.

Train consists of Baggage Car, Buffet Drawing Room Smoker and two Drawing Room Cars. Fare $6.00, including seat in Drawing Room Car. Number of passengers limited to seating capacity of cars.

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Superb Equipment, Excellent Train Service, Fast Time, and Courteous Employees make the

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THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.

BICYCLES CARRIED FREE

FAST EXPRESS TRAINS

With elegant PALACE PARLOR and SLEEPING CARS to and from

BOSTON and CHICAGO

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via NIAGARA FALLS

without change.

THE POPULAR ROUTE for all points in Northern New York, Vermont and Canada.

THE ONLY LINE running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes and Burlington, Vt.

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ELEGANT PALACE SLEEPING CARS to and from

BOSTON AND MONTREAL,

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For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad and at

250 Washington Street, or

Fitchburg Railroad Passenger Station, BOSTON.

J. R. WATSON, General Pass. Agent.

Nichols Miss Adelaide



Do You Recognize Them on the Street?

COLUMBIA BICYCLES

ARE EVERYWHERE.

Against the claim that there were more Columbias in use than any other make, it used to be said that Columbias had the advantage of being first in the field. But look at the '93 Models. They must stand on their own merit. Notice the very large number of '93 Columbias that are being used in comparison with the new models of other makes. This is conclusive evidence, not only of the high popularity of Columbias but of the qualities that make them popular. People do not choose bicycles from sentiment. Knowledge of Columbias, of their beautiful lines and fine finish, belief in their strength and durability, and faith that the company which makes them will stand back of their guarantee combine to make '93 Columbias more numerous than any other bicycle.

POPE MFG. CO.,

BOSTON. NEW YORK. CHICAGO. HARTFORD.

Our New Tire

The Wizard.

AMONG the tires we offer for general sale is our new tire, to be known as . . . . .

The "WIZARD."

It is a single tube tire, similar in construction to the regular Columbia tire, with red rubber tread, and is intended especially for use of repairers and for changing over to pneumatic tires at a reasonable expense. It has our special recommendation as a thoroughly reliable and well constructed single tube tire, and is warranted as to material and workmanship. It is without doubt the best tire on the market for the price, which is the lowest we have ever offered a pneumatic tire.

Correspondence solicited from manufacturers and large repairers.

HARTFORD RUBBER WORKS COMPANY,

HARTFORD, CONN.

He Likes to Sell HARTFORDS

Frederick C. Gilbert & Co., of Elizabeth, N. J., one of the progressive business houses of that city, sell Hartfords and know how to sell them. They are successful because they don't know how not to be, and because Hartfords are easy to sell. Their letter reads well because it is true.

HARTFORD CYCLE CO.—We think the liberal treatment we have experienced at your hands and the splendid records your wheels have made, demand a suitable expression of satisfaction from us. It is a pleasure for us to sell Hartfords, as every wheel sold makes a permanent customer and a friend of our business. The '93 line is the best value we have seen for the price, and we can sell them with a cleaner conscience than we could many of the so-called high grade safeties in the market to-day. Yours truly, FRED'K C. GILBERT & CO.

HARTFORD CYCLE CO., - - - - - - - - - HARTFORD, CONN.

The BICYCLING WORLD AND L. A. W. BULLETIN

Founded 1877

Volume XXVI. Number 8. BOSTON, FRIDAY, APRIL 28, 1893. 50 Cents a Year. 5 Cents a Copy.

. . . . FIRST PREMIUM . . .

At the late fair held in Mechanics' Pavillion, San Francisco, for the best pneumatic tire was awarded to the VICTOR.

When the judges made their award originally we were given first premium on not only pneumatic tire, but for the best bicycle exhibit as well. One competitor, however, who had strained every nerve to do up the Victor, made such a vigorous and continued kick that the judges put their heads together and changed the award so that the Victor should receive the first premium on tires and the kicker the premium on exhibit.

The judges have our sympathy in their dilemma, and the fellow who was fortunate enough to secure the exhibit award on the baby act is entitled to the condolence of all cycledom. He wanted the prize on tires, but of course everybody knows that there is nothing like the Victor Pneumatic Tire.

VICTORS MAKE THE PACE.

OVERMAN WHEEL CO.,

BOSTON. WASHINGTON. DENVER. SAN FRANCISCO.

P. S.—Makers who will lie in their advertisements about premium awards will bear watching. There has been a wrong impression given regarding the San Francisco awards by a series of misleading announcements.

HERE AND THERE.

One cent a copy is all it will cost you for the Bicycling World for one year. See page 150.

THE Owls Bicycle Club, of St. Catharines, Ont., will hold races at Fairvale Park, on the 24th of May.

IN Cleveland, Ohio, a dozen ministers have formed a club called the Ministerial Bicycle Club.

THE Roxbury (Mass.) Bicycle Club last week closed its series of social events with a grand masquerade ball.

IT is probable that a bicycle track will be built at the Normal athletic grounds, West Chester, Pa., during the coming spring and summer.

AT a special meeting of the Allegheny (Pa.) Cyclers the trouble which has been brewing for several months culminated in the resignation of 21 members.

MINNEAPOLIS cyclists have selected a site and will commence at once the construction of a track one-third of a mile circuit made of planed boards evenly laid.

THE Ramblers Cycle Club, of Wallingford, Ct., is making arrangements for a relay race from the Springfield *Republican* office to the office of the New Haven *Palladium*.

THE Press Cycling Club of Buffalo, N. Y., will hold a New York State circuit meet on June 10. The Board of Governors will hold a meeting on Friday to perfect arrangements.

NATHAN ROBINVOST, four years old, of Providence, R. I., was knocked down by a bicyclist last week and sustained a fractured collar bone. The lad was playing in the street in front of the 2d station.

THE cyclists of Columbus, Ga., are to have a fine quarter-mile track on North Highlands. President Carter, of the North Highlands Company, has decided to have one built in the same park which is being laid off for base ball.

CHARLES G. KILPATRICK, the one-legged fancy and trick bicyclist, performed the hazardous feat of riding down the marble steps (eighty in number) on the east front of the Senate wing of the Capitol, Washington, D. C., last week.

SILAS D. DRAKE, of Elizabeth, N. J., has offered a building lot at Lakewood-in-the-Pines, for a ten mile handicap road race. The race will be contested on Saturday, June 10, at five o'clock, and will be open to all riders in Union County.

FOUR bicycles and a large number of other valuable articles are offered as prizes in the Linscott road race to take place May 21 in Malden, Mass. In addition to these a $100 diamond will be given to the man who shall break the 25-mile record. The route is considered as fast a 25-mile course as there is in the country, and it is expected that the record will be broken.

THE Waterville (Me.) Wheel Club is about to occupy its new quarters in the Cote building just finished. They will have the entire front of the building which faces on Main street, and before winter they will fit up part of the rear rooms for a gymnasium.

CHICAGO is to have another six-day female bicycle race. It will begin April 27, with the same old string, including Lily Williams of Chicago, Louise Armaindo, Helen Baldwin, Georgie La Porte, Aggie Harvey and Frankie Nelson, with Tom Eck as general manager.

JOHN FALKNER was riding his bicycle last week in Hartford, Ct., and collided with a hack. Captain Nott owned the hack, and on Wednesday Falkner wanted the captain to make reparation. He became abusive and was afterwards arrested. In the police court yesterday he was fined $3.00.

THE Columbia Bicycle Club, of Buffalo, N. Y., formally opened its new rooms on High and Handel street, last week, in the presence of a large number of wheelmen. The house committee worked assiduously to make the event a success and the result was gratifying to the members.

THE Denver (Col.) Cyclists' Union has increased the distance of the great road race on Decoration Day from 33 to 35 miles. The grand prize will be a piano. Six high-grade wheels and forty other contributions have been promised. The finish will be about half way between Fort Lupton and Platteville, near the railroad. Entries will be open in about a week.

THE San Jose (Cal.) Road Club gave its first anniversary entertainment and ball at Germain Hall last evening. The dance was an invitational affair and a select audience was in attendance.

IT was "ladies' night" at the Rhode Island Wheelmen, Providence, last week, and there was a large attendance. The occasion was the most successful of the many social events which the club has held during the winter.

THE Excelsiors gave their last reception of the season at Lyric Hall, on Thursday evening of last week, it being a decided success. Representatives from the leading clubs of the city and Brooklyn were present who expressed themselves as much pleased at the fraternal spirit shown by the club.

THE first car of the Long Island Boynton Bicycle Railroad passed through Long Island on Tuesday, drawn by twelve yoke of oxen. It was on its way to the east end of the Island, where a mile of the new bicycle road has already been laid for the trial trip of the car. This road is being built across the Island by the New York and Brooklyn Suburban Investment Company.

AT a meeting of the Kingston (Ont.) Bicycle Club, held last week, President S. R. Bailey presented his handsome trophy, to be given to the club wheelman making the greatest number of century runs during the season, between May 20 and Nov. 20. The first century club run will probably take place on May 21 from Kingston to Belleville and return.

Not Sold Out.

Our entire output for 1893 is not sold and we are not declining to accept orders, but are taking all we can get, and still have a few blank pages in our order book.

There are numberless machines on the market, but the HICKORY is sufficiently popular to compel us to run our factory night and day to supply the demand.

Everything desirable in a safety bicycle is found in the HICKORY.

Send for a Catalogue.

Hickory Wheel Co. Newton, Mass.

THE REMINGTON.

3 PATTERNS FOR 1893.

Light Roadster, Actual Weight, 32 lbs. **Roadster, 44 lbs. Ladies Wheel, 42 lbs.**

PRICES, $140.00.

Material, best obtainable. Workmanship unsurpassed. Mannesmann Tubing. Warwick Hollow Rims, and a variety of the best pneumatic tires to select from.

REMINGTON ARMS CO., 315 BROADWAY, NEW YORK.

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A HARVEST FOR ENERGETIC AGENTS.

CATALOGUES READY. SENT UPON APPLICATION.

LOVELL DIAMOND CYCLES.



WEIGHT 31 LBS.

Our Best Efforts Combined in Our '93 MODELS.

THE RESULT: Not a Semblance of ANTEDILUVIAN IDEAS.

Improved Columbia Pneumatic Tire.



WEIGHT 37 LBS

Pneumatic Tires, $115.00, $100.00, $85.00.

Cushion Tires, $105.00, $90.00, $75.00

JOHN P. LOVELL ARMS CO., Manufacturers, BOSTON, MASS.

Latest and Most Improved Design.

Strictly First-Class in Every Detail.

Puritan

TRADE MARK

High Grade Bicycles. 32-lb. Scorcher, $135.00

Agents Wanted in Unoccupied Territory.

O. J. Faxon & Co., Manfrs.,

Boston, Mass.

"The Winton is a Winner."



WINTON LIGHT ROADSTER.

. . . HIGHEST GRADE THROUGHOUT. . . .

No Agency complete without this Distinctive and thoroughly First-Class Machine.

Winton Roadster, all on, 40 lbs., price $150.
Winton Light Roadster, stipped, 30 lbs., price 150.
Winton Ladies', improved design, 38 lbs., price 150.
Winton Racer, nothing like it, 20 lbs., price 100.

Easiest running bearings in the world. True double diamond frame. Winton perfect pneumatic tires.

If there is no agent in your place, know all about us by asking for a catalogue.

THE WINTON BICYCLE CO., CLEVELAND OHIO.

110 PERKINS AVENUE.

UDELL WOODEN WARE CO., St. Louis, distributing agents in Texas and Missouri, except Kansas City.

THE TOURIST IS A MODERN PEGASUS

Silently and Swiftly it moves like a thought. Mounted upon a Tourist time and space are annihilated, and you go where you will with a wish. It actually has winged feet, for with the

Bidwell Constrictive Tire

you can ride literally upon air. For this reason you need a

Bidwell Ball Bearing Cyclometer

to convince you how far you have ridden; because fatigue never attacks a TOURIST rider—twenty miles are as easy as one.

Write for our Catalogue and Pamphlet,

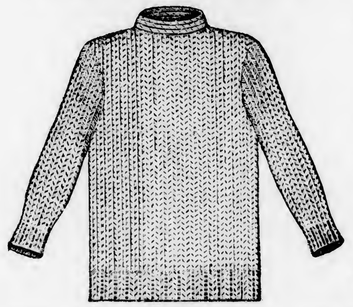
"Air; Its Hard and Soft Side."

GEO. R. BIDWELL CYCLE CO.,

308 AND 310 WEST 59TH STREET, NEW YORK.

Factory, Colt's West Armory, Hartford, Conn.

Hand-Knit Sweaters.



WRIGHT & DITSON.

Road King, price $150. Road Queen, price $150.

Bicycles from $75 and upwards; sold on the easy payment plan. **Send for Catalogue** which explains system of payments.

We offer a special inducement in the line of Bicycle Suits. Our

No. 537.	Suit, consisting of coat, pants, cap, stockings and belt, complete, navy only,	$6.25
No. 20 and 25.	Very fine grey checks, coat, Pants,	7.50 6.50
	Iron-Clad coat, black, navy and grey,	6.00
	Iron-Clad pants, black, navy and grey,	4.50
No. 0.	Kangaroo Oxford, the very best shoe made, per pair,	4.50
No. 1.	Dongola Calf, per pair,	3.00

Hand-Knit Sweaters.

No. XX,	Extra Heavy, Solid Colors,	$5.50
" X,	Solid Colors,	4.50
" 3,	Same as No. X, only a little lighter,	3.50
" 4,	Black, Blue, and White only, Striped Sweaters, extra,	2.50 .25
	Lace Collar, extra,	.50

WRIGHT & DITSON, RETAIL STORE, 344 WASHINGTON ST., NEAR MILK. WHOLESALE, 95 PEARL ST., Boston, Mass.

HIGHEST

EXCELSIORS

GRADE

Few more good agents wanted in



New England, Middle and Southern States.

Racers. Road Scorchers. Light Roadsters. Ladies'.

Weights, 25, 30, and 35 lbs.

LIVING DISCOUNTS TO LIVE AGENTS. SEND STAMP FOR ENCYCLOPEDIA OF CYCLERS' WANTS, NOW READY TO MAIL.

MANUFACTURERS OF

ACKNOWLEDGED LARGEST SUNDRY HOUSE IN THE UNITED STATES.

Cork Handles.
Z. & S. Bundle Carriers.
Pneumatic Rims.
Tire Tape.
Z. & S. Hose Supporters.
Lamps. Locks.



LIST OF SECOND-HAND WHEELS.

If you do not find what you want on this list, state what make of bicycle you prefer, and what price you are willing to pay, and as we are daily receiving second-hand bicycles, can in all probability supply you.

No.	Size.	Make, Finish, etc.	Price
*1023	54	Premier, ordinary, balls and cones, good condition	15.00
*1075	—	Salvator, ball, first-class	45.00
*1077	30	Gales, cushion tires, 1891 pattern, good condition	35.00
*1085	—	Ladies' Quadrant, pneu. tires, first-class condition	65.00
1103	—	Tyel Safety, K. of R. lamp, good condition	30.00
*1114	—	Featherstone Pneumatic, tangent spokes	60.00
*1124	30	Victor, spring fork, 1889 pattern, good condition	40.00
1141	—	Featherstone, good condition	65.00
*1152	—	Columbia, solid tire	45.00
1151	—	Ladies' Rambler, good condition	$65.00
1156	—	Star Safety, good condition	25.00
1165	—	Niagara pneumatic	85.00
*1171	—	Temple Scorcher, white, pneu., X. Y. R. & P. tires	90.00
*1172	—	Moffat, good	60.00
*1177	—	R. & A. Pneumatic	65.00
*1180	—	Warwick, Pneumatic, Diamond, good condition	90.00
*1181	—	Student, cushion, first-class	65.00
*1182	—	Warwick, cushion, first-class	60.00
*1184	—	Victor pneumatic, as good as new	100.00
1185	—	Warwick diamond, cushion, good condition	$60.00
*1187	—	Liberty pneumatic, good condition	85.00
1189	—	Rudge	75.00
1190	—	Quadrant pneumatic	75.00
1190	—	Ranger No. 2, ladies'	50.00
1191	—	Warwick, 1-2 cushion	85.00
1192	—	Quinton Scorcher	110.00
1193	—	Excelsior Light Roadster	100.00
1197	—	Columbia cushion	75.00
1199	—	Lloyd-Humber, full nickeled	140.00

HOWARD A. SMITH & CO., NEWARK, N. J.

ROUSE HAZARD AND

OUR '93 CATALOGUE FREE.

Did You Get One? If Not, Better Send For One Now, Also Latest Special Bargain List.

The ever increasing demand for our goods, the many duplicate orders we are receiving from old customers, is evidence we offer a

SUPERIOR LINE OF CYCLES to the Trade.

Have You Ever Investigated

THE SYLPH LINE OF HIGHEST GRADE Rigid and Spring Frame Cycles?

THE OVERLAND LINE OF HIGH GRADE Medium Priced Safeties?

THE RUDGE LINE OF HIGHEST GRADES as made in the Rudge American Branch Factory at Peoria?

We manufacture all of the above mentioned; are largest jobbing agents for the WESTERN WHEEL WORKS' 19 patterns of medium grades, carry an enormous stock from which we make prompt shipments at BOTTOM PRICES to the trade, including some of the largest jobbers in the West. Extraordinary bargains in new wheels at cut prices. Our goods please the masses. They will please you.

Liberal Discounts and Favorable Terms.

ROUSE, HAZARD & Co., - - 9 G Street, Peoria, Ill.

Manufacturers, Importers and Jobbers.



THOSE WHO INVESTIGATE

SYLPH

CYCLES THOROUGHLY

Are fully satisfied that they possess special and valuable improvements over other makes selling at the same prices.

Everybody Admits

Sylph Spring Frame safeties ride easier than rigid frames. Why should they not? In the Rigid frame, only the saddle and pneumatic tires assist in making riding easy, while in the Sylph Spring Frames the springs assist also.

"Sylph Cycles Run Easy,"

and those who cycle for pleasure and comfort, rather than speed, discover this as well as the Easy Riding Qualities.

For Scorchers—Fast Riders,

We make a 20 pound rigid Sylph—the strongest cycle of its weight on the market. Have you seen one?

Agents wanted in all unoccupied territory. Catalogue Free.

ROUSE-DURYEA CYCLE Co., - 9 G Street, Peoria, Ill.

ZIMMERMAN

RALEIGH. IDEAL TIRES.

The invincible and inseparable trio wins the first two races of the season at Savannah, Saturday, April 8.

All the best riders are preparing to ride

IDEAL TIRES this season.

Manufactured by The PHELPS & DINGLE MFG. CO., Passaic, N. J.

Strength, FIRST.

Easy Running, SECOND.

Light Weight, THIRD.



1893 ROAD KING.

This is the order in which prospective purchasers should look into the merits of the various wheels offered for sale.

ROAD KINGS AND ROAD QUEENS

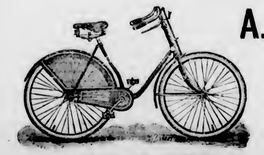
Possess all these qualifications, and we have no misgivings as to what his selection will be after seeing and trying them all.

These wheels are also fitted with

DUNLOP '93 DETACHABLE PNEUMATIC TIRES.

DISTRIBUTING AGENTS:

WRIGHT & DITSON, Boston, Mass., territory, New England States.
PECK & SNYDER, New York City, territory, Eastern New York, Eastern Pennsylvania, New Jersey and Virginia.
KINGMAN & CO., Peoria, Ill., St. Louis, Mo., Kansas City, Mo., Omaha, Neb., and Des Moines, Ia. Territory, N. Dakota, S. Dakota, Iowa, Illinois (except Cook County), Central and Western Kentucky, Tennessee, Georgia, Florida, and all west thereof.
JAS. W. GROVE, Pittsburg, Pa., territory, Western Pennsylvania.
LINDSAY BROS., Milwaukee, Wis., territory, Wisconsin and Minnesota.
CHAS. HANAUER & BROS., Cincinnati, Ohio, territory, Southern Ohio and Northern Kentucky.



1893 ROAD QUEEN.

A. Featherstone & Co.

MANUFACTURERS,

16th and Clark Streets and Armour Avenue,

CHICAGO. ILL.

Why Not Use

A hose-pipe tire, when by buying the "Deerhound" you can get . . . . .

All the Riding Advantages of a Hose-pipe Tire

Such as resiliency and light weight, and at the same time practically have an inner tube tire? We have perfected arrangements so that by a method of weaving duck we are enabled to make a hose-pipe tire which can be cut, inner-tube inserted, and laced, when on the road, and require no more time, nor as much, as it takes to repair the regular inner-tube tire. The outfit consists of a hose-pipe tire made extra strong, and inner-tube to use . . . . .

In Case the Tire Punctures Beyond Repair,

a thread to lace it, and is sold complete, two tires, one inner-tube, and lacing for . . . . . $12.00.

WE GUARANTEE AGAINST BURSTING

If you cannot get it of your nearest repairer, we would be pleased to send it to you at this price, express paid, upon receipt of the money.

Boston Woven Hose & Rubber Co.,

275 DEVONSHIRE ST., BOSTON.

205 Lake Street, Chicago. 943 N. 2d Street, St. Louis. 14 Fremont Street, San Francisco.

THE BICYCLING WORLD.

Published Every Friday

—BY—

THE WHEELMAN CO

Incorporated under the Laws of Massachusetts.

167 OLIVER STREET,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5287, Boston, sending their old address as well as their new, and their League number.

TO OUR ADVERTISERS:

Copy for new advertisements must be handed in by Tuesday morning to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN Co.

Postage stamps will not be accepted hereafter in payment for advertisements or Subscriptions. Checks, Money Orders or Postal Notes only will be taken.

C. W. FOURDRINIER, Editor and Manager.

EDITORIAL STAFF:

J. S. DEAN. JAS. W. CARTWRIGHT, JR.
H. CROWTHER.

BOSTON, APRIL 28, 1893.

With Supplement.

Spasmodic Advertising

Is really of little value. It is the constant and sustained effort that tells.

For Instance,

every bicycle manufacturer knows that a frame which will stand the strain of violent twist or blow, where a gentle and persistent vibration will fetch 'em almost every time. The same principle is involved in advertising.

KEEP UP THE VIBRATION, that is what counts, and

VIBRATE YOUR IDEAS

in a medium that has a circulation like the BICYCLING WORLD & L. A. W. BULLETIN.

!!! 40,600 !!!

NOTICE—OUR OFFER.

Some L. A. W. members are evidently under the mistaken impression that our offer of premiums for subscription also includes membership and renewals to the League American Wheelmen. *This is not so at all. Our offer only covers those who send in a separate and independent subscription, and is in no way connected with the League.* Please take notice of this, and thus save us and the League Secretary much useless correspondence.

EVERY League member and every cycler should carefully read the petition of Colonel Pope, presented by Senator Hoar in the United States Senate, April 3, and which we print in full in the supplement of this date. Not only should they read it, but they should use every ounce of influence they command to prevail on the members of the committee to which it has been referred (the Committee on Agriculture and Forestry) to make a report on the relation of roads to the agricultural interests of the country. The chairman of the committee is Hon. James Z. George, Carrollton, Miss.

The work of such a committee would furnish data which would be of incalculable value to the country at large and we are confident that if the work is accomplished and the results given, it will do more towards bringing about desired results than any other one thing.

Every little helps and so we beg that our readers do not neglect to use their influence, be it small or large, towards furthering the good work. The cause and the energetic projectors are worthy of the most cordial support.

THE best way to get a bad or unjust law repealed is to enforce it, and public opinion will soon assert itself in a manner which the legislators cannot ignore.

This axiom applies to the sweeping law which has just been passed in the State of Connecticut and which was aimed at gambling and pool selling at race meets, but which the managers of Charter Oak Park, Hartford, construe as prohibiting *all* race meets at which prizes of any kind are offered, and thus they refuse the Hartford clubs the use of the tracks for cycling tournaments on the ground that all race meets at which prizes are given are illegal.

Sound legal opinion in Connecticut has been rendered to the effect that the law does not apply to amateur events, but be that as it may, until something is done to straighten out the matter Charter Oak Park will be closed to wheel events. Perhaps this action of the Park management will have the effect of inciting the wheelmen of Hartford to the necessity of building their own track, providing it is found that the law will not apply to race meets where prizes other than cash are awarded. It would be a good idea for the wheelmen to have a track under their own control and it will be a burning shame if the Hartford tournament has to be abandoned.

The following clipping, taken from an exchange, shows that the wind has already commenced to set in another direction:

"A reaction has set in against the bill, and members of the legislature are considering plans by which legitimate horse racing and bicycle contests may be permitted. The idea is to attach an exemption clause as respects these sports to the regular appropriation bills for agricultural societies and fairs. The wheelmen and horseman in the State demand a provision of this kind."

THE last issue of the *Wheeler* gives voice to an evil that is daily becoming more and more apparent, and which is calculated to prove a disturbing element to the trade on both sides the water. Combination among the manufacturers might afford a temporary solution of the difficulty.

There is a great plaint amongst legitimate cycle agents just now of unfair competition in the retailing of bicycles and tricycles; this unfair competition by dealers, who, as well as having one occupation, dabble in the selling of cycles as a pastime. One agent whom I saw recently told me a startling tale of drapers, ironmongers, booksellers, tailors, and even grocers, running a branch of cycle dealing in with their other business. A combination of ironmongery and cycle dealing we can excuse, but surely it is running the thing very closely indeed when the members of the other trades I have enumerated chip in and try and get a pound of flesh out of the cycle. Already there looms on the horizon over-production of cycle manufacture, and although I do not predict that prices will come down very much for first grade machines, it will mean the production of enormous quantities of cheap and nasty cycles, with which the unwary portion of the cycling public will be gulled. To the draper, the grocer, and the bookseller, name and prestige means nothing. They see in the selling of cycles a big profit to be made, therefore they are likely to go to the cheapest market for their goods, and by dovetailing their other business into the cycle dealing, manage to make a decent thing out of it. To the cute cycle I would say, above all beware of such traders as these. The legitimate cycle agent is usually a rider, a man who has been in the business some time, and who would scorn to do a shabby deal for the very reason that his trade depends upon his honesty, and you should go to him and not to the illegitimate dealer, who does not care a rap whether you come again, and would be rather glad probably if you did not.—*The Wheeler.*

ONE of the contradictions of the average city Street Commissioner presents itself when we realize with what care and skill they construct the roads and then by means of the drenching they permit the sprinkling carts to give the surface apparently are doing all they can to destroy the same.

Sprinkling done properly is a most necessary and excellent thing. To keep the surface damp will lengthen the life of macadam, but the system which is prevalent of drenching the macadam streets will work ruin. The trouble is that the contracts for sprinkling the streets are let to private contractors and the result is that instead of *spraying* the streets frequently during the day these men go over the different sections once or twice and put on as much water as they can at a time. It is a crying shame that the Street Commissioners do not control this matter of sprinkling, requiring the contractors to use distributors with small perforations so that the surfaces can be simply dampened and not drenched. Of course this dampening process would require to be done more frequently, but by the adoption of this milder method what would be saved in the distruction of the streets would more than offset the extra expense of more frequent sprinkling. These drenchings we firmly believe do more harm to the macadam surfaces than all the traffic put together, and it is about time that the powers that be took the sprinkling business in hand.

That Massachusetts Sanction.

"Resolution passed by Executive Committee, April 21, 1893:

Resolved, That the action of Mr. Miller of the Racing Board, in interpreting Rule 11 as mandatory on him to grant sanctions to the first applicant, when in his judgment and opinion a conflict of dates and interests has been shown as between applicants for sanction for race meets on the same date, was correct.

In view of the fact, however, that a precedent had been established in overriding the rules in cases where a Division was one of the applicants —and not the first—that Mr. Miller will be authorized in rescinding his decision, and granting sanction to the Massachusetts Division for a race meet on May 30."

Mr. Perkins said he had written Mr. Miller asking for sanction under the above resolution, but up to date he had received no reply.

The Hartford Club Takes Action.

The Hartford Wheel Club has passed resolutions requesting the Connecticut officers to at once take steps to secure such legislation as will protect bicycling, and other athletic sports. A committee was appointed for that purpose, and it was voted to expend $250 to procure the necessary legislation.

Osmond Arrives.

FREDERICK J. OSMOND, England's premier cyclist, arrived in New York last Friday on the Britannic.

Osmond was met at the pier by a delegation of prominent local wheelmen. During his stay in the city he was the guest of the Riverside wheelmen, who gave him a reception on Friday night at Wallace's.

"I've come over here," said Osmond, "on business, and for that reason I'll pay no attention to challenges to compete in scratch or handicap events. Of course, I may change my mind when I'm here a bit, that is, if the climate agrees with me. I love to ride, and if I enjoy good health you may hear from me."

Osmond omitted bringing with him credentials from the National Cyclists' Union to the L. A. W., attesting to his amateur standing, and as under the new rules he will be unable to race in this country without credentials, he will send to England for them at once.

Chicago's Track Contracted For.

THE contract for the construction of the cycle track at Chicago for the national and international championships has been awarded to a Chicago firm, which binds itself to have the track completed by May 10. The price is $7,350. The material to be used is Joliet gravel, a loamy soil, which will surface the track to a depth of 2 1-2 inches laid on a bed on the macadam. The banking will be one foot in five on the turns, making the banks six feet high at the summit. The turns will be thirty feet wide. Each of the straights will be 336 feet long, the back stretch to be twenty-five feet wide and the home stretch forty feet wide.

Zimmerman Off to Europe.

ARTHUR A. ZIMMERMAN was a passenger on the Aurar as yesterday for Liverpool. He was accompanied by brother-in-law Joseph McDermott. A large number of friends and bicycle enthusiasts were on the pier to wish him a pleasant voyage.

Before the steamer started, Zimmerman said that he did not know exactly when he would return, but he hopes to be here the latter part of the season at any rate. As soon as he gets on the other side he will begin training for the English championships at the Herne Hill track. After the English championships are decided he will go to Paris and take part in the races there. He may also compete at some of the tournaments in Germany before returning home.

Brooklyn's Ocean Pathway in Sight.

THE Good Roads Committee, of Brooklyn, N. Y., represented by C. H. Luscomb, A. H. Angell, G. T. Stebbins and H. E. Raymond, had a conference with the Park Department officials, which resulted in a promise of immediate action toward placing the special pathway along Ocean Parkway at the disposal of bicyclists. More than that, it is to be put in excellent condition for wheeling just as soon as it can be determined whether cinders or gravel are best adapted for a top surface. The work will be begun as soon as the weather permits. Meanwhile the bits of glass from broken bottles that have been puncturing pneumatic tires will be removed.

METROPOLITAN MUSINGS.

Kings County's Race Meets--The M. A. C. C.--The Cash Prize League Talks--As Usual.

THE King's County Wheelmen are a great racing club. Their reputation as such is known throughout the country and in order to demonstrate to their interest in the promotion of racing they have concluded to run two race meets in the city of Brooklyn this year. Now this is rather a risky undertaking, but the K. C. W. men nothing daunted by the enormity of the work, and the obstacles that will have to be overcome have set to the task, and hope to take the initiative in making Brooklyn a racing city.

They have chosen the dates of July 1 and September 30, and will hold what they call midsummer and fall meetings.

In previous years the K. C. W. have always cleared a good surplus from their annual race meet, and now their efforts to promote the racing in this vicinity should be well supported in order that these affairs may become annual fixtures.

THE METROPOLITAN ASSOCIATION

of Cycling Clubs has been constantly abused for its lack of progressiveness, general usefulness, etc., ever since its organization, and some of the many unkind remarks about the Association have been tinged with considerable truth; but now the opportunity to offset these insinuations has offered itself. A road race, a century run and a race meet are now under the supervision of the Racing Committee of the M. A. C. C., and to bring these affairs to a successful head considerable work will be required. The Irvington-Millburn road race is now an established fixture and work upon this affair is rather familiar, but the committee are booked to increase the prize and entry list this season.

The century run work is also stereotyped to a certain extent, but the arrangements to be made to bring a race meet in this city to a successful head is going to require able judgment, and should the Metropolitan Association of Cycling Clubs really aspire to put themselves upon record as being an organization of some value their chance is now at hand.

WILL BERLO RACE FOR CASH?

Peter J. Berlo made the public announcement through the daily press some time ago that he had made up his mind to join issues with the cash prize league as he "was out for the 'stuff.'" Peter's penchant for the "stuff" has been a matter of history for years, but it seems that his love for lucre has been mitigated through a foulness for *pure amateurism*—that is if the papers are to be relied upon—as from various sources it has been announced that Berlo is to represent the Maldon Bicycle Club this summer. Well, if that is the case it is evident that he has given the N. C. A. the go-by. It would not be surprising to see Berlo affiliate with some club as the "soft snap" Manhattan A. C. is now out of existence and their string of racers are out in the cold, as the N. Y. A. C. do not require any speedy bicyclists.

Speaking of Berlo and the cash prize league reminds one that it is a trifle strange this new association refuses to divulge the names of any of the 150 (?) men who have applied for licenses—those leading amateur racers—you know!

There does not seem to be any apparent reason why the association should maintain such an air of secrecy about its affairs; in fact it simply lends color to the frequent insinuations that applications for licenses are few and far between, and where they do exist from the "small fry" instead of the "big fish" wanted, it is evident that there is something back of the refusal to divulge the applicants names. The Secretary of the N. C. A. makes some rather conflicting statements in the columns of the official organ of the association recently in an explanation of the refusal to make public the names of applicants.

Says he:

"To publish the names of applicants for licenses would mean that all but the greatest of them would have their heads chopped off by the Racing Board on 'suspicion' of not being 'pure amateurs,' and then, supposing the N. C. A. did not grant the expelled one license, he would be unable to race for either pot or pelf. That would be an injustice."

Further on in attempting to clear Thomas Roe from any reflections made upon his amateur status he contradicts entirely the above quotation thus:

"It is true that Mr. Roe has applied for a license in the N. C. A., but what of that? It hasn't been granted him, and even if it had it would in no wise affect his amateur status, any more than his applying to a Masonic lodge would make him a Mason. The League, nor no one else, can punish a man for what it thinks he intends to do. If Mr. Roe rides for cash then the League can act, but not before."

It will be seen that the Secretary of the N. C. A. entertains different ideas of what the League can do. Why acknowledge that Mr. Roe has applied for a license if such fears of expulsion on "suspicion" are entertained?

Is not Mr. Roe entitled to as much consideration as other applicants? "SPEC."

80 per cent of our readers never see any other cycling paper. Insert an advertisement with us and you will get results. See page 150.



IS the Philadelphia *Record* another one of the daily press that has been subsidized by the cash prize league?

Faith, it would seem so.

Of late the notices given the scheme in the columns of that paper have been laudatory in the extreme, and the question arises, Why all this taffy?

I fear my friend Mr. Kain is making a bigger mistake than he thinks, but he won't find it out until the season is over, and the profit and loss accounts of the cash tournaments balanced.

THE appointment of Mr. O. S. Bunnell, as official referee of the cash prize league, is a sop to Cerberus, and shows what desperate efforts that organization is making to create popularity—and the nimble dollar which that popularity promises. Its backers are leaving no stone unturned, and are stopping at no expense to secure this much-desired result, or they would not be offering the large salaries which those in the ring are to draw.

How do they propose to do it?

A good many men who have been prominently connected with the management of cycling race meets, and who know how infinitesimal the net profits are after the payment of all the thousand and one little incidentals connected with these affairs, are asking themselves this pertinent question and finding the answer in thin air. And this is all the more strongly emphasized when we consider that for the direction and management of the amateur tournaments the services of the men at the helm are given free.

So they wonder ——?

Meanwhile, although Mr. Bunnell is to receive a nice little sum for his services, and while, as a friend, I wish him all the success in the world, I cannot help wondering whether he will not find out, in the long run, that it would have been better to have stood by the L. A. W.

IT is the little comforts of riding that go to make up the sum total of cycling happiness.

We give due attention to the weight of our machines, to the diameter of the wheels, to the style of the tires, the drop of the handle bars, and to the general finish and appearance, but are too apt to neglect the smaller odds and ends, some of which are of more importance than the more obvious details which are so carefully studied.

Two of the principal points are saddle and handles.

The saddle goes far towards rendering the machine either a pleasure and a joy, or a delusion and a snare. The idea is widely prevalent that the advent of the pneumatic tire has done away with the necessity for elasticity in the saddle, but this is not the case; rather do we need better saddle springs in order to counteract the "bounce" of the wind tire. It is a mistake to fit a springless saddle to a road machine, but, above all, the saddle should be properly shaped so as to conform to the anatomy of the rider and to avoid perineal pressure. It should be broad at the back and narrowed to a point in front, with well shaped sides for a man who "rides close," and fitted with easy springs, either of hammock or English coiled spring pattern at front and rear. Such a saddle should prove an ideal one, and I have in mind one or two which promise a very close approach to this, if I may judge by the samples which have been shown me.

The mistake which most of our saddle builders make is that while their saddles are springy enough they do not give sufficient attention to the shape, and thus an uncomfortable chafing is the inevitable result.

Who will give us the perfect saddle?

THAT other detail, the handles, should also receive consideration.

Cork handles, every time, say I! As between cork, and horn or rubber, there can be no comparison. Rubber, either soft or hard, is heating and uncomfortable; neither does it afford a firm grip, while cork, on the contrary, is always cool and is particularly non-slipping. Its greatest drawback heretofore has been its liability to breakage, but made as they are to-day, with metal ferrules and rings, and in combination with felt and rubber they are sufficiently lasting.

No racing man of to-day would think of using anything but cork handles, and the average rider is also beginning to find out their great desirability.

THE best thing I have seen in mud guards this year, I think, have been the new portable rubber guards which the Overman Wheel Co. are putting on their wheels. At one step they have done away with all the difficulties of the old style metal guards, the guards fitted to the '93 Victors being, as is well known, a simple strip of sheet rubber, which can be instantly stretched into position over the wheels by means of wire attachments.

No one need now ride with a mud-bespattered back when plowing through muddy roads and streets.

NOT long since I had occasion to state in our "Queries" column, in response to several inquiries, that the processes employed in making cold-drawn weldless steel tubing were not given to the public, being a carefully guarded trade secret.

Through the kindness of one of my correspondents I am enabled to describe a new method of making weldless, cold-drawn steel tubes, suitable for bicycle making and other machine work where strength, lightness and accuracy are required, as reported by the *London Engineer*.

The steel from which the new tubes are made is of special quality, and is received from the steel works in the form of sheets. Circular flat discs are then cut out of the sheets. These discs are pressed into the form of shallow cups, which are then pressed successively through dies of decreasing diameter and thus reducing the diameter and increasing the length of the cups until the flat discs of steel have assumed the form of tubes of the required length, with one end closed. The closed end is cut off after the final drawing operation has been performed. The process, it is explained, is not unlike that used for cartridge drawing. The tubes are produced of any size from 1 3-4 inches diameter to 1-16 inch diameter, are absolutely parallel inside and outside, perfectly concentric and of any gauge down to No. 30.

PHILADELPHIA is the home of the club run.

Boston can do very well in this line itself, but the palm must be given to the Quaker City for turning out the greatest number of men to swing into line behind the club captains each week. Sundays of course being the day nine times out of ten when the largest turnouts are witnessed, although during the long summer evenings when the moonlight shines on park and river, illumining the silver Schuylkill with a beauty not its own, the clubs in the up-town asphalt districts turn out many large delegations who spin out the Lancaster Pike to Ardmore and Bryn Mawr, with perhaps shorter jaunts to Belmont or the Wissahickon.

And this custom would not seem to be on the decrease judging from what Mr. Collins has to say in his cycling column in a late copy of the Philadelphia *Ledger*, from which it would appear that even the wintry weather we have been having as an apology for spring has not been sufficient to dampen the enthusiasm of the Centurions at least.

Says he:

The popularity of the Century Wheelmen's weekly club runs appears to have increased during the winter, 62 members taking part in last Sunday's run to Huntington Valley. Next Sunday's run will be to Lieperville.

MR. N. C. FOWLER, JR., who styles himself "Doctor of Advertising," and who is well known from his long connection with the Pope Mfg. Co's advertising department, has issued a very neat little prescription called "Fowler's Specific for Indisposition of the Trade," which I would recommend to the attention of those who might be in need of it, and which in the cycling trade, I take it, are those manufacturers who do not have that demand for their machines which those who are advertising in shall we say the BICYCLING WORLD? are experiencing. Of course it is an advertisement for Mr. Fowler's own book, but the sound arguments which he adduces are so logical and convincing that I reproduce the opening paragraph of the slip advertising his book:

"The financially pure money-bringing ingredients of this original prescription, intelligently followed and carefully absorbed, during business hours only, will positively produce an enlivened realization of business inactivity, and suggest the vital necessity of an external application of that panacea of all diseases—printers' ink, applied with common sense, persisted in everlastingly."

IF Frank McLain, a resident of Massillon, O., does not succeed in wrecking a certain accident insurance company in which he holds a policy, it will not be his fault. Within the past two years he has had his arm broken at the elbow and a toe crushed, and now he again bobs up with another job for the doctor.

While out riding one day last week he collided with two other riders, and beside a number of minor bruises and scratches a small bone in his left arm was fractured. The latter was not discovered, however, until he had ridden to Massillon in the afternoon. On the way over his arm pained him considerably, and on examination a Massillon physician discovered the fracture.

HAS the bicycle come to stay and is it the prime factor in the civilization of the nineteenth century?

Long ago pinned my faith to the future of the bicycle, and am patting myself on the back to see how the daily press of the country, many of whom have long held out that the wheel was nothing but a child's toy or a fad, are coming round.

Listen to what the editor of a prominent Western journal has to say: "The city and country at large, if all reports are to be believed, has gone crazy over the bicycle, and men old and young have "wheels" in their heads and wheels under their body as a means of locomotion. The manufacturers are wearing out their good humor and their machinery in a desperate effort to keep up with the demand. The citizen who can afford to buy a machine pedals all over creation, and the fellows whose assets are not sufficient to justify the expenditure, lay aside $1 a week, and in the meantime talk of wheels, read wheel circulars and see wheels in their dreams. The salutations, 'how is your health?' and 'is your family well?' have given place to, 'do you ride a Columbia or an Andrae?' and 'how much does your wheel weigh?' Wheels are everywhere; they are more numerous than voters in the Third ward; they are making the town dizzy, but the townspeople all seem to court dizziness of this sort, so no great harm can come of it. The young man's fancy instead of turning to thoughts of love in this sentimental spring weather, dwells solely upon the two wheeled cycle. The cycle has a pull on humanity. Vive la bike!"

I HAD a new cycling experience with Secretary Bassett the other night, unique even to me, and I have seen and done almost everything in cycling.

It was on Thursday evening, if I remember rightly, and the weather was just right for a spin, so Mr. Bassett having asked me if I would like to take one, and the invitation having been accepted, I went indoors to fix up, and when I came out with my safety in hand, to my utter astonishment I beheld the Secretary with a three-wheeled affair that was so broad it took up the entire width of the road, and after examination I recognized it as one of the old-time "Sociables" which was so popular in England years ago.

Well, I don't wonder that they were, because really and truly, the ride upon that machine, over the smoothly kept roads of the Newtons, was a delightful one. It affords both parties the opportunity for many a social chat, and should I think, be most popular with the young man who takes his best girl out a-cycling, for she would not have to distocate her neck in the endeavor to hear the sweet nothings poured into her ear. But then I don't know anything about such things, and only speak from what I imagine might be the case.

But upon a rough road—dear, oh dear, that thing would be a terror!

I CAME across a new idea the other day.

Mr. Hopkins (husband of Mrs. Mary Sargent Hopkins, who is so effectively sounding the gospel of cycling for women), in common with a good many of the plain everyday cyclers, objects to the smell of the ordinary lubricating oil, and he therefore has adopted the plan of scenting his oil, so that when he passes by on his bicycle one catches the odor of violets, jessamine or roses, as the case may be.

Hereafter each wheelman and wheelwoman may be known by the perfume of their own favorite flower when riding.

THE question of proper ankle motion is once more prominently before the public in connection with this discussion in regard to the elliptical sprocket. Yet with all the publicity given to it and all the lectures read, I doubt if there will be many who will see and amend the error of their ways.

On a recent little cycling trip, in a prominent locality, where I had occasion to pass hundreds of wheelmen, careful personal observation convinced me that there is not one man in a hundred (yes, I think that that proportion is rather under than over the mark!) who uses the ankle motion in riding. The flat footed position seems to be the almost universal rule.

Now why is this? Is it to be attributed to ignorance or simply to carelessness. Either the riders give no thought to the matter, or they were not taught, when taking up the sport, that this is a matter of any great importance; and yet it is. Certainly no one who has ever experienced the added power and speed yielded by proper ankling would be so foolish as to relapse into the old style, and this fact cannot be too strongly impressed upon the tyro, no less than upon the old rider who has fallen into bad habits.

I will admit that it requires a good bit of perseverance to cultivate and rigidly adhere to the ankle motion, but it soon becomes second nature, and once acquired it more than repays one for the effort.

THE Pennsylvania Bicycle Club of Philadelphia (long life to the Silver Keystone!) has been the recipient of many complimentary notices from the English cycling papers since MacOwen conceived the live idea of sending to all of the cycling press, both at home and abroad, cuts of the handsome home of the club, together with a brief history of the organization.

Last week's *Bicycling News* devotes a column to an account of the club, publishing a cut of the house, both of which must be of more than ordinary interest to the English cycler who is domiciled, so far as club-life goes, in no such splendid and commodious quarters, replete with everything that can add to the comfort or increase the enjoyment of the fortunate members.

EVIDENCES are not wanting that other cycling organizations are taking a leaf out of "Pennsy's" book.

I am the recipient of a handsome souvenir from the Taunton (Mass.) Cycle Club, in which is set forth a history of the club, half-tone illustrations of its officers and principal members, and the several homes it has successively occupied (the present club house being the sixth since its inception in 1885), the whole being one of the best gotten up and finely illustrated works of the kind which I have yet seen.

The Tauntons have my congratulations.

THE wheelmen of Ellicottville N. Y. must be densely ignorant of their rights and privileges under the law.

Says the *Post* of that place: It is rather amusing to see former jubilant bicycle riders walk beside their wheels on Main and parts of other streets, in accordance with the late enactment of the "wise city fathers."

If the facts are as stated, I would recommend the attention of Chief Consul Chas. H. Luscomb to the matter, well assured that it will be the fault of the Ellicottville riders themselves if they walk beside their wheels for any length of time.

HOW about that handicapping during the first races at Savannah (Ga.) this spring?

Somebody has laid himself open to suspension if I know anything about racing rules.

I am informed that no less a personage than Mr. Stillman G. Whittaker handicapped these events—or at least one of them—and if this information is correct it will afford the gentlemen who competed pleasure to know that they have all rendered themselves liable to suspension in case the Racing Board so decides.

And among these riders were several who ought to have known better than to indulge in violations of the rules like this.

THE Decoration Day meet of the Associated Cycling Clubs of Boston, which will be held on the new Waltham track, is going to be the biggest thing seen in this section of the country for a long long while.

At a meeting of the A. C. C., held at the Press Cycling Club last week the following named events were decided on: One mile novice, one-third mile handicap, one-mile handicap, two-mile scratch, two-thirds mile scratch, two mile handicap, one mile scratch, one mile team race.

It was voted to appropriate $2000 for prizes.

AS I wanted to see with my own eyes how the new track was getting on, I took advantage of the pleasant weather of last Sunday and rode over to Waltham from Newtonville in company with Brer Bassett, Chief Consul Perkins, Chairman Robinson, and Editors Fourdrinier and Dean.

The track is beautifully situated in a valley between the hills rising from the Charles River, these hills surrounding it on three sides, thus affording shelter from the high winds. Of course this means speed, and a reputation for speed is the biggest advertisement any track can get.

There is a force of fifty men at work on the track and the contractor's well-known energy and resources assure its completion in ample time to enable the men to do a little training on it before the Decoration Day event.

I predict for the Waltham track a great future.

WHEN I talked of tires last week I omitted from the list at that time the Bidwell Constrictive Tire.

The peculiarities of this tire are sufficiently distinctive to require space all to itself. In fact when Mr. Bidwell, 'way back last year, told me what they intended to do, I was a bit incredulous until he proved it by showing a sample.

And yet it was no wonder I was surprised.

As is now well known, the weave of the fabric encircling the inner tube is on such a peculiar principle that the tighter the tire is blown up the more it contracts in circumference, consequently the harder it grips the rim. This seems paradoxical but those who remember the childs' trick toy which was on the market in our school days, and which consisted of a bamboo tube in which, the finger being inserted, the harder you pulled the tighter it held, will have no difficulty in getting the idea.

And the George R. Bidwell Cycle Co., are selling lots of them, so they tell me.

ARIEL.

Union Ahead!



. . . This is . . .

The Union P. D. Q.

The man who tries to make a spurt
And lands head foremost in the dirt,
To find his cycle broke in two
Rides—NOT the Union P. D. Q.

THE Strongest Light-Weight Bicycle

On the '93 market without exception.

Airtite-Dunlop Detachable Tires

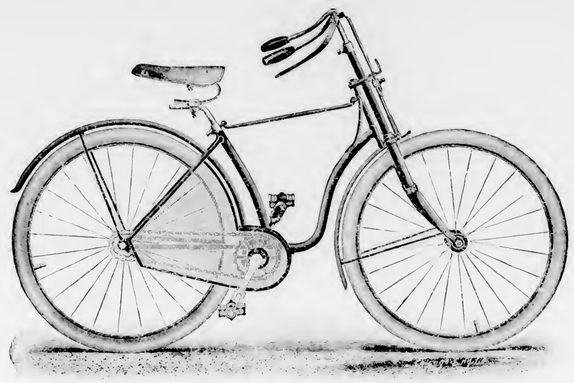
Have Continuous Air Tubes.

No Lumpy Ends.

Union Cycle Mfg. Co.,

HIGHLANDVILLE, MASS.

BOSTON. PHILADELPHIA.
SPRINGFIELD. CHICAGO.



COMBINATION JUNIOR No. 4.

LITTLE GIRLS.

Our Combination Juniors, No. 1 and 2, are for you —— same as No. 4, only has 24 inch wheels ——

No. 1, Cushion tires, - - - - $35.00
No. 2, Pneumatic, W. W. W. tires, - $50.00

—— FOR ——

SMALL LADIES.

The only wheel made that was designed for their special use —— 26 inch wheels —— Light weight —— 1 1-2 inch Pneumatic W. W. W. tires —— Dress and chain guard in one piece —— no rattle —— our own special pattern —— plenty of room between saddle and handle bars —— handle bars curve well back —— very comfortable, - - - - - - $60.00

No. 3, same as above, with cushion tires, $45.00

We furnish it with detachable cross bar.

CATALOGUE 27 TELLS ALL ABOUT THEM. FREE.

WESTERN WHEEL WORKS.

R. L. COLEMAN CO.,
SOLE EASTERN AND SOUTHERN AGENTS.

35 BARCLAY STREET AND 40 PARK PLACE, NEW YORK.

TELEMACHUS' TALKS

Of the Old-Timers—Rowe, Dolph, Temple, et al.—They Go into Trade.

Two items that recently appeared, to the effect that W. A. Rowe and Asa Dolph would make their reappearance in the cycling world, the former as a salesman in a Boston store, and the latter as a candidate for admission to the new professional league, the N. C. A., means very little to the recent convert, and even to the old-timer is the first intimation for some time that these worthies are still in the land of the living. Their cases serve as illustrations of the tenacious hold which a bicycling life has on those who have once been fully initiated into it. Dolph sank out of sight nearly ten years ago, and Rowe's retirement in 1888, after the exposure of the deal with Temple, was considered final, but it seems that the old longing is still there and they get into the swim once more. Rowe's great rival, Temple, is, and has been for some years, in the bicycle business in Chicago, and seems to be doing well, although we hear nothing of him in connection with the active cycling life of the city.

As is well known, Rowe's earliest rival—George Hendee—has been in the tussle for years, having just left Hulburt Eyes. of New York, to open a store of his own in his home, and thus once more become "Springfield's Pet." He has grown big and fat, and although still very fine looking is utterly unlike the handsome youth whose defeat set half the town of Springfield to crying. It is very unlikely that he will ever race again, but his presence at the Springfield meets of the future—in all probability as an official of some kind—will be a reminder of the days of '82, '83 and '84 to both the people of the town and the visitors. As it seems to be a fact that in this case "nilsence makes the heart grow fonder," and George seems to retain his place in the hearts of the usually fickle populace, it is quite likely that for years to come he will add adipose tissue to his frame and bank notes to his purse in about equal proportions.

Net Oliver is another of the old guard who probably could not exist unless he was engaged in the bicycle business. Whether the article is Little Giant bicycles (pence to their memory!) or Garford saddles, Ned is equally at home, and he will succeed in selling his goods where a dozen other good salesmen would fail, just because of his smooth talk and his air of not being able to conceive the possibility of any one refusing to take them.

There are dozens of others who may disappear for a time, but who will never rest content until they have carved out for themselves a niche in the cycling Temple of Fame, into which they snugly ensconce themselves and are happy. Some of them may work longer and harder, and earn less money than in some other business, but that makes comparatively little difference to them. Their work is congenial, and the work and play are so closely commingled that it is hard to tell where one ends and the other begins. I know of no better chance in life for a young man who is in earnest than to take up cycling as a sport and as a business. If he will go into it right and post himself thoroughly in all branches of the business he will find that there are open to him more avenues than in anything else, and he could take his choice of the one for which he thought he had the most aptitude. It would not be difficult to count a dozen men who have risen from obscurity in other lines of trade, and who might never have got above mediocrity, to important and responsible positions in the bicycle business. A man who performs his duties, performs them perfectly, but stops there, and puts the whole thing aside when the work before him is finished, is a good machine; but he will never be the equal of the man whose whole soul is in his business, and whose work is always in his mind; and when we take the last named man and connect his business with pleasure, as the bicycle does in many cases, we have a world beater, and that's the reason young men who seem but ordinary shoot into prominence as soon as they get in the bicycle business. TELEMACHUS.

Secure Sleeping Accommodations at the World's Fair.

Rooms can be secured at the National Columbian United Wheelmen's Association Club House and Hotel. Prices $1.00 per day and upwards. Address L. D. TAYLOR, Secretary. 959 W. Madison St., Chicago.

Secure Sleeping Accommodations at the World's Fair.

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New Zealand Wants to Compete.

A LETTER has been received by Mr. A. G. Spalding from H. J. Moss, honorary secretary of the New Zealand Cyclists' Alliance, with headquarters at Christ Church. The letter is dated March 22 and says:

"As my Alliance is anxious that New Zealand should be represented in the cycling at the World's Fair, and having a man capable of holding his own with any one in the world, I have been instructed to communicate with you, to see if in the event of sending a man over he would be able to compete as an amateur. I may state that this Alliance is the governing body over all cycling matters (amateur) for the whole of New Zealand, and the representative would be sent by the Alliance. Under separate cover I forward you a copy of our rules, which may be of service to you in answering my questions."

This letter has been forwarded to Chairman Raymond for reply.

The Janitor Levied on the Wheel.

AN interesting case was tried in Milwaukee, Wis., last week, the principals being H. L. Palmer, president of the Northwestern Mutual Life Insurance Company, and E. A. Savage, a member of the Milwaukee Wheelmen. Last Wednesday morning Mr. Savage, who is an enthusiastic cycler, had some business to be transacted in the New Insurance building. Before entering the building he placed his bicycle in the recess of the



1775.

IN ancient days,
They sang the praise
Of Paul Revere's bold ride;
At midnight's hour,
On steed of power,
He roused the country-side.

Michigan street entrance, bicycles not being allowed inside. He says the bicycle was placed outside of the doors. On his return his wheel was missing, and he immediately notified the police, thinking it had been stolen. An advertisement was inserted in the newspapers the same evening, and the next morning the janitor of the building called upon Mr. Savage, he says, and notified him that the wheel was not stolen, but that he had taken it himself. Mr. Savage brought suit of replevin against Mr. Palmer, as president of the insurance company which owns the building. The police department was put to considerable trouble by the loss of Mr. Savage's wheel, officers being instructed to be on the lookout. Several wheelmen were obliged to dismount and show the numbers of their wheels.

Messenger Service Awheel.

THE public messenger service by the Concord, N. H. Bicycle Company has begun business under auspices especially favorable. Four bright, quick, honest young messengers in handsome bluish-gray uniforms are already engaged in the work, and others will be enlisted in it as the public demand increases. A very pretty 12 1-2 cent stamp (10 for $1) has been designed for the use of patrons. Many sheets of these have already been sold. Applicants are supplied with call cards similar to those used by express companies, and package boxes have been established.

It is cheap. It is good. It is reliable. What? The Bicycling World. 50 cents for 52 copies. See page 150.

Racing at Norfolk.

ABOUT 2000 people assembled at Norfolk Va., last week to witness the competitive bicycle races—the second of Norfolk's events in connection with the Naval Rendezvous. The following were the results. Distance one-third mile for all races:

First race. Novice—Winners: A. R. Knox, first; A. Joyner, second; M. Marquand, third.

Second race. Boys under 14 years of age—Carl Colonna, first; Walter Payne, second; and W. Colonna, third.

Third, open race—Hunter, of Washington, came in first; O'Neill, of Norfolk, second, and Ward, of Washington, third.

Fourth, youths' race—Under 19 years—Won by L. S. Guy; Foster, second, and Ernest White, third.

Fifth race—Norfolk vs. Portsmouth—O'Neill, of Norfolk, first; Hobday, of Portsmouth, second; Mayo, of Portsmouth, third.

Sixth race—Norfolk Cycle Club—Only two entered this race. Harrison, first; Joyner, second.

Secure Your Rooms At Chicago.

THE Secretary of the World's Fair Cycling Tournament Hotel Committee at Chicago writes that hotels in the business district, are not disposed to reserve rooms ahead. Says Mr. Leonard:

The Hotel Committee have hoped to secure suitable first-class down town hotels for those who desire locations in the business centre even at a higher rate. We find that with but one exception these hotels will not reserve rooms ahead, even when paid for in advance. They all say wait until the time comes. One leading hotel has made rates of $4.00 to $10.00 per day per person with two to four in a room. Those desiring to pay this rate can have rooms secured by addressing Secretary Hotel Committee. Down town hotels are not disposed to take any concessions whatever.

Those members desiring rooms reserved for them in the leading hotels (brick and stone construction) in the Fair district at special rates of $2.00 per day per person and upward, should send in their names as early as possible. These hotels are reserved entirely for League members, and are first-class in every particular.

Mr. Leonard also calls particular attention to the fact that the five dollar deposit required by the committee to secure rooms in advance applies as payment on the rooms secured, and is not an additional expense. Receipts will be promptly mailed for such deposits, and deposit money is transferable to others, or will be refunded upon proper notification to Hotel Committee, should the holder be unable to attend the meet.

Colie Bell Marries.

EDITOR BICYCLING WORLD: Colie Bell, the old time rider, who met with such success on the path in '89 in the West, was married to Miss Minnie L. Geve, of Elmwood, Ill., March 29. Mr. Bell is with the S. F. Heath Cycle Company, of Minneapolis, and besides being a crack rider is the best salesman in the north-west. Mr. Bell's many friends wish him long life and prosperity. "MINNEAPOLIS."

Morgan & Wright.

Patent ~ Pneumatic ~ Tires.

Do you want to know about the Morgan & Wright tires? It is easy to find out all about them. How to repair them, how to take care of them and hints on how to use any pneumatic tire, that it may give you the very best service. A full list of our prizes offered to the riders of our tires in 1893 is as follows:

PRIZES FOR 1893.

For greatest mileage made on one set MORGAN & WRIGHT TIRES during 1893. Rider to make his own repairs.

1st Prize, Cost Value,	$100
2d Prize, Overcoat,	45
3d Prize, 1 Set M. & W. Tires	

For most meritorious single ride. Distance, weather and character of roads to count.

1st Prize, Cost Value,	$50
2d Prize, Cost Value,	25
3d Prize, 1 Set M. & W. Tires.	

For fastest mile made in competition.

Prize, Cost Value,	$50

For best time made in road race. Distance 10 miles.

Prize, Cost Value,	$25

Best time made in road race. Distance, 25 miles.

Prize, Cost Value,	$25

These prizes to be competed for under the rules of the L. A. W., and prizes to be such as shall be acceptable to the Racing Board.

All trials for prizes must be made with MORGAN & WRIGHT TIRES.

Contest closes December 25, 1893, and prizes will be awarded as soon thereafter as the judges may decide.

Note These Facts.

We solicit the good will of riders and buyers generally, and offer the following facts in our favor:

1st. THE MORGAN & WRIGHT TIRE is distinctly an American invention, and does not in any way copy or infringe upon other Tires.

2d. We were the first makers in the world to sell a perfect Tire at a popular price, our price for 1892 being from 50 to 200 per cent. lower than others.

3d. Notwithstanding our low price we have faithfully and honestly backed up our goods, and made all repairs without charge.

4th. The MORGAN & WRIGHT TIRE started 1892 with at least thirteen competitors, and within the year every one of these competing Tires had to be entirely remodeled or were withdrawn from the market as failures, with the exception of three.

5th. This present season, having reduced our process of manufacture to absolute perfection, we are enabled to reduce our price of 1892.

6th. Our Tires for 1893 are made of the finest materials obtainable, and the integrity of our concern is pledged to sustain our goods in every way.

7th. Our plant has been remodeled throughout, and the capacity is treble that of 1892. All orders will have prompt attention.

A Pointer or Two.

Our Tires have our firm name in raised letters moulded on the casing. Look for this in buying a Morgan & Wright Pneumatic.

Don't buy an imitation; rest assured that the skill and experience, which have brought the MORGAN & WRIGHT TIRES to their present perfection, will be exercised in keeping them ahead of mere copyists.

SEND FOR CATALOGUE.

Morgan & Wright.

331-339 West Lake St.,

CHICAGO, ILL.

[Mention BICYCLING WORLD.]

A GLIMPSE INTO THE GRAVEYARDS OF THE FUTURE.

(NUMBER TWO.)



"The love of praise, howe'er concealed by art,
Rules more or less, and glows in every heart."

"Some for renown on scraps of learning dote,
And think they grow immortal as they quote."

"And still the wonder grew,
That one small head could carry all he knew."

"The learned fool writes his nonsense in better language than the unlearned, but still 'tis nonsense."

—ROBERT BRUCE.

Far and Wide

The Bicycling World is the cleanest, most reliable, and is the lowest cost paper published. We want 15 thousand non-League members to subscribe. See page 150.

THE Century Cycling Club, of Syracuse, N. Y., will shortly have a summer club-house, located on the shores of Onondaga Lake on the boulevard. W. S. Barnum, the proprietor of Maple Bay, has made a proposition to the club to assist their efforts in locating the house at the Bay, and it is probable that his plan will be accepted.

A 100-MILE handicap race will be ridden under the auspices of the Atalanta Wheelmen, of Newark, N. J., July 15. The course will be from Newark through South Orange, Milburn, Plainfield, Bound Brook and New Brunswick, to Princeton and return. A time limit of 12 hours has been set upon the race. Entries will close July 8.

THERE was a full attendance at the Taunton (Mass.) Cycle Club meeting last week after which came the "German Smoker," which has been so much talked of the past month. The spread was as near the German as Frankfort's sandwiches and hot coffee could make it. Then tobacco, pipes, and cigars were brought out, and an enjoyable concert given by club members.

LAST week the Æolus Cycling Club of Chicago, Ill., gave a ladies' night, or "An Evening with the Phonograph." Phonograph cylinders, humorous and serious, prose and song, had been collected, and the members and their friends were treated to a variation of notable sayings and a medley of popular music. Refreshments and dancing followed.

THE Maryland Division of the L. A. W. Athletic Association has issued a variety of tickets for the use of those who desire to enjoy the privileges of the track this year. A membership ticket, good for one year from date of issue, gives the member the privileges of the ground and track, but not the stand, at all times, including all race meetings, subject to the racing rules of the L. A. W., may be obtained for $5.

WORK has begun on the new club house of the Denver (Col.) Ramblers. The building is to be erected at Thirteenth and Lincoln avenues. It will be of brick, with a brick and stone front, and will cost $50,000. The club expects to get into its handsome new quarters some time during the summer. The building is being erected by the Rome Investment Association, which is composed of members of the board of directors of the Ramblers.

THE South Bend (Ind.) Cycling Club held its first race this season last week over the Muessel's brewery course. The distance was three and one-half miles. Six men started with the following handicaps: John Singler, jr., scratch; Harry Rough, scratch; Edward Sweden, 1 3-4m.; Lester Eyer, 2 1-2m.; Wm. Smith, 2 1-2m.; Walter Brown, 3m. The order of finish was Warden, first; Eyer, second; Singler, third; Rough, fourth.

AN informal meeting of the Board of Governors, of the Pawtucket (R. I.) Boat Club, and members interested in bicycling was held last week. The matter of establishing a "bicycle branch" of the club was considered in its various forms, and George T. Greenhalgh, Ralph A. Wilbur and Charles E. Carpenter were appointed a committee to report a plan of organization, to report at the regular meeting of the Board of Governors.

THE Capital City Wheelmen, of Sacramento, Cal., and the Oak Leaf Wheelmen, of Stockton, will have another relay race, to take place on May 7th, between Sacramento and Stockton. Next Sunday the relay stations will be laid out, and on the 23d the Capital City Wheelmen will have a test to see who will represent Sacramento in the race. The following members are in training to ride against Stockton: Crocker, Hamlin, Hubert, Wells, Vanderbilt, Ripley, Ennis, Upson, Peadman, Baker, Morrell, Elliott and Heilborn.

THE third and last of the Springfield Bicycle Club's athletic exhibitions was given at the rooms on Worthington street last week, and consisted of tumbling by Arthur Chapin, wrestling by Charles Freeman of Westfield and Charles Wicker of Springfield, and boxing matches between Calder and Bennett of Springfield, Ed Goss of Holyoke and Harry Jennings of Springfield, and S. McCarthy of Chicopee and T. Connelly of Chicopee Falls.

ARRANGEMENTS are being made for the formation of a new bicycle club, on a gigantic scale, in West Lynn, Mass. The Rovers club flourished in this locality for the past two summers, until last year, when down-town wheelmen were admitted to membership, after the fall of the old Lynn Wheel Club. Consequently the parent members became indifferent to the welfare of the club and ceased to attend the meetings. The rooms in the Rossobel block were given up and the headquarters moved down town, since which time the club has faded from existence.

THE members of the Riverside Wheelmen, of Baltimore, Md., made a run on the Philadelphia road yesterday afternoon. When they were two blocks east of Patterson Park, on Baltimore street, one of them was arrested on a charge of disorderly conduct and then there was a run for the northeastern district patrol wagon. Harry M. Jones, one of the wheelmen, ran into August Rodenmeyer, who was walking on the road. Neither was hurt, but Jones fell from his bicycle and S. E. Rose, who was riding behind him, fell over Jones. It is stated that a quarrel ensued and Jones was arrested. His companions followed the patrol wagon to the northeastern station on their bicycles. Justice Hamilton heard the case and dismissed the charge against Jones, after which the run was continued.

Do advertisers know that the Bicycling World led all competitors in the Hill Competition? This is a fact that means something. You don't advertise for the fun of it. You advertise for the results. You will get what you want if you advertise in the Bicycling World. See page 150.

Stolen.

A LADY'S Eclipse Bicycle, No. 3156, was stolen on April 19th, from the Massachusetts Normal Art School. The chain was attached on the outside at the crank shaft and on the inside at the rear hub. Look out for it.

Secure Sleeping Accommodations at the World's Fair.

Rooms can be secured at the National Columbian United Wheelmen's Association Club House and Hotel. Prices $1.00 per day and upwards. Address L. D. TAYLOR, Secretary. 959 W. Madison St., Chicago.

Your Old Wheel Taken in Trade.

SEND us a description of your old wheel (any make or style) its name, and your make of condition of tires, nickel and enamel. We will send you photographs of our "Capital" cycles (highest grade) and make you a much larger allowance than any local dealer can possibly afford. We wish to introduce our 1893 wheels early, deal direct with the factory. Washington Cycle Co., 809 Water street, S. W., Washington, D. C.

Secure Sleeping Accommodations at the World's Fair.

Rooms can be secured at the National Columbian United Wheelmen's Association Club House and Hotel. Prices $1.00 per day and upwards. Address L. D. TAYLOR, Secretary. 959 W. Madison St., Chicago.



The Erie Company Elects Officers.

The stockholders in the Erie Bicycle Manufacturing Company met last week and organized. The directors, Messrs. W. T. Black, Frank Fairbairn, Geo. I. Black, L. B. Gaylor and Wm. R. Black, elected the following officers: President—W. T. Black; Vice President—L. B. Gaylor; Treasurer—Frank V. Kepler; Secretary—E. L. Wadsworth. An assessment of 10 per cent. was made upon the capital stock of $100,000 and was paid in. The contract was given to Henry Shenk for the buildings at $30,000, the same to be completed in three months. The plant will be a three-story structure and a half-story basement; will be 147 feet on Niagara street and fifty feet on Plum street. There will be additions for the boiler and engine rooms, for the nickeling and enameling, etc. It is the intention to have some wheels out for the fall trade.

The Capital Cycle Co. Winds Up—A New Concern.

THE Capital Cycle Co. of Washington, D. C., after eight years of honorable existence, is of the past. Mr. H. S. Owen, so long identified with it, has bought out his partner and closed up the business. Mr. Owen was also largely interested in the Washington Cycle Co. of the same place, and has now acquired a controlling interest in that company also, the outcome of these operations being the H. S. Owen Mfg. Co.

The Capital Cycle Co. was widely known as one of the pioneers in the cycle trade, being the first to introduce the rear driving safety into this country.

In 1885 Mr. H. S. Owen imported two "Rovers" from England, and in the face of incredulity and ridicule predicted their type to be the "coming wheel," while in the shops of the Capital Cycle Co. the first ladies' bicycle in the world was made, being invented and designed by Mr. H. S. Owen, and made under his immediate supervision.

The factory owned by the Washington Cycle Co., and now turning out the Capital Cycles, is in its seventh year of wheel making. Mr. H. S. Owen has been identified with the cycle industry since 1878, first as retailer, then as importer, and now as manufacturer. The H. S. Owen Mfg. Co. will be heard from in the near future.

An Indiana Boom.

PRESIDENT SMITH, of the Indiana Bicycle Co., says that the works are overwhelmed with orders. There are now 562 men employed about the establishment. So pressed are they with work that the large building erected a few months ago to manufacture cycle furnishings is has in part been utilized for constructing bicycles. Mr. Smith says that at no time since the works started have they been more busy. All the accumulated stock of the past winter has been sold, and orders are coming in by mail and telegraph to take all its daily production. Both large buildings are now filled to their utmost capacity with machinery and men to operate it. An idea of the extent of the buildings may be formed in the fact that there are 167,000 square feet of floor room, or two and a half acres.

The Union Cycle Mfg. Co. Branch Out.

THE ever increasing volume of business done by the Union Cycle Mfg. Co. is calling for a more thorough representation in cities where cycling has secured a foothold. Having opened a branch at Springfield with very satisfactory results, they have now taken over the business carried on by the Kirk Brown Co., Ltd., of 1406 Penn square, Philadelphia, Pa. Oscar N. Temple, who has been appointed to manage the new branch, has for the past two years been one of their most valued and energetic travellers; his genial disposition makes him welcome wherever he goes, and it is safe to say that the Philadelphia branch will be safe and prosperous in his hands.

Improvements in the Lozier Company's Plant.

THE H. A. Lozier & Co.'s Toledo plant has undergone marked improvements in the past few weeks. Three of the additional factory buildings are completed, the warehouse and shipping room, boiler and engine rooms and the tool room. The company is now doubling the size of the main factory. The foundations are in and work on the walls begun. Three acres of land in Cycledale adjoining the factory have been purchased for something over $2000. Some of the present buildings will be removed to this location and others erected later. The company now employs between 200 and 300 men, one-third more than last season. When the factory additions are completed the force will be doubled. All of the buildings are expected to be ready for operation by July 1.

$2. SCORCHER Shoe — **DETACHABLE CLEAT $1.** — **And Shoe Protector,** WITH AUTOMATIC SOLE CLASP

Why wear **BROGANS?** You want light wheels. Why not light shoes?

—OUR— **GLOVE FITTING DONGOLA SHOE** Is Stylish, Neat, Comfortable.

Send Money and Size of Foot. Postage free.



READ THIS:

(From a former customer.)

PERRY, N.Y., March 20, '93.
Detachable Cleat Co.:

I have changed my rubbe for rat-trap pedals, and enclose $1 for a pair of cleats. I want to say that your shoes and cleats are the best thing of the kind I ever saw, and would not ride without. All riders ought to have them, and would if they once tried them. Yours truly,

J. A. CLEMENT, Mgr. Hotel Perry.

Weight, 4 oz.

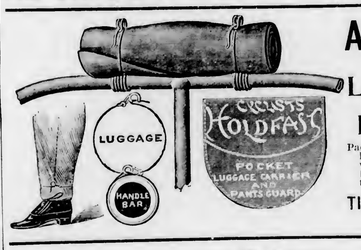
DETACHABLE CLEAT CO., Allston, Mass.



The Staples Automatic Walking Motion Saddles

Will give you more comfort and greater power on your wheel than any other.
Yes, we will send you catalogue and terms. Send us your address, it will pay you

THE STAPLES MFG. CO., - - ELIZABETH, N. J.



A PERFECT POCKET Combination —OF— Luggage Carrier —AND— Pants Guards.

Packed in Morocco Purse, weighing less than one ounce. Always with you. Always ready. If your dealer does not have them, 25 cents sent the

TIE CO., Unadilla, N. Y.

Gets articles complete.

IS A

"Guarantee" of Any Use?

THERE is but one answer, and that is, "it depends entirely upon the disposition of the maker and his representatives." Any guarantee, no matter how liberal it appears, can be construed so as to mean almost nothing to the rider who depends on it. Oftentimes, even a STRICTLY JUST interpretation, is an unnecessary hardship. A few dollars, more or less, will not improve a guarantee. Its efficacy lies in the degree of readiness shown to make it good.

A "guarantee" is a necessary evil, because wheels are sometimes liable to develop unknown and unpreventable defects. But there is something better than a "guarantee," and that is a wheel which does not base its principle claim to patronage on the mere fact that it is guaranteed. A good wheel can always afford to give a broad guarantee, and stick to it in letter and spirit. But, does a good wheel need to bolster itself up with its guarantee?

The PHOENIX is a good wheel, and if by any chance it needs it, we make good its guarantee on machine and tires to the full spirit of the promise.

PORTER & GILMOUR, 1773 BROADWAY, NEW YORK, Sole Wholesale Agents for New Jersey. AND EASTERN BRANCH OF **STOVER BICYCLE MANFG. CO.,** 579 MADISON AV., NEW YORK,

JOINT AGENTS FOR NEW YORK CITY.

Bicycling World & L. A. W. Bulletin

•••• REDUCED TO ••••

50 cts. per Year. 50 cts. per Year.

SPECIAL NOTICE—As some L. A. W. members mistake this offer as meaning renewal to League membership, we desire to say that this offer has no connection with the League at all, but is simply for OUTSIDE SUBSCRIBERS.

OUR PREMIUM LIST.

TERMS AND INSTRUCTIONS:

For the Capital and Special Prizes the competition will close July 14th. Cash to accompany each subscription (stamps not taken). Postal notes, money orders, or checks should be sent.

We shall start an account with each competitor, and as each new name and subscription comes in, we shall credit him with the same.

The other prizes will be awarded to those sending in the next six largest number of paid subscriptions, irrespective of the number sent.

In case the capital prize is not awarded because of the failure of any competitor to reach the two hundred mark, then the second prize becomes the first, and so on down the list.

CAPITAL PRIZE.—One Bicycle, of any maker who has been using our advertising columns, will be given *to the person securing the largest number of subscribers between* April 14th and July 14th; *provided the number of such subscriptions reaches at least two hundred.*

SECOND PRIZE.—To the one sending in the second greatest number of paid subscriptions between April 14th and July 14th, a Double Barrel Scott Gun. Value, $75.00.

THIRD PRIZE.—To the one sending in the third greatest number of paid subscriptions between April 14th and July 14th, a Stop Watch. Value, $50.00.

FOURTH PRIZE.—To the one sending in the fourth greatest number of paid subscriptions between April 14th and July 14th, a Kodak outfit. Valued at $35.00.

FIFTH PRIZE.—An order on one or more of our advertisers for goods to the total value of $25.00, or the competitor can choose articles as shown in our premium list to the aggregate of $25.00.

SIXTH PRIZE.—An order on one or more of our advertisers for goods to the total value of $15.00, or the competitor can choose articles as shown in our premium list to the aggregate of $15.00.

SEVENTH PRIZE.—An order on one or more of our advertisers for goods to the total value of $10.00, or the competitor can choose articles as shown in our premium list to the aggregate of $10.00.

EXTRA PREMIUMS:

In addition to these special prizes, we make the following offer. (It being understood that the winners of any one of the above special prizes shall not be entitled to receive any of the following premiums).

To all who send in twenty-five paid subscriptions or over twenty-five, and who have not secured one of the above special prizes, we will give an article or articles to the value of $5.00, to be selected by competitor from our premium list or advertising columns.

To all who send us fifteen paid subscriptions, and who have not secured one of the above special prizes, we will give a pair of Racing Shoes, valued at $3.50, or any article or articles to the total value of $3.50, to be selected by competitor from our premium list or advertising columns.

To all who send in ten paid subscriptions, and who have not secured one of the above special prizes, we will give a pair of Scorching Shoes, valued at $2.00, or any article or articles to the total value of $2.00, to be selected by competitor from our premium list or advertising columns.

To all who send in five paid subscriptions, and who have not secured one of the above special prizes, we will give an article or articles to the total value of $1.00, to be selected by competitor from our premium list or advertising columns.

PNEUMATIC PUMPS.—"Colman & Shurtleff Registering Inflator," including one nipple to fit any tire in general use. This pump is fitted with a gauge which indicates the exact pressure of air from the first stroke to the last, thus being able to tell immediately when the proper pressure of air has been put in the tire. The inflator is handsomely mounted on an oak panel, and the pump is pivoted so that when not in use it can be swung up or down. The pump is detachable so that it can be used independent of the gauge. Price, $15.00.

HOME PUMP NO. 1. FOR PNEUMATIC TIRES. This pump is very handy for home use. It is powerful and is fitted with a rod and stirrup so that the pump rests on a solid foundation. Fitted with one nipple of any tire in general use. Price, $3.50.

TELESCOPING PUMP NO. 4. A very powerful hand pump, intended for home use and yet not too large to carry on bicycle. It is 20 inches over all, having a barrel 7-8 x 11, weight 11 ounces. The most powerful hand pump made. Price, $2.00.

NIPPLE KEEPER. (Or Rack). To hold 38 nipples, $3.50; same to hold 19 nipples, $2.50. Nipples, each (any regular make), 15 cents each.

BICYCLE BELLS.

New Departure, 33 pattern	$2 25
New Departure, 30 pattern, ladies	2 00
The London Chime	1 50
Feather Weight	1 00

BICYCLE LOCKS.

The Yale	$1 00
Perfection Brass	75
The Protection Brass	50

LUGGAGE CARRIERS.

Lamson's, No. 1	$1 00
Lamson's, No. 2	75
Lamson's, No. 4, single strap	1 25
Lamson's, No. 4, double strap	1 50

TOE CLIPS.

Hunt's	75
Hunt's Ballance's Extra	75
Rankin's	50

CYCLOMETERS.

Hilliard	$8 50
Brook's Ideal	5 00
Bidwell	$10 00

HOME TRAINERS.

Hartford	$6 00
Hartford Bell Attachment	2 50

BICYCLE LANTERNS.

Holophote No. 250, 0	$8 50
King of Diamonds	6 50
The Clipper	2 50
The Pilot	1 25

BICYCLE STANDS.

The Ideal	$1 25
Buffalo Safety	1 00
Buffalo Wall	50

CHILD'S SEATS.

The Beauty Mackintosh Bottom	$5 00
The Buffalo Patent, Nickeled	5 00

BICYCLE STOCKINGS.

No. 1 English Ribbed	$1 75
No. 3 Heavy Worsted	1 00
No. 4 Heavy Wool	50

RACING SUITS.

(Give chest, arm, neck measurement and length body; also waist, thigh, inside length leg, and length waist to knee.)

Best Worsted 1-4 sleeve shirts	$3 25
Best Worsted no sleeve shirts	3 00
Good Weight 1-4 sleeve shirts	1 50
Good Weight no sleeve shirts	1 50
Cotton 1-4 sleeve shirts	50
Cotton Worsted no sleeve shirts	50
Best Worsted Knee Tights	2 75
Good Worsted Knee Tights	1 50
Good Cotton Knee Tights	50
No. 1 Silesia Puffed Trunks	75
No. 2 Sateen Puffed Trunks	2 50
No. 5 Velvet Puffed Trunks	1 50

SWEATERS.

(Give chest, arm, and length body measurement).

XX, Solid Colors	$5 50
XX, Striped	5 75
3, Solid Colors	3 50
3, Striped	3 75
4, Solid Colors light weight	2 50

RACKETS.

Pettitt Tournament, each	5 00
Longwood, each	4 00
Longwood Cork, each	4 50
Star, each	1 25

TRAPEZE FOR HOME USE.

No. 1, 2 1-2 ft. Bar, including 8ft. rope or less	$2 50
No. 2, 3 " " " " " "	2 75
No. 3, 3 1-2 " " " " " "	3 00
No. 4, 4 " " " " " "	3 25

ARROWWANNA HAMMOCKS.

(Full Color.)

IV Turkey Red, or assorted colors, with Valance; width 40 in.; length, 74 in.; Pillow and Spreader.....$4 00

IV Turkey Red, or assorted colors, with Valance; width 32 in.; length 68 in.; Pillow and Spreaders..... 2 25

XV Turkey Red, or assorted colors, with Valance; width 37 in.; length 73 in.; Pillow and Spreader..... 3 50

CAMERAS.

L. A. W. Bull's Eye. This camera can be filled in broad daylight and contains film cartridges for 12 pictures 4 3-4x3 3-4. A great camera for the price..... $7 00

FISHING RODS, ETC.

(The price of rods does not include the reels.)

Grade E. Three-joint Split Bamboo rod; two tips, fly or bass, celluloid grip..... $3 50

No. M 715. Three-joint Fly Rod; Butt and second joint snake-wood finish, black or white celluloid grip, two tips, light color 9 to 10 1-2 feet..... 4 00

No. M 809. Same as above for bass..... 4 00

No. 402. Same wood, Bass Rod; three joints, wire guide, celluloid grip, 8 1-2 to 9 feet..... 3 25

(Above four rods silk wound and in covered embedded cases).

No. 242. Three-joint ash, nickeled, 10 1-2 feet. 1 00

No. 64-2. Three-joint ash, nickeled, solid reel seat..... 1 25

No. 603. General Rod, ash butt and second joint, with lance tips, light color..... 3 75

FISHING REELS.

No. 3 1-2. Raised Pillar Star pattern, click nickeled..... $ 50

No. 1906. Raised Pillar, Star pattern Balance handle, multiplying, screwed, nickeled, with collar and back sliding click..... 1 40

No. 0193 1-2. Same as above with both click and drag..... 2 50

REVOLVERS.

Unique Revolver, Patent Swing Cylinder, Octagon barrel; Fancy Rubber stock; saw handles; a beauty..... $3 50

Smith Revolver; face-smile in appearance of the Smith & Wesson Model 32 cal. It takes a long 32..... 3 50

Colts 7 shot Revolving Pistol. It takes long or short 22..... 2 50

TARGET RIFLES.

Flobert No. 2 polished barrel side extractor..... $3 00

Remington action No. 6; plain stock polished barrel..... 4 00

Warmant action No. 20; plain stock..... 4 50

Warmant improved No. 50. Pistol stock rubber butt, checkered mounting..... 6 50

Address WHEELMAN CO., 167 Oliver St., Boston, Mass.

1893 NEW MAIL



HIGHEST GRADE.

11th Year.

Greater Demand Than Ever Before?

Pneumatic Tires, $125.
Dunlop Detachable Tires, $135.

The Wheel of '93! See it and Send for Catalogue.

MANUFACTURERS

WM. READ & SONS,

107 Washington St., - - - - Boston, Mass.

Chicago Branch, Masonic Temple, A. W. MOORE, Manager.

Hilliard Cyclometer,



PRICE. $8.50.

PITTSBURGH, PA., March 11, '93.

Hilliard Cyclometer Co.:

Gentlemen—The Hilliard Cyclometer which I used all of last season is the only one of four I have used that registered correctly, and I would recommend any person to use it in preference to all others. My season's mileage was 6712 miles, and in one month I rode 2017 miles.

Yours respectfully,
LOUIS C. MILLER.

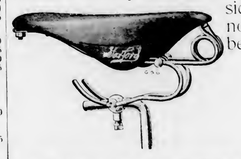
Agents Wanted.
Send for Circular.

HILLIARD CYCLOMETER CO., 1220 Filbert Street,
PHILADELPHIA, PENN.

Liberal terms to the trade. Cuts on application.

ELYRIA is twenty-six miles

west of Cleveland on the Lake Shore and Michigan Southern Railway. Passengers traveling this route will notice our new factory a short distance east of the depot on the north side of the tracks, and seeing it will not be surprised at our claiming to be the . . . . . .



LARGEST SADDLE MAKERS IN THE WORLD.

By the way, if it be convenient stop over a train. We are always pleased to show our new plant, and our visitors so far have enjoyed seeing the building of saddles reduced to a science.

GARFORD MFG. CO.,

CORRESPONDENCE SOLICITED. ELYRIA, OHIO.

THE KEATING

Is now known throughout the Country as the Lightest full "Road Wheel" manufactured; is strictly high-grade in every respect. Fully guaranteed. Our cut appears next week. Be sure

ROADSTER 27 lbs. **Keating** SCORCHER 25 lbs.

and get your L. A. W. Bulletin and examine the wheel. Our Model D "full Roadster" tickles the boys. Our Model E just carries them away.

The Catalogues are Unique.

KEATING WHEEL CO., Holyoke, Mass.

1775 Broadway, NEW YORK. 145 Columbus Avenue, BOSTON.





THE HOLMES CO.,

MANUFACTURERS

Jersey Fitting Bicycle, Athletic, Gymnasium and Bathing Suits, Sweaters, etc.

SWEATERS (Sailor Collar) / EQUESTRIAN TROUSERS / for Lady Bicycle Riders

Send stamp for catalogue B.

109 Kingston St., BOSTON, MASS.



THE BAY STATE ADJUSTABLE

Bundle & Luggage Carrier

Combines by far more points of genuine excellence than any other.

STRONG Because made of best steel wire in best possible manner.
DURABLE You can't break it, and it lasts practically forever.
LIGHT Weighs but 9 oz. complete.
HANDSOME Heavily nickeled with long straps of best russet leather.
PRACTICAL Because its position gives handle the support of steering head and handle-bar upright. Carries anything and everything. We guarantee it to give complete satisfaction.

Showing Carrier fastened to steering head of Safety.

Cheap. Price $1, postpaid.

H. F. DIESLER, Man'frs' Agent. P. O. Box 1360. Boston Mass.



A MODEL RACING SUIT

That is modest, light and convenient, with all the weight hung on the shoulders and no extra material to carry. This suit meets all the requirements of the L. A. W. rules. No. 1301, worsted, full fashioned, $5; No. 1302, worsted, cut goods, $3.50; No. 1303, worsted, light weight; $3.25; No. 1304, pure silk, 1st quality, $14.50; No. 1305, pure silk, 2d quality, $10.50; No. 1306, sateen, very light, $2.50 By mail, 15 cents extra.

Above suits are same as cut; 1-4 sleeve, 16-inch inseams. Sleeveless suits same price. Black and Navy Blue, only in stock in worsted and sateen. Silk suits made to order also, any color in worsted. Striped suits $1.00 extra. Letters, 50c. each. Measurements: Chest, waist, back of neck to crotch inseam.

CALL A 1 SUPPORTER



A light, cool and durable supporter for Bicyclists, Athletes and Gymnasts. Made of cloth and elastic, a sure fit. Price $1.00. Sent post paid on receipt of price. Be sure and send tight waist measure. Illustrated catalog of Bicycle and Athletic Goods free.

S. B. CALL, 220 Main Street, Springfield, Mass.

A. OVERY CYCLE CO. WHOLESALE DEALERS IN BICYCLES AND SUNDRIES 245 Columbus Ave. BOSTON, MASS.

Bargains!
Bargains!!
Bargains!!!

In second-hand wheels.

Send for April list. It will save you MONEY.



PNEUMATIC REPAIR OUTFIT

The Largest, Best and Most Complete Outfit

On the market. Size 3in. x 5 in. Liberal discount to dealers.

STOKES MFG. CO., Cycling Outfitters,
293 Wabash Avenue, Chicago

Few Wheels Have so Many

Original ideas embodied in their construction, and none of such real merit as has the

"Imperial" REGISTERED TRADE MARK

OTHER MAKERS

Have copied and no doubt tried to equal the original, but with only failures to their credit.

WEIGHTS,

24, 28, 34, 39 and 40 pounds.

The most complete and interesting Bicycle Catalogue ever published mailed free.

Ames & Frost Company,

302-304 Wabash Avenue,

CHICAGO.

HELICAL TUBE PREMIERS

Are made from Steel manufactured exclusively for us, of a quality FINER and TOUGHER than Band Saw Steel. This combined with the peculiarity of construction, enables us to produce a . . . . . .

Thoroughly Reliable Light Weight Wheel.

(Helical Tube is fully protected by patents). To this acme of cycle construction we add the GREATEST of Pneumatics . . . . . .

THE 1893 DETACHABLE DUNLOP,

And present to discriminating wheelmen a perfection never before attained.

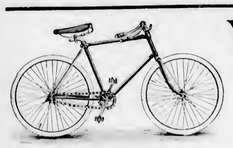
Weights 19 1-2, 25, 27, 30 and 32 1-2 lbs.

We will tell you about the Weldless Premier next week.

PREMIER CYCLE COMPANY,

NEW YORK.

N. B.—Wheeler says: "Premiers beat Champions out of Pure Superiority."



Waverly Scorcher

32 Pounds — $100.00.



Springfield, Mass., March 25, 1893.

Indiana Bicycle Co., Indianapolis, Ind.

Gentlemen—The two Waverlys arrived yesterday, and to say that I am pleased with them would be putting it mildly. I am simply charmed. The Scorcher was sold at once, and I can say that if you will only send me twenty-five of these machines at once by express that I can sell every one during next week. Can't I induce you to so favor me? Rush them along.

Yours respectfully, GEO. M. HENDEE.

Syracuse, N. Y., March 25, 1893.

Indiana Bicycle Co., Indianapolis, Ind.

Gentlemen—Still they go. Just sold four in one store. Please express us four 28-inch Waverlys and one 26-inch Waverly Amateur at once. Will there be any delay in getting wheels? We want to know just what to expect and not promise people their wheels and not be able to deliver them.

Yours truly, BENJAMIN & ANDREWS.

Do you want to know more about the **ONLY STRICTLY HIGH GRADE WHEEL** Ever sold at $100.00? Then write the

INDIANA BICYCLE COMPANY, Indianapolis, Ind.

TRADE NOTES—Continued.

Poorman Leases a New Building.

J. E. POORMAN, the well-known Cincinnati dealer has rented the fine store just being vacated by Dodd, Werner & Co., on the south side of Fifth St., for the term of ten years, the rent being $4,000 a year. Mr. Poorman thoroughly deserves the success which has attended his cycling ventures.

The Premier Exhibit at Chicago.

ONE of the largest as well as the handsomest displays of wheels at the Columbian Exposition will be made by the Premier Cycle Company in the west transept of the Transportation Building. Their space occupies one thousand square feet with a frontage of one hundred and seventy. The railings and partitions are of solid cherry and beveled plate glass. Thirty-six specimens of Premier Cycles will be shown, in weights ranging from 18 to 38 pounds for safeties, and 35 to 60 pounds for tricycles. The Company's Helical Tubing will be a prominent feature in the display and the new detachable Dunlop Tire, which this Company uses exclusively in America, will be demonstrated by attendants. Twenty-nine Premiers will be found on this stand, of the following patterns: Weldless Premier, first grade, light and full Roadsters; Weldless Premier, second grade, light and full Roadsters; Helical Tube Racers, Road Racers and Roadsters; Helical Tube Ladies', with and without Aluminum Gear Cases; Youths' Premier Safety, Front-driving Safeties; ladies' and mens' pneumatic tricycles and youths' tricycles. Mr. W. P. Case is in charge of the exhibit.

GEORGE W. SMITH & SONS, lumber dealers, Buffalo, N. Y., and bicycle makers under the name of the Vincent Cycle Manufacturing Company, have assigned. Liabilities, $100,000.

THE Cycle Supply Company, Chicago, capital stock $75,000, was incorporated last week; incorporators, O. D. Ferguson, Michael Muelle, and Elmore C. Patterson.

THE Pacific Coast 10 mile road record was broken April 16. In a road race over the San Leandro Triangle, Jules T. Hancock, on a Rambler racer, took first place, time prize, and also broke the Pacific Coast 10 mile road record, doing the distance in 32m. 11 3-4s. This is the fifth Pacific Coast record broken on a Rambler since November last.

THE one-legged Syracusian trans-continental rider, Frank S. Hoedlesou, who will ride from San Francisco to New York, has ordered corrugated G. & J. pneumatic tires fitted to his Stearns bicycle.

THE Wheelmen's Pavilion Company, Chicago, was incorporated last week. Capital stock, $2000; incorporators, Samuel H. Dempsey, James B. Herron and Edward L. Drewery.

THE Bay State Adjustable Bundle and Luggage Carrier, which is being handled by H. F. Deisler, of this city, is a capital idea in luggage carriers. It fastens absolutely rigid to the steering head which supports the back of the bundle and does not interfere in any way with the brake or lamp. While very light it is so strong that it cannot be bent in actual use.

J. B. BROOKES of the J. & B. Brookes Cycle Company was in Boston last week, arriving on capital stock $100,000, was incorporated last week. Incorporators, Franklin P. Burnham, Frank M. Goodhue and James E. Goodhue.

THE Two-Speed Bicycle Company, of Chicago, capital stock $100,000, was incorporated last week. Incorporators, Franklin P. Burnham, Frank M. Goodhue and James E. Goodhue.

ROOTS & Co., of Indianapolis, capital $10,000, was incorporated last week. The company proposes to sell buggies and bicycles. D. L. Roots, Irene E. Roots and O. L. Parry are the incorporators.

PRESIDENT A. J. OGDE and E. W. Smith of the "Press Cycling Club" have secured the lease of No. 30 Pemberton square, and have opened the ground floor as a cyclists' retreat, to be known as "The Hub Cycling Inn."

At the late Industrial Exposition at Mechanics Pavilion, San Francisco, the Overman Wheel Company were awarded the first prize medal for the best pneumatic tire.

ARTICLES of association were last week filed in the office of the Secretary of State (Madison, Wis.) incorporating the following companies: The Friese Boat and Cycle Company of Milwaukee, capital, $10,000; incorporators, A. W. Friese, H. Hobbs and Leo Peck.

G. DARLOW & SON,

... MAKERS OF THE ...



BRIGHTON FLYER,

24 LBS.

Sole agents for the

RELAY MFG. CO., PURITAN,

and other cycles in great variety. Easy payments. Fine repair work. Wheels changed over from $10 up.

Pneumatics from $70 to $135. Cushions from $30 to $70. Great discounts for cash.

GEO. DARLOW & SON. 473 Tremont St., Boston.

HANDY BICYCLE STANDS



Simple, Strong, Practical, Popular.

No. 1. Supports one or any wheel from center of hub to bar. Price $1.00.

No. 2. Supports securely any wheel by spring grip on front fork, or rear frame, either side (see cut) Price $1.00. The Spring Grip is covered by ap patents now pending.

No. 3. Shown in cut. Combines No. 1 and 2, and is most complete and convenient. Does not mar the finest finish. Just the stand for RIDERS. Price $1.25. No. 2 is the favorite with dealers.

Sold by all dealers or any Stand sent prepaid to any address in U. S. on receipt of $1.25. Accept no other. Liberal discount to trade only. Write for Catalogue.

C. W. MUNSON, TOLEDO, O.

Mention this Paper.

DON'T BE SATISFIED with a poor and leaky oil can for your bicycle. An oil can is the most important accessory, and the best oil can is the

"PERFECT" POCKET OILER

Does not leak. It also regulates the supply of oil to a nicety.



One half size.

Price 25c. each. Handsomely nickeled.

CUSHMAN & DENISON, 172 9th Ave., New York



HOLDERS

To carry above oiler on a wheel. Thoroughly adjustable and easily attached to any wheel; no cutting; handsomely nickel plated. Price 25 cents each. Larger size holder to carry pneumatic pump at same price.

CUSHMAN & DENISON, 172 9th Avenue, - - New York

L. A. W.

The contractors for the Massachusetts L. A. W. are

G. W. SIMMONS & CO.,

OAK HALL,

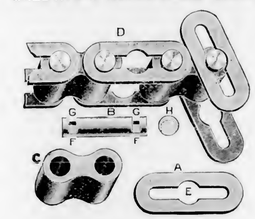
32 to 44 North Street.

This house deals in uniforms of every kind, supplies clubs, (bicycles, yachting, tennis and base-ball); military goods of every description, regalia, flags, swords, saddles and everything worn by military or sporting men. For information on any special subject, address

G. W. SIMMONS & CO.

BOSTON.

BALDWIN'S ADJUSTABLE CHAIN



ADVANTAGES:

1. Simplicity, ease of attaching and detaching the several parts to and from each other.
2. Ease of repair in case of breakage, can be repaired without the use of tools.
3. Cleanliness, can be taken apart, cleaned and assembled in a very short time. What is wanted in a bicycle chain is a chain bearing, not an oiled bearing to catch the dust, and soil everything that touches the chain.
4. Barrel studs cannot rust into the central block and wear the side links, as is often the case with riveted chains. Wear must all come on long bearing.
5. Will wear longer because it can be made harder than the riveted chain. Hardened steel cannot be riveted.
6. When nickeled the nickel is not marred by assembling.
7. Most important of all. It is adjustable for wear, which no other chain is, and thus is made to fit the sprocket wheels all the time, preventing friction, and loss of power, wear of sprocket and noise.

All steel; every part hardened. Work and material the best. Price, $8; nickeled, $9. Full directions with each chain. Send for circular.

E. A. BALDWIN, West Upton, Mass.

"THE MIDGET"



JUST THE TRICK FOR SCORCHERS. SIZE, 1 1-2 x 3 1-2. WEIGHT, 2 OZ.

The Midget is the scorchers' friend, and the only vest pocket kit that meets the requirements of all pneumatics.

PRICE BY MAIL 35 CENTS.

PRINCE WELLS,

626 Fourth Avenue, - Louisville, Ky.

STUDY LAW AT HOME.

TAKE A COURSE IN THE SPRAGUE CORRESPONDENCE SCHOOL OF LAW. (Incorporated.) Send ten cents (stamps) for particulars to

J. COTNER, JR., SEC'Y. DETROIT, MICH. NO. 651 WHITNEY BLOCK.



CHALLENGED!

The World. To beat the workmanship, material, design or finish of

WARWICK CYCLES.

WARWICK CYCLE MFG. CO., = Springfield, Mass.

GET A CATALOGUE.

SINGER CYCLES.

GUARANTEED.

It is reported that prices are being cut on 1893 pattern cycles. In view of this, we would state, for the benefit of dealers handling Singer wheels, that if we learn that current patterns of our goods are sold at less than the catalogue prices, we shall cease to fill orders from the agent so selling them.

SINGER & CO., 6 and 8 Berkeley St., and 2 Warren Avenue, *BOSTON, MASS.*

LIBERAL DISCOUNTS TO RELIABLE AGENTS.



D. & R. SPECIAL LIGHT ROADSTER. Weight with Full Roadster Tires, 30 Lbs.

D. & R. Special Cycles.

FULLY GUARANTEED.

Specifications, 28 in. wheels speeded to 60, 64, or 66 in. Special dust proof ball bearings to all running parts, Tangent spokes, Roller chain (anti-friction), Weldless steel tube of large section, very strong and rigid, to frame forks and handle bar. Finished in fine enamel and nickel.

PRICE, $150.

We fit all our D. & R. Specials with the '93 Dunlop Detachable Tires, which are unequalled in material, speed, and ease of repair.

Send for Catalogue.

Liberal Discounts to Reliable Agents.

Dean & Rogers Cycle Co.,

TAUNTON, MASS.

THE FINEST LINE OF

MACHINES BUILT.

IF YOU DO NOT BELIEVE IT SEND US YOUR NAME AND WE WILL SEND YOU THEIR PICTURES.

TOLEDO BICYCLE COMPANY, - Toledo, Ohio.

MATERIALLY MATED.



HOLBEIN SWIFT, 30 lbs. stripped.

SWIFT By Name.

By Nature SWIFT.

CATALOG FREE.



LADY'S SWIFT, 34 lbs. complete.

COVENTRY MACHINISTS' CO.,

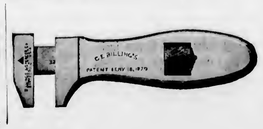
BOSTON. CHICAGO. SAN FRANCISCO.

..ADAMS'..

Pepsin Tutti Frutti

FOR THAT

Full Feeling After Eating.



The Billings' Bicycle Wrench.

Adopted by the Pope Mfg. Co., and pronounced by them the Best Bicycle Wrench in the Market.

THE BILLINGS & SPENCER CO., HARTFORD CONN.

FOR SALE OR EXCHANGE.

In this department the prices are 20 cts. per line, 7 words per line, 12 lines per inch.

Stamps will NOT be taken in payment. Cash, check, money order, or postal note must accompany order, or no insertion.

WANTED—100 Second Hand Solid, Cushion or Pneumatic Tired Safeties in exchange for D. & R. Specials. See page 153. DEAN & ROGERS CYCLE CO., Taunton, Mass.

CIGARS—Will send a box of 25 fine Havana Cigars for 75 cents postpaid. A.F.JENKINS, W. Boxford, Mass.

FOR SALE—'93 Ladies' Rambler; never used; must be sold. F. W. PIOTROW, Hamilton, N. Y.

AN 1892 Pattern Columbia Light Roadster Safety with pneumatic tires; in perfect condition; will sell for $100. E. B. E., 113 S. Broadway, Baltimore, Md.

IF the bearings of a bicycle are kept clean it will last three times longer; receipt for 50 cts. Cleaned in five minutes without taking apart. Address, E. SIEVER, Keithsburg, Ill.

A CHANCE for you. We wish to cut down our stock of bicycles and supplies and offer the following 1893 pattern machines at 25 per cent. discount: Eagle, Royal, Western Wheel Works and Monarch; the Ariel, Crescendo, D. & R. Special and Majestic, 20 per cent. discount; 1892 Model A Ariels, 1 1-2-inch cushion, at $80; Ariel, B. M. & W. pneumatic at $90; lanterns, bells, etc., 33 1-3 per cent. discount. Catalogues free; write to-day. A. B. WHITE CYCLE CO., Fort Wayne, Ind.

WANTED—25 Second Hand Cushion Tired Safeties, Columbia or Victor preferred; highest prices allowed. DEAN & ROGERS CYCLE CO., Taunton, Mass.

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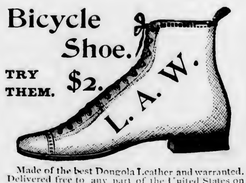
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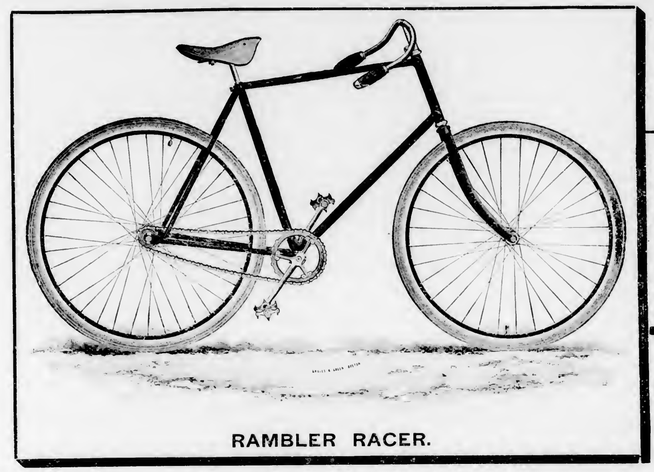
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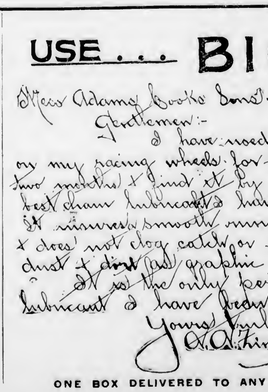
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This committee to have charge and arrange for hotel accommodation during the League meet and International races.

Racing Board Matters.

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SANCTIONS GRANTED.

May 30—Chester Bicycle Club, Chester, Pa.

May 3—Swarthmore College Freshman Sports, Swarthmore, Pa.

May 6—Swarthmore College Sophomore Sports, Swarthmore, Pa.

May 13—Swarthmore College Annual Games, Swarthmore, Pa

May 29—Penn-sylvania Intercollegiate Athletic Association, Swarthmore, Pa.

May 30—Asbury Park Wheelmen, Asbury Park, N. J.

July 21, 22—Asbury Park Wheelmen, Asbury Park, N. J.

April 29—Tenth Battallon A. A., Albany, N. Y.

May 5—Marysville Bicycle Club, Marysville, Cal.

July 3, 4—Sandusky Wheel Club, Sandusky, Ohio.

May 30—Diamond Wheelmen, Detroit, Mich.

July 4—Charleston Wheelmens' Track Association, Charleston, S. C.

July 3 4—Detroit Wheelmen, Detroit, Mich.

June 11—The Lakeside Cycling Club, Cleveland, Ohio.

April 21—Colonial Wheel Club, Greeley, Col.

July 4—Division Meet, Greeley, Col.

H. E. RAYMOND.

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4. J. W. McGowin, 610 Wood street, Pittsburgh, Pa.

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2. M. J. Fleck, 332 E. Walnut street, Louisville, Ky.

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4. E. M. Newman, 906 Insurance Exchange bldg, Chicago, Ill.
5. Louis Schimmel, care Perkins Hotel, Detroit, Mich.

District No. 9.—Minnesota, North Dakota, South Dakota, Montana and Wyoming.

1. H. W. Clark, 4th st. and Cedar ave., Minneapolis, Minn.
2. D. J. Walt, Helena, Mont.

District No. 10.—Nebraska, Iowa and New Mexico.

1. H. Eastman, Omaha, Neb.

District No. 11.—Idaho, Utah, Arizona and Colorado.

1. Bert W. Cole, 221 Santa Fe avenue, Pueblo, Col.
2. H. Pemboroke, Salt Lake City, Utah.
3. C. E. Hawver, P. O. Box 1506, Denver, Col.

District No. 12.—Oregon and Washington.

1. F. S. Peirce, 808 Water street, Portland, Ore.

District No. 13.—California and Nevada.

1. F. D. Elwell, 216 Bush street, San Francisco, Cal.
2. H. C. F. Smith, Los Angeles, Cal.

District No. 7.—Comprising Ohio and West Virginia is still to be filled, and is now under advisement.

SANCTIONS GRANTED.

April 22, University of California, Palo Alto, Cal.

July 1, 3 and 4, Bay State Bicycle Club, San Francisco, Cal.

Sept. 5, Scranton Bicycle Club, Scranton, Pa.

April 21, University of Pennsylvania, Philadelphia, Pa.

May 26, University of Pennsylvania, Philadelphia, Pa.

July 4, Baltimore Cycle Club, Baltimore, Md.

July 4, South Bend Co., South Bend, Ind.

April 20, Fernandina Cycling Club, Fernandina, Fla.

Correction—Sept. 12, 13 and 14, Springfield Bicycle Club, Springfield, Mass.

H. E. RAYMOND.

Connecticut.

The quarterly meeting of the Board of Officers of the Connecticut Division L. A. W. was held at Bridgeport, March 28, 93.

Meeting called to order at 8 P. M. by C. C., A. H. Schumacher.

On account of illness of Sec.-Treas. Ex. C. C. Latham was chosen Secretary pro tem.

Present, Messrs. Post, L. A. Tracy, Grace, Jos. Goodman, Fenton, King, Fisher, Booth, Isbell, Rowland, Latham, F. Atwater, Sawyer, Fahy, Talcott, Noble, Moore, Redfield, Lockwood, Russell, Bradley, and J. B. Atwater.

Minutes of annual meeting read and approved.

Chief Consul made a brief report regarding the progress and prospects of the Division, and asked authority to issue the annual handbook and offer suitable recruiting prizes.

Report accepted and authority given.

Secretary-Treasurer reported:

Amount on hand Dec 27..... $928.20
Amount received to date..... 277.39
$1205.59
Amount paid to date..... 432.91
Balance on Deposit $772.65

Report accepted.

Committee on Highway Improvement and Division Attorney reported progress on the several bills now before the Legislature Road Improvement, Incorporation of the Division and *Increase of penalty for stealing bicycles.*

The Touring Committee reported adversely in the matter of furnishing signs to selectmen, and recommended that such persons be compelled to comply with the law and put up proper signs where needed.

Transportation Committee offer four routes to Chicago from 1080 to 1254 miles, Pullman sleepers, $28.00 round trip; and one route, 997 miles, Wagner sleepers, $32.00. Negotiations not yet complete.

In the matter of hotel accommodations, the United Wheelmen's Association is in a position to take care of wheelmen at reasonable rates but advise members to make their own arrangements.

We recommend that a suitable appropriation be made for the hiring of a room for headquarters, and that suitable souvenirs be gotten up for the occasion.

Report accepted and resolution adopted.

The special committee to investigate the accident to Mr. Norman of New Haven with a view to taking legal action, failed to secure evidence sufficient to justify the Division in doing so, and the committee was therefore discharged.

The mid-summer meet was voted to be held under the auspices of the Columbia Cycle Club at Hartford July 3 and 4, and an appropriation (conditional) was made for the entertainment of L. A. W. members.

A vote of thanks was tendered the Bridgeport Wheel Club for the use of their rooms, and the meeting adjourned. PHILIP W. WESTLAKE,
Sec.-Treas.

The Secretary-Treasurer begs the indulgence of correspondents for delays caused by his illness, and assures them that all business connected with his office will be immediately attended to on his recovery.

New League Clubs.

182—Sandusky Wheel Club, Ohio.
183—Cyclers of Elizabeth, N. J.
184—Seaview Cycle Club, Minn.
185—Bellefonte Wheelmen, Pa.

Illinois.

Ohio telegraphs as follows: "Did you see the rear wheels of our wagon as we passed you last week?" Yes, we did, but we cannot allow ourselves to be in this position at the end of the race. The membership of the Divisions in the fourth, fifth and sixth places is as follows: Ohio, 2976; Illinois, 2891; Connecticut, 2772.

This is the season of the year when recruiting must be done, and the Board of Officers have offered the following inducements:

For four applications, one Illinois Road Book. For ten applications, $5 cash.

For twenty applications, $10 cash, and larger numbers in proportion.

Any person with sufficient time and inclination could earn considerable on the above basis. All applications must be forwarded through the secretary, 82 Washington Boulevard, Chicago. Road books of Illinois will be mailed to any L. A. W. member on receipt of 84, or including the Wisconsin supplement for $1.25. The book can be returned in four days and money refunded if not satisfactory. BURTON F. WHITE, Sec.

Chicago, April 19.

Illinois Division.

In accordance with the vote of the Board of Officers at its meeting held in December, the annual meet of the Illinois Division will be held at Belvidere, August 5th to 12th, 1893.

Chicago, April 3, 1893

Illinois Division

I have to-day appointed the following Local Consuls:

H. C. Norcross, Carlyle, Ill.
I. W. Atherton, Momence, Ill.

F. W. GEROULD, Chief Consul.

Chicago, April 20, 1893.

Kansas Division Renewals.

The season for renewals having arrived, local consuls are requested to call on each member within their respective jurisdictions, and urge them to renew early. Do not wait to be "jerked up" from headquarters, but do your duty without delay. HENRY E. HARRIS, Chief Consul.

Kansas Division.

The following championship events have been declared for this Division to be contested at the State meet at Fort Scott, July 4 and 5:

Half-mile safety, one mile safety, two mile safety.

CHARLES H. BALTZELL,
Chairman Racing Board.

Parsons, April 8, 1893.

Kansas Division.

I have appointed the following additional Local Consuls:

Randolph, H. S. Riddle.
Haven, F. R. Hill.

H. E. HARRIS, C. C.

Rhode Island.

I have appointed the following committees, viz:

Touring and Transportation—Leslie B. Ballou, chairman, Providence; Benjamin Smith, Providence; Joseph H. Talpe, Providence.

Rights and Privileges—Geo. Sanford Cooke, Chairman, Providence; Charles B. Mason, Warren; N. W. Littlefield, Pawtucket.

Racing—S. Johnson Jr., chairman, Providence; Fred W. Randall, Providence; Frank W. Crandall, Providence.

Improvement of Highways—J. C. B. Woods, chairman, Providence; I. H. Southwick, Providence; third member not yet appointed.

Yours fraternally,
HOWARD L. PERKINS, C. C. Box 163.
Providence, April 21, 1893.

Minnesota.

I have appointed the following additional Local Consuls:

St. Paul, Miss C. J. Meyers.
Lesueur, W. H. Burke.
Winthrop, F. M. Dimond.

Also the following additional hotels: Marshall, Hotel Atlantic, $1.50 per day; meals 35 cents; lodging 50 cents; Lake City, Hotel Lyon, $1.50 per day; breakfast and lodging 75 cents; dinner and supper, 40 cents.

MINNESOTA BAD ROADS.

The publishers of Good Roads Magazine propose to issue a Minnesota Number. Every member of the Minnesota Division is urgently requested to immediately secure as many pictures of bad roads in his locality as possible for illustrations in the Minnesota Number. Do not delay. Now is the time to take pictures before the roads have settled. Yours truly,

A. R. CHOATE, C. C.

Minneapolis, Minn., April 20, 1893.

Georgia.

A meeting of the members of the L. A. W. in Georgia is called for May 8th, 1893, at the Commercial Institute, Savannah, business of importance to the future welfare of cycling in this State will be transacted. Your membership expires April 30; please do not forget to renew as the attendance and co-operation of all the present members are earnestly desired. The meeting is called at this time as it is a "gala week" in Savannah, and all the railroads give reduced rates. You will find plenty of amusements dur-

ing your stay, aside from the pleasure of fraternizing with wheelmen from all over the country. The Savannah Wheelmen will hold a two-days' race meet during the week.

Yours fraternally,
SAMUEL M. WHITESIDE, C. C.

Iowa Division.

The annual meeting of this Division will be held at Vinton, Iowa, Monday and Tuesday, July 3 and 4, 1893. It is hoped that all the members of the Division will remember this date and make arrangements to attend. Further announcements will be made later.

Muscatine, April 17, 1893. FRED BEACH, C. C.

Life Members.

California,	1	New Jersey.	1
Connecticut,	1	New York,	8
Illinois,	2	Pennsylvania,	17
Kentucky,	1	Rhode Island,	2
Massachusetts,	5	Virginia,	2
Michigan,	1	No. Carolina,	1
Missouri,	1		
Nebraska,	1		46
New Hampshire,	2		

Renewal List, No. 1.

Showing renewals to date, April 22.

No. California,	18	Vermont.	15
So. California,	5	Virgiaia,	9
Colorado,	18	W. Virginia,	13
Connecticut,	99	Wisconsin,	46
Delaware,	2	Georgia,	35
Dist. Columbia,	52	Montana,	3
Illinois,	105	No. Carolina,	3
Indiana,	98	Utah,	2
Iowa,	27	Alabama,	1
Kansas,	19	Arizona,	3
Kentucky,	39	No. Dakota,	4
Louisiana,	2	So. Dakota,	3
Maine,	24	Florida,	1
Maryland,	53	Nevada,	1
Massachusetts,	506	New Mexico,	2
Michigan,	67	Oregon,	2
Minnesota,	25	So. Carolina,	1
Missouri,	43	Washington,	2
Nebraska,	12	Wyoming,	2
New Hampshire,	31	Oklahoma,	1
New Jersey,	178	Bermuda,	1
New York,	1169	Mar. Provinces,	2
Ohio,	557	Canada,	2
Pennsylvania,	362	France,	1
Rhode Island,	14		
Tennessee,	19		3761
Texas,	3		

Renewals last year to date, April 25, 4236.

Applications, April 1893.

No. California,	11	Texas,	7
So. California,	17	Vermont,	15
Colorado,	31	Virginia,	21
Connecticut,	34	West Virginia,	8
Delaware,	2	Wisconsin,	34
District Columbia,	5	Georgia,	34
Illinois,	111	Montana,	12
Indiana,	59	No. Carolina,	4
Iowa,	39	Utah,	2
Kansas,	22	Alabama,	19
Kentucky,	64	Arizona,	0
Louisiana,	0	Arkansas,	3
Maine,	40	North Dakota,	31
Maryland,	31	South Dakota,	2
Massachusetts,	375	Florida,	18
Michigan,	74	Idaho,	0
Minnesota,	19	Mississippi,	1
Missouri,	51	Nevada,	0
Nebraska,	26	New Mexico,	10
New Hampshire,	9	Oregon,	2
New Jersey	77	So. Carolina,	0
New York,	261	Washington,	8
Ohio,	341	Wyoming,	1
Pennsylvania,	214		—
Rhode Island,	35		2216
Tennessee,	2		

Applications, April 1892, 2091.
Applications, April 1891, 1314.

Applications for Membership.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III. of the Constitution, which is as follows:

SECT. 1. Any amateur wheelman of good character, eighteen years of age or over, shall, with the endorsement of two League members or three reputable citizens, be eligible to membership in this League upon payment of the initiation fee and dues, as provided in this Constitution and By-laws, and the By-Laws of its Division.

SECT. 3. The name of each applicant for membership must be published in the official organ, and unless within two weeks thereafter, a protest shall be filed with the Secretary, he shall become a member of the League.

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names are correct.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the Secretary. In order that no objectionable person may gain admittance to the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week. (When a holiday falls on Monday the list is closed on Saturday preceding.)

BOSTON, April 28, 1893.

Total 501.

ALABAMA DIVISION—15.

51130	Ault, P. G.	Birmingham
131	Black, C. W.	Montgomery
132	Jackson, W.	"
133	Pepperman, Alfred H.	"
134	Moore, R. A.	Huntsville
135	Sheppard, A. H.	Anniston
136	Morris, L. J.	"
137	Langley, W. H.	"
138	Dellar, Gustavee E.	Birmingham
139	DeLaugher, J.	"
140	Walter, I. W.	"
141	Stradley, Albert	Jasper
142	White, W. E.	Gadsden
143	Bonham, E. T.	Montgomery
144	Steele, Stewart	Woodville

NORTH CALIFORNIA DIVISION—5.

51145	Flood, Lafayette	Fairview
146	Hamilton, J. J. Jr.	Oakland
147	Thompson, R. M.	Fresno
148	Barnes, A. S.	Dixon
149	Nagel, John L.	"

COLORADO DIVISION—9.

51150	Morse, L. G.	Pueblo
151	Treichler, John	"
152	Reynolds, Geo. E.	"
153	Willson, J. Howard	"
154	Wells, C. B.	"
155	Williamson, F. L.	Boulder
156	Jones, Bert W.	"
157	Dowlin, Chas. P.	Denver
158	Emerson, Thos. W.	Ouray

CONNECTICUT DIVISION—17.

51159	Ranks, Alfred F.	Hartford
160	Billings, Henry F.	"
161	Case, David N.	"
162	Fenn, Chas. W.	"
163	Hyde, E. B.	"
164	Prior, Chas. Edw., Jr.	Jewett City
165	Prior, George H.	"
166	Phillips, Ames A.	Ansonia
167	Kelly, Michael J.	"
168	Gaffney, John H.	"
169	Davis, Harvey E.	"
170	Somers, Arthur	"
171	Haley, John	"
172	Arnold, Henry L.	Bridgeport
173	Watson, George I.	Hartford
174	Brewster, A. G., Jr.	Jewett City
175	Root, Edwin P.	New Haven

DISTRICT OF COLUMBIA DIVISION—3.

51176	Clark, Arthur L.	Washington
177	Schneider, Harry M.	Washington
178	Townson, A. S.	"

ILLINOIS DIVISION—26.

51179	Hoest, Charlie A. E.	Chicago
180	Tesch, E.	Chicago
181	Bristow, W.	So. Evanston
182	Lyon, Wm. J.	Waukegan
183	Riggs, W. L.	Maywood
184	Earl, Seth C.	Chicago
185	Stanton, E. J.	Carbondale
186	Bowen, M. Eugene	Chicago
187	Francis, Miss Edna M.	Chicago
188	Lyon, George N.	"
189	Ladwig, Will H.	"
190	Button, F. M.	Fort Sheridan
191	Burgess, Chas. L.	Henry
192	Firth, George A.	Green Valley
193	Brook, M. R.	Highland Park
194	Millett, H. Davy	Maywood
195	Bowdle, P. A.	Milledge
196	Anderson, James F.	Ohio
197	Crain, George E.	Rockford
198	Roser, Alfred H.	"
199	Brook, William	Rogers Park
200	Bowers, Chas. A.	Sterling
201	Davidson, John	Rock Island
202	Kyle, John Jr.	"
203	Peetz, James E.	"
204	Clayton, Chas. S.	Stillman Valley

INDIANA DIVISION—12.

205	Jones, W. E.	Elkhart
206	Turnock, R.	"
207	Newsom, Samuel L.	Carthage
208	Sheridan, Elmer E.	Frankfort
209	*Miller, Miss Nora*	"
210	Bylee, Christian	Huntington
211	Powell, L. G. A.	"
212	*Moore, Alice*	"
213	Stanley, J. H.	Goshen
214	Shoeck, Frank P.	"
215	Kent, Harry H.	New Albany
216	Mahony, R. S.	Valparaiso

IOWA DIVISION—6.

217	Biddle, J. R.	Burlington
218	Bardel, Chas.	Le Mars
219	Griswold, Geo. A.	Manson
220	Lawyer, A. A.	West Union
221	Hay, T. C.	Waterloo
222	Sindlinger, J. H.	"

KANSAS DIVISION—3.

51223	Kaiser, L.	Fort Scott
224	*Terediing, Nettie A.*	Topeka
225	Merrifield, J. R.	Topeka

KENTUCKY DIVISION—11.

51226	Dressing, Edw. H.	Louisville
227	Robertson, Geo. L.	Lexington
228	Kemler, W. H.	Ashland
229	Ferguson, A. S.	Ashland
230	Buffum, Clifton M.	"
231	Franck, Ben C.	Louisville
232	Dumas, W. J.	"
233	Ledman, E. W.	"
234	Weller, Geo. F.	"
235	Ashworth, Howard	Mt. Sterling
236	Hill, J. J.	Owensboro

MAINE DIVISION—21.

51237	Hilton, Harry F.	Lewiston
238	Hall, C. H.	"
239	Renbner, Henry A.	Biddeford
240	Burnham, Arthur L.	"
241	Hall, Fred H.	"
242	Means, Frank M.	"
243	Davis, Geo. P.	Saco
244	Emery, Will C.	"
245	Clark, Fred C.	"
246	Hall, Alvin C.	Norway
247	Bradbury, P. H.	Norway Lake
248	Pride, W. H.	"
249	Record, A. N.	South Paris
250	Gorry, A. M.	"
251	Emsley, J. E.	"
252	Merrill, Ernest J.	"
253	Burrows, Joseph S.	Belfast
254	Allen, James A.	"
255	Small, Frank N.	Calais
256	Mitchell, Chas. R.	Lewiston
257	Rogers, L. F.	Waterville

MARYLAND DIVISION—6.

51258	Jewell, Lewis E.	Baltimore
259	Niewsaner, Ephraim B.	"
260	Parker, Stanley	Eckhart
261	Candidate will file.	Ellerslie
262	Eaton, J. J.	"
263	Townsend, George G.	Frostburg

MASSACHUSETTS DIVISION—114.

51264	Baylor, Courtenay	Boston
265	Morgan, Byron G.	Charlestown
266	Tuttle, Wm. J.	E. Boston
267	Isbell, Chas. A.	So. Boston
268	Lowe, Jos. D.	Boston
269	Lesueur, Fred E.	Worcester
270	Houghton, F. D.	"
271	Moore, C. H.	"
272	Keeley, J. C.	"
273	Randall, P. P.	"
274	Spalding, Louis A.	"
275	Warren, Thos. C.	"
276	*Collins, Miss Annie A.*	Boston
277	Chase, Neil D.	"
278	Plumer, Edgar P.	"
279	Plumer, Ralph E.	"
280	Bent, Chas.	Roxbury
281	Thompson, Charles W.	Somerville
282	*Putnam, Mrs. John H.*	Winthrop
283	Berry, Geo. H.	Reading
284	L'Amoreaux, R. Clyde	Attleboro
285	Richardson, F. R.	Athol
286	Richardson, C. F.	"
287	Allen, William H.	Boston
288	*Carter, Miss Lillian M.*	"
289	*Carter, Miss Sylvia B.*	"
290	Cabot, George E.	"
291	Cutting, C. M.	"
292	Harbenger, J. L.	"
293	Ball, George A	"
294	Stephenson, M. Elmer	"
295	Murray, Geo. H.	"
296	Bregi, Eugene	"
297	Marston, Lorenzo D. F.,	"
298	Prescott, Wm. H.	"
299	Steele, R. H.	"
300	Briner, Fred	Brighton
301	Rogers, Warren A.	"
302	Jaussig, F. W.	Cambridge
51303	Batchelder, Harold H.	Cambridgeport
304	Blackstone, Edwin U.	Chelsea
305	Shuttwell, Harry K.	Dedham
306	Corey, Benj. L.,	Everett
307	Bennett, Chas. E.	East Bridgewater
308	Farr, L. N.	East Cambridge
309	*Lenfest, Mrs. G. B.*	"
310	Ramsey, James C.	Fall River
311	Noyes, G. Harold	Georgetown
312	Lee, William H.	Holyoke
313	Lester, De Witt C.	Lowell
314	*Lester, Mrs. De Witt C.*	"
315	Baker, Alvah S.	"
316	Coburn, Charles F.	"
317	Calvert, R. C. M.	Lynn
318	Saunders, P. C.	"
319	Smith, Elton

51626	M'Kerahan, Geo.	Altoona
627	Reeder, J.	"
628	Weaver, James W.	Easton
629	White, Selden D.	Erie
630	Chapman, Rev. J. C.	"
631	Ramsay, H. A.	Grenoble
632	Shimer, J. Howard	Mapleton Depot
633	Wagner, Edward	"
634	Stever, Albert H.	"
635	Kleinschmidt, George	Pittsburg
636	Bills, Elmer E.	Galeton
637	Cleveland, Harry M.	"
638	Hyer, Eugene E.	"
639	Hurd, Jas. T., M. D.	"
640	Shattuck, F. J.	"
641	Murdock, W. F.	Johnstown
642	*Fritsch, Mrs. Chas.*	Pittston
643	Fritsch, Chas.	"
644	Knauer, Irvin J.	Pottstown
645	Sharps, Geo. O.	Scranton
646	Loutz, C. F.	Spring Mills
647	McWilliams, Frank X.	Schuylkill Haven
648	Burton, R. A.	Tullytown
649	Patterson, Jas. A.	Wilkes Barre
650	Swainbank, Harry	"
651	Lynch, H. M., D. D. S.	Wyalusing
652	Welles, N. A.	"
	RHODE ISLAND DIVISION—8.	
51653	Reynolds, Charles D.	Auburn
654	Briggs, L. A.	Ashaway
655	Shaw, A. E.	"
656	Campbell, Joseph,	"
657	Sibley, Frank T.	Pawtucket
658	Tompers, Geo. U.	"
659	Dover, Geo. W.	Providence
660	Sheldon, William E.	"
	SOUTH DAKOTA DIVISION—1.	
51661	Harper, Arthur W	Hurley
	TEXAS DIVISION—1.	
51662	Halland, A. T.	Corsicana
	VIRGINIA DIVISION—1	
51663	Bradford, T. C.	Tenth Legion
	WISCONSIN DIVISION—7.	
51664	Parry, J. E.	Florence
665	Allen, Harry R Jr	Merrill
666	Lindquist Naboth E.	East Marinette
667	Chapman, John	Watertown
668	Winkenwerder, Otto	"
669	Hockstry, Geo. S.	Sheboygan
670	Arndt, Rudolph W.	"
	GEORGIA SUB-DIVISION—27.	
51671	McAlpin, Henry	Savannah
672	Meridith, J. L.	"
673	Rogers, Geo. T.	"
674	Sweat, Allen	"
675	Webb, Richard	"
676	Wedl, A. L.	"
677	O'Byrne, W. C.	"
678	Tuberdy, D. A.	"
679	Sullivan, J. S.	"
680	Hanson, C. C.	"
681	Brennon, John	"
682	Claney, R. L.	"
683	Demerse, Frank	"
684	Goodwin, J. R.	"
685	Goodwin, C. W.	"
686	Gibson, S. M.	"
687	Furgerson,	"
688	Rayford, L.	"
689	Hillbrath, Henry	"
690	Hopkins, E. W.	"
691	Mosely, W.	"
692	Tinsman, J. F.	"
693	McIntyre, W. R.	"
694	Woledge, Waller	"
695	Frank, E. W.	"
696	Gray, C. F.	"
697	Wilson, M. Ed.	"
	VERMONT SUB-DIVISION—1.	
51698	Green, H. H.	Newport
	NORTH CAROLINA SUB-DIVISION—4.	
51699	Waddell, Alfred M Jr.	Wilmington
700	Toomer, W. P.	"
701	Grunewald, Isaac H.	"
702	Chadbourn, C. C.	"
	WASHINGTON SUB-DIVISION—6.	
51703	Brauer, Albert A.	Aberdeen
704	Benn, Ed. B.	"
51705	Mitchell, O. C.	Aberdeen
706	Morse, Geo.	"
707	Patterson, Wm.	"
708	Weatherwax, B. M	"
	WEST VIRGINIA SUB-DIVISION—5.	
51709	Smith, Will L.	Parkersburg
710	Evans, Wilbur E.	Martinsburg
711	Goetze, Chas. R.	Wheeling
712	Juergins, Wm.	"
713	*Margonois, Mrs. L. E.*	"
	NORTH DAKOTA CONSULATE—4.	
51714	Guilford, L. R.	Fargo
715	Steward, Darius	"
716	Hoskins, R. D.	Bismark
717	Singer, J	Fargo
	MISSISSIPPI—1.	
718	Yeates, Z. E.	Starkville
	FLORIDA—2.	
719	Robinson, Geo. K.	Ocala
720	Bryan, Geo. I	Tampa

L. A. W. Renewal Blank
1893.

Fill out this blank, enclose $1 to pay your dues to April 30, 1894, and send to ABBOT BASSETT, Box 5267, Boston, Mass.

Don't send soiled bills. New bills are safer in the mails.

Don't Forget to send your Number.

Don't send checks for $1.

Write very plainly—PRINTING PREFERRED.

Stamps of a denomination above two cents will not be received.

The address on renewal blank should be that to which you wish your paper to go in 1893.

If you desire your address changed from the one we now have, make the request on another sheet than this, giving name, old address and new address.

If you live in one State and have your mail sent to another, fill out both addresses that you may be located with the Division in which your home is, and your mail matter be sent as you wish.

Ticket holders, 25 cts., with name stamped, 50 cts.

Leave space above this line Blank.

Number

Name,

Street and Number, or P. O. Box,

Address for Bulletin: City and State,

Residence: City and State,

Enclose for Holder cents.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiations, fees, and dues in the League of American Wheelmen and subscription to the "Bicycling World and L. A. W. Bulletin" and "Good Roads" to April 30, 1894. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below:*

Date,..... Name,.....

Club,..... Street and Number, or Box,.....

References,..... City,.....

State,.....

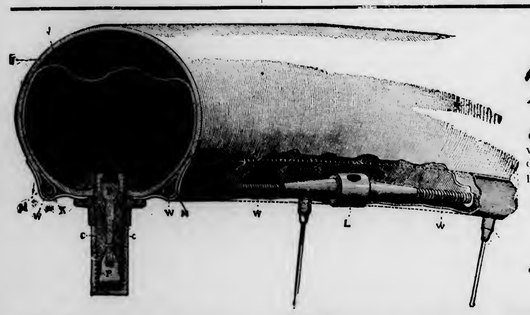
Enclosed..... for Holder

(Each Applicant must give as references the names of two L. A. W. members.)

MEMBERSHIP FEE:—Applicants whose names are to be published in April, May, June, July, August, September or October will enclose $2.00 with this blank. Those whose names are to be published in November, December, January, February or March will enclose $1.50.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket where it can easily be exposed to view, and pocket for personal cards, send 25 cents. If you want your name in gold stamped on the holder, send 50 cents. *Leave the margin 5a using this blank.*

Autograph signature not required. Write plainly, print name, or enclose personal card.



The Liberty Tire

Mechanically attached; absolute control of the diameter of wires overcoming all existing disadvantages in wired tires due to variation in rim diameter and wire stretching. Does not depend upon air pressure to hold fast to rim. Creeping beyond possibility. No side slipping or rolling in rim.

Compound Valve.

Two metal conical seats with ground surfaces. No springs or rubber. An absolute certainty in valves. The greatest air holder on earth.

Write for descriptive circular on this boon to wheelmen.

MAKERS OF

WILSON, MYERS & CO., .. LIBERTY CYCLES. ..

55 LIBERTY ST., NEW YORK.

Retail Department. 1786 Broadway, N. Y.

A. O. VERY CYCLE CO., 245 Columbus Ave., Boston, Mass., General Jobbing Representatives in New England

Mention BICYCLING WORLD.

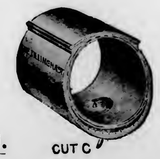
The Tillinghast Repair Outfit.



CUT A



CUT B



CUT C

The Tillinghast repair outfit adapted to the successful repairs of Hose Pipe tires, also for the repairing of punctures in inner tubes.

This repair outfit consists of a collapsable tube of pure rubber cement, a pointed nozzle to screw on to the same, a tapered wire for enlarging small punctures sufficient to insert the nozzle of the cement tube; tire tape, 6 puncture repairing patches and a tool for inserting the same. Any ordinary puncture can be readily and permanently repaired. Retail price, $1.50.

MANUFACTURED BY

The Tillinghast Pneumatic Tire Co., 59 Clifford St., Providence, R. I.



Important Action in the United States Senate.

ON Monday, April 13, 1893, Senator Hoar in the Senate said:

"I ask unanimous consent to present at this time a paper in the nature of a petition to the Senate, although in form it is addressed to me as a letter. It refers to a legislative matter, but it asks a special investigation to be conducted by the Committee on Agriculture and Forestry of the Senate in the vacation. It relates to the very important matter of public roads. The writer, Mr. Albert A. Pope, a gentleman who has devoted much attention to the subject, presents some facts showing the great loss to our international and interstate commerce by the condition of the roads of this country.

I ask that the paper may be printed as a document and referred to the Committee on Agriculture and Forestry."

The Vice-President: "Is there objection to the request of the Senator from Massachusetts? The Chair hears none, and it is so ordered."

THE COMMUNICATION AS PRESENTED.

"SIR: Permit me to call your attention to the resolution passed by the Senate, April last, directing the Committee on Agriculture and Forestry to investigate the condition of the agricultural interests of the United States, and if found depressed, to ascertain the causes and inquire into the proper remedy.

I beg leave to suggest that one of the most potent causes of the depression of the agricultural interests of the country is the wretched roads of the farming districts.

At the twelfth annual session of the National Farmers' Congress of the United States, held at Lincoln, Neb., November 22-24, 1892, it was stated:

Throughout the country economical road improvement would save $250,000,000 per year in the transportation of farm products alone. There would be other financial gains. By permitting the farmer to market a good part of his surplus during the winter and early spring, instead of his being compelled to market it nearly all inside field work is possible, two million of the twenty million draft animals in the country could be dispensed with, and these two million animals are worth $170,000,000, while to feed them for one year costs $100,000,000.

Among other advantages of good roads over poor ones are that heavier loads can be drawn, and drawn faster, and the difference in the selling price of produce, if carried in a wagon over a smooth road for one hour, and the same produce carried over a rough road for three hours is the difference, oftentimes, between profit and loss.

Allow me to remind you that highways and turnpike roads have repeatedly been the subject of investigation in Parliament, and the report of a committee of the House of Commons in 1811 contains much that may be applied to-day to the subject of roads in the United States:

The many important advantages to be derived from amending the highways and turnpike roads of the Kingdom need hardly to be dwelt upon. Every individual in it would thereby find his comforts materially increased and his interests greatly promoted. By the improvement of our roads every branch of our agricultural, commercial, and manufacturing industries would be materially benefited. Every article brought to our market would be diminished in price; the number of horses would be so much reduced that by these and other retrenchments the expense of five million (pounds) would be annually saved to the public. The expense of repairing roads, and the wear and tear of carriages and horses would be consentially diminished; and thousands of acres, the produce of which is now wasted in feeding unnecessary horses, would be devoted to the production of food for man. In short the public and private advantages which would result from effecting that great object—the improvement of our highways and turnpike roads—are of the greatest value, though from their being spread over a wide surface, and available in various ways, such advantages will not be so apparent as those derived from other sources of improvement of a more restricted and less general nature.

Permit me to further remind you that the Massachusetts Highway Commission, in its report recently submitted to the legislature, stated that the annual loss to the Commonwealth from bad roads is at least $5,000,000, and that this sum would be sufficient to place in good condition the principal highways of the State. The cost of a road built on scientific principles in many cases is less than that of a road constructed on unscientific principles, and the cost of the maintenance of a good road is trifling compared with the cost of maintaining a poor one.

The bill making appropriation for the Agricultural Department for the fiscal year ending June 30, 1894, contains a clause relative to investigating the best methods of road making throughout the United States; but this clause does not empower the Secretary to investigate and report upon the pecuniary advantages of good roads to the farmers, nor upon the burdens that are laid upon agricultural interests by bad roads; therefore, permit me to suggest that a subcommittee be appointed and be instructed to make an extended tour throughout this country for the purpose of investigating and reporting upon the subject of wagon roads in relation to the agricultural interests of the country, because good roads are the direct cause of hundreds of millions of dollars being annually lost to the farming communities.

Very truly yours, ALBERT A. POPE.

Boston, Mass. (P. O. Box B), Mar. 31, 1893.

THEY WANT GOOD ROADS.

Boston's Boot and Shoe Men Talk Improved Highways In Annual Meeting.

IN accordance with its custom of combining at its meetings solid instruction with entertainment, the Boot and Shoe Club of Boston last week at the Brunswick on the occasion of its sixth annual meeting, listened to a discussion of the subject of "Roads and Road Building." There was a very large attendance, President Nazro presiding.

Col. A. A. Pope, the first speaker of the evening, was introduced by President Nazro as one who counted time not in days or weeks or years, but in cycles.

After referring to the condition of the roads in former times in the continental countries and in Great Britain, Col. Pope traced the development of road building in the British Isles. He spoke of the work of Telford and Macadam, and said the most scientific modern road building was based on a combination of the principles of those two pioneers.

Col. Pope urged that the present highway commission in Massachusetts be made permanent and that 50-year bonds be issued to pay for the construction of State highways, according to Telford or Macadam principles.

BY SCIENTIFIC ROAD CONSTRUCTION

$250,000,000 could be saved annually in this country in the transportation of products. Wagon transportation in this country is about as expensive as it was at the beginning of the century, and it will not get any cheaper under our system of working out taxes on the highways.

The speaker referred to the social, educational and religious effects of good roads on the community, and then spoke of his efforts to awaken a wider interest in better roads and of the results of the agitation.

Highway Commissioner George A. Perkins, Chief Consul of the Massachusetts Division, L. A. W., followed and told what had been accomplished by the State Highway Commission. About 600 miles of the main thoroughfares in the State had been photographed, and the photographs were now in the State Library. Many of the roads in Massachusetts had permanent ruts from 15 to 20 inches deep and bowlders from a foot to two feet high. The commission had found that the towns in Berkshire County and elsewhere were anxious that the State should maintain the great thoroughfares.

Cyclists Combine for Roads Improvement.

THE Rochester (N. Y.) Cyclists' Association was formed last week, and the following set of simple by-laws was adopted:

SECTION 1. This association shall be known as the Rochester Cyclists' Association.

SECT. 2. The purpose of this association is to promote the interests of the bicyclists in and about Rochester, and the improvement of roads.

SECT. 3. Any person who has a registered bicycle in the city is eligible to membership.

SECT. 4. The representation in the Executive Committee shall be by wards.

SECT. 5. There shall be two members of the Executive Committee from each ward.

SECT. 6. The annual dues shall be $1.00.

It was moved that the chair appoint a committee of seven persons to take the draft of the constitution and put it into proper shape; also that the committee be given power to call the next meeting. The motion was adopted and Chairman Lowe announced the following named members to act on the committee: James Barnes, James H. Brown, R. A. Punnett, Gordon Montgomery, A. S. Hamilton, Henry F. Marks.

The names of an even hundred wheelmen were secured at the meeting as members of the new organization.

THE WORK IN ILLINOIS.

Says the Chicago *Journal* in an article on good roads:

"• • • In this State there are nearly 40,000 men riding wheels, a large proportion of them at some time during the year making use of the country roads. If these men should combine and throw their voting strength in favor of the candidates who would work heartily for the cause, there is no question but that a Legislature favorable to an increased road tax would be elected, and both the wheelmen and the farmers would soon find a wonderful difference in the character of the roads over which they are obliged to ride.• • •"

In the same article is an interview with Chief Consul Gerould, and in which he does not speak encouragingly of the immediate prospect in Illinois.

"We are doing the best we can," said Chief Consul Gerould this morning, "to secure something from the present Legislature at Springfield. When I was down there a short time ago I believed that a bill providing for local option in the matter of road making would pass the House, but from present appearances it seems hardly possible that such a measure will ever see the light. We have done the best we can to get such a measure through the House and Senate and up to the Governor, for the latter is very favorably inclined toward our cause. In two of his messages he has suggested measures in favor of good roads, but apparently neither the House nor Senate looks at the matter as being of sufficient importance to waste any time upon. The time may come when these men will recognize that this question is one of great interest not only to wheelmen, but also to the general farming population.

INVENTIONS.

Last Week's Patents.

A LIST of recent patents, reported especially for the BICYCLING WORLD, by W. E. Aughinbaugh, patent attorney, Washington, D. C. Copies of these patents may be had of the above named attorney at 25 cents each.

495,511. Attachment for Velocipedes. George E. Pfeiffer, Lyndhurst, N. J. Filed June 22, 1892.

495,541. Tire-Tightener. Azro B. Bowen, Bethel, Vt. Filed Sept. 21, 1892.

495,584. Drive-Chain Gear. Herbert Guthrie Levenshulme, England. Filed Aug. 21, 1891. Patented in England Mar. 2, 1891.

495,661. Bicycle-Lamp. William Brown and Joseph H. Hughes, Birmingham, England. Filed Mar. 3, 1892. Patented in England June 3, 1891.

495,732. Cycle. Charles E. Hadley, Chicopee, Mass., assignor to the Overman Wheel Company, Hariford, Conn., and Chicopee Falls, Mass. Filed Nov. 21, 1892.

495,777. Pneumatic Tire. Pierre Bouery, Clermont-Ferrand, France. Filed Nov. 26, 1892. Patented in France, Belgium, England and Germany.

495,914. Adjustable Support for Bicycles. Charles W. Smart, Carbondale, Ill. Filed April 12, 1892.

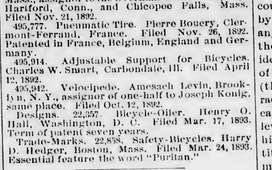
495,942. Velocipede. Amesagh Levin, Brooklyn, N. Y., assignor of one-half to Joseph Konig, same place. Filed Oct. 12, 1892.

Designs. 22,257. Bicycle-Oiler. Henry O. Hall, Washington, D. C. Filed Mar. 17, 1893. Term of patent seven years.

Trade-Marks. 22,858. Safety-Bicycles. Harry D. Hedger, Boston, Mass. Filed Mar. 24, 1893. Essential feature the word "Puritan."

The Latest Ideas.

BICYCLE-SADDLE. Frank D. Cable, Toledo, O., assignor, by direct and mesne assignments to the Yost Mfg. Co., same place. Filed Aug. 9, 1892.



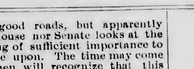
In a saddle for bicycles, the combination with cantle plate T provided with pockets a, a, and the pommel plate W, connected as described, the spring G, radial arms S S, secured fixedly to the rear end of the spring, lever arm V pivotally connected to the forward portion of the spring and securing rod Y, adapted to be secured adjustably to the plate E, substantially as and for the purpose set forth.

Vehicle-Tire. George F. Stillman, Syracuse, N. Y. Filed Oct. 8, 1892.



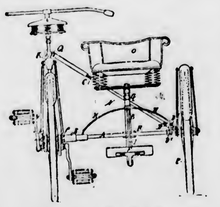
The combination with the sack, shoe and rim, of sectional lock plate connected together and adapted to be expanded laterally by the inflation of the sack.

Elastic-Tire. William J. Coe, Liverpool, England. Filed Nov. 16, 1891. Patented in England Nov. 14, 1890.



Claim.—1. A vehicle tire comprising the rim, the elastic tire secured thereon, the bearing plate within the elastic tire, and a series of disconnected springs interposed between the rim and tire, each spring being arched centrally creating the bearing against the rim, and having its extremities curved inwardly creating rounded bearings upon the spring arms, against said rim, in combination as set forth.

495,293. Combination Bicycle and Tricycle. Jean Bertoux, Fontainebleu, France. Filed Jan. 11, 1892. Patented in England, Nov. 18, 1892. A bicycle constructed with a nut c on the axle of its rear wheel, having screw threaded prolongation a, in combination with an additional axle A having a wheel P at one end, carrying a seat, and having the union nut E at its other end constructed to engage said projection a for coupling said axle to said bicycle, whereby when coupled together said parts can be used as a tricycle and when uncoupled said bicycle can be used as a bicycle.



When of spring joys the cyclist
Begins to taste the sweets,
A regiment of fifty men
Straightway dig up the streets.
—*Defiance News.*

"CHIPS"

THERE is one phase of the mooted amateur question which irritates me inexpressibly; the more so, perhaps, because, in all the arguments pro and con, there are no indications that this particular phase worries anybody else.

I rise to a point of fairness, i. e., from an American standpoint. I think I can gauge the idea of "gentleman amateurism," in a land of lords and "jukes," where to be a gentleman, one must be possessed of a larger income than he can conveniently get rid of, or possess the credit and nerve necessary to contract debts for a much larger amount than he has any idea or intention of paying. "The "gentleman amateur" of that country should most assuredly be in a cage by himself. He should not be allowed, by any chance, to be brought in contact with those without his social class. And in this idea, without doubt, is discovered the origin of the "gentleman amateur." On this side (theoretically, at least,) we have no aristocracy except the aristocracy of ability, education, and application. We meet on the level. A true American, however wealthy himself, would scorn to bar from any competition in which he took part, any honest man, because the latter happened to make the mistake of having a poor man for a father. That is, bar him, directly.

I now come to the point, when I say that the amateur rule does do that very thing which an individual American would scorn to do; bar from competition practically all, except those upon whom fortune has smiled. Under last years regime, racing men were of two classes; those who were well enough supplied with this world's goods, to be trained and tracked at their own expense, and those who were smart enough, or dishonorable enough (take your choice) to evade the laws of the very amateurism for whose honors (and 10-carat medals) they were striving.

In plain language, a racing man had to be a rich man's son, or a liar and a cheat. Under the perfected rule, it is hoped to eliminate the latter class, leaving the field entirely to the former. Pleasant outlook for a cynic with a touch of communism in his makeup, isn't it? Last Columbus day, I saw a farmer boy, dressed in brown overalls and blue checked shirt, ride a 54-inch, solid tired ordinary, eight miles in twenty-seven minutes, in a road race on a common dirt road. If that boy could be properly trained, wouldn't you wager dollars to doughnuts that he could ride circles around ninety-nine per cent of the "gentlemen amateurs" of England or America? He comes within the definition of an amateur, but he is no more eligible to the racing honors of amateurism than the veriest professional. Why?

Er hat kein gelt.
Verstehe?

Do not think that I am going to launch into any communistic arguments on money or the lack of it. I have not the time. I only want to advance a very simple theory; that when a young man cannot get from his own pa means enough to enjoy an honest sport, but can get it from somebody else's pa (even though the latter be a cycle manufacturer), the money so procured should be just as good as that united with the accident of birth. This is one reason I was, and am, in favor of a class B, and I firmly believe that it was a mistaken sentiment, akin to the "gentleman amateur" stripe, which prevented its adoption.

"Oh, wad some power the giftie gie us,
To see ourselves as ithers see us."

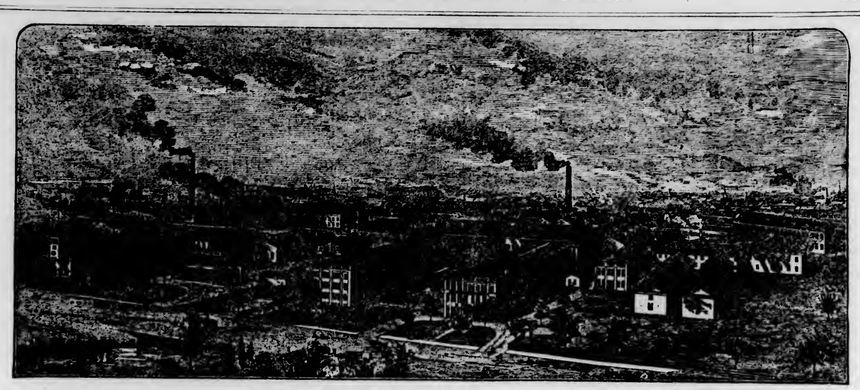
If the idea embodied in the above could be realized, the editor of a certain Western cycling paper would discover himself with ears a foot long, a bray like a foghorn, and other asinine requisites.

His readers not only have to sustain the loss of a contributor whose articles were always the best, and at times the only, reading in the paper, but the editor now proceeds to air his petty spite and all-round meanness on this former friend and contributor, in weekly doses of half-concealed abuse, even going so far as to make light of his former work.

Jealousy over a certain appointment may partially account for the case, but there are other things which also have a bearing on the matter.

Although a three wheeled vehicle is a tricycle, and a two wheeled one a bicycle, it does not follow that with only one wheel, it is an icicle. It's a wheelbarrow.

Since I "stirred up the animals" on the elliptical sprocket a few weeks ago, it is amusing to note the *proof* brought forward that the device in question is *the* thing. It is also entertaining to see the array of *proof* that it is n. g. There are certainly enough of them going into use, so that we shall be enabled to discuss their advantages and disadvantages, later in the season, intelligently. THE OLD BLOCK.



A Vast Industry.

THIS picture represents the factories of the Pope Manufacturing Company, at Hartford, Conn., so grouped as to give a bird's eye view of the establishments. The original, a large water color painting 62x24 inches, is to be shown at the Columbian Exposition in connection with the Company's exhibit. *The Columbia Bicycle Factory*, at the right of the illustration, is equipped with the latest and best machinery, much of it having been specially designed by experts in the employ of the Pope Mfg. Co. and therefore unknown outside the Columbia works. Although this factory employs nearly a thousand hands, and has a floor area of between five and six acres, the organization is so thorough that each department, with its rigid tests of workmanship runs in perfect conformity with the whole concern. This, it is claimed, in itself is the largest and most expensive factory in the world devoted exclusively to the manufacture of bicycles. *The Columbia Tube Mill*, appearing at the extreme left and front of the picture, is one of the handsomest and most convenient factories of its size in the country. This new and independent plant, devoted to the production of fine seamless steel tubing, is equipped to put out the very best article on the market. It has over an acre of floor space and employs some of the best skill in the business. *The Hartford Rubber Works* are seen at the rear of the tube mill. This factory also has over an acre of flooring and produces the famous Columbia tires on which the phenomenal record-breaking of last season was accomplished. All these factories are owned by and operated under the direction of the Pope Mfg. Co., and constitute a plant which has never been approached in this line of manufacture.

The Hartford Cycle Co.'s building is in the centre of the back ground.

Fixtures.

MAY.

7.—Louisiana, Mo. Pike County tour.
8.—Clarksville, Mo. Fifty-mile road race.
10-12—Savannah Ga. Savannah Wheelmen.
17-18—Columbia S. C. D. A. Childs.
20.—Linscott 25-mile R. R., Malden, Mass.
20—Philadelphia, Pa. University of Pa.
21.—St. Louis. Annual Forest Park Road Race.
27.—Cohoes, N. Y. Wheelmen Race Meet.
29-30.—Waltham, Massachusetts Division Annual meet.
29-30.—Worcester, Mass., Bay State B. C. Annual Meet.
29-30-31—Cumberland, Ga. Wm. U. Morgan.
30.—Cincinnati. Hanauer Road Race (Annual.)
30,—Rahway, N. J. Union Co. Roadsters Race Meet.
30.—Louisville, Ky. Ten-mile Handicap Road Race.
30.—Irvington-Milburn Road Race.
30.—Buffalo, N. Y. Martin Road Race.
30.—Chicago. Pullman Road Race.
30.—Rome (N. Y.) Cyclers Race Meet.
30.—New Haven (Ct.) B. C.'s annual meet.
30.—Winona, Minn., C. C. race meet.
30.—Cleveland, O., Wheel Club's second annual road race.
30.—San Francisco. Alameda B. C. Meet.
30.—Wilmington, Del. Warmo A. C. ten-mile road race.

JUNE.

3.—Buffalo. N. Y. State Circuit Meet.
3.—Milwaukee Wheelmen's Indoor Tournament.
4.—St. Louis. Inter-State DeSoto Run.
10.—Holmes' Field, Boston. Harvard W. C. A. Race Meet.
16-17.—Syracuse. N. Y. State Circuit Meet.
17.—Herne Hill Track, London. N. C. U. Championships.
17.—So. Norwalk, Ct. Alpha Wheel Club's ten-mile road race.
17.—Lynn (Mass.) C. and A. C. Race Meet.
17.—Spencer, Mass. Spencer Bi. Club.
24.—Philadelphia. South End Wheelmen's Annual Meet.
24.—Newark to Princeton and return. Metropolitan A. C. C. Century Run.
24.—Louisville. Prince Wells' Ten-Mile Road Race.
25-26.—Lawson's Second Annual Tour to Kentucky State Meet. Louisville to Harrodsburg.
27-28.—Kentucky Division Meet, Harrodsburg.

JULY.

1.—Brooklyn. K. C. W. Race Meet.
1-3-4.—San Francisco, Cal. Bay City Bicycle Club.
2-3-4.—Annual Meet Missouri Division at Sedalia.
2-4.—Sandusky, Ohio Div. Annual Meet.
2-4—Sedalia. Missouri Division Annual Meet.
3-4.—Hartford. Columbia C. C. Race Meet.
3-4.—Providence, R. I. Rhode Island Wheelmen.
4.—Milwaukee. Waukesha Road Race.
4.—Asbury Park Wheelmen's Race Meet.
4.—Tonawanda, N. Y. Tournament Tonawanda Bicycle Club.
4.—Saco Driving Park, Me. York County Wheelmen's Race Meet.
4.—Baltimore, Md. Baltimore Cycle Club.
4.—Cincinnati. Fourth Annual Road Race.
4.—California Division League Meet.
4.—Watertown (N. Y.) Cyclers Race Meet.
4.—Cincinnati. Fourth Annual Poorman Road Race.
4-5.—Fort Scott. Seventh Annual Meet, Division. Address Henry E. Harris.
4-5.—Rockford (Ill.) C. C. race meet.
8.—Rockville, Ct. Eastern Conn. Cycle Club Meet.
15.—Newark, N. J. Atalanta Wheelmen 100-mile road race.
21-22.—Herne Hill Track, London. Cuca Cup 24-hour Race.
25-26—Fort Wayne, Indiana Div. Annual Meet.
28.—South Bend, Ind. South Bend C. C.

AUGUST.

6-12.—L. A. W. Annual Meet, Chicago.
7-12.—International Race Meet, Chicago.
14-15.—Milwaukee Wheelmen's International Circuit Meet.
15.—Minneapolis. International Circuit Meet.
19.—Buffalo. Inter-club road race.
22.—Evansville, Ill. International Circuit Meet.
24.—Indianapolis. Zigzag C. C. International Circuit Meet.
26.—Cincinnati, O. Century C. C. International Circuit Meet.
26.—Philadelphia. Quaker City W. Annual Meet.
28-29—Columbus, O. Century C. C. International Circuit Meet.
30-31.—Cleveland O., Wheel Club International Circuit Meet.

SEPTEMBER.

2.—Birmingham, Ct. Crescent C. C. Race Meet.
4-5. Syracuse C. C. Race Meet.
4-5.—Charter Oak Park. Hartford Wheel Club's tour.
7.—Lynn, Mass. International Meet.
9.—Waltham, Mass. Associated Cycling Clubs.
13.—Maringo, Iowa. S. H. Rowlands.
12-13-14.—Springfield B. C. Tournament.
16.—N. Y. Metropolitan Association inter. meet.
20-21.—Baltimore. International Meet, Maryland, B. C.
25.—Philadelphia A. C. C. International Race Meet.
25.—Scranton, Pa. Scranton Bicycle Club.
30.—Brooklyn, N. Y. K. C. W. Race Meet.

OCTOBER.

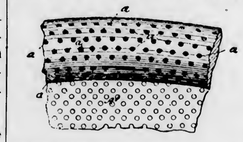
2.—Sacramento, Cal. Capital City Wheelmen meet.
5.—St. Louis. Annual Fall County Tour.

NOVEMBER.

30.—St. Louis. Annual Paper Chase.

Some New English Tyres.

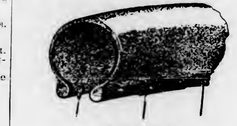
MESSRS. BLACK and JONES, of the Clyde Rubber Works Co., Ltd., have succeeded in producing a tire which, had it come four years ago, might have made their fortunes if these are not already built up. Owing to the vast saving in



material, consequent upon the method of manufacture, it is possible to use the best Para rubber in these tires, and yet sell them at a reasonable price. The illustrations readily convey an idea of how the tires are made. We will endeavor, however, to more closely describe the process. They are rolled up from sheets of rubber, all over which a number of small perforations have been made, except at that part meant to be at outside of the tire when rolled up, and after being vulcanized, the result is an excellent light endless tire, possessing great resiliency and cushioning properties, with solid outside except a few rows of holes left uncovered on the inside of the tire, to assist in fixing it to the rim when cement is used. They can be put on any ordinary rim made for solids or cushions, and as no moulds are required in making them, they can be turned out at a lower cost than any other tire made of the same quality of rubber. The specimen we have had submitted to us—a 1 1-4 inch section—is one of the best substitutes for a pneumatic we have seen. It is certainly far ahead of the common cushion tire, and riders who seek to attain more comfort than they presently experience on a solid or cushion, and who can not or will not go all the way for the pneumatic, can find an excellent half way house in the Black-Jones perforated tire.—*Scottish Cyclist.*



THE Cycle Rubber Works, Ltd., (Vyse street, Birmingham), had some very clever tires on view. First there was the Trigwell, which we illustrate. This is very like the Michelin. The rim has a central table, grooved to take the spoke heads, and two U-shaped grooves or channels are made, one along each side. The air tube is of the usual variety and so is the outer



TRIGWELL TYRE.

cover except for the thickened edges, which turn outwards and lie at the bottom of the channels of the rim, and are flat on their upper surfaces. Flat bands of phosphor bronze (which is meatless) lie in the channels over the edges of the



TRIGWELL LEVER OPENED.

cover. The ends of each band are joined to a lever, so that when the lever is folded down, the centres overlap once, and the affair locks itself. The illustrations show the joints open and closed. These little joining devices fit compactly in enlargements in the rim, with little projection as the ends of the levers looking in small holes in the outer sides of the rim. These enlargements are situated diametrically opposite each other across the wheel. To open the tire, the end of



TRIGWELL LEVER CLOSED.

one lever is pressed inwards to disengage it from the hole in the rim and raised. Then one ens the band and allows it to be removed from the rim; this in turn leaves that side of the cover free, and it may be raised, and a part of the air tube attended to as desired. It is practically the Michelin tire with a quicker fastening.

Another variety of tire by the same firm is the Automatic, and if it be a success in practice it should cause something like a revolution in tires. It is made in two forms. In the first, a strip of canvas, in width about equal to half the circumference of the tire, and having an endless wire in each edge, is cemented centrally to the rim. The length of each wire is equal to the circumference of the tire taken midway between the bottom of the rim and the tread. A second strip of canvas, independent of the first and of rather greater width, has endless wires in its edges, the wires being rather shorter than those in the edges of the strip attached to the rim. The air tube is laid on the rim and partially inflated; the second canvas is laid on the top of the air tube, and the wired edges of the first canvas are tucked up under those of the second. The air tube is then fully inflated, and the two pairs of wires grip each other, and with the canvas form a complete chamber for the air tube. The width of the two strips of canvas may be varied; if the first be narrower, the second must be wider, and *vice-versa*; and the lengths of the wires must be altered to suit. The other form is simpler, and, I think, preferable. Only one piece of canvas is used and two wires. The canvas is cemented centrally to the rim as before, but is much wider than the piece so treated in the first form—so wide, in fact, as to overlap on the tread of the air tube, and reach some distance down each side. The length of the wires is less than the greatest circumference of the inflated tire. The consequence is, that when the tire is inflated the overlapping of the canvas is undone so far as the lengths of the wires will let it, but at that point it remains firm. When the tire is deflated the cover would not fall to pieces at once, as I feel pretty sure the first would, but it can easily be undone. The wire rings must be large enough to pass over the rim, and clear the air tube when deflated as well; but apart from that, I think that they should be as small as possible, so as not to interfere with the flexion of the tire by being high up the sides near the tread. It is possible this form of tire might tend to get larger on one side of the wheel than on the other, and even more so that the part of the tire in contact with the ground would contract, and that at the top expand. If this movement took place it would soon wear the canvas out. The tires were shown without any rubber covers, and it is open to proof that they would not be practicable without them. When a rubber cover is canvas lined, it is little, if any, more elastic than the canvas backing to which it is fixed, and a canvas non-slipper will wear for months. There are great possibilities in these Automatic tires.

Just the Same Here.

THE cycle trade in England last year was as bad as it could be, and we then prognosticated that the same thing would rule in America in the season now beginning. We were told that our surmises would be incorrect, and that the trade was only just beginning over there, but, according to accounts which have just come to hand, we learn that the travellers in the American trade are having quite as bad a time of it there as our travellers had here, Jack Johnson, and we may note, are still getting this. One report speaks of nine cycle salesmen, that is travellers, being at one hotel, in a large Western city, the total sales amongst them amounting to three machines. Price-cutting, too, from all accounts, appears to be getting down to the fullest possible extent. It is very evident that, especially now that the expiry of the over-riding patents has thrown the manufacturing rights in America open to every one, the United States, as an El Dorado for the disposal of cycle stock, are pretty well played out.—*Cyclist.*

QUERIES.

Under this head the BICYCLING WORLD *will be pleased to answer all questions bearing on cycling, so far as it may be possessed of the information. Address all communications, Editor* BICYCLING WORLD.

"Old Member," Philadelphia.—An oarsman who competed for cash is a professional, and as such cannot take part in L. A. W. races.

J. Laflin, Westfield.—No. 8349 won the Fowler.

X., Brookfield, Mo.—1. 56 gear. 2. The tires named are practically the same. 3. Geared to 60, means that one revolution of the pedal causes a wheel to cover same ground as that traversed by a wheel 60 inches in diameter.

L. A. W. 48,825, Austin.—If your statements are correct there is no doubt but that you have great speed capabilities. Should advise you to train regularly and communicate with us after a month's steady work, stating results. Send full name and address.

L. A. W. 40,541, Harrisburg.—The two-speed gear is not yet on the American market. The article was from an English exchange, Mr. Myers being an Englishman.

L. A. W. 39,744, Bordentown.—The route of the Newark-Philadelphia Century run was via Elizabeth, Plainfield, Bound Brook, Somerville, Hopewell, Trenton, Bristol, and Frankford.

J. H. G. No. 8574.—Breathe through the nostrils whenever possible. Very violent exercise may require you to open the mouth, but practice will enable you to overcome this to a great extent. It is injurious.

A. C. T. Asbury Park.—The disc wheel, as its name implies, is built with two discs of sheet metal extending from the hubs to the rim, in place of the usual spokes.

L. A. W. 46,893 and B. Y. Covert.—The Kenyon Bicycle Co., Des Moines, Iowa, are fitting gear cases.

Ross Manly, Tiffin, Ohio.—Would advise you to invest in New York and Massachusetts Road Books. Apply to Secretary-Treasurer of each Division.

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In this Department, 25 cents a line. ☞*Cash must accompany the order.*☜

☞Postage stamps will not be accepted hereafter in payment for advertisements or subscriptions.

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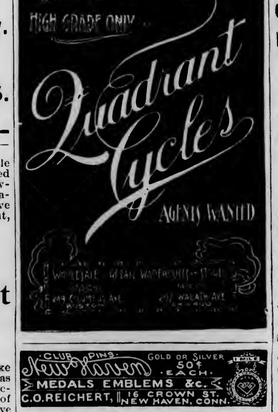
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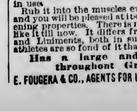
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It is a single tube tire, similar in construction to the regular Columbia tire, with red rubber tread, and is intended especially for use of repairers and for changing over to pneumatic tires at a reasonable expense. It has our special recommendation as a thoroughly reliable and well constructed single tube tire, and is warranted as to material and workmanship. It is without doubt the best tire on the market for the price, which is the lowest we have ever offered a pneumatic tire.

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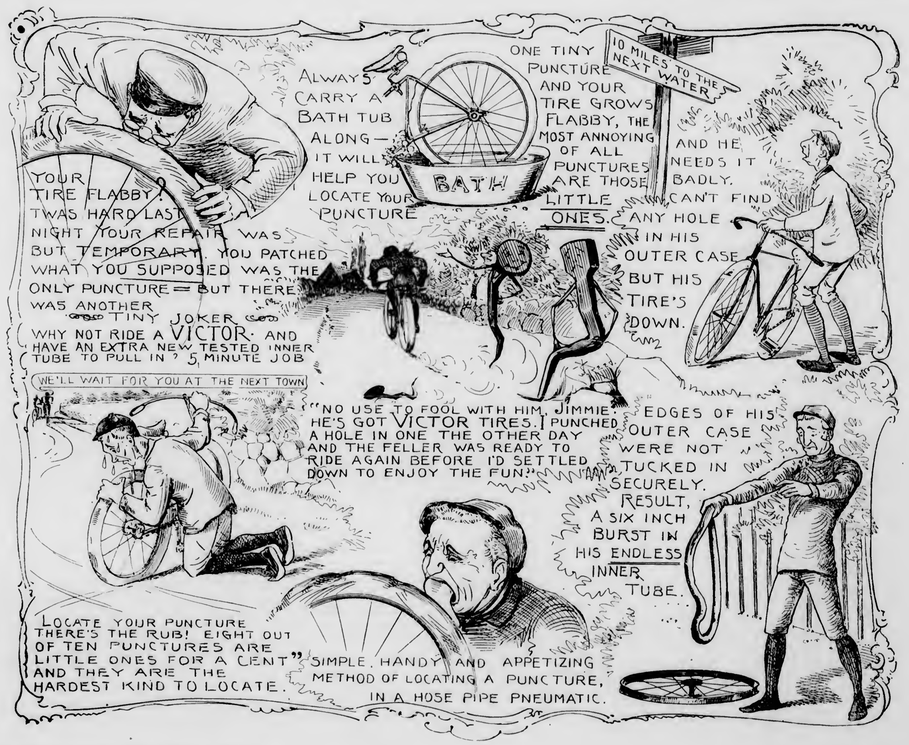
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The BICYCLING WORLD AND L. A. W. BULLETIN

Founded 1877

Volume XXVI. Number 9. BOSTON, FRIDAY, MAY 5, 1893. 50 Cents a Year. 5 Cents a Copy.



HERE AND THERE.

Results from our special offer of premiums and reduction of price to 50c. are already very encouraging. This is especially true of individual subscriptions. Send 'em in; we have plenty of room. Send for our premium list. We do not print it in the paper this week.

THE bowling alleys at the Troy (N. Y.) bicycle club house closed Saturday for the summer.

THE usual well filled house greeted the Englewood Cycling Club minstrels at Marlow Theatre, Chicago, Ill., last week.

THE two young newspaper men of Atlanta, Ga., Messrs. Walter Howard and Ed Durant, started on a race to Chicago on their wheels last week.

AT Hamilton, Ont., a short time ago a farmer named Chenier was fined $25 and costs for failing to give way and running over Mr. Cutteis, of the Hamilton Bicycle Club.

THE request of certain wheelmen, of Lansing Mich., asking the council to grant permission to ride on the sidewalk of Michigan avenue was refused last week by that body.

THE course of the Hanauer road race, to be run on Decoration Day, is from Chester Park, Cincinnati, to Glendale toll gate and return, about 17 miles, starting at 2 P. M.

THE party ball given by the cycling club of Des Moines, Ia., last week was a grand success. Fifty couples took part.

THE Passaic Falls Wheelmen, of Paterson, N. J., last week celebrated the second anniversary of the organization at their club rooms on the River Road.

THE Trojan Wheelmen, of Troy, N. Y., were entertained last week by their secretary, Geo. B. Friday, in honor of his recent marriage. An elaborate collation was served.

THE Cincinnati Century Club invites all League members to attend its combined run to the Zoo, starting from the Garfield Monument at 9 A. M. on the morning of Sunday, May 7.

THE Excelsiors, of New York, made three runs this last week, one long one of over fifty miles and two moonlight of about fifteen miles, in both of which the ladies were well represented.

AT the meeting of the Crescent Century Wheelmen, of Washington, D. C., a resolution to disband and turn the funds in the treasury over to some charitable cause was offered and adopted.

THE Lockport (N. Y.) Wheelmen sustained their well established reputation for "stag" parties last week in a well conducted auction smoker. Lawson's orchestra furnished music during the evening.

THE cyclers of the Pittsburg (Pa.) athletic club met last week at the East End gymnasium and formed a permanent organization, which will have the name of the "Pittsburg Athletic Club Wheelmen."

A PARTY of wheelmen rode to the home of Rev. J. W Malcolm, pastor of the First Congregational Church, Cleveland, Ohio, last evening, and calling the minister to the door presented to him a valuable bicycle.

A GOOD-SIZED house greeted the repetition of the York County Wheelmen's comedy concert at Saco (Me.) last week. The show was much the same as the one given the first of March, and caught well with the audience.

THE Century Cycling Club, of Syracuse, N. Y., will have a corps of buglers this year which will wake the echoes from the hills when they make their runs. Six men are now practicing and will be ready for work at the first run.

THE 12th anniversary of the Springfield (Mass.) Bicycle Club comes on May 6 and arrangements have been made to celebrate it by a supper at the Park Square Hotel, Westfield. It is proposed to have a run, leaving the club house at 7 P. M.

THE signal corps of the Second Regiment of Waterbury, Ct., are soon to be equipped with bicycles. The First Regiment signal corps used bicycles for the first time two years ago at camp, and it is reported that the signal corps will use them at camp this year.

A GANG of hoodlums are making war on the cyclists of West Lynn. Yesterday forenoon a gang made a tour around the T. H. E. works and with knives cut most of the pneumatic tires on the many wheels that are generally standing around the factories.

THE Rambling Wheelmen, of Bridgeport, Ct., gave a delightful reception to their friends in G. A. R. hall last week. The early part of the evening was devoted to an entertainment of musical and literary selections.

THE reproduction of their minstrel performance by the members of the Dayton Bicycle Club, at the Grand last week, for the benefit of the Deaconess and St. Elizabeth's Hospital, was a success in every respect. The house was well filled and a handsome sum was netted for the hospital funds.

MISS EDITH M. KENISTON and Miss Carrie L. Hodsdon, of Claremont, N. H., have in view for the coming summer a bicycle tour of Great Britain. Their observations will be embodied in letters to several New England papers, and their journey will thus be made a source of profit as well as pleasure.

D. L. BURKE, the California rider, has been compelled to retire temporarily at least from participating in all track or road events. Recently while making a short exhibition run on the quarter-mile track at Los Angeles Park his wheel slipped in turning by the grand stand, throwing him heavily to the ground, and sustained internal injuries.

THE Penn Wheelmen of Reading, Pa., gave a reception to the Norristown wheelmen who visited that city last week. On Saturday evening the visitors were banquetted at Niethammer's cafe, and on Sunday they were entertained at Schwartz's Turf and Exchange Hotel. The visitors were also taken over the mountain roads.

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Not Sold Out.

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Our entire output for 1893 is not sold and we are not declining to accept orders, but are taking all we can get, and still have a few blank pages in our order book.

There are numberless machines on the market, but the HICKORY is sufficiently popular to compel us to run our factory night and day to supply the demand.

Everything desirable in a safety bicycle is found in the HICKORY.

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Improved Columbia Pneumatic Tire.



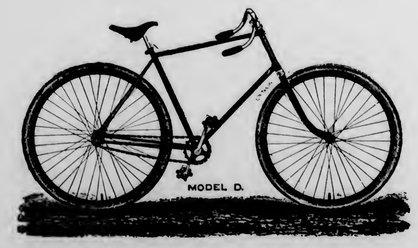
WEIGHT 37 LBS

Pneumatic Tires, $115.00, $100.00, $85.00. **Cushion Tires, $105.00, $90.00, $75.00**

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110 PERKINS AVENUE.

UDELL WOODEN WARE CO., St. Louis, distributing agents in Texas and Missouri, except Kansas City.



1893 ROAD KING.

Correct Designs, Best Materials

ARE THE REQUISITES OF A

HIGH GRADE BICYCLE.



1893 ROAD QUEEN.

ROAD KINGS AND ROAD QUEENS

. . . Possess all These to the Highest Degree. . . .

A. FEATHERSTONE & Co.,

MANUFACTURERS,

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WRIGHT & DITSON, Boston, Mass., territory, New England States.
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KINGMAN & CO., Peoria, Ill., St. Louis, Mo., Kansas City, Mo., Omaha, Neb., and Des Moines, Ia. Territory, N. Dakota, S. Dakota, Iowa, Illinois (except Cook County), Central and Western Kentucky, Tennessee, Georgia, Florida, and all west thereof.
JAS. W. GROVE, Pittsburg, Pa., territory, Western Pennsylvania.
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IF YOU SEE

A look of disappointment on your friend's face, don't say "I told you so." He knows that. Just say, "Never mind, old man, the next time you buy a BICYCLE

BUY A TOURIST,

TOURISTS don't break down." They are guaranteed, but what's the use of a guarantee if a bicycle is so well built that nothing happens to it. Just write for a catalogue and learn how well-made TOURISTS are.

ONE THING IS SURE

The '93 Bidwell Pneumatic Tire

Stands up well and takes the hardest kind of punishment.

NO MECHANICAL WEAKNESS.
NO STRUCTURAL WEAKNESS.

It is Going THROUGH the SEASON

Make a note of this, and send for Catalogue and our Pamphlet,

"Air; Its Hard and Soft Side."

GEO. R. BIDWELL CYCLE CO.,

308 AND 310 WEST 59TH STREET, NEW YORK.

Factory, Colt's West Armory, Hartford, Conn. Tire Factory, 49 and 51 West 66th Street, New York.

HIGHEST GRADE

EXCELSIORS

Few more good agents wanted in



New England, Middle and Southern States.

Racers. Road Scorchers. Light Roadsters. Ladies'.

Weights, 25, 30, and 35 lbs.

LIVING DISCOUNTS TO LIVE AGENTS. SEND STAMP FOR ENCYCLOPEDIA OF CYCLERS' WANTS, NOW READY TO MAIL.

MANUFACTURERS OF

ACKNOWLEDGED LARGEST SUNDRY HOUSE IN THE UNITED STATES.

Cork Handles. Tire Tape.
Z. & S. Bundle Carriers. Z. & S. Hose Supporters.
Pneumatic Rims. Lamps. Locks.



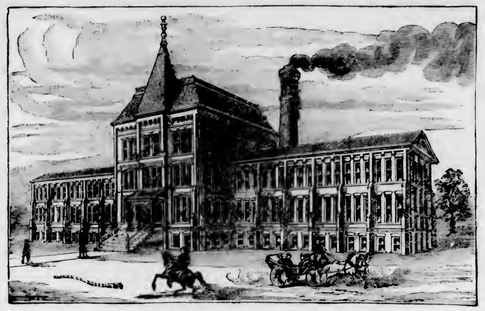
LIST OF SECOND-HAND WHEELS.

If you do not find what you want on this list, state what make of bicycle you prefer, and what price you are willing to pay, and as we are daily receiving second-hand bicycles, can in all probability supply you.

No.	Size.	Make, Finish, etc.	Price
*1023	54	Premier, ordinary, balls and cones, good condition	15.00
*1075	—	Salvator, bell, first-class	45.00
*1077	30	Crakes, cushion tires, 1891 pattern, good condition	35.00
*1085	—	Ladies' Quadrant, pneu. tires, first-class condition	65.00
1103	—	Ivel Safety, K. of R. lamp, good condition	30.00
*1114	—	Featherstone Pneumatic, tangent spokes	60.00
*1124	30	Victor, spring fork, 1889 pattern, good condition	40.00
1144	—	Featherstone, good condition	65.00
*1152	—	Columbia, solid tire	45.00
1156	—	Star Safety, good condition	25.00
1165	—	Niagara pneumatic	85.00
*1171	—	Temple Scorcher, white, pneu., N. Y. B. & P. tires	90.00
*1172	—	Moffat, good	60.00
*1177	—	B. & A. Pneumatic	60.00
*1180	—	Warwick, Pneumatic, Diamond, good condition	85.00
*1181	—	Student, cushion, first-class	65.00
*1182	—	Warwick, cushion, first-class	60.00
*1184	—	Victor pneumatic, as good as new	100.00
1185	—	Warwick diamond, cushion, good condition	55.00
*1187	—	Liberty pneumatic, good condition	75.00
1189	—	Rudge	75.00
1190	—	Quadrant pneumatic	75.00
1190	—	Ranger No. 2, ladies'	50.00
1191	—	Warwick, 1-2 cushion	75.00
1192	—	Quinton Scorcher	100.00
1193	—	Excelsior Light Roadster	100.00
1197	—	Columbia cushion	75.00
1200	—	Columbia pneumatic	110.00
1201	—	Columbia cushion	50.00
1202	—	Featherstone	50.00
1203	—	Ladies scorcher	110.00
1204	—	Quad King	100.00
1205	—	Credenda cushion	50.00
1206	—	Rite pneumatic	80.00
1207	—	Quadrant pneumatic	65.00
1260	—	Columbia pneumatic	95.00

HOWARD A. SMITH & CO., NEWARK, N. J.

THE RUDGE AMERICAN BRANCH FACTORY.



Established at Peoria, Ill., in 1892.

The accompanying cut represents the factory in which

RUDGE CYCLES

Are now being turned out regularly for the American trade from

The Invincible Ball Bearings, the Best Steel Forgings, and Weldless Steel Tubing, etc., that Money Can Purchase.

These parts come to us direct from the parent Rudge factory and after a most careful inspection by experts are assembled and the final finish applied in the best manner that mechanical skill and best materials can produce. CRITICAL JUDGES PRONOUNCE THEM BEAUTIES. They are light weight, right, and give satisfaction. We would like you to investigate. Catalogue free. Favorable terms to dealers and agents in all unoccupied territory.

ROUSE, HAZARD & Co., 9 G St., Peoria, Ill.

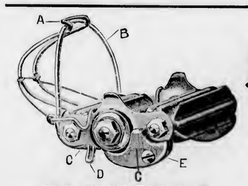
GEO. M. HENDEE, Springfield, Mass., Gen'l Agent for the New England States.

FREEHOLD, N. J. APRIL 17TH 1893.

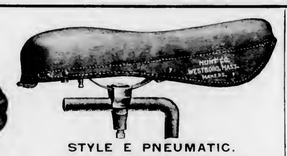
PHELPS & DINGLE MF'G CO.,
GENTLEMEN:
Having thoroughly tested your Ideal Tires at Savannah, Ga.,
I have decided to ride them this season.
Kindly fit me out with what I will need for my European Trip.
and oblige,
Yours very truly,
W. A. Zimmerman

Manufactured by

The PHELPS & DINGLE MFG. CO., Passaic, N. J.



THE HUNT TOE CLIP,
Adapted to rubber or rat-trap pedals. The best thing yet produced.



STYLE E PNEUMATIC.



Road Saddle, Style M M. Special Top No. 8.



Road Racer, Style N N. Special Top No. 12.



Scorching Saddle, Style M, Special Top No. 6.



Track Racer, Style N. Special Top No. 15.



Square and Round Tool Bags of different sizes.

Send for Illustrated Circulars, Prices, etc.

HUNT MFG. CO.,

WESTBORO, MASS.

Licensed under Garford Patents.



The Weston Fork Cyclometer

Is Now Ready for the Market.

Possesses many improvements that will commend it to all users; registers ten thousand miles; adjusted for pneumatics; material and workmanship unexcelled.

Sent post paid on receipt of price to any address, $8.00.

FRANK C. WESTON, BANGOR, ME.

N. B.—I want an agent, exclusive, in every town and city in the U. S.

Why Not Use

A hose-pipe tire, when by buying the "Deerhound" you can get . . . . .

All the Riding Advantages of a Hose-pipe Tire

Such as resiliency and light weight, and at the same time **practically** have **an inner tube tire?** We have perfected arrangements so that by a method of weaving duck we are enabled to make a hose-pipe tire which can be cut, inner-tube inserted, and laced, when on the road, and require no more time, nor as much, as it takes to repair the regular inner-tube tire. The outfit consists of a hose-pipe tire made extra strong, and inner-tube to use . . . . .

In Case the Tire Punctures Beyond Repair,

a thread to lace it, and is sold complete, two tires, one inner-tube, and lacing for . . . . . .

WE GUARANTEE AGAINST BURSTING

$12.00.

If you cannot get it of your nearest repairer, we would be pleased to send it to you at this price, express paid, upon receipt of the money.

Boston Woven Hose & Rubber Co.,

275 DEVONSHIRE ST. BOSTON.

205 Lake Street, Chicago. 943 N. 2d Street, St. Louis. 14 Fremont Street, San Francisco.

THE BICYCLING WORLD.

Published Every Friday

—BY—

THE WHEELMAN CO.

Incorporated under the Laws of Massachusetts.

167 OLIVER STREET,
BOSTON, MASS., U. S. A.

☞Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as their new, and their League number.

TO OUR ADVERTISERS:

Copy for new advertisements must be handed in by Tuesday morning to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday to insure attention for the following issue.

☞All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN CO.

☞*Postage stamps will not be accepted hereafter in payment for advertisements or Subscriptions. Checks, Money Orders or Postal Notes only will be taken.*☜

C. W. FOURDRINIER, Editor and Manager.

EDITORIAL STAFF:

J. S. DEAN. JAS. W. CARTWRIGHT, JR. H. CROWTHER.

BOSTON, MAY 5, 1893.

With Supplement.

One of the Brightest Contributions to our Successful Advertising Articles was the Following:

The successful advertiser is NOT THE SUCCESSFUL BELLOWS-BLOWER. It is an ill wind, you may say, that blows nobody good, and therefore you may conclude that no matter what your advertisement is or how much it puffs, there will be some net gain resulting from it to everybody else as well as to yourself. DON'T YOU BELIEVE IT. Every additional puff seems more and more like a gasp, and nothing can be more unfavorable to your business than to let everybody see that it is commercially gasping. But on the other hand, don't let your advertisements be like the old woman in Mother Goose who died for want of breath. Have a brisk, vigorous, healthy breathing and then don't be afraid to let the world see how full your chest is. If the pulsations are healthy the world will listen. You can't breathe too often; YOU CAN'T ADVERTISE TOO OFTEN.

And what is the result of good breathing, good advertising? In both cases perfect harmony all through the system. If you are the breather, your appetite will be good and you will be able to satisfy its desires. If you are the advertiser, the demand for your goods or services will be wholesome and constant and what is better still you will be able to supply this demand without wasting commercial tissue; nay, rather, while building up tissue. That ought to be satisfactory.

NOTICE—OUR OFFER.

Some L. A. W. members are evidently under the mistaken impression that our offer of premiums for subscriptions also includes membership or renewals to the League American Wheelmen. *This is not so at all. Our offer only covers those who send in separate and independent subscriptions, and is in no way connected with the League.* Please take notice of this, and thus save us and the League Secretary much useless correspondence.

Less than One Cent an issue!!! For fifty cents we will send the Bicycling World and L. A. W. Bulletin to your address for one year. Send for our premium list as we have not printed it in this issue.

THE much vaunted "Power of the Press" does not seem powerful enough to stem the growing craze among wheelmen for riding humpbacked. The exponents of this style have been expostulated and pleaded with, and the strong influence of ridicule has been brought to bear on them, but the riders still "hump themselves" all out of shape. What a pity it is! The manufacturers themselves cannot change his though they have honestly tried to do so. They must furnish cycles as demanded by the riding public, though for what commonsense reason the cycler demands a handle bar dropped so low that when he rides his body assumes the form of an inverted U, we cannot conceive. Nothing is so tiresome as to ride in a position where part of a man's weight is supported by his arms. We have earnestly tried to find out by practical trial any advantage to be gained by a sustained position as is now popular among a vast majority of riders but all have signally failed. It is a fad and a most dangerous one, because a constant rider, especially the young rider, can not regularly and persistently assume this position without becoming more or less round shouldered. It hurts cycling, because instead of being a graceful object on the wheel as a cycler should properly be, he becomes a mark for ridicule, thus instead of creating a good impression he creates a very bad one, so that every one who sees these doubled-up monstrosities tearing along, involuntarily has the trade mark of the manufacturers of hooks and eyes called to mind, "See that Hump."

THE advent of the pneumatic tire has not only revolutionized the cycle industry, but has found its way into other branches of trade where it is receiving the recognition to which its importance justly entitles it.

Says the *Implement Age*, in a recent editorial:

THE FUTURE OF THE PNEUMATIC TIRE.

The pneumatic tire has made a wonderful stride forward since its introduction, and as nothing is impossible under the sun, there is no reason for supposing that it will not be in use on certain farm implements at no distant day. It was ridiculed when it was attached to the sulky, but it beat Father Time three seconds and created a veritable panic among the jockeys and horsemen. Further experiments demonstrate that it is durable and as free from accidents as tired wheels. It may not be applicable to other than light vehicles, but is undergoing rapid improvement in many respects, and its use will soon be general. Quite a number of prominent persons have given the pneumatic tire their attention, and the more they experiment with it the greater their admiration and enthusiasm. One party declares that the tire is a perfect revelation, and is destined to revolutionize the carriage industry. It removed all vibration on rough pavements of the cities, and the passage over car tracks was scarcely noticeable, as it turns in and out of the tracks without slipping. One of the most surprising things is that pneumatic tires do not throw mud, as was demonstrated in slush four inches deep, other vehicles being spattered from top to tire. At first sight the size of the tires makes them appear unwieldy. This impression soon changes, and, as in the case of the bicycle, the odd-looking tire is the solid one that was, up to two years ago, universally used. Perhaps the tire's greatest advantage, outside of its smooth-riding qualities, is the fact that vehicles can be built much lighter. Bicycles have been reduced in weight from sixty-five and seventy pounds to thirty and thirty-five by the use of pneumatic tires. A prominent carriage builder believes that fully forty per cent. will be saved in weight of material

Death from Heart Failure.

GEORGE WOLFF, chef at Young's Hotel, this city, recently learned to ride, and while out with his son last Sunday, on Columbus avenue, caught his wheel in the car track, throwing him headlong. He lay in a heap and when picked up was found to be dead. The physician who was called stated that death had resulted from heart failure. The deceased was a very heavy man and the shock, in the opinion of the physician, was too much.

Boston-New York-Chicago Relay Behind Time.

STARTING promptly on time Sunday afternoon at five o'clock from the office of the Boston *Post*, the relay riders for a while held their own, at times even gaining on the schedule, but at the time of closing our forms the riders are plunging across Western New York and Ohio, valiantly striving to retrieve the loss already experienced. Almost without exception the relays from New York City have lost, but the roads are in such fearful condition that it is a wonder they are not further behind. With but one or two exceptions the riders were promptly at their marks but some delays were experienced through the default of men whom the management had depended upon. At Lyons, N. Y., the relay arrived at 7.51 P. M., Tuesday, 7 hours and 56 minutes late.

Just one half a dollar will secure you the World for one year!! We want 20,000 subscriptions, and as every one counts we want you to secure one or more subscribers so as to swell the grand total. The half dollars are dropping our way in a nice SHOWER just now, but we want the DELUGE. Don't fail to send for our premium list.



Clubs desirous of booming their race meets will be quoted special advertising rates upon application. YOU REACH EVERYBODY IN THE BICYCLING WORLD.

Johnson Rides at Savannah.

AT Wheelmen's Park last week Johnson rode a quarter-mile in 30 1-2 seconds from a flying start. The half-mile race was won by Conneat in 1.21, with W. C. O'Byrne second. Conneat also won the quarter-mile race in 37 seconds.

Monte Scott's 26-Mile Record.

MONTE SCOTT in the Rankin road race at Providence, R. I., last Saturday, made 26 miles in 1h. 19m. 8s. The world's 25-mile record, made by Hoyland Smith is 1h. 17m. 18s., and it is thought if the measurement of this route is correct that Scott can lay claim to the world's record.

A Kansas Record.

A NUMBER of the Kansas City (Mo.) cyclists took advantage of the strong south wind that was blowing Sunday afternoon to reduce the five-mile road record of Charles Kinde, which was 17.20 prior to Sunday afternoon. They rode to Waldo park and return. Ed Moriarty made the trip in 17m. flat and C. Rebenshied in 16.30, beating Kinde's mark nearly a minute. Kinde heard of the lowering of his record and Monday morning made a trip over the course, making the return trip in 16.05, thus regaining his lost laurels.

Floridian Flyers.

THE races of the Fernandina (Fla.) Cycling Club held in that city last week, resulted as follows:

Half-mile—Won by Tom McGillin; second, Gus McDonnell; third, Tom Gause. Time 1m. 38.

Quarter-mile—Won by Tom McGillin; second, Robert Lakenbill; third, Tom Gause. Time 30 1-4s.

Eighth-mile—Won by Tom McGillin; second, Tom Gause; third, Robert Lakenbill. Time 15 1-4s.

Dallas' Road Race.

THE Dallas (Texas) Wheel Club held its annual championship road race last week. The start was made by six men, as follows: Howard Covey, Bonham Knight, Chase Womack, E. G. Roach, A. G. Harmon, and Clarence McConnell. The route furnishes every variety of road in Texas, with plenty of hill climbing and coasting, and covers a distance of 13 miles. The finish was made as follows: Covey, 41.01; Roach, 41.03; Womack, 41.25; Knight, 41.45. A novel feature of the occasion was an unpicked race against time made by Edgar Boren, who started at 5.40 and made the route in 39.15, thus beating the best time made in the race 1.45. Boren's 3.01 per mile has, it is asserted, not been equalled in the South in a road race of similar length.

NOTES.

SALT LAKE CITY is considering the building of a race track at Calder's Park. A three lap or a quarter-mile track.

AT Belton, Texas, on April 22d, a two mile bicycle race was run at the Fair grounds, which was won by Walter Lee.

In the Irvington-Milburn race this year the contestants will be permitted to choose their prizes in the order in which they finish.

THE Press Cycle Club of Boston has received sanction for its race meet at the new Waltham track, July 4. The prize list will be a valuable one.

THE Bay State Club of Worcester is using every effort to make their Decoration Day meet a successful one. We call attention to their advertisement on page 175.

Louisville, Ky., has developed a long-distance road rider, Mr. Duke S. Hill, who, without a day's training, covered 144 miles of turnpike last week in 10 1-2 hours, actual riding time.

Pittsburg officials have promised to put in a kite-shaped mile track at Schenley Park. The track is to be built in the western portion of the park overlooking the Monongahela River.

THE East Orange (N. J.) Cyclers will hold club races Saturday, May 27th, at 4 P. M., consisting of a one mile scratch, a two mile and a five mile handicap. Two prizes in each event are offered.

GEORGE D. GREENWOOD, of the East Orange Cyclers, having removed to New York has joined the Kings County Wheelmen and will probably race under K. C. W. colors in the Irvington-Milburn road race of Memorial Day.

AT the games of the Massachusetts Institute of Technology on Tuesday afternoon, W. C. Marmon, '95, won the two-mile safety bicycle race in 6m. 1 2-5s., the best previous school record being 6m. 40 1-4s.

THE Detroit wheelmen have challenged the Buffalo riders to a 25-mile road race on June 3, with 25 men to each team. Possibly an arrangement might be made whereby Detroit, Buffalo and Chicago be included in the race over the Pontiac course.

SPECIAL permission having been secured from Chairman Raymond to hold invitation races in connection with the Massachusetts Division meet at Waltham on Decoration Day, one of the races will be run in three heats, with prizes for each heat. Costly prizes will be awarded to the winners in each of these events, high grade bicycles and diamonds being on the list.

THE San Francisco Bicycle Club held a ten-mile road race over the San Leandro triangle on Sunday, which was won by J. F. Hancock in 31 3-5 seconds. H. Ebbenritter was second, and O. L. Stevens, E. S. Battles and J. Ruhaff were also in the race. Hancock will receive the Pacific Road Club medal and also the San Francisco Club badge for the best time.

HARRY B. ARNOLD met with a severe accident a day or two ago. He was going along the street when he met a large black dog to which he took a sudden fancy. He reached down to pat the dog on the head, but the animal was not in an affectionate mood, and instead of taking kindly to the patting he seized Mr. Arnold and made four incisions in the hand near the index finger. He had the wounds cauterized and no evil results are expected.

New York's M. A. C. C. Meet.

THE regular monthly meeting of the Metropolitan Association of Cycling Clubs was held last week at the Columbia. The principal business of the evening was the reading of the reports of the Race Committee, dealing mostly with the coming Irvington-Milburn race.

The committee reported that the number of entries for that event was unusually large, there having been 150 received up to date. At last night's meeting two clubs—the Atalanta Wheelmen, of Newark, and the Oceanus Club, of Rockaway—put in their applications for membership. As yet no further arrangements for the international race meet on Sept. 16 have been made. Manhattan Field, which will have been put in good racing condition by that time, will probably be selected as the place where it will be held.

The Waltham Mass. Meet.

THE meet at Waltham is to be held on May 30. In addition to the list of championship events which are open to all residents of the Division, there will be two invitation races by special permission of Chairman Raymond. The races are to be managed by the Division, assisted by the Associated Cycling Clubs of Boston and Vicinity. Entry forms at this office.

EVENTS.

One mile novice (Division championship)—First prize, gold medal; second, silver medal; third, bronze medal. One-third mile invitation race (special permission of the Chairman of the National Racing Board)—$150 diamond; filled traveling bag, $40; meerschaum pipe, $25. One mile handicap (Division championship)—Roll top desk, $50; field glasses, $25; cyclometer, racing shoes. One-mile invitation (special permission of the Chairman of the National Racing Board)—First heat—Safety, $150; candelabras, $35; oak table, $15. Two mile team race (Division championship—Upright piano, easy chair, wall pump and fittings. One mile invitation, second heat—Safety, $150; banquet lamp, $30; third prize to be announced. Two mile handicap—Safety, $140; tennis suit, $30; suit of clothes, $30; dress suit case, $12; racing shoes, $3. One mile invitation—Third heat. Safety, $150; diamond, $100; gold watch, $50.

Rockford's Road Race.

THE first relay road race of the Rockford Cycling Club was run last Friday. There were five entries and the distance was seven miles. Burr, who had the heaviest handicap, won the race in 26 minutes 46 seconds, Armitage (scratch) making it in 25 minutes 6 seconds.

Secure Sleeping Accommodations at the World's Fair.

ROOMS can be secured at the National Columbian United Wheelmen's Association Club House and Hotel. Prices $1.00 per day and upwards. Address L. D. TAYLOR, Secretary, 959 W. Madison St., Chicago.

Bigelow Won the Covert Road Race.

SOME excellent time was made in the Covert twelve mile bicycle road race between Lockport and Olcott, N. Y. last Saturday afternoon. There were thirty-one entries, representing the leading riders in Western New York, from Rochester, Buffalo and other places. A. Bigelow of Rochester, scratch man, made the run in 50m. 20s. Austin Crooks of Buffalo, handicapped eight minutes, covered the distance in 52m. 53s. His actual wheeling time was 44m. 53s.

Secure Sleeping Accommodations at the World's Fair.

ROOMS can be secured at the National Columbian United Wheelmen's Association Club House and Hotel. Prices $1.00 per day and upwards. Address L. D. TAYLOR, Secretary, 959 W. Madison St., Chicago.

Results so far indicate that our effort to put the circulation of the World way above high water mark is going to prove successful. Every mail brings us good returns, but like Oliver Twist we cry for "more." Send for our premium list.



THE 239th called club run of the oldest club in the Western Hemisphere!

That is a record to be proud of — rather; and it was my good fortune to be a participant in this affair, which was the opening run of the season of the Boston Bicycle Club, called for the purpose of repeating the club's first run, on March 30, 1878, which was the first club run ever held in the country, and which was photographed at the Chestnut Hill Reservoir and reproduced in our last holiday number, and this '92 run (first called on the same date as originally held and thrice deferred on account of the weather, the veracious chronicler hereof retaining vivid recollections of one fruitless journey to the rendezvous) was held for the purpose of duplicating that photograph, which I am glad to be able to state was successfully accomplished, as the readers of the WORLD will be given an opportunity to see for themselves in due course.

The party numbered the fatal thirteen, and although the superstitiously-inclined shuddered and would have drawn back the camera, manipulated by Captain and Doctor W. G. Kendall, got in its deadly work in three different poses, two in a group and the third at "Attention!" ready to mount.

No sooner had the shutter snapped for the last time than twelve of the party (the thirteenth man had a "date," so 'twas said, although diligent inquiry failed to confirm the rumor) took up the line of march for Auburndale, where, at the famous Woodland Park Hotel, ample justice was done to the well-served menu, the party lingering at table until half-past eight o'clock, when the run home was made in the dark by those who returned, several of the party having arranged to stay over night.

Here is the list of the participants, of which but one of the faces appearing in the original photograph—that of "Papa" Weston—was present; and all of whom are members of the club except Chairman Robinson, of the State Racing Board, who was the guest of the club: F. W. Weston, J. S. Dean, Captain W. G. Kendall, J. W. Cartwright, Jr., C. W. Fourdrinier, T. Rothe, H. W. Robinson, A. Nickerson, J. E. Hill, E. F. Myers, H. L. Sowle, F. Whitney and H. Crowther.

President Hodges was unavoidably absent, having been called to New York by business.

MR. W. J. PORTER, representing the Columbia Rubber Works, New York, has been in the east for the past week, showing up the good qualities of the '93 pattern of the Palmer tire. It is in the fabric of this tire that great improvements have been made, though the self-healing points are still retained. Mr. Porter states that the tire is much better known in the west than in the east, and his mission in this section is to bring it to the notice of the eastern wheelmen. Mr. Porter is one of the leading members of the Illinois Bicycle Club, of Chicago, is an old League member and is the proud possessor of fourteen century bars to his Century Club badge. There is only one man in Chicago that ties him for Century honors and none lead him.

MY daily travel between the Newtons and Boston causes me to use the morning express on the Boston and Albany road, a certain car of which is getting to be known as the cycling trade car, for the reason that usually getting aboard at Newton and Newtonville are Messrs. Bassett, E. W. Pope, A. E. Pattison, W. C. Overman, Kirk Corey, E. P. Burnham, and other more or less shining lights in the wheel world. We who live at Newtonville usually have the laugh on those who get on at Newton because the train by that time is so full that seats are at a premium, so high a premium in fact that a number ride the rest of the way to Boston in the aisles.

This morning juant is getting to be such a regular affair that when one of the faces is missing it creates an immediate inquiry as to the cause. It was with regret, therefore, that we have been noticing the absence of the pleasant countenance of Mr. W. C. Overman for a fortnight or thereabouts, he having been confined to the house with what is usually supposed to be an infantile complaint—measles, but which has been affecting a great many adults in this vicinity this season.

Mr. Overman, I am glad to be able to state, is once more back at the helm at 166 Columbus avenue, the Overman Wheel Co.'s Boston branch, where the great demand for Victors has caused his absence to be seriously felt at this period of the year.

The Victor Flyer has made for itself quite a name, and the factory is being taxed to the utmost to supply the orders, Mr. Overman tells me.

DR. G. CARLETON BROWN, as Chief Consul of the New Jersey Division, as well as the rest of the Division Board now have an opportunity of giving a practical and forcible illustration of the efficiency of the L. A. W. and its more than willingness to right the wrongs of its members.

A despatch from Phillipsburg of last Wednesday states that David Seifert, the jeweller, while riding a bicycle recently at Green's Bridge, near that place, was run down by Carl Snyder, a farmer. Seifert's bicycle was badly broken, and he was thrown and seriously injured. He brought suit against Snyder for damages, and the jury, after deliberating a few hours, brought in a verdict of "No cause for action," and ordered Seifert to pay the costs, amounting to $10. Afterwards several of the jurymen said a horse and wagon had the best right on the public road.

An immediate appeal to a higher court will probably convince those jurymen that the law they have been misconstruing was loaded.

LAST week gave some free advertising to Mr. Hopkins, and turn about being fair play, I wish to give space in this issue to his wife, Mary Sargent Hopkins, who, as I have stated before, has done a great deal for the cause of feminine cycling, not the least of her work being the inducing of a large dry-goods house in this city to undertake the furnishing of suitable outfits, designed particularly for the use of ladies awheel. They purpose fitting up one of their large show windows with practical illustrations of garments and trimmings, the whole being arranged in such a manner as to form a convincing object lesson. Mrs. Hopkins will have charge of this new department, and in the near future I will give further particulars.

ALL of the newspapers make bulls occasionally, but the Toledo *Commercial* last week mixed things up about as prettily as anything I have seen for a long while.

They gave space in their cycling department to two articles, one on the L. A. W. badge and the other on the new bicycle envelope, which was originally designed by Mr. McDonald, of the Raleigh Cycle Co., for the purpose of shipping wheels. It is made of stiff pasteboard with heavy paper covering for the purpose of protecting the wheels while in transit, and is a capital idea, but when the *Commercial* went to work and published the cut of the envelope as an L. A. W. badge, making the latter represent the envelope, it was calculated to cause those members of the Ohio Division who were not thoroughly posted to wonder whether or not the Executive Committee had decided to give a more distinctive character to the League badge by adopting a safety bicycle as its emblem.

A GREAT many cyclists are continually bewailing the fact that there are no more worlds to conquer in cycling inventions, and that they, therefore, are debarred from the enormous income which those fortunate individuals who hold a mortgage on cycle necessities are enabled to draw; but there is hope for them. That this is true is witnessed by the following clipping from a Western exchange:

Our inventor, Prof. Wolfe, is beginning already to reap benefits from his wonderful invention. He has sold the right to apply the compound crank to bicycles to a syndicate for the sum of $20,000. He is also privileged to grant the right to one other bicycle firm in the United States, which will bring him in another $20,000 or more, in all probability. The invention is pronounced one of the greatest of the age by competent judges, and the Professor is quite likely to gain immense wealth from it.

A good many cranks have been sold for a great deal less than $20,000!

LOTS of us were wondering what in the world had become of the skeleton which constituted the central figure of Sterling Elliott's "Dark Secret" at the Philadelphia Cycle Show of a year ago, but now I know.

In the big show window of the Union Clothing Company, Albany, N. Y., is a unique advertisement—nothing less than that skeleton astride of a bicycle. On the ribs of the skeleton gold and silver medals for excellence and superiority are fastened; while in the grim jaws of the skull is a cigarette. Crowds of people surround the window constantly. Under the rays of the electric light the exhibit wears a weird aspect. Timid women scurry by, and a few men turn their heads. But the mass of people stop and look at the strange sight.

MY friends, the Philadelphia Bicycle Club, have had another one of their delightful entertainments at their cozy club house in the Quaker City, the programme embodying selections by the University of Pennsylvania Banjo Club, songs by Misses Grancell and Osborne and other ideas in the amusement line, which Chairman Morris of the Entertainment Committee so well knows how to serve, the affair closing, as is usual in the Philadelphia Club, by dancing.

Although no longer prominent in racing matters, the club never fails to do its share of touring, and they are now planning a Decoration Day outing to Bushkill, Dingman's Ferry, the Water Gap, Tuxedo, etc., and wouldn't I just like to go with them!

THE editors of this paper have all of them been a sufficient length of time in cycling to know better than to interfere with the bewildered public.

I was not a participant in the recent Paul Revere ride, but one of my coadjutors was, and the following clipping having been forwarded to "Ariel" in care of the BICYCLING WORLD, I presume there must have been a tale connected therewith, especially as it was heavily marked in order to direct my particular attention thereto:

"Of the return trip there was one wail of considerable interest. One rider found his course intercepted by a stray hen. Charlie said 'shoo.' The rest is answered by the conundrum, "Where did the chicken get the bicycle?

Charlie hit the dust, and the chicken fell over dead. The club arrived in Boston at 5 o'clock, having ridden forty miles."

As to which one of the staff this could have been, I leave to the imagination of those who know us to judge.

NOTHING exhibited at the late Philadelphia Cycle Show was of more interest than Mr. Sterling Elliott's Chronograph, and its first public exhibition at a race meet will be looked for with great interest by spectators and contestants alike. I understand that the Decoration Day race meet of the Associated Cycling Clubs of Boston, at Waltham, will be the one that first receives its practical illustration.

CAN it be that there is so much in the new Helical Premiers?

Here is Wheeler, to whom Zimmy could have given yards last year, beating the champion from scratch, and while the Orange lad has undoubtedly improved wonderfully, I am inclined to think that some credit should also be given to the machine. Rigidity means everything in racing—even more than lightness—and it would not be surprising to know that a wheel which could be built more rigid at the same weight than another was capable of proving a factor in the winning of a race.

WELL, Mr. Goodman, you *don't* "remember aright," not by a good bit; even if you are an authority on Executive Committee and Racing Board matters!

The writer never thought, never said and never passed an opinion that "a rider under eighteen could not be considered a novice." A little knowledge of a subject is a dangerous thing, and you are evidently mixing up, on the strength of but partial information, a question which had been brought before the '92 Racing Board on the point as to whether a winner of a prize in a boy's race was eligible to the novice event, the opinion having been given, if I am not very much mistaken, by Mr. Davol's Board, that the winner of such a prize was eligible as a novice.

As to the "unwritten rule," it probably would have been better to have called it an unwritten agreement between the members of the Racing Board, for that is precisely what it was, and it was, as I said editorially, the understanding by which sanctions were governed last year.

I know what I am talking about, dear Hartford.

PRINCESS LOBANOW will ride a bicycle!

A letter from Yokohama, Japan, brings the information that the Princess Lobanow has purchased a pneumatic-tired Ladies' Rambler. Inasmuch as the Princess leads the fashion in Japan, a large sale of Ramblers is anticipated in that country.

THE Gormully & Jeffery Mfg. Co. are fortunate in having secured the services of Arthur L. Atkins, who will represent them at their World's Fair exhibit. Mr. Atkins has been for some years past connected with boy's race was eligible to the novice event, Rouse, Hazard & Co., as their travelling representative, but is well-known to eastern wheelmen through his long connection with the Pope Mfg. Co.'s Boston house.

THE Hampden Park bicycle track was opened to riders for the first time last week, after several days of careful leveling and rolling. It is in fine condition for so early in the season, and the flyers started at work with a will. Harry Tyler, Sanger and the Nelsons spent the afternoon riding practice miles, and the season may be considered fairly opened. The club is considering the question of giving the first men it the two International races a special prize in addition to the diamonds already planned for the event. A valuable medal or watch charm set with small diamonds is being considered.

ARIEL.

Union Cycles.



"There's something in an iron horse,
And something in a huge balloon."
—[Wordsworth.

We wonder if old Wordsworth's prophetic eye saw the coming of the Bicycle shod with pneumatic tires. To such a lover of nature what a source of pleasure the possession of a

UNION P. D. Q.

would have been. It is the most perfect cycle for touring ever made. The tires are the simplest and easiest to repair of any. The wheel is built for active service, and is the strongest '93 model.

. . You should . .

EXAMINE and TRY ONE

Before purchasing.

Union Cycle Mfg. Co.,

HIGHLANDVILLE, MASS.

. . BRANCHES . .

BOSTON. PHILADELPHIA.
SPRINGFIELD. CHICAGO.

P. S.—A certain sporting journal objects to our style of advertising; we would like to have the opinions of the cycling public. U. C. Mfg. Co.

Morgan & Wright, Patent - Pneumatic - Tires.

Do you want to know about the Morgan & Wright tires? It is easy to find out all about them. How to repair them, how to take care of them and hints on how to use any pneumatic tire, that it may give you the very best service. A full list of our prizes offered to the riders of our tires in 1893 is as follows:

PRIZES FOR 1893.

For greatest mileage made on one set MORGAN & WRIGHT TIRES during 1893. Rider to make his own repairs.

1st Prize, Cost Value, . . $100
2d Prize, Overcoat, . . . 45
3d Prize, . . 1 Set M. & W. Tires

For most meritorious single ride. Distance, weather and character of roads to count.

1st Prize, Cost Value, . . $50
2d Prize, Cost Value, . . . 25
3d Prize, . 1 Set M. & W. Tires.

For fastest mile made in competition.

Prize, Cost Value, . . . $50

For best time made in road race. Distance 10 miles.

Prize, Cost Value, . . . $25

Best time made in road race. Distance, 25 miles.

Prize, Cost Value, . . . $25

These prizes to be competed for under the rules of the L.A.W., and prizes to be such as will be acceptable to the Racing Board.

All trials for prizes must be made with MORGAN & WRIGHT TIRES.

Contest closes December 25, 1893, and prizes will be awarded as soon thereafter as the judges may decide.

Note These Facts.

We solicit the good will of riders and buyers generally, and offer the following facts in our favor:

1st. THE MORGAN & WRIGHT TIRE is distinctly an American invention, and does not in any way copy or infringe upon other Tires.

2d. We were the first makers in the world to sell a perfect Tire at a popular price, our price for 1892 being from 50 to 200 per cent. lower than others.

3d. Notwithstanding our low price we have faithfully and honestly backed up our goods, and made all repairs without charge.

4th. The MORGAN & WRIGHT TIRE started 1892 with at least thirteen competitors, and within the year every one of these competing Tires had to be entirely remodeled or were withdrawn from the market as failures, with the exception of three.

5th. This present season, having reduced our process of manufacture to absolute perfection, we are enabled to reduce our price of 1892.

6th. Our Tires for 1893 are made of the finest materials obtainable, and the integrity of our concern is pledged to sustain our goods in every way.

7th. Our plant has been remodeled throughout, and the capacity is treble that of 1892. All orders will have prompt attention.

A Pointer or Two.

Our Tires have our firm name in raised letters moulded on the casing. Look for this in buying a Morgan & Wright Pneumatic.

Don't buy an imitation: rest assured that the skill and experience, which have brought the MORGAN & WRIGHT TIRES to their present perfection, will be exercised in keeping them ahead of mere copyists.

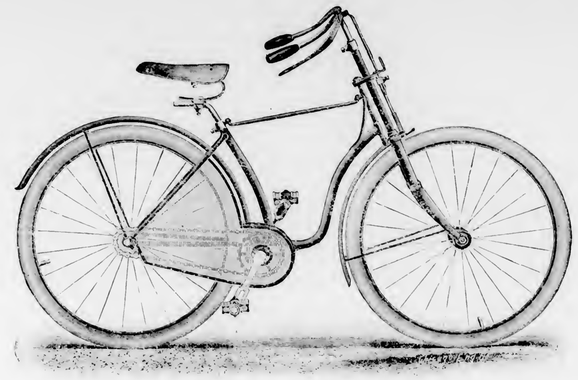
SEND FOR CATALOGUE.

Morgan & Wright,

331-339 West Lake St.,

CHICAGO, ILL.

[Mention BICYCLING WORLD.]



COMBINATION JUNIOR No. 4.

LITTLE GIRLS.

Our Combination Juniors, No. 1 and 2, are for you — same as No. 4, only has 24 inch wheels —

No. 1, Cushion tires, - - - - - $35.00
No. 2, Pneumatic, W. W. W. tires, - $50.00

— FOR —

SMALL LADIES.

The only wheel made that was designed for their special use — 26 inch wheels — Light weight — 1 1-2 inch Pneumatic W. W. W. tires — Dress and chain guard in one piece — no rattle — our own special pattern — plenty of room between saddle and handle bars — handle bars curve well back — very comfortable. - - - - - - $60.00

No. 3, same as above, with cushion tires, $45.00

We furnish it with detachable cross bar.

CATALOGUE 27 TELLS ALL ABOUT THEM. FREE.

WESTERN WHEEL WORKS.

R. L. COLEMAN CO.,
SOLE EASTERN AND SOUTHERN AGENTS.

35 BARCLAY STREET AND 40 PARK PLACE, NEW YORK.

FOR THAT SORE FEELING HAVE YOUR BICYCLE FITTED WITH A

SOLID COMFORT SADDLE

BRETZ & CURTIS MFG. CO., PHILADELPHIA, PENN., MAKERS.

DETACHABLE CLEAT

And Shoe Protector,
With Automatic Sole Clasp.
Detached instantly. For rat-trap and rubber pedals.

$1. Post-paid.

SCORCHER SHOE

Weight, 4 oz.

READ THIS:
(from a former customer.)

$2. Post-paid.

PERRY, N. Y., March 20, '93.

Detachable Cleat Co.:
I have changed my rubber for rat-trap pedals, and enclose $4 for a pair of cleats. I want to say that your shoes and cleats are the best thing of the kind I ever saw, and would not ride without. All riders ought to have them, and would if they once tried them.
Yours truly,
J. A. CLEMENT, Manager Hotel Perry.



Why Wear BROGANS?
You want Light Wheels, why not Light Shoes?
OUR GLOVE FITTING
Horsehide Shoe
Is Stylish, Neat, Comfortable.
Send Money and Size of Foot. Postage free.

ASK Your Dealer for our goods. If he does not keep them send to us, for he is . . .

SLOW SLOW SLOW !

WE Will Send our Goods C. O. D. charges paid, with the privilege of examination.

Scorcher GRIP.
Just the thing you need for Touring.
LIGHT. NEAT.
Will keep your change of clothing free from dust. Made of Gray Waterproof Duck.
Price $2.
No. 1 fits all wheels with 5-inch head or over.
No. 2 fits all wheels with 4-inch head.
(Order by Number.)

ANY of these Goods Sent C. O. D., All charges paid, with privilege of examination.

DETACHABLE CLEAT Co., Allston, Mass.

☞ State size shoe and kind of pedals used.

TRADE NOTES.

Another Victor Winner.

On Friday, March 31st, F. H. Harvey, of the Chesapeake and Century Clubs, broke the Maryland long distance record, making 186 miles in 24 hours. He rode a regular Victor Flyer, and for the first 130 miles carried no pump. His route was from Baltimore to Washington, to great falls of the Potomac and back to Baltimore, making up the additional miles between Baltimore and Steelton. The road between Baltimore and Washington was in very bad condition and sandy. This record has been held by Louis Green of the Centaur Club for some time, he having made 181 miles in same time. Harvey was in good condition at the finish. He also holds the Maryland 25 mile track record.

Is He a Kleptomaniac?

A large number of workmen have been employed in rebuilding and fitting up the burned building of A. W. Gump & Co., at Dayton, Ohio, and among them, a number of painters finishing the wood work. About a month ago, the night watchman telephoned Mr Gump that the rear door of the store was open. Thinking possibly it had been overlooked or one of the workmen unintentionally locked in and had left the building he this door, no search was made for stolen goods. This, however, was not the case. On the 27th, the Buckeye Cycle Co., of Cincinnati, Ohio, telegraphed them asking who owned Century Columbia No. 12350. After investigation, they found it was one out of stock, as no record of its sale could be found and the Columbia warrant was still in their possession. They at once started for Cincinnati to identify the bicycle and man, which proved to be one of the painters and their machine. They also identified another new machine of theirs which he had stolen from them. A few months ago, the same man was arrested at Cincinnati on suspicion, by the Buckeye Cycle Co., but as they could not prove the theft, he was released. The bicycle he stole then was brought to Dayton, and sold to Wm. F. Haas, the man running the repair shop in connection with Gump & Co.'s store. How many more he has stolen remains to be found out. The stolen machines have been returned to A. W. Gump & Co., and the thief awaits his hearing. He will be tried at Dayton, and the evidences against him are very strong. He evidently has a passion for bicycles.

Secure Sleeping Accommodations at the World's Fair.

ROOMS can be secured at the National Columbian United Wheelmen's Association Club House and Hotel. Prices $1.00 per day and upwards. Address L. D. TAYLOR, Secretary, 959 W. Madison St., Chicago.

Your Old Wheel Taken in Trade.

SEND us a description of your old wheel (any make or style) its name, and year made; condition of tires, nickel and enamel. We will send you photographs of our "Capital" cycles (highest grade) and make you a much larger allowance than any local dealer can possibly afford. We wish to introduce our 1893 wheels early. Deal direct with the factory. Washington Cycle Co., 809 Water street, S. W., Washington, D. C.

Secure Sleeping Accommodations at the World's Fair.

ROOMS can be secured at the National Columbian United Wheelmen's Association Club House and Hotel. Prices $1.00 per day and upwards. Address L. D. TAYLOR, Secretary, 959 W. Madison St., Chicago.

Racer, 23 lbs.
Road Racer, 27 lbs.
Thoroughbred, 30, 33 and 35 lbs.
Ladies', 35 lbs.
Roadster, 40 lbs.



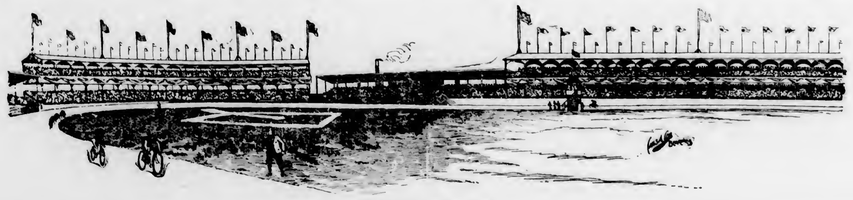
The PHOENIX.

Complete in details; perfect in symmetry; graceful in outline; elegant in finish; scientific in design; responsive in action; perfect in construction. Fully guaranteed. Our catalogue tells the rest. Good agents wanted in unoccupied territory.

EASTERN BRANCH OF STOVER BICYCLE MANFG. CO., 575 and 577 Madison Ave., New York. AND PORTER & GILMOUR, 1773 BROADWAY, NEW YORK.

A MEETING of the Baltimore Associated Cycle Clubs was held at the Baltimore Bicycle Club house last week to receive a constitution that had been completed by a previously appointed committee. The constitution met with general approbation, but was referred back to the committee to make certain changes governing membership and racing assessments.

The ladies who compose the Malden, Mass., club closed a pleasant season at whist by giving a gentlemen's night at the Victoria last week, which was one of the most delightful events of the season. Whist was played from 8 until 10.30 o'clock. After the awarding of the prizes, refreshments, consisting of cake, ice cream and coffee were served.



Chicago's New Track.

In spite of the opposition of the elements, work on the Chicago track on which the World's Fair races are to be run is being pushed with all possible speed. It was supposed, when the contractors took hold, that May 15th at latest would see the completion of the track, but rain has fallen almost incessantly since, so that the work has been seriously delayed. The work is sure to be completed, however, within a few days of the specified time. Nearly all the material to be used in its construction is already on the grounds.

The surface will be of a fine, loamy soil, and the finest of Joliet gravel mixed, and will, when finished, hardly show a piece of gravel as large as a pea. This surface will be two and one-half inches in thickness and will be laid on the top of a bed of fine screened macadam, such as now forms the surface of the straights at Parkside. Banking will be one foot in five on turns, making the banks six feet high at the summit. Banking will begin on the outer edge of the track seventy-five feet before the commencement of the turn, and will rise one foot in forty-five inches on the outside until six feet is reached. This summit will extend at six feet for 150 feet; then drop gradually into the back stretch. Turns will be 439.6 feet on inner curb and 444 feet on the pole line. The straights will be 486 feet each. The turns will be thirty feet wide; the back stretch twenty-five; the home stretch forty feet. The finish will be 120 yards from the end of the last turn.

TRADE NOTES—Continued.

Send for our premium list, and if you don't care to compete for a premium then send us 50c. and we will send you the World for one year.

Death of L. C. Crondel.

We regret to have to announce the death of Mr. Lon C. Crondel, of Newark, who died last week. The cause of his death was cancerous sore throat, which received its start last winter during the cycle show in Philadelphia. He was engaged with Howard A. Smith & Co., of Newark, having charge of their agencies. A member of the local clubs, he numbered a host of friends among wheelmen, all of whom will regret his untimely demise.

The Standard Wheel Company moved its headquarters from Indianapolis to Terre Haute last week.

E. C. Fisher, of Claremont, N. H., has secured a patent on his latest invention, a combination tire inflator, oil can and wrench, which can be carried in the pocket. A stock company has been formed and as soon as possible the manufacturing of the combination wrench will begin.

Mr. George H. Fisher, President of the Gendron Iron Wheel Company, Toledo, Ohio, has gone to Chicago to look after the company's exhibit at the World's Fair. The last shipment of goods to Chicago was made last week. The exhibit embraces bicycles, tricycles, velocipedes, baby carriages, express wagons and furniture, bamboo novelties, etc.

Charlie Schwalbach, of Brooklyn, has completed another deal. Last week he bought out F. W. Aymar's establishment at No. 1187 Bedford avenue, near Jefferson, and hereafter the Chas. Schwalbach Cycle Company will conduct business at this well-established stand. This will make five establishments in this city controlled by Mr. Schwalbach and his partner.

The New Mail is having a great call this year. No wheel has been taken up by a higher class of sound, financial firms of reputation and it is a great compliment to the worth of this wheel showing its hold in popularity in the market. Some of the most prominent agents who have placed heavy orders for, and are handling largely the New Mail are the Shapleigh Hardware Co., of St. Louis; Van Camp Hardware Co., Indianapolis; Beck & Gregg Hardware Co., of Atlanta, Ga.; Biddle Hardware Co., Philadelphia; Logan & Gregg, Pittsburgh; H. C. Squires, New York and Studebaker Bros., of Chicago, San Francisco and Portland, Oregon. A. W. Moore, so well known and formerly with Hibbard, Spencer & Bartlett, is now with Wm. Read & Sons, in charge of their Western office in Masonic Temple, Chicago.

SMALLEY. EASY..... ....RUNNING.

STRONGEST LIGHT WHEEL MADE.

MOST RIGID FRAME. GOOD BEARINGS. GRACEFUL LINES. ELEGANT FINISH.

ALUMINUM Finish if Desired.

Four styles:
Light Roadster.
Road Racer.
Track Racer (New Style Handle Bars).
Ladies' Wheel.



WRITE FOR CATALOG. ROAD RACER.

SOME OF OUR AGENTS:—Geo. L. Cady & Sons, Lowell, Mass.; W. G. Schack, Buffalo, N. Y.; Peabody-Whitney Co., Boston, Mass.; J. E. Boorman, Cincinnati, Ohio; L. C. Jandorf & Co., New York City; Racine Hardware Mfg. Co., Racine, Wis.; E. Werner, Philadelphia, Pa.; Chas. Ege, Detroit, Mich.

MARBLE CYCLE MFG. CO.,
Our Retail Store, 271 Wabash Ave., CHICAGO, ILL. PLYMOUTH, IND. "Illinois Agents for the RALEIGH."

THE KEATING

Is now known throughout the Country as the Lightest full "Road Wheel" manufactured: is strictly high-grade in every respect. Fully guaranteed. Our cut appears next week. Be sure

ROADSTER 27 lbs. **Keating** SCORCHER 25 lbs.

and get your L. A. W. Bulletin and examine the wheel. Our Model D "full Roadster" tickles the boys. Our Model E just carries them away.

The Catalogues are Unique.

KEATING WHEEL CO., Holyoke, Mass.
1775 Broadway, NEW YORK. 145 Columbus Avenue, BOSTON.

GENDRON CYCLES. You can't tell where our progress will stop.



* * *

IS IT NOT PLAIN TO YOU THAT EVERY CYCLE SHOULD HAVE BACKWARD AND FORWARD ADJUSTABLE HANDLE GRIPS ? * * *

With this improvement you can make a Racer out of a Roadster No wheel complete witho ut.



"Gendron Cycles" Have Them.

Agencies now Being Placed. GENDRON IRON WHEEL COMPANY. TOLEDO. NEW YORK. CHICAGO. ST. LOUIS.

Nickel Bright Chamois

Prepared and Imported Especially for Bicycles.

Makes Everything Bright. Keeps Everything New. Your Wheel Needs One.

Three sizes and prices postpaid:
No. 1, 12x15 inches, 25c. No. 3, 16x20 inches, 50c. No. 6, 24x26 inches, $1.00.

ADDRESS, EDGAR EGERTON,
2546 Eighth Avenue, New York, N. Y.

JORDAN, MARSH & Co.

Recognized Headquarters

FOR ALL KINDS OF

SPORTING GOODS.

Wheelmen and Athletes cannot afford to overlook our goods and prices, as we have set apart a large space in our Men's Furnishing Department with the firm intention of doing the sporting goods business of New England.

Send for Our Illustrated Sporting Catalogue.

SWEATERS.



Our "Boston" Lamb's Wool Sweaters in navy, black, garnet and white, all sizes,
$2.50 EACH.
Equal to sweaters sold elsewhere for $3.50.
Our "Champion" Lamb's Wool Sweaters, all colors, all sizes,
$3.50 EACH.
Equal to sweaters sold elsewhere for $5.00.
Our "Excelsior" Shaker Sweaters, extra heavy, single and double collars, all colors, all sizes,
$4.00 EACH.
The best sweater at any price.
NOTE.—We control the manufacture of the above 3 grades of SWEATERS. A discount to all clubs.

BICYCLE SUITS.



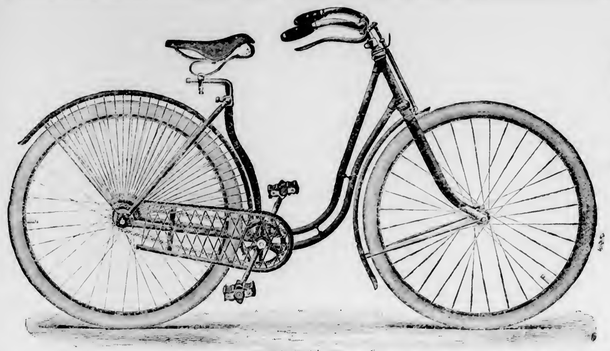
Our No. 1 "Safety" Bicycle Suits, in Black and Blue, sizes from 34 to 44, coat regulation style, pants re-inforced seat, adjustable knee, our popular price,
$5.50 PER SUIT.
Our No. 2 "Safety" Bicycle Suits, colors Black, Blue, Brown, L. A. W. Gray, Steel Gray, Cadet Blue, sizes 32 to 44, our popular price,
$8.50 PER SUIT.
Our No. 3 "Safety" Bicycle Suit; Black and Blue, coat and pants, trimmed with military braid, sizes 34 to 44, our popular price,
$12.00 PER SUIT.

MAIL ORDERS ATTENDED TO CAREFULLY AND PROMPTLY.

G. DARLOW & SON,
... MAKERS OF THE ...
BRIGHTON FLYER,
24 LBS.
Sole agents for the
RELAY MFG. CO.,
PURITAN,
and other cycles in great variety. Easy payments. Fine repair work. Wheels changed over from $10 up. Pneumatics from $70 to $135. Cushions from $8c to $70. Great discounts for cash.



GEO. DARLOW & SON, 473 Tremont St., Boston.



THE

MONARCH

∴ ∴ King of Them All. ∴ ∴

HIGHEST POSSIBLE GRADE THROUGHOUT

FOUR STYLES.

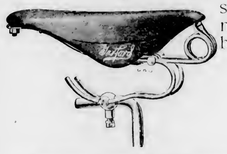
The Grandest Ladies' Wheel

EVER PRODUCED.

Send for 24-page Catalogue.
Agents Wanted.

MONARCH CYCLE COMPANY, CHICAGO, ILL., U. S. A.

ELYRIA is twenty-six miles west of Cleveland on the Lake Shore and Michigan Southern Railway. Passengers traveling this route will notice our new factory a short distance east of the depot on the north side of the tracks, and seeing it will not be surprised at our claiming to be the . . . . . .



LARGEST SADDLE MAKERS IN THE WORLD.

By the way, if it be convenient stop over a train. We are always pleased to show our new plant, and our visitors so far have enjoyed seeing the building of saddles reduced to a science.

GARFORD MFG. CO.,

CORRESPONDENCE SOLICITED. ELYRIA, OHIO.

1893

NEW MAIL



HIGHEST GRADE.

11th Year.

Greater Demand Than Ever Before?

Pneumatic Tires, $125.
Dunlop Detachable Tires, $135.

The Wheel of '93! See it and Send for Catalogue.

MANUFACTURERS

WM. READ & SONS,

107 Washington St., - - - - Boston, Mass.

Chicago Branch, Masonic Temple, A. W. MOORE, Manager.



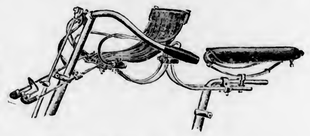
"O Papa, aint dis nice."

IT IS PERFECTLY SAFE

.... To Carry Children on the ....

BEAUTY CHILD'S SEAT.

All Wheels Are Built to Sustain It.

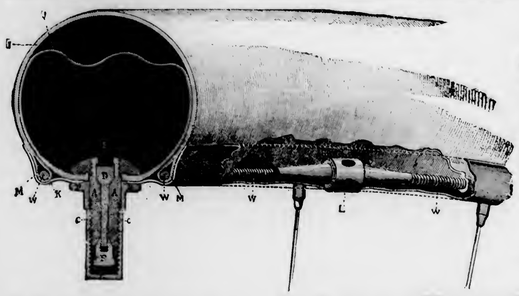


The Beauty is attached only at the saddle-post, and is the only safe conveyance for a child upon a wheel. It is not attached to the weakest part of a bicycle, the steering-head or handle bars, and where the child has to be constantly thrown about to keep the machine in balance. The recognized standard in child's seats all over the world.

Made in two styles: Canvas, $4.50. Mackintosh, $5.00.

The Rich & Sager Co., Rochester, N.Y.

THEY MAKE TEE
SAGER SADDLE.



The Liberty Tire

Mechanically attached; absolute control of the diameter of wires overcoming all existing disadvantages in wired tires due to variation in rim diameter and wire stretching. Does not depend upon air pressure to hold fast to rim. Creeping beyond possibility. No side slipping or rolling in rim.

Compound Valve.

Two metal conical seats with ground surfaces. No springs or rubber. An absolute certainty in valves. The greatest air holder on earth.
Write for descriptive circular on this boon to wheelmen.

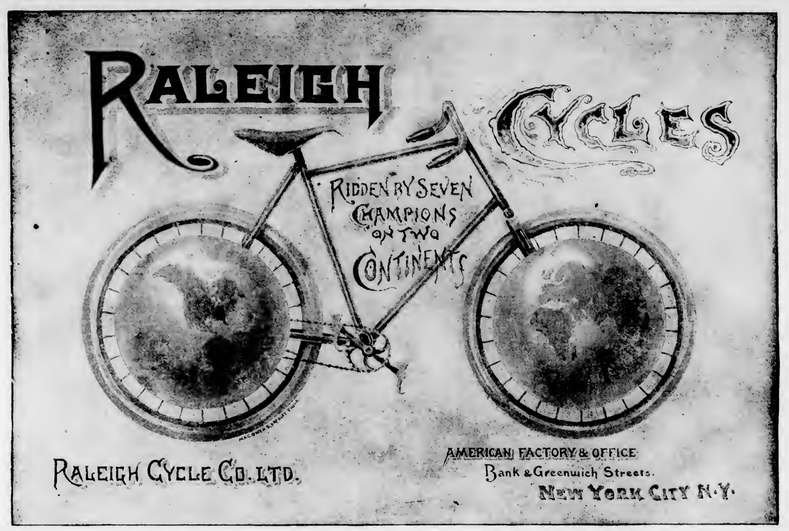
MAKERS OF

WILSON, MYERS & Co., .. LIBERTY CYCLES. ..

55 LIBERTY ST., NEW YORK. Retail Department. 1786 Broadway, N. Y.

A. O. VERY CYCLE CO., 245 Columbus Ave., Boston, Mass., General Jobbing Representatives in New England

Mention BICYCLING WORLD.





THE HOLMES CO.,

MANUFACTURERS

Jersey Fitting
Bicycle, Athletic,
Gymnasium and
Bathing Suits,
Sweaters, etc.

SWEATERS (Sailor Collar) } for Lady Bicycle Riders
EQUESTRIAN TROUSERS }

Send stamp for catalogue B.

109 Kingston St., BOSTON, MASS.



THE BAY STATE ADJUSTABLE

Bundle & Luggage Carrier

Combines by far more points of genuine excellence than any other.

STRONG—Because made of best steel wire in best possible manner
DURABLE—You can't break it, and it lasts practically forever.
LIGHT—Weighs but 9 oz. complete.
HANDSOME—Heavily nickeled with long straps of best russet leather.
PRACTICAL—Because its position gives ample the support of steering head and handle bar upright. Carries anything and everything. We guarantee it to give complete satisfaction. Cheap. Price $1, postpaid.

Showing Carrier fastened to Steering head of Safety.

H. F. DIESLER, Man'frs' Agent, P. O. Box 1360, Boston Mass.



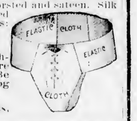
A MODEL RACING SUIT

That is modest, light and convenient, with all the weight hung on the shoulders and no extra material to carry. This suit meets all the requirements of the L. A. W. rules. No. 1301, worsted, full fashioned, $5; No. 1302, worsted, cut goods, $3.50; No. 1303, worsted, light weight, $3.25; No. 1304, pure silk, 1st quality, $11.50; No. 1305, pure silk, 2d quality, $10.50; No. 1306, sateen, very light, $2.50. By mail, 15 cents extra.

Above suits are same as cut; 3-4 sleeve, 16-inch inseams. Sleeveless suits same price. Black and Navy Blue, only in stock in worsted and sateen. Silk suits made to order also, any color in worsted. Striped suits $1.00 extra. Letters, 50c. each. Measurements: Chest, waist, back of neck to crotch inseam.

CALL A 1 SUPPORTER

A light, cool and durable supporter for Bicyclists, Athletes and Gymnasts. Made of cloth and elastic, a sure fit. Price $1.00. Send post-paid on receipt of price. Be sure and send tight waist measure. Illustrated catalog of Bicycle and Athletic Goods free.



S. B. CALL, 229 Main Street, Springfield, Mass.



Bargains!
Bargains!!
Bargains!!!

In second-hand wheels.

Send for April list. It will save you MONEY.



PNEUMATIC REPAIR OUTFIT

The Largest, Best and Most Complete Outfit

On the market. Size 3in. x 5 in. Liberal discount to dealers.

STOKES MFG. CO., Cycling Outfitters,
293 Wabash Avenue, Chicago

Few Wheels Have so Many

Original ideas embodied in their construction, and none of such real merit as has the

"Imperial"
REGISTERED TRADE MARK

OTHER MAKERS

Have copied and no doubt tried to equal the original, but with only failures to their credit.

WEIGHTS,

24, 26, 34, 39 and 40 pounds.

The most complete and interesting Bicycle Catalogue ever published mailed free.

Ames & Frost Company,

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CHICAGO.

HELICAL TUBE PREMIERS

Are made from Steel manufactured exclusively for us, of a quality FINER and TOUGHER than Band Saw Steel. This combined with the peculiarity of construction, enables us to produce a . . . . . .

Thoroughly Reliable Light Weight Wheel.

(Helical Tube is fully protected by patents). To this acme of cycle construction we add the GREATEST of Pneumatics . . . . . .

THE 1893 DETACHABLE DUNLOP,

And present to discriminating wheelmen a perfection never before attained.

Weights 19 1-2, 25, 27, 30 and 32 1-2 lbs.

We will tell you about the Weldless Premier next week.

PREMIER CYCLE COMPANY,

NEW YORK.

N. B.—Wheeler says: "Premiers beat Champions out of Pure Superiority."

The Tillinghast Repair Outfit.



CUT A

The Tillinghast repair outfit adapted to the successful repairs of Hose Pipe tires, also for the repairing of punctures in inner tubes.

This repair outfit consists of a collapsable tube of pure rubber cement, a pointed nozzle to screw on to the same, a tapered wire for enlarging small punctures sufficient to insert the nozzle of the cement tube; tire tape, 6 puncture repairing patches and a tool for inserting the same. Any ordinary puncture can be readily and permanently repaired.
Retail price, $1.50.


CUT B


CUT C

MANUFACTURED BY

The Tillinghast Pneumatic Tire Co., 59 Clifford St., Providence, R. I.

SIDWELL & SABEN CYCLE CO., 243 Columbus Ave., Boston,

Are sole NEW ENGLAND AGENTS for the

Beautiful *Quinton Scorcher* Bicycles

Have you had an opportunity of seeing the 1893 line? If there is no agent in your city, write us and we will talk business to you. Good agents always in demand.

Bretz & Curtis Manufacturing Co., : : Philadelphia, Pa.

A BAD WHEEL

Is frequently blamed when all trouble could have been avoided by oiling it properly with a "Perfect" Pocket Oiler. Regulates the supply of oil to a nicety. Thoroughly tight; neatest, cleanest and best oil can in the world. Price 25 cts. each. Handsomely nickeled.



One-half Size.



BETTER THAN TOOL BAGS.

Two size holders. Smaller size for above oiler, larger size for pneumatic pump. Easily attached to any wheel. No rattling. Handsomely nickeled. Price 25 cts. each for either size.

CUSHMAN & DENISON,
172 9th Avenue, . . New York.

L. A. W.

The contractors for the Massachusetts L. A. W. are

G. W. SIMMONS & CO.,
OAK HALL,
32 to 44 North Street.

This house deals in uniforms of every kind, supplies clubs, (bicycles, yachting, tennis and base-ball); military goods of every description, regalia, flags, swords, saddles and everything worn by military or sporting men. For information on any special subject, address

G. W. SIMMONS & CO.
BOSTON.



Made of the best Dongola Leather and warranted. Delivered free to any part of the United States on receipt of **$2.00** cash, money order or postal note. If not satisfactory we will refund the money or give you a new pair. They are unequalled as an easy walking, Police, or Letter Carrier's Shoe. Sizes 1 to 5, or 5 1-2 to 11.

HUB SHOE CO.,
101 Bedford St., Boston, Mass.

KEYLESS BICYCLE LOCK.

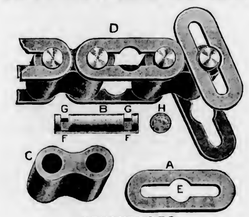


This lock is in two parts—lock and chain. It is proof against dust, water and rust. You can open it in the dark. Price, $1.50.

Special Offer—To introduce this lock, one will be sent to any member of L.A.W., postage paid, for $1.

THE CINCINNATI KEYLESS LOCK CO., Cincinnati, Ohio.

BALDWIN'S ADJUSTABLE CHAIN



ADVANTAGES:

1. Simplicity, ease of attaching and detaching the several parts to and from each other.
2. Ease of repair in case of breakage, can be repaired without the use of tools.
3. Cleanliness, can be taken apart, cleaned and assembled in a very short time. What is wanted in a bicycle chain is a clean bearing, not an oiled bearing to catch the dust, and soil everything that touches the chain.
4. Barred studs cannot rust into the central block and wear the side links, as is often the case with riveted chains. Wear must all come on long bearing.
5. Will wear longer because it can be made harder than the riveted chain. Hardened steel cannot be riveted.
6. When nickeled the nickel is not marred by assembling.
7. Most important of all. It is adjustable for wear, which no other chain is, and thus is made to fit the sprocket wheels all the time, preventing friction, and loss of power, wear of sprocket and noise.

All steel; every part hardened. Work and material the best. Price, $8; nickeled, $9. Full directions with each chain. Send for circular.

E. A. BALDWIN, West Upton, Mass.

..ADAMS'..
Pepsin Tutti Frutti
FOR THAT
Full Feeling After Eating.

CHALLENGED!

The World. To beat the workmanship, material, design or finish of

WARWICK CYCLES.

WARWICK CYCLE MFG. CO., = Springfield, Mass.

GET A CATALOGUE.

SINGER CYCLES.

GUARANTEED.

It is reported that prices are being cut on 1893 pattern cycles. In view of this, we would state, for the benefit of dealers handling Singer wheels, that if we learn that current patterns of our goods are sold at less than the catalogue prices, we shall cease to fill orders from the agent so selling them.

SINGER & CO., 6 and 8 Berkeley St., and 2 Warren Avenue, *BOSTON, MASS.*

LIBERAL DISCOUNTS TO RELIABLE AGENTS.

THE BILLINGS

Patent Adjustable, Four-Inch

POCKET WRENCH

Is Drop Forged from bar Steel, and finished in a thorough manner and case hardened. In perfecting this wrench all the objections heretofore existing in this class of appliances have been overcome. The result is the production of a wrench unequalled in Material, Finish, Strength and Efficiency.



Adopted by the Pope Manufacturing Co. and pronounced by them THE BEST BICYCLE WRENCH IN THE MARKET.

THE BILLINGS & SPENCER CO.,

HARTFORD, CONN.

MATERIALLY MATED.


HOLBEIN SWIFT, 30 lbs. stripped.

SWIFT By Name.
By Nature SWIFT.

CATALOG FREE.


LADY'S SWIFT, 34 lbs. complete.

COVENTRY MACHINISTS' CO.,
BOSTON. CHICAGO. SAN FRANCISCO.



The D. & R. Special.

Our 30-lb. Wheel fitted with racing saddle and drop handle bars. Weight, 28 1-2 lbs.

Designed to meet the requirements of that class of riders who desire light weight wheels for the road and track.

Our Full roadster (36 to 37 lbs.) is a very popular heavy weight wheel.

RIDERS—We will take a limited number as second hand wheels as part payment for these popular wheels where we are not represented by a local agent.

Reliable agents wanted; exclusive territory given.

Dean & Rogers Cycle Co.,
TAUNTON, MASS.

☞ Send for Catalogue.

FOR SALE OR EXCHANGE.

In this department the prices are 20 cts. per line, 7 words per line, 12 lines per inch.

Stamps will NOT be taken in payment. Cash, check, money order, or postal note must accompany order, or no insertion.

$8.50 EACH — Cyclometers, all the best makes; warranted. A. F. JENKINS, W. Bedford, Mass.

VICTOR—Pneu., good as new; enamel perfect; also Victor crush; no offer refused. Address F. W. KRISTELLER, 1088 Bedford Ave., BKlyn.

FOR SALE—Singer Special Apollo; pneumatic safety; in good condition; best cash offer. G. D. Dr., 278 Norfolk st., Mattapan, Mass.

FOR SALE OR EXCHANGE—An English Rudge cush. tire tandem; cost $225; parties having good wheels to exchange can get a good trade. Address,

CHAS. A. McGERVEY, Xenia, Ohio.

A FA BARGAIN—Rambler pneu., '93 model; large front wheel; good as new; must be sold before May 15. J. R. CARNELL, Jr., Albany, N.Y.

$65 buys a Victor pneumatic, spring fork, 28 Morgan & Wright '93 tires, new. $65 buys a Road King pneumatic, both wheels in excellent shape. Address STATHAM BROS. Woodsport, N. Y.

A BARGAIN—Columbia Tandem good as new, ball bearings. Saddles not soiled, will sell cheap. L. C. ROESSLER, 146 Baltimore street, Cumberland, Maryland.

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25 CTS. buys Road Book and Map of Boston and vicinity; gives cost of routes and distances to all towns, cities and points of interest within 50 miles of Boston. CHAS. A. ENDERWOOD, Jamaica Plain, Mass.

AN 1892 Pattern Columbia Light Roadster Safety with pneumatic tires; in perfect condition; will sell for $100. E. B. E., 112 S. Broadway, Baltimore, Md.

A CHANCE for you. We wish to cut down our stock of bicycles and supplies and offer the following 1893 pattern machines at 25 per cent. discount: Eagle, Royal, Western Wheel Works' and Monarch; the Ariel, Credenda, D. & R. Special and Majestic, 20 per cent. discount; 1892 Model A Ariels, 1 1-2-inch cushion, at $80; Ariel, B. M. & W. pneumatic at $90; lanterns, bells, etc., 33 1-3 per cent. discount. Catalogues free; write to-day. A. B. WHITE CYCLE CO., Fort Wayne, Ind.

THE BUFFALO WHEEL CO. will give a Niagara 1893 bicycle to ONE GOOD RIDER in each town where there is NOT a NIAGARA AGENCY, at AGENTS' PRICE, in order to advertise the Niagara Wheel in unrepresented districts. Address, JOHN C. DUNHAM, Buffalo Wheel Co., Buffalo, N. Y.

PNEUMATIC TIRES $20.

Morgan & Wright or like principle used.
Spokes cut down and new rims.
Spreading forks, done by our new method, not more than $2.50 extra.
Good work and quick return.
Get list of shop-soiled bargains in bicycles.
Large line sundries.

KNIGHT CYCLE CO.,
311 North 11th Street, - - St. Louis, Mo.

A BARGAIN—A Quadrant Safety '92 pattern for sale at low price. Call and see same at No. 229, Columbus Ave., Boston.

RIDERS OF M. & W. PNEUMATICS

Use Miller's Rapid Fasteners. 30 cts. a pair mailed. 1000 now in use. Pronounced indispensible. Send postal note. C. G. MILLER, JR., Shullsburg, Wis.

FOR SALE—'92 Liberty Pneumatic; also '92 Keating Pneumatic, both in good condition; $80 takes either. Address Box 331, Chicopee, Mass.

BICYCLERS—The Road Book of Boston and Vicinity (with map) for 1893, is now ready. Send twenty-five cents to JAMES S. MURPHY, 55 Franklin street, Boston, and get one by return mail.

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20 PER CENT. DISCOUNT on second-hand wheels sold before April 1, 1893. Wheels exchanged and repaired. Send for list of new and second-hand wheels. You can save money. WHITE CYCLE CO., Trenton, N. J.

GEORGE H. CHANDLEE,

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Send sketch or model for free examination as to patentability. Atlantic Bldg., Washington, D.C.

FOR SALE—Spring Frame Rambler, cushion tire, $80; CHAS. SCHWALBACH, Flatbush, L. I.

LATEST CYCLING PAPERS from all parts of the world received regularly and for sale. Send for list. FLEETCHER & CO., 43 E. Van Buren Street, Chicago.

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FOR SALE—Century Columbia; used one month; will sell cheap. Address, E. B. E., 112 S. Broadway, Baltimore, Md.

BARGAINS—We carry a large stock of bicycles of all makes; also sundries. Write for price list; big discounts. A. B. WHITE CYCLE CO., Ft. Wayne, Ind.

GENTLEMEN! Ask your druggist for Flavell's Suspensory Bandages, or send $1 for Silk, 50 cents for thread. Stamps taken. Safely sent by mail. Small, medium or large.

G. W. FLAVELL & BRO.,
1005 Spring Garden St., Philadelphia, Pa.

Read "STAR DUST,"

By WILLIAM D. KEMPTON.
(Star of Porkopolis.)

PRICE, IN CLOTH, - - - $1.00

Send to the author, 53 W. 9th street, Cincinnati, for 4-page descriptive circular.
Trade supplied by the Cincinnati News Co.

Ride a New Wheel for $18

Take out your wheels, crate securely and ship to us, express prepaid; we will apply *Standard Make Pneumatic Tires*, either single or double tube, in A1 steel rims for $18 per pair, with a pump. Frame spreading and general repairing at the *Lowest Prices*. All of our work and tires guaranteed. H. W. SMITH & CO., 91 Marshall Street, Somerville, Mass.

GOOD AGENTS WANTED FOR
Royal Limited
—AND—
Temple Scorcher.



Riders—We take in EXCHANGE second-hand Pneumatic Tire Wheels. STATE CONDITION and make of your machine.

RALPH TEMPLE'S CYCLE EXCHANGE,
158 Twenty-Second St., - CHICAGO.

DARTS
(Registered.)
LIGHTEST
In the World.

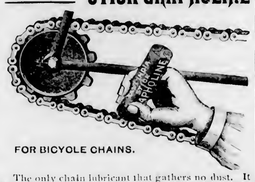


New Designs
Built on
Smith Bros.
LINES.
25, 27, 29 lbs., $160.
34 to 40 lbs., $150.

More good agents wanted.
Send for lists.
Photos 10 cents.

SMITH WHEEL MFG. CO.,
11-18 W. 67th street, New York.
921 H street, N.W., Washington

USE EAST INDIA **STICK GRAPHOLINE**



FOR BICYCLE CHAINS.

The only chain lubricant that gathers no dust. It is easily applied, being manufactured in sticks three inches long. It protects the chain from rust, dust, mud and wear. Price 25 cents, by mail.

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KENTUCKY BICYCLE AGENCY,
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East India Stick Grapholine

Sold in the East by the
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PRICE BY MAIL, 25 CENTS.

"Featherweight"
BICYCLE BELL.
PRICE $1.00.
WEIGHT, 1 & 1-2 OUNCES.
The Neatest, Lightest and Handsomest Bicycle Bell in the World. Sound musical and far reaching. No iron. No rust. No rattle.

☞ Send size of handle-bar.
If not for sale in your town, send price and size of bar, and receive one by return mail.

J. D. NESBITT & CO.,
Manufacturers,
110 TREMONT ST., BOSTON, MASS.

30,000 SOLD LAST YEAR



[Patented Aug. 4, 1891.]
KEY IS HELD FAST WHEN UNLOCKED.

"FAULTLESS" TROUSER GUARDS.
ABSOLUTELY COMFORTABLE.
You don't know they are on.
Positively and Permanently Effective.
Whether you ride one mile or fifty.
One of many:

The Commercial Bank,
Bay City, Mich., April 3, 1893.

Chas. Sulzner, Dear Sir: Have ridden since the "Mary Ann Velocipede" days and yours is the first *real effective* pants guard I have found. No inconvenience whatever to ride in long trousers with a pair of your Guards. You've a great article; wish I owned your patent.

Yours truly, D. T. Jackson.

Mailed on receipt of price, *15 CENTS.*
Sample free to dealers this month.
CHAS. SULZNER, 516 Market St., Phila.

The Scorcher Bell



Weighs but 8 oz. New, Neat and Substantial.

Endorsed by members of the L. A. W. Simplest and strongest bell out. No solder; no wires to bend. Indestructible and beautiful. Ask your dealer or send price, $1.50 in P. N. O. or money order, and we will send one postpaid. Address

[PATENT APPLIED FOR.

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We don't need to introduce OUTING to our readers. It is the only all-round "out-door sport" magazine published.

None but League Members
Can get OUTING for the price we can furnish it. Send in your order at once, as the
Offer May be Withdrawn at Any Time.

WHEELMAN CO.,
167 Oliver Street, - Boston, Mass.

(Postage stamps WILL NOT be received in payment.)



$25 to $50 per week, to Agents, Ladies or Gentlemen, using or selling "Old Reliable Plater," only practical way to replate rusty and worn knives, forks, spoons, etc; quickly done by dipping in melted metal. No experience, polishing or machinery. Thick plate at one operation; lasts 5 to 10 years; fine finish when taken from the plater. Every family has plating to do. Plater sells easily. Postage free. W. P. Harrison & Co., Columbus, O.



BROSNAN
Cycle Lock.
(Pat. April 26, '92.)

Cannot be cut or picked; safe, attractive, light; it is adjusted perpendicularly on the fork below the rim; when you dismount press the spring, the bolt catches between the nipple or spokes, (the wheel is locked), and cannot be ridden or rolled away until unlocked with the pocket key. Lock by mail, $1.25. Discounts to dealers and clubs.

BROSNAN CYCLE LOCK CO.
210 High St., Holyoke, Mass.

PNEUMATIC TIRES. **CORK HANDLES.** **TIRE CEMENT.**

PUMPS.
SPOKES.
BALL BEARINGS.
PEDALS.
ADHESIVE TAPE.
PATCH CLOTH.
ENAMEL.



RIMS, (Hollow or solid)
BICYCLE HORNS.
Mould Work Solicited.

Send for Catalogue and discounts.

ELASTIC TIP Co.,
BOSTON, MASS., 370 Atlantic Avenue.
CHICAGO, ILL., 154 Lake St.
SAN FRANCISCO, CAL., 14 Fremont St.



The Aldrich Bicycle Cape



[Patented Oct. 25, 1892.]

Get one and take it with you and save yourself a wetting. Easily carried when not in use. Liberal discount to the trade. For further particulars, address

A. T. ALDRICH,
342 Pleasant Street, - - - Worcester, Mass.

Bicycle to be
Given Away.

Union
Pneumatic,
1893 Pattern.

Full particulars by mail. Send your name and address for same on a postal card to . .

UNION, Box 2118,
Boston, Mass.

EVERY WHEELMAN KNOWS

That a habitual smoker will not make a good rider. Therefore, if you are one you should at once cure yourself of the habit. Send me $1 and I will guarantee to cure you without the use of drugs. Address, NED DEAN, Alameda, Colo.

For Baseball and Footballists. Athletes. Cyclists. Horseback Riders. Boxers and Oarsmen's use.

ANTI-STIFF.

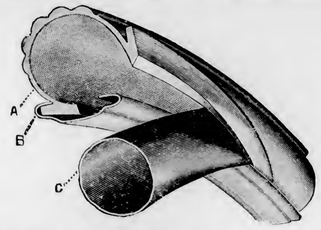
PRICE, 20c. & 35c. Per Box.



Trainer's Size, $1.00.

STRENGTHENS THE MUSCLES.

E. FOUGERA & CO., Agents U. S.
30 N. William St., New York.



G. & J. PNEUMATIC ROAD AND RACING TIRES

CORRUGATED—To prevent side-slipping. **SMOOTH SURFACE**—If you prefer it.
Sizes, 24, 26, 28 and 30 inch. Easiest of all tires to repair.

Weights, not including rim, 2 3-4, 3, 3 1-8 and 3 1-4 pounds each, for road tires, and 1 5-8 and 1 7-8 pounds each, for racing tires.

Can be Fitted to Any Wheel. Most Makers of High-Grade Bicycles Supply Them when requested.

ANY REPAIRER WILL CHANGE YOUR TIRES AND FIT THE "G. & J."

GORMULLY & JEFFERY MFG. CO.,
221 TO 229 & 222 TO 228 N. FRANKLIN ST., CHICAGO.

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- - Incorporated, - -

FIFTH ANNUAL TOURNAMENT,

AGRICULTURAL GROUNDS TRACK, WORCESTER, MASS.,

MAY 29 AND 30, 1893.

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Boston, Mass., May 5, 1893.

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Annual Meet At Chicago.

The dates selected by the National Executive Committee for holding the annual League meet and International races are August 5th to August 12th, inclusive.

GENERAL COMMITTEE.

Thomas F. Sheridan, Chairman, Lock Box 951, Chicago; F. W. Gerould, T. L. Sloan, C. E. Randall, J. O. Blake, R. D. Garden, Wm. Herrick, C. F. Stokes, A. J. Merritt, F. G. Gere

This committee is to have general supervision of the annual meet under the direction of the National Executive Committee.

RACE AND TRACK COMMITTEE.

Frank W. Gerould, 108 Madison street, Chicago; R. D. Garden, N. H. Van Sicklen, and J. M. Erwin.

This committee to have general charge of the construction of the track, running of the races and arrangement of events, under the direction of the International Race Committee.

PRESS COMMITTEE.

Samuel A. Miles, *Referee*, Chairman, Caxton Building; L. J. Berger, *Bearings*; W. Wardrop, *Cycling Life*; M. A. Lane, *The Post*; F. E. Spooner and H. H. Wylie, *Sportmen's Review*.

This committee to have charge of the news and promoting the general interests of the meet.

HOTEL COMMITTEE.

Charles E. Randall, Chairman, 4747 Champlain avenue; L. B. Taylor, W. A. Leonard.

This committee to have charge and arrange for hotel accommodation during the League meet and International races.

International Meet.

The committee on the International Race Meet to be held at Chicago, August 7th to 12th inclusive, invite bids for score card and programme privileges as follows:

1st. A bid for the score card for six days racing, sufficient space thereon each day to properly detail each race, handicaps, to be changed each night. A sufficient number of same each day to be allowed the committee free of charge to supply to the officials.

2d. A general prospectus and programme of the meet, to be sent out in advance of meet, to be a high grade of work and as many pages as necessary to give full particulars of arrangements to be at the committee's disposal.

3d. A third bid to include both the above in one contract.

The committee reserves the right to reject any and all bids that may be submitted, if none meet with its approval, or to accept bids of different parties for programme and score card, or to award both to same party as its judgment may dictate. All bids to be in the hands of the undersigned the Secretary of Committee, on or before May 15th.

H. E. RAYMOND, Sec.

Racing Board Matters.

At the request of Mr. A. M. Hill, official handicapper for District No. 5, Mr. C. H. Fenner is hereby appointed to act in his place during his absence, abroad.

Mr. S. M. Whitesides, P. O. Box 76, Savannah, Ga., is hereby appointed additional handicapper for District No. 4.

Mr. D. P. Ferguson, care Hummel's Drug store, King St., Charleston, S. C., is hereby appointed an additional handicapper for District No. 3.

OWING to an error the name of Mr. J. W. McGowin was given as a handicapper for District No. 3 he should have been Capt. F. Myler, care Central Stock Yards, Philadelphia, Pa.

SANCTIONS GRANTED.

May 5—Colonial Club, Greeley, Col.

May 20—Charleston Wheelmen's Track Association, Charleston, S. C.

June 3—Danville Club, Dansville, N. Y.

Sept. 13—Passaic Athletic Club, Passaic, N. J.

June 19—Remington Cycle Club, Ilion, N. Y.

June 24—Orange Athletic Club, Orange, N. J.

May 6—Princeton University Princeton, N. J.

Aug. 2—Wabonsha Bicycle Club, Richfield Springs, N. Y.

July 29—Asbury Park Wheelmen, Asbury Park, N. J.

July 1—Mercer County Wheelmen, Mercer, N. J.

May 20—College Hill Field Club, Cincinnati, Ohio

July 3 and 4—Iowa State Meet, Vinton Cycling Club, Vinton, Iowa.

May 1—Panther City Cyclers, Fort Worth, Texas.

May 18—Florida Cycling Association, St. Augustine, Fla.

June 13-14-15—Birmingham Cycle Club, Birmingham, Ala.

June 24—Prince Wells, Louisville, Ky.

Sept. 4—Young Men's Association, Waltham, Mass.

July 4—Suffolk Athletic Club, Lake Walden, Mass.

May 30—The C. P. A. A. & A. S., Taunton, Mass.

June 3—Ansonia Wheel Club, Ansonia, Conn.

April 22—Inter-collegiate games, San Francisco, Cal.

April 30—W. A. Dexter, Fresno, Cal.

Aug. 12—Alameda Bicycle and Athletic club, Alameda, Cal.

Nov. 23—Acme Athletic Club, Oakland, Cal.

April 24—Swarthmore College, Swarthmore, Pa.

April 29—Swarthmore College, Swarthmore, Penn.

May 30—Meadville, Meadville, Penn.

May 4—Magnolia Cycling Club, Houston, Tex.

May 5—Magnolia Cycling Club, Houston, Tex.

May 6—Magnolia Cycling Club, Houston, Tex.

July 2—Texas Division L. A. W., Waco, Tex.

July 4—Texas Division L. A. W., Waco, Tex.

H. E. RAYMOND.

Mass. Division Championships.

THE Massachusetts Division Racing Board has added the Massachusetts Division Championships already named the following: one-mile novice; one-mile handicap; two-mile team; two-mile handicap.

H. W. ROBINSON, Chairman.

New League Clubs.

486—Worcester Wheel Club, Mass.
487—Wanderer's Cycling Club, Ill.
488—Minneapolis Cycle Track Ass'n., Minn.
489—Star Cycle Club, Hamilton, O.
490—Garden Cycle Club, Mass.

Alabama Division.

GENTLEMEN: In connection with the meet of this Division, June 12th, the League State Championships in quarter, half, one and two miles will be held June 13th under the auspices of the Birmingham Cycle Club

Fraternally yours,
W. C. HARRIS, JR., C. C.

Birming am, Ala., April 29, 1893.

Alabama Division.

GENTLEMEN: The first annual meet of this Division will be held in Birmingham, Monday, June 12th. The adoption of a Constitution and election of officers for the ensuing year and other business will come before the meeting.

Yours fraternally,
W. C. HARRIS, JR., C. C.

Birming am, Ala., April 29, 1893.

Kentucky Division.

THE Chief Consul has appointed "The Aldine" to be the League Hotel at Ashland, Ky. Regular rates $2.00 per day; to League members $1.50 per day.

ORVILLE W. LAWSON, Sec.-Treas.

Louisville, Ky., April 20, 1893.

Kentucky.

THE Chief Consul has appointed Local Consuls as follows:

Shepherdsville, Ky. C. F. Troutman.
Hopkinsville, Ky. Geo. W. Phelps.

ORVILLE W. LAWSON, Sec.-Treas.

South California.

I HEREBY officially notify you of the organization of the South California Division L. A. W. A called convention was held in Los Angeles on Saturday, April 15 at which a majority of the members of the Division were present. The following officers were elected to serve until next fall: Chief Consul, J. S. Thayer, Box 316, Los Angeles, Calif; Secretary-Treasurer, Ben C. Jordan, Riverside, Calif; Vice Consul, E. A. Hornbeck, National City, Calif; Representatives at Large, H. C. F. Smith, 124 E. 2nd Street, Los Angeles, Calif., A. S. Kenzey, Ventura, Calif.

The convention was harmonious and the Division starts out with good prospects.

Very truly yours, BEN. C. JORDAN,
Secretary-Treasurer.

Riverside, Cal., April 24, 1893.

Arizona.

I HAVE appointed the following Local Consuls: J. A. Heberly, Tucson; W. L. Van Horn, Tempe. Fraterna ly, A. W. GALPIN, C. C.

Colorado Division.

The first annual meet of the Colorado Division will be held at Greeley on Monday and Tuesday, July 3 and 4.

The Denver branch of the Overman Wheel Co. will give a Victor safety, latest pattern, to the person securing the largest number of new members for this Division by noon of July 4, 1893. The Division will supplement this generous and voluntary offer by giving second and third prizes, a $50 camera and a bicycle lamp (best make) respectively. The prizes are worthy good effort and should add greatly to our membership.

New Local Consuls are: Fred L. Williamson, Boulder; Alex W. Scott, Fort Collins.

CHAS. A. HACKNEY, C. C.

Illinois Division.

I have this day appointed F. B. Hall Local Consul at Murphysboro. F. W. GEROULD,
Chicago, April 24, 1893. Chief Consul.

Iowa Division.

Local Consuls wanted. I have not been able to secure Local Consuls in the following towns: Dubuque, Bankston Club, Dansville, N. Y. Manchester, Newton, and Prairie City. Any member of this Division in any of these towns who will accept the position will confer a favor by notifying me at once. We want the renewals from these towns badly.

Any member of the Division wishing to do some recruiting will be supplied with blanks and qualifying circulars by applying to

Muscatine, April 27, 1893. FRED BEACH, C. C.

Missouri.

MR. J. S. DEAN, Chairman of the Rights and Privileges Committee has decided that H. A. Canfield, of St. Louis, is entitled to a seat in the Board of Officers of the Missouri Division, vice W. L. Hyer, of Warrensburg, resigned.

Mr. Canfield is therefore the duly accredited representative. EDGAR S. BARNES, Sec.-Treas.

Mexico, Mo., April 27, 1893.

Missouri.

The regular quarterly meeting of the Board of Officers of the Missouri Division L. A. W. was held in St. Louis April 15, 1893.

Present, Chief Consul Holm, Secretary-Treasurer Barnes. Representatives Gilbert, Wilder, Laing, Kennerly Robert and Emery.

C. C. Holm announced the appointments of J. R. Bettis as Representative, the Division now numbering over 700; also the resignation of W. L. Hyer as Representative and the appointment of H. A. Canfield to fill the vacancy.

W. M. Brewster presented his certificate of election from the St. Joseph Cycling Club as Representative.

A. G. Davis presented his certificate of election from the North St. Louis Cycle Club as Representative.

Robert protested against the appointments of Bettis and Canfield. After motions had been defeated to place the names of Bettis and Canfield on the roll of the Board of Officers, it was moved and ordered that the appointments of Bettis and Canfield be referred to the Committee on Rights and Privileges and that their decision should decide the question.

Holm protested against the election of A. G. Davis as Club Representative for the North St. Louis Club on the grounds that the organization was said to be in the main composed of members of the St. Louis Cycle Club who already had representation on the Board, and that the club was not a bona fide club.

The certificates of Brewster and Davis were accepted, their names ordered to the roll of the Board of Officers.

The certificate of C. Stith as Representative for the Carondelet Cycling Club was received and laid on the table until the next meeting of the Board.

It was ordered that the reading of the minutes of the last meeting and the report of the Chief Consul be dispensed with.

Report of the Secretary-Treasurer was received and referred to a committee consisting of Brewster, Robert and Davis.

Ordered that reports of standing committees be dispensed with.

Robert amendment came up as unfinished business.

Ordered that Article VI. Section 6 of the by-laws be stricken out.

Ordered that Article V. Section 2 be amended so as to read as follows: Nominations shall be by mail vote. The Secretary-Treasurer shall send to each member a voting blank with a list of the officers to be elected for the ensuing year. These blanks must be properly filled in, signed by the member casting the vote, together with his or her League number and returned to the Chairman of the Election Committee, who will count the same and publish the result in the LEAGUE OF AMERICAN WHEELMEN BULLETIN not later than Dec. 1. Ballots received later than the 15th of Nov. 16 will not be counted."

Ordered that Section 3 Article V. be changed to Section 4 and the following inserted as Section 3. "There shall be appointed by the Chief Consul at the annual meeting an Election Committee consisting of three members of which each nominee for the office of Chief Consul shall have the privilege of naming one member providing three nominees appear; if but two nominees appear the third member of the committee shall be named by the two chosen by the nominees, and if more than three nominees appear, the first three nominated only shall have the privilege of naming members of the committee.

The committee shall receive and count all ballots; they shall open no ballots until the polls have been closed and only in the presence of a majority of the committee, and shall have a roster of this Division present. When said ballots are counted, the decision of this committee and the announcement of the result shall be final."

Robert gave notice that he would introduce at the next meeting of the Board the following amendments to the by-laws: Article VIII. Section 1 strike out the words "in the month of" and insert in their stead the words "on the first Saturday in."

Insert after the word "thereafter" in the same section the words "on the first Saturday each in March, June and September, at half past eight o'clock P. M.

Also strike out the words "time and" in the same section.

Davis, Brewster and Gilbert were appointed by the Chief Consul in compliance with the order of the Board, as a committee to revise the by-laws in regard to the financial accounts of the Division and to report at the next meeting of the Board.

Secretary-Treasurer was authorized to allow credit for five renewals and two applications on prize contest to Chas. H. Truitt, of Macon, who had sent said renewals and applications direct to Secretary Bassett instead of through the Division Sec.-Treas. as per the stipulations of the prize contest, and to write Mr. Truitt that in the future he must not expect credit for renewals or applications unless he complied with the rules concerning the prize contest.

Motion made to reimburse the Sec.-Treas. for the expense he incurred in attending this meeting. Motion lost.

Charges against Mr. H. G. Anderson for conduct unbecoming a wheelman having been preferred, the Board of Officers listened to testimony introduced by both parties thereto, and a Mr. Anderson agreed to sign the following: "It has been charged that I stated in the public press that the letter of Mr. Bannerman to the campaign committee of the Missouri Division had been suppressed. I did no such thing, but I had no intention of charging that the committee had wrongfully done so, or in any way to reflect on the L. A. W., but simply desired the public to know that such a letter had been written, even though it was received after Mr. Wallbridge had been declared," and also to withdraw all suits brought against various members of the Missouri Division by Mr. Anderson, it was agreed to withdraw the charges against Mr. Anderson.

The following resolution was adopted and the Secretary-Treasurer ordered to furnish a copy of same to the BULLETIN for publication: "Resolved, That the heartfelt thanks of the Missouri Division be extended to the following persons and firms for the substantial aid given to the committee on "Politics" for their campaign for better streets in St. Louis:

Jor an & Sanders, Laing Cycle Co., Knight Cycle Co., Sulzer, E. C. Meacham Arms Co., American Sporting Goods Co., Kingsman & Co., St. Louis Refrigerator and Wooden Gutter Co., M. J. Gilbert, C. C. Hildebrand, Ames & Frost Co.

The following resolution was adopted and the Sec.-Treas. ordered to send a certified copy of same to Mr. Leacock:

"Whereas, It has come to the knowledge of the Board of Officers of the Missouri Division, League of American Wheelmen, that R. J. Leacock is an applicant for the position of Superintendent of Street Sprinkling, under the municipal government of the city of St. Louis; and,

Whereas, Mr. Leacock has been long and favorably known to this Division as a man well qualified for such a position; therefore, be it resolved by the Board of Officers in quarterly meeting assembled, that the Missouri Division, League of American Wheelmen heartily endorse the application of Mr. Leacock for the above position."

Adjourned.

EDGAR S. BARNES, Sec.-Treas.

Missouri L. A. W. Hotels.

1—Antonia (Bolthonn) Mrs. Vollmar. Meals or lodging .35.
2—Aurora, Hotel Porter. Regular rates, $2; L. A. W. daily $2; meals or lodgings, .50.
3—Avon, Avon Avenue Hotel. L. A. W. $1. Meals or lodging, .25.
4—Ballwin, Western Hotel. Meals, .35; lodging, .25.
5—Bartold's, Bartold's. Meals or lodging .25.
6—Belleville, Ill., Belleville House. Meals or lodging, .25.
7—Brookfield, Q. Hotel. L. A. W. $2, meals and lodging .50.
8—Brunswick, Brown House. L. A. W. $2 per day; meals and lodging, .50.
9—Butler Lake, Lake. Schmidt. Meals or lodging .35.
10—California, City Hotel. Regular rates, 2; L. A. W. $1.25; meals and lodging .35.
11—Cameron, Cameron House. L. A. W. $2; meals and lodging .50.
12—Canton, Canton House. L. A. W. rates per day $1.00; meals and lodging .35.
13—Carthage, Harrington Hotel. Regular $2. L. A. W. $2; meals or lodging .50.
14—Carterville, Hotel Carterville. L. A. W. rates day $1; meals and lodging .25.
15—Carthage, Harrington Hotel. Regular $2, meals .50, no reduction.
16—Chillicothe, The Henrietta. L. A. W. rates $1.50; meals 35; lodging .50.
17—Clarksville, Mansion House. L. A. W. rates $1.50; meals and lodging .40.
18—Clayton, M. Forthus. No lodging. Meals .35.
19—Columbia, Powers House. L. A. W. rates per day $2; meals and lodging .50.
20—County hill Darby Mrs. Smith. Meals or lodging .25.
21—Cove Cedar Lake, Lake House. Meals or lodging .25.
22—Crystal City.
23—De Soto, Commercial. L. A. W. rates $1.65, meals .35; lodging .50.
24—Farmington European Hotel. Regular $2; L. A. W. $2; meals or lodging .50.
25—Fenton, G. Doerges Hotel. Meals or lodging .25.
26—Florissant, Hotel De Lisba. Meals or lodging .25.
27—Fredericktown, Madison House. Regular $1.50; L. A. W. $1.50, meals or lodging .40.
28—Fulton, Palace Hotel. L. A. W. $1.50; meals and lodging .50.
29—Garden City, Florence Hotel. L. A. W. $1.25; meals .25; lodging .50.
30—Grundy, Grundy House. L. A. W. $1.50; meals .35; lodging .50.
31—Hannibal Park Hotel. Regular $2; L. A. W. $1.50; meals or lodging .40.
32—Holden, Talmadge House. L. A. W. $2; meals or lodging .50.
33—Jefferson City, Madison House. L. A. W. $2; meals 50; lodging .50.
34—Kansas, Centropolis Hotel. L. A. W. $2,50; meals .50; lodging .75.
35—Kirksville, Pool's House. Regular $2; L. A. W. $1.50. meals and lodging .50.
36—Kirkwood, Armentrouts. L. A. W. per day $1; meals and lodging .25.
37—Knot Nooter, Elliott House. L. A. W. $1; meals and lodging .25.
38—La Belle, La Belle House. Rates per day $1.00; meals or lodging .35.
39—Lamar, Lamar House. Rates $1.50; meals or lodging .35 and .50.
40—Lebanon, Laclede. L. A. W. day $2; meals or lodging .50.
41—Louisiana, Merchants. Rates $1.50 per day.
42—Lexington, Grand Central. Day $1.50; meals .35; lodging .50.
43—Macon, Palace Hotel. Regular $2; L. A. W. $1.50; meals .35; lodging .50.
44—Marionville, Metropolitan. L. A. W. $1.
45—Marshall Ming's Hotel. Rates $2; meals and lodging .50.
46—Maryville, Linville Hotel. Rates $2; meals .50; lodging .50.
47—Mexico, The Windsor. Regular $2; L. A. W. $1.50; meals and lodging .35 and .50.
48—Miami, Miami House. Rates $1.50; meals .35; lodging .50.
49—Music's, Ferry. Mrs. N. Warren. Meals .35.
50—Neosho, McEhlany House. Rates $1; meals and lodging .25.
51—Nevada Hotel, Mitchell. Rates $1.50; meals .35; lodging .50.
52—Oakville, J. H. Schoen. Meals or lodging 25.
53—Ozark, Taylor House. Rates $1; meals and lodging .25.
54—Palmyra, Dudley House. $1.40; meals and lodging .35.
55—Pierce City, New Windsor. L. A. W. rates $1.50; meals and lodging .50.
56—Point Breeze, J. H. Robring. Meals .25; lodging .35.
57—Plattsburg.
58—Republic—Combs House. Regular $1; L. A. W. $1; meals .25.
59—Rich Hill, Talmage House. Rates $1.50; meals .35; lodging .50.
60—Rolla, Grant House. Rates $1.50; meals .25; lodging .50.
61—Salisbury, Dickson House.
62—Savannah, St. Charles Hotel. $1 per day; meals or lodging .25.
63—Sedalia, Sicher's. Rates $1.50; meals .35; lodging .50.
64—Shelbina Waverly House. Rates $2.
65—Slater, Hotel Midway. L. A. W. $2; meals or lodging .50.
66—Springfield, Metropolitan. Rates $1.00; meals and lodging .50.
67—Stanberry, Hotel Vendome. Regular $2; L. A. W. $1; meals or lodging .25.
68—St. Charles Gali House. Rates $1.50; meals and lodging .35 and .50.
69—St. Joseph, Pacific Hotel. Regular $2, $2.50, $3; meals .75; lodging $1. No reduction.
70—St. Louis, Hotel Rozier. L. A. W. $2.50; lodging .75.
71—Sturgeon, Hulen House. Rates $1; meals or lodging .25.
72—Warrensburg, Commercial. Rates $1.50; meals and lodging .40.
73—Wheeling, Bower House. Rates $1; meals or lodging .25.

Missouri Local Consuls.

1 Aurora,
2 Aux Vasse,
3 Adams,
4 Bakersfield,
5 Brunswick,
6 Centerview,
7 Cameron,
8 Canton,
9 Carthage,
10 Carterville,
11 Carthage,
12 Centralia,
13 Chillicothe,
14 Clarksville,
15 Columbia,
16 Crystal City,
17 De Soto,
18 Excelsior Springs,
19 Fredericktown,
20 Fulton,
21 Gallatin,
22 Golden City,
23 Grundy,
24 Garden City,
25 Hallsville,
26 Hannibal,
27 Holden,
28 Independence,
29 Jefferson City,
30 Joplin,
31 Kansas City,
32 Kansas City,
33 Kansas City,

34 Kansas City,

35 Kansas City,
36 Kansas City,
37 Kansas City,
38 Kansas City,

39 Kansas City,

40 Kansas City,

41 Kirksville,
42 Kirkwood,
43 Lamar,
44 Lebanon,
45 Lexington,
46 Louisiana,
47 Macon,
48 Marshall,
49 Marionville,
50 Memphis,
51 Miami,
52 Maryville,
53 Mexico,
54 Moberly,
55 Montgomery,
56 Neosho,
57 Nevada,
58 Nevada,
59 Ozark,
60 Ormogo,
61 Palmyra,
62 Pardy,
63 Pierce City,
64 Plattsburg,
65 Rich Hill,
66 Richmond,
67 Rolla,
68 Republic,
69 Republic,
70 St. Charles,
71 Sturgeon,
72 Salisbury,
73 Savannah,
74 Sedalia,
75 Shelbina,
76 Springfield,
77 Stanberry,
78 Warrensburg,
79 Wheeling,

W. W. Van Frank.
R. R. Keeton.
O. H. Gordon.
E. H. Shepard.
Geo. R. Dupuy.
E. C. Smith.
A. C. Reedy.
W. N. Turner.
W. T. Fisher.
W. E. Poundstone.
C. Turner.
J. M. Phelps.
F. R. Ball.
E. N. Moody.
J. L. Douglass.
Jos. F. Sneddon.
A. N. Hibbard.
Fred H. Dice.
J. H. Koen.
J. L. Erwin.
Fred Aid.
R. W. Aldrich.
Chapel Thomas.
T. L. Hutton.
W. W. Coons.
J. C. Howell.
Harry Morgan.
R. G. Henley.
Geo. Gluck.
C. G. Graves.
John F. Sansom.
E. P. Moriarity.
Frank Ferguson,
8th & Wyandotte.
Chas. Jacques,
Independence & Garfield.
O. F. Pommer,
1525 Central.
P. A. Nelson, 520 Main st.
H. R. Warren, 103 W. 9th
W. D. Womack,
9th & Central.
C. Rebenschied,

C. J. Schmetzer,
503 Main st.
T. H. Brewington.
J. G. Mathews.
Chas. Long.
Geo. E. Powell.
O. G. Bantley.
Wm. B. Ludwigs.
J. Webb Turner.
Brose Conkle.
Chas. Hamm.
W. F. Flournoy.
J. B. Wallace.
John English.
C. A. Kitt.
A. D. Meyers.
G. H. Runkel.
Paul Medunkin.
F. L. Gillette.
S. P. Frost.
W. J. Wainscott.
R. N. Gray.
A. W. Poundstone.
Walter Rock.
D. L. Raptor.
W. A. Duncan.
W. H. Russell Riley.
Frank Slater.
Beverly McDonald.
Jas. A. Sullivan.
W. R. Bell.
Oscar Delly.
W. H. Cameron.
C. C. Hammond.
C. H. Wilson.
W. H. Reynolds.
Arthur Connolly.
W. H. Gipson.
C. H. Funck.
W. I. Heyre.
W. L. Middleton.

Applications for Membership.

THE following is a list of applications for membership received during the month preceding this date, and published in accordance with Article III. of the Constitution, which is as follows:

SECTION 1. Any amateur wheelman of good character, eighteen years of age or over, shall, with the endorsement of two League members, or three reputable citizens, be eligible to membership in this League upon payment of the initiation fee and dues, as provided in this Constitution and By-Laws, and the By-Laws of his Division.

SECT. 3. The name of each applicant for membership must be published in the official organ, and unless within two weeks thereafter a protest shall be filed with the Secretary, he shall become a member of the League.

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names are correct.

Members are requested to examine carefully the list as they are published and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week. (When a holiday falls on Monday the list is closed on Saturday preceding.)

BOSTON, May 5, 1893.

Total 727.

ALABAMA DIVISION—1.

	Brownlee, John Wylie	Birmingham
54721	Ware, J. E.	"
723	Northrup, J. P.	Greenshoro
724	Marlowe, Searcy	Tuscaloosa

NORTH CALIFORNIA DIVISION—6.

725	Vanderbilt, C. B.	Sacramento
726	Lillie, J. Harry	Lodi
727	Millard, W. C.	Stockton
728	Ralkwill, H. G.	Stockton
729	Niemayer, Harry A.	Wheatland
730	Alexander, F. L.	Saint Helena

SOUTH CALIFORNIA DIVISION—1.

51731	Gunnels, R. H.	San Diego

COLORADO DIVISION—20.

	Allen, E. A.	Boulder
51732	Bellman, Wm. S	"
733	Border, A. W.	"
734	Brown, Garry E.	"
735	Cowie, James	"
736	Davis, Theodore	"
737	Day, Lloyd S.	"
738	McClun, H. B.	"
739	Parsons, J. H.	"
740	Pettingill, C. P.	"
741	Snyder, Charles	"
742	Stewart, W. F.	"
743	Teel, Geo. W.	"
744	Whitely, R. H.	"
745	Wise, Chas. H.	"
746	Hillhouse, W. P.	Denver
747	*Hillhouse, Mrs. May L.*	"
748	Burris, S. J.	Pueblo
749	Crawford, Ed P.	"
750	Lockhart, E. R.	"

CONNECTICUT DIVISION—12.

51751	Ball, J. W.	Hartford
752	Barnes, Eddy C.	Meriden
753	Hunt, Geo. F.	Birmingham
754	Crowe, Edmund E.	"
755	Platt, Fred M.	"
756	Hinman, Nicholas D.	"
757	McCreary, H. S.	Hartford
758	Scofield, E. M.	Greenwich
759	Fiber, Thos. A.	Killingly
760	Forbes, J. P.	New Haven
761	Greenham, G. A.	"
762	Kirk, G. W.	Westport

DISTRICT OF COLUMBIA DIVISION 8.

51763	Ashton, J. C.	Washington
764	Higham, H. W. Jr.	"
765	Pittel, Geo. F.	"
766	Schlosson, J. G.	"
767	Minnick S. Percy	"
768	Phillips, D. W. F. R	"
769	Miller, Harry H.	"
770	Marcum, D.	Brookland

ILLINOIS DIVISION—25.

51772	Hammond, Hol	Rushville
773	Wells, Lewis C.	"
774	Jenkins, John R.	Arcola
775	Murray

52028	Lackey, Geo. A.	Worcester
029	Wren, Edward	W. Roxbury

MICHIGAN DIVISION—33.

52030	Daniel, Thos. I.	Jackson
031	Tillson, Fred P.	Ishpeming
032	Robert, N. H.	"
033	Bunn, Claude M.	Three Rivers
034	Bean, Guy R.	"
035	Harris, H. C.	Cadillac
036	*Anthony, Helen F.*	Jackson
037	Yates, R. F.	Mt. Clemens
038	Owen, Sam'l F.	Saginaw E. S.
039	Maher, Willie A.	Williamston
040	Morrisson, S. Palmer	"
041	Moote, Rollo A.	"
042	Hines, Frank G.	Charlevoix
043	Gellick, A. J.	"
044	Grey, Ben	"
045	Myers, Fred S.	"
046	Lewis, F. E.	"
047	Washburn, Norman R.	"
048	Gee, Chas. F.	Imlay City
049	Sprang, George E.	Petoskey
050	Peck, Adelbert W.	"
051	Dryer, A. E.	Port Huron
052	Yokum, Geo.	"
053	Stewart, Dr. O.	"
054	Dodge, Chas. K.	"
055	Farr, Chas. F.	"
056	Atkinson, D. B. J.	"
057	Camerron, D. H.	"
058	Hueber, Chas. F.	"
059	Beard, Chas. D.	"
060	Campbell, C. D.	"
061	Jenks, Sidney J.	"
062	Squair, Harry	St. Johns

MINNESOTA DIVISION—20.

52063	Wagner, Adam	St. Cloud
064	Keyser, E.	Minneapolis
065	Baker, Ralph J.	Rochester
066	Gilman, Walter D.	"
067	Hymes, Frank M.	"
068	Hanson, J. M.	"
069	King, Nelson M.	"
070	Kilzman, Silke, Jr.	"
071	Longini, Leon J.	"
072	Priebe, Paul	"
073	Parmele, George D.	"
074	Sehl, Fred J.	"
075	Sherman, Geo. N.	"
076	Springer, Will	"
077	Kirsch, A. P.	Crookston
078	Gardner, Chas. G.	Faribault
079	Thorkildson, Theo.	"
080	Kennedy, L. F.	St. Anthony Park
081	Luther, L. B.	St. Cloud
082	Clayton, Frank A.	Pipestone

MISSOURI DIVISION—20.

52083	Bergfeld, H. G.	St. Louis
084	Corfe, W. G.	"
085	Boeck, Walter A.	"
086	Harris, James R.	"
087	Curtiss, George M.	Kansas City
088	Baugh, Chas. J.	Mt. Vernon
089	McCance, Chas. A.	"
090	Case, Calvin M.	Ferguson
091	*Standish, Bessie E.*	Lexington
092	Loomis, E. G.	"
093	Newcomb, R. B.	Excelsior Springs
094	May, Dr. E. A.	St. Louis
095	Michel, Albert J.	"
096	Bartlett, C. F.	"
097	Botsfield, S. W.	"
098	Lindenschmit, H.	"
099	Morse, John J.	St. Louis
100	Meyers, John C.	"
101	Sibley, John T.	"
102	Dressler, Byron	West Plains

NEBRASKA DIVISION—5.

52103	Vance C. W.	Chadron
104	Roberts, W. A.	Lincoln
105	Webster, P. L.	"
106	Botts, Bert E.	"
107	Smith, John W.	"

NEW HAMPSHIRE DIVISION—8.

108	Barsantee, Wm. E.	Portsmouth
109	Turner, Frederick J.	Portsmouth
110	Ropes, Jas. Miller	Laconia
111	Fisher, Edward M.	Littleton
112	Richardson, Ed. L.	Manchester
113	*Buck, Miss Mae L.*	"
114	Parker, Frank R.	"
115	Everett, Austin M.	Manchester

NEW JERSEY DIVISION—15.

52116	Lilienthal, H.	Somerville
117	Dickel, Wm. L.	Somerville
118	Stephens, W. P.	Bayonne
119	Innis, Geo. S.	Belvidere
120	Laughlin, T. Livezey	Camden
121	Gluck, David L.	East Orange
122	Smith, Oliver Drake	Englewood
123	Dubbs, Chas. M.	Jersey City
124	Conrad, Chas. H.	Jersey City Hts
125	Smith, Remsen W.	Little Ferry
126	Livermore, N. G.	Millville
127	Bailey, S. E.	Newark
128	Allen, Myron H.	New Brunswick
129	Adams, William	Passaic
130	Ayres, Howard	Upper Montclair

NEW YORK DIVISION—67.

52131	Hoskins, Charles Cay	Auburn
132	Tate, William O.	Brooklyn
133	Honten, W. F. Vanden	Brooklyn
134	Cooney, Bartholomew	Cohoes
135	Cooney, John	"
136	Miller, Harry	Hudson
137	Langdon, Jervis	Ithaca
138	Lane, Wm. B.	Peekskill
139	Richmond, Geo. G., Jr.	"
140	McCutcheon, George D.	"
141	Babcock, Harry J.	Lockport
142	Balliett, F. Howard	"
143	Bemeel, Benton	"
144	Davis, W. D.	"
145	Hall, Robt.	"
146	Tothill, Herbert H.	"
147	Severn, Frank W.	Farmer
148	Fowler, Geo.	White Plains
149	Bush, J. C.	New York
150	Davis, Edwin Emerson	New York
151	Knott, James	"
152	Krakauer, Maurice	"
153	Lindeman, Reinhold	"
154	Miller, Richard Price	"
155	O'Toole, John Henry	"
156	Rich, A. B.	"
157	Vaupel, Oscar H.	"
158	Scofield, G. S.	"
159	Mahoney, P. S.	"
160	Loomis, Carlisle	Akron
161	Newman, Will H.	"
162	Harrington, J. G.	"
163	Simonds, G. R.	Brooklyn
164	Ayres, H. Messenger	"
165	Davis, Evan M.	"
166	Price, M. O.	"
167	*Valentine, Mrs. H. M.*	"
168	Williams, Geo. H.	"
169	McNerny, John G.	Buffalo
170	Jones, Wm. G.	Binghamton
171	Browne, Rolland C.	Canaan 4 Corners
172	Cross, H. S.	Hoosick Falls
173	Otten, Chris	Hoboken
174	Jarvis, Wm. H.	Green Island
175	Warren, J. H.	Long Island City
176	Pettit, Dr. W. M.	Lockport
177	Halstead, Frank D.	Lansingburgh
178	Ranken, Fred M.	"
179	Werkman, William I.	New Hamburgh
180	Cevasco, Louis A.	Norwich
52181	Wiggins, F. W.	Oyld
182	Tuck, Abe	Owego
183	Spaulding, Francis M.	"
184	Carson, David L.	Pelham Manor
185	Butler, Walter O.	Rochester
186	Culp, Geo. P.	"
187	Powley, Frank R.	Rondout
188	Hedsener, Wm.	Rhinebeck
189	Brand, G. Herdie	Silver Creek
190	Hawkey, H. T.	Poughkeepsie
191	Dennis, Dr. F. W.	Unionville
192	Lawrence, E. B.	Saratoga Springs
193	Davis, Nathan E.	Smithville Flat
194	McCall, C. H.	Sherburne
195	Hoffman, Geo. D.	Troy
196	Thompson, Jos. D.	Wappinger's Falls
197	Ferris, Edgar	West Chester

OHIO DIVISION—136.

52198	Shore, Walter S. Box 132	Dresden
199	Allen, N. C.	Lorain
200	Buck, E. S.	"
201	Shaver, Jas. S.	"
202	Wright, Dr. S. J.	Tallmadge
203	Worden, Robert	Sandusky
204	Hartman, Henry	Cincinnati
205	Forrer, Earle	Dayton
206	Ritter, J. F. Wm.	Youngstown
207	Konersman, J. H.	Akron
208	Clement, D. M.	Alliance
209	Diehl, J. C.	"
210	Foltz, John	"
211	Grimes, J. A.	"
212	Hull, C. C.	"
213	Kelth, Chas. S.	"
214	Orr, Frank C.	"
215	Rockstraw, Clark	"
216	Schoodey, H. E.	"
217	Vesserait, Frank L.	"
218	Drake, C. A.	Cincinnati
219	Gan s, Howe l Jr.	"
220	McCullough, H. E.	"
221	Rein, W. L.	"
222	McGee, Robert H.	"
223	Williams, Chas. F.	"
224	Sellenings, Albert E.	Chillicothe
225	Emrick, Otho J.	Dayton
226	Cassady, Leo W.	Dresden
227	Cesnar, M. A.	"
228	Schrack, A. F.	Defiance
229	Bevington, E. R.	"
230	Deatrick, Ralph W.	"
231	Starr, T. H.	"
232	Jennings, W. J.	"
233	Schlientz, Stephen	"
234	Fetters, Arthur H.	"
235	Gleason, R. H.	"
236	Switzer, C. H.	"
237	Emery, B. J.	"
238	Myers, H. E.	"
239	Martin, August	"
240	Lewis, Harry	"
241	LaRue, W. V.	Delphos
242	Kemmerling, J. T.	Gibsonburg
243	Charlton, John B.	Harrison
244	Dodge, Otto, Jr.	Kelly's Island
245	Sehardt, Fred H.	"
246	Ward, Uri L.	"
247	Martin, Marve C.	Logan
248	Stalnsmith, George	"
249	Banta, F. J. W. North	Lima
250	Rell, Wm. C.	"
251	Brown, James	"
252	Harman, F. E.	"
253	McCullough, G. M.	"
254	Renner, Guy	"
255	Starnel, L. E.	"
256	Watson, A.	"
257	Rowley, F. A.	Lorain
258	Allen, E. H.	"
259	Speer, Bert	Mansfield
260	Stemp, C. W.	"
261	Harris, R. J.	"
262	Dittenhoefer, S. M.	"
263	Tomlinson, F. E.	"
264	Miller, R. S.	Mount Vernon
265	Streeter, H. C.	"
266	Hensley, S. D.	"
267	Turner, W. Harry	"
268	Oakley, Frank T.	"
269	Mitchell, Clifton A.	"
270	Myers, Walter W.	"
271	Montgomery, R. B.	"
272	Jordan, John	Sandusky
273	Lutz, Miles	"
274	Sadler, Chas. W.	Lancaster
275	*Schwansky, Mrs. O. K.*	"
52277	Thicor, August C.	Sandusky
278	Zimmerman, Wm. F.	Steubenville
279	*Alban, Mrs. G. W.*	"
280	*Helms, Mrs. L. E.*	"
281	*Schuler, Miss Mary*	"
282	*Riedling, Miss Rose*	Toledo
283	*Jefferson, Miss Emily*	"
284	Anderson, Robt.	Winton Place
285	Butle , C. R.	"
286	Hildebrand, F. E.	Washington C. H
287	Davis, Geo. S.	Wapakoneta
288	*Viets, Mrs. Alice De W.*	W. Clarksfield
289	Stanton, Geo. W.	Warren
290	Truesdell, Walter	"
291	Lewis, M. E.	Youngstown
292	Marshall, W. H.	"
293	Jones, Ed. J.	Zanesville
294	Bowles, P. R.	Toronto
295	Carnahan, Frank	"
296	Fogle, B. J.	"
297	*Garvin, Lizzie*	"
298	McAlton, Jas.	"
299	McConnell, Wesley	"
300	McMurray, Rev. W. H.	"
301	Mooney, H. G.	"
302	Myers, Geo. M.	"
303	Sine, Elmer H.	"
304	Smith, Jas. M.	"
305	Wallace, Walter B.	"
306	Whitten, W. C.	"
307	Stokes, Dr. W. H.	"

PENNSYLVANIA DIVISION—105.

52308	Bloemker, Charles W.	Philadelphia
309	Green, John A.	"
310	Mayer, J. F.	"
311	Adams, Sam'l C.	"
312	Weckerly, James L.	"
313	Berger, Charles F.	"
314	Bode, G. A.	"
315	Cowling, S. muel O.	"
316	Shea, Jeremiah F.	"
317	Kearsley, Wm. L.	"
318	Bennett, Joseph	"
319	Sayre, J. D.	"
320	Lovell, Malcolm,	Bristol
321	Schlosser, Garfield, Jr.	Bristol
322	Bassler, F. D.	Littlestown
323	Hathaway, Chas. M., Jr.	Olyphant
324	Allebach, F. C.	Philadelphia
325	Belle, Reginald T.	"
326	Rush, Sam'l E.	"
327	Brown, Joseph	"
328	Eberling, A. W.	"
329	Birkhead, Chas.	"
330	Fetters, Arthur H.	"
331	Franklin, Hiram P.	"
332	Greenough Grafton	"
333	Gilpin, Samuel D.	"
334	Holzel, Harry W.	"
335	Heller, Hermann	"
336	Hulme, Frederic G.	"
337	Insley, Joseph D.	"
338	Koehler, Chas.	"
339	Kingston, Wm. H.	"
340	Kohr, Wesley H.	"
341	Murphy, D. J., Jr.	"
342	Peacock, S. O.	"
343	Powell, Chas. E.	"
344	Reif, Ernest	"
345	Stewart, Thomas	"
346	Shaw, Geo. W.	"
347	Stuart, R. H. M.	"
348	Stafford C. Gordon	"
349	Stafford, Edgar S.	"
350	Simpson, W. M.	"
351	Schmid, Wm. C.	"
352	Shivers, Herbert D.	"
353	Stokes, Wm., Jr.	"
354	Smith, Harry A.	"
355	Schaefer, Geo. F.	"
356	Schaeffer, Herman A.	"
357	Yeo, Geo. L.	"
358	Washington, Wm. L.	Allegheny
359	Theophilus, Ralph	"
360	Riegel, Fred C.	Bethlehem
361	North, D. M. Jr.	Columbia
362	Kilmer, Allen	Doylestown
363	Hyatt, S. D.	Doylestown
364	Williams, Lewis	"
365	Geer, Harry R.	"
366	Linker, Bert	Kittanning
367	Reichert, Will H	"
368	Schotte, Karl H.	"
369	Gerdeim, Henry H.	"
370	Reynolds, Harry	"
371	Sadler, Edwin W.	Lancaster
372	Humphreys, Fred A.	Lane's Mills
52373	*Kelley, Miss Anna*	Monongahela
374	McCurdy, John	"
375	Suter, W. R.	"
376	Stacey, G. W.	"
377	Stark, Walter	"
378	Wilson, Sid C.	"
379	Shoemaker, Marshall N.	Manayunk
380	Shehle, Arthur M.	"
381	Thompson, Charles	Marietta
382	Bletel, John F.	Nazareth
383	Kemery, L. M.	Picture Rocks
384	Artley, Harry	"
385	Black, Chas. E.	Pittsburgh
386	Greves, Ulysses S.	"
387	Nagel, C. C.	Pittston
388	Fox, Jacob W.	Pottsville
389	Stoneback, R. Eugene	Quakertown
390	Sawyer, E. M.	Ridley Park
391	Sawyer, H. H.	"
392	Fry, Thos. C.	Rochester
393	Galey, Geo. B.	"
394	Carson, Harry F.	Saltsburg
395	Brown, Robert	Stroudsburg
396	Brown, Daniel R.	"
397	Mooney, H. G.	"
398	Keller, Robert B.	"
399	Kane, T. F.	"
400	Maklin, George	"
401	Wallace, A. Reyes J.	"
402	*Freudenberger, Miss Louise*	Tamaqua
403	Jones, William R.	"
404	Kolb, Geo.	"
405	Huffman, Chas. H.	Titusville
406	Dreuning, W. L.	Wrightsville
407	Evans, Willert	Waynesburg
408	Brown, David P.	Wayne
409	Owen, W. H.	West Chester
410	Coates, John F.	West Philadelphia
411	Eichelberger, Edwin C.	York
412	Dreuning, S. E.	"

RHODE ISLAND DIVISION—9.

52413	Potter, C. W.	Providence
414	Schofield, John	Crompton
415	Babbitt, Arthur B.	Pawtucket
416	Dinsmore, H. M.	Providence
417	Heyword, Geo. E.	"
418	Heyword, Geo. F	"
419	Medley, A. Howard	"
420	Taylor, Albert R.	"
421	Halsted, C. Wm.	Olneyville

SOUTH DAKOTA DIVISION—3.

52422	Davis, R. R.	Rapid City
423	*Davis, Mrs. Marie H.*	"
424	Schneider, Geo. F.	"

TEXAS DIVISION—4.

52425	Boyer, George	El Paso
426	Binkley, M. M.	Sherman
427	Fields, W. R.	"
428	Hall, Rufe, Jr.	"

VIRGINIA DIVISION—5

52429	Helm, T. Kennedy	Lexington
430	Hutton, R. E.	"
431	Moore, Maurice	"
432	Myers, A. Nelson	"
433	Miller, A. Irvin	Pulaski

WISCONSIN DIVISION—2.

52434	Ryan, Sam'l	Appleton
435	Felber, Geo	Milwaukee

GEORGIA SUB-DIVISION—2.

52436	Bivius, Asher A.	Macon
437	Fallgner, Jas. C.	"

UTAH SUB-DIVISION—1.

52438	Groshell, Ed	Salt Lake City
439	Officer, R. H.	"
440	Parker, Edwin C.	"
441	Senior, Alan P.	"

VERMONT SUB-DIVISION—2.

52442	Carter, Wm	Wells
443	Mitchell, Alva	"

WEST VIRGINIA SUB-DIVISION—1.

52444	Floding, Jesse A.	Huntington

NORTH DAKOTA CONSULATE—3.

52445	Lyon, S. S.	Fargo
446	Smith, E. A.	"
447	Arnold, H. F.	Larimore

L. A. W. Renewal Blank 1893.

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Don't send checks for $1.

Write very plainly—PRINTING PREFERRED.

Stamps of a denomination above two cents will not be received.

The address on renewal blank should be that to which you wish your paper to go in 1893.

If you desire your address changed from the one we now have, make the request on another sheet than this, giving name, old address and new address.

If you live in one State and have your mail sent to another, fill out both addresses that you may be located with the Division in which your home is, and your mail matter be sent as you wish.

Ticket holders, 25 cts.; with name stamped, 50 cts.

Leav Space above this line Blank.

Number

Name.

Street and Number, or P. O. Box,

Address for Bulletin: City and State,

Residence: City and State,

Enclose for Holder cents.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiations, fees, and dues in the League of American Wheelmen and subscription to the "Bicycling World and L. A. W. Bulletin" and "Good Roads" to April 30, 1894. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below:*

Date,..... Name,.....

Club,..... St. and Number, or Box,.....

References,..... City,.....

State,.....

Enclosed.....for Holder.

(Each Applicant must give as references the names of two L. A. W. members.)

MEMBERSHIP FEE:—Applicants whose names are to be published in April, May, June, July, August, September or October will enclose $2.00 with this blank. Those whose names are to be published in November, December, January, February or March will enclose $1.50.

☞If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket where it can easily be exposed to view, and pocket for personal cards, send 25 cents. If you want your name in gold stamped on the holder, send 50 cents. *Leave the margin in using this blank.* Autograph signature not required. Write plainly, print name, or enclose personal card.



Colonel Albert A. Pope, The Newly-Elected Commander of the Loyal Legion.

ON Wednesday, May 3d, the Loyal Legion elected to the highest office in its gift—that of Commander—the gentleman whose counterfeit presentment graces the head of this article.

I once heard a dental lecturer say that a dentist is the noblest specimen of manhood. That would sound transcendental to most people. It suits my present purpose to say that a good soldier is the highest type. Find the noble soldier, and you have the true nobility. He isn't far to seek, and yet the never-fell-out-on-a-march soldier, the always-cheerful and ready-for-duty soldier, the ready and posted tactician, together with one who commands respect and ready obedience—himself obedient to his superiors—was a soldier not so easy to find. This article names a man who was (and is) a soldier in the truest sense, Col. Albert A. Pope. I knew him intimately in war-times. For a long time we were officers of the same grade in the same regiment (35th Mass.), marched together, messed together, slept together and fought together. Friendships formed under such circumstances are certain to have the enduring quality.

I remember quite well the first time I came in contact with Col. Pope. He was then Second Lieutenant of Company K and was Sergeant in Company K. It was immediately after the battle of Antietam; he had happily escaped the casualities of battle, my arm was in a sling. I came upon him in a secluded spot near camp where he was writing. I knew him, of course, and he had some knowledge of me, but we talked together then the first time. His hearty nature was at once manifested for he was very affable and sympathetic. Such was the beginning of a friendship that has been kept alive, and more than alive, ever since.

The stalwart Colonel of to-day was a stripling then, and the junior officer both in years and date of commission; he was counted a boy and by some so treated. What, said some of his company, shall we go to drill under such a boy? Wait, said one, till after the drill before passing judgment; and Lieut. Pope, the stripling, a fortnight, beardless youth assumed the soldier and drilled his company after a most superb fashion, effectually spiking the guns of all adverse criticism. His beginning was full of promise; his after career fulfilled all that was promised in the beginning.

It may be worth while to inquire how it was that the youthful Second Lieutenant so readily established himself as a competent commander. Anticipating possible enlistment, he attended Salignac's evening military school in Boston in connection with which he faithfully studied the tactics, and being blessed with aptness and a good memory he mastered the details and having had some experience in the drill before joining the regiment, he easily assumed his position as a competent commander.

Col. Pope as commanding a company was very far from being a mere martinet. While he knew the drill and insisted on close adherence to details, yet he always regarded his men as something more than mere machines. His bearing towards the men, either on or off duty, was always gentlemanly. He never found it necessary to use profane or coarse language. He was careful to insist on discipline, but not with a drawn sword. Because of his soldierly qualities he commanded respect and therefore his company was subordinate to the proper discipline.

I came upon the Colonel, as I was saying, while he was writing. His affability encouraged me and our conversation at that time, whatever its tenor, was but the beginning of an intercourse that has continued ever since. He was only nineteen, I three years older. He had been with the regiment only a few days when we encountered the enemy at Antietam (which was the regiment's second battle in its first month of service), one of the fiercest battles of the war, and our regiment was in the hottest of it long enough to wreck it. Men of strong fibre and mature years were tested to the utmost in that fearful ordeal; how then could beardless youth endure the fiery trial? It was an extraordinary experience for tender youth to be thrust into the deadly vortex of such a fierce and fateful conflict. But Lieut. Pope was made of manly stuff; his cheerful spirit, his elasticity, and his superb physique carried him through. He, like the rest, became a veteran at once and from that time on no one despised his youth.

One battle is no sure test of manly or courageous qualities; one campaign, if short, is hardly sufficient. But when the soldier sturdily holds himself to unremitting duty days, weeks, months years, because the terms of enlistment require it, or because a noble patriotism calls for it, then judgment may be pronounced understandingly and conclusively. The subject of this sketch held fast; one campaign only fitted him the better for the next, and where duty called or danger he was never wanting there. Second Lieutenant Pope soon became First Lieutenant and shortly again Captain. Here he was obliged to halt because no vacancy occurred to make further promotion possible. What aggrateful country could do was done; he was made Brevet Major and Lieutenant Colonel; hence his present title.

I have referred to but one battle in which he was engaged; this account might speak of other engagements in which he took part and always with conspicuous gallantry. Whether in battle or in camp, on the march or on drill, or whatever the duty assigned him like the true soldier he was he did his part as became a soldier. The discipline of those days must of necessity form no inconsiderable part of that business-men which he has shown in later days. His wonderful knowledge of details in the drill, his ability to put that knowledge to the test either on drill or under fire foreshadowed the qualities that have contributed to his business success. Col. Pope at the outset mastered the details of his business and has kept pace with the changes that have since occurred. His quick perception, aptitude in details, and withal his comprehensive grasp have made him what he is, a marvel.

To his old-time friends the Colonel seems to be but little changed; the rollicking, hearty, genial lieutenant of '62 has sobered somewhat, to be sure, with the lapse of time; thirty years could not fail to work changes. Time and cares have marked him somewhat, but beneath the changed exterior is the unchanged heart of Lieutenant, Captain, Colonel Albert A. Pope.

WM. N. MESERVE.

LITIGATION.

Garford Mfg. Co.—Bretz & Curtis Mfg. Co.

EDITOR BICYCLING WORLD: In justice to ourselves, the cycling press, and the interested public, we take this method of denying the statements, recently published, that Judge Dallas, in refusing to grant a *preliminary* injunction in the suit of the Garford Mfg. Co., stated "that the Solid Comfort saddle did not infringe the Garford patents."

Before replying to said statements we have taken time to discover their source and we have learned that they were taken by the several papers, from a circular letter sent out by Bretz & Curtis Mfg. Co.

In order to show that the statement, except in so far as they reported the result of Judge Dallas to grant a *preliminary* injunction, was maliciously false, we append a copy of the decision taken from the records of the United States Circuit Court at Philadelphia:

"CIRCUIT COURT OF THE UNITED STATES.
"EASTERN DISTRICT OF PENNSYLVANIA.
"Oct. Session 1892. No. 31.

"The Garford Manufacturing Co.
vs.
"The Bretz & Curtis Manufacturing Co.
"Sur motion for preliminary injunction.

"It is, I think not desirable that I should, upon "this motion, express any opinion upon the merits of the case as it has been presented. It is "enough to say that the affidavits, exhibits and "arguments have not satisfied me, after full consideration, that a preliminary injunction ought "to be decreed. The case can be passed upon "only when ripe for hearing upon the pleadings "and proofs taken with opportunity to either "side to cross-examine the witnesses of the "other; and I perceive no reason which, in my "opinion, should induce the court to grant an "injunction at this stage.

"The complainants' motion for preliminary injunction is denied. GEO. M. DALLAS, C. J."

"April 15, 1893.

From the foregoing it will clearly appear that the learned Judge not only did not state "that the Solid Comfort Saddle did not infringe the Garford patents," but he distinctly declined to express any opinion on the merits of the case; and plainly stated that "the case can be safely passed upon only when ripe for hearing on pleadings and proofs," to be hereafter taken.

The Bretz & Curtis Co. have unfairly and unduly magnified the meaning of a skirmish before the battle. The Garford Company after beginning this suit, made a motion for a *preliminary* injunction which should restrain the Bretz & Curtis Co. from making and selling saddles which we believe infringe our patents, until the suit was finally tried.

We knew that preliminary injunctions are rarely granted in patent suits, but we believed that in this case there were certain conditions not usually present in patent suits, arising from the conduct of defendant, which was likely to turn the present case in our favor. The Court however refused to grant the injunction *at this stage;* and that's all there is to it. The refusal does not in any way alter the situation of the parties, nor prejudge complainants case. There has been no decision on the merits of the case and there will be none until Bretz & Curtis files its answer and a final hearing is had on proofs and arguments.

While we do not wish even to appear to forestall the Court by predicting the result of such hearing, we may say that a defense which in the opinion of Bretz & Curtis Co. apparently needs the assistance of such questionable methods must be rather weak.

Yours very truly,

THE GARFORD MFG. CO.
[By A. L. Garford, Pt.]

CORRECT POSITION IN RIDING.

Mr. Duryea's Ideas—Where the Saddle Should be Located—Road Work. vs. Path.

EDITOR BICYCLING WORLD: In your issue of March 31, appears "The Reason Why," by Mr. Gendron. Permit me to say that it is very worthy of commendation and in the right direction. If every maker built, and every rider bought his cycle with a clear understanding of the various reasons why certain things should be so we would find a more satisfactory market; and not only that, but an increased market.

This is plain enough.

No two people are exactly alike, and what suits one man will of necessity fail to suit the next man, so he is liable not to become a cycler till he finds something different in some respect from the first, but just suiting his fancy. He probably does not know why he is or is not suited, and therefore, there is more need for the maker to inform him why each point exists.

The effect of this lack of reason may be seen by enquiring as to the effect of

THE DOUBLED UP POSITION,

a-la-scorcher, affected by many riders in the past year or so. The non-rider sees no reason, no beauty, no health, no pleasure in such a style of riding and so fails to become a rider. I am not alone in the belief that the use of the cycle would have spread much faster in the past year if riders had sat up like men (the word "riders" in this case does not include racing men). It behooves makers, then, to have a reason for what they do and to let it be known. When they do they will not build road machines after track models, nor will they expect to sell their entire product to would-be scorchers. If all shoemakers were to build nothing but hob-nailed shoes, it would not be long till the miners could clothe their feet at starvation prices. On the other hand, by catering to a class, and with good reasons why the wants of that class are met, competition is lessened and the public better pleased, both favorable to good profits.

Having said this much in favor of reasons why, I will now take the liberty to criticize Mr. G.'s first reason as to the location of the saddle with respect to the crank axle. He shows in figure 1, a man standing with a straight line passing through shoulder, hip and ankle. Very good. In figure 2 he places the man leaning forward on the cycle. Now draw the same straight line through shoulder and hip, and it passes back of the rear axle. It is plain, then, that the rider could pass as far back as the rear axle without "a straining of the cords in the groin." And when we remember that the ankle does not pass back of this line at every fair walking, it becomes very evident that this is not the reason for the location of the saddle.

We must look elsewhere for a reason for saddle location. What is it, or if there is no reason yet applied, what aught it to be? It is pretty generally admitted that the rider who sits so as to utilize his weight works easier than if he supported his weight wholly on the saddle and depended on muscular exertion entirely for his propulsion. I admit that there are some who insist that

A FORWARD PUSH

on the crank is more effective than the same push if applied vertically. This is not true, however. Ten pounds push are ten pounds, and if composed of part muscle and part weight are just as effective and less fatiguing than if all muscular exertion, leaving the weight to be supported by the saddle. The weight, then, should be considered in locating the saddle. Make two marks on the floor to represent the pedals in their forward and back positions. Place the feet on these marks, stand erect but with knees slightly bent and hold a heavy weight in each hand. This is a fair representation of the easiest and most healthful working position, and as you thus stand you will notice that a line dropped from the point of the saddle will fall about midway between the feet, or in other words at the crank axle. This line falls from the centre of gravity of the rider's body, and this centre of gravity should always be kept in this position. If the rider wishes to avoid wind resistance he leans forward. This throws the weight forward, to remedy which, the saddle must be placed back until the centre of gravity is again over the crank axle. For this reason a tall man like Osmond must ride a long machine with saddle well back and handles well forward or else he must sit up, which is not correct in racing because of the increased wind resistance and lack of necessity for pulling on the handles. For this reason, also, road wheels should not be built on racing outlines or if so built, they should have a forward extension to the saddle post and handles longer than usual, to accommodate those who desire to ride erect; for if the saddle is back the rider will lean forward, and if handles are too far forward he must lean to reach them, and no amount of ridicule or argument will correct him if his machine is built wrong.

Yours, for position according to work,
C. E. DURYEA.

WHILE a number of wheelmen were coasting on the Eleventh street hill, Kansas City, Mo., last week, a collision occurred between riders going in opposite directions, and a scene of wheels and riders were badly mixed up. Mr. C. W. Trickett, of the Wyandotte National Bank, was painfully bruised. Several other riders were also bruised and a number of wheels were smashed.



AFTER AN INTIMATE ACQUAINTANCE.

I am no pessimistic crank
Who thinks all things are tainted,
But one thing sure: the English pro.
Is blacker than he's painted.

[Short, but to the point, poem by one of the inceptors of the cash prize league a year prior to its formation.]

Say, eh—er—are you going to have any English pros. in the c. p. l.?

And, say, er—pros. of other nationalities are entirely different, don't you think?

I notice that the *Wheelman*, of Cleveland, Ohio, speaks of me as a "Westerner." I am at a loss to understand how he locates me so accurately (?), unless by my "wild and woolly" phraseology.

"Do you have spring chickens at your boarding house?"

"Yes, but they are like Bouncem's saddle, awful tough spring."

It is the small things of life that count. One may easily get an unfavorable opinion of a good wheel, from a cut made after an ill-adjusted sample. I have noticed the advertising cuts of one wheel, in particular. There was something about them which left a disagreeable impression. I failed to note, at first glance, the cause of the blight. The frame was all right, the handle bar about the right height, the saddle—but there it was; the nose of that saddle pointed to the North star, an angle at which it would take a trick rider to stay aboard.

No practical wheelman had that cut made.

If bicycling keeps on increasing in favor, Baltimore's population will soon be on wheels.—*Baltimore American.*

Some feminine bicyclists at Clearwater, Kansas, are about to organize an Anti-Hoop-Skirt club. It will require more than a club to beat the coming hoopskirt.

"You've been riding a bicycle, I hear," said one Harlem youth to another.

"Yess, just for exercise, you know."

"It has reduced your weight some, I think."

"Yes, I have fallen off a great deal."—*Texas Siftings.*

One of the wheelmen of Biddeford, Maine, is a gravestone cutter. They say that he loans his bicycle to beginners, as a matter of business.

Lawrence, with its unspeakable streets and its 200 wheelmen, flattens out the theory that the bicycle is the conservator of good roads.—*Kansas City Star.*

GEORGE POWELL got out one of those new Columbia wheels last night and went down the street at a 2:40



A Mammoth Cycle.

GLASGOW'S LATEST IN CYCLE CONSTRUCTION

LAST week a member of our staff visited the Cromwell Cycle Works, Glasgow, to inspect, according to invitation, "one of the most original cycles ever constructed," and sends us the following notes of what he saw: "I had no notion as to what the novelty would be like, and I was considerably astonished when Mr. Nelson, the managing partner of the company, produced a huge five-wheeled vehicle, which looked more like a carriage to be drawn by horses than propelled by a couple of riders. The 'tandem,' designed by a Glasgow gentleman, was built to the order of Messrs. Turnbull & Son, and will be used in touring throughout the country for photographic purposes. Painted a bright yellow, it is sure to attract considerable attention wherever it is driven, as it puts the ordinary carrier tricycle completely in the shade. Unfortunately I neglected to take our artist along with me, and it is somewhat difficult to describe the machine without a sketch, but an idea may be gathered from the succeeding details. The frame is 9 feet long and 4 feet, 4 inches broad, and is set on four 30-inch rubber-tired wheels, one at each corner. The driving wheel, which is placed in the centre of the frame, is

SIX FEET IN DIAMETER,

and is driven by a couple of riders, one being seated on each side of the wheel. The right hand man controls the steering, and all the wheels, being connected with rods, act in unison together, while the machine can be stopped by either rider within a few yards by means of a spoon brake on the driving wheel. Behind the driving wheel are big boxes for carrying provisions, cooking utensils, photographic apparatus, etc. If the riders prefer to camp out or are unable to reach a hotel, a tent, strapped underneath the frame, can be erected to cover the entire vehicle, and one portion, beside the 'tender,' can be divided off and used as a dark room for developing plates. Hammocks, also carried on the frame, are then slung, and the 'house' is ready for occupation. Along with one of the builders, I had a spin on the yellow wonder, and found that it ran freely on the level, with very little rocking, and answered readily to the steering and the brake. The difficulties encountered in its construction were tremendous, but all these were overcome by the skill and ingenuity of the makers, and they have turned out a vehicle which is a credit to the firm. Of course the machine was not built for speed, and certainly not for hill-climbing, but of its usefulness the patentee is very hopeful, and any one wishing to see the mammoth can do so at the Cromwell Works within the next few days."—*Scottish Cyclist.*

Do Not Oil a Dusty Chain.

NAKED chains should never be oiled or greased when riding such dusty roads as have been encountered lately. Trying one machine against another, last week, we found that with two machines, the chains of which ran equally well, that that chain left alone throughout the day's work ran infinitely better than the one dosed with oil from time to time. The surfaces in contact, both of the chain and chain wheels run dry, under such conditions, become bright and polished, and the fine atoms cannot rest thereon owing to the continuous vibration.

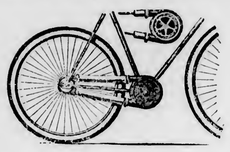
Therefore, if you ride naked chains over dusty roads, ride them dry. This note is not intended for the perusal of the genus know-all.—*Cyclist.*

Rapid-Fire Guns as Cycles.

CYCLE manufacturers should never cease to cast about for fresh worlds to conquer. That Messrs. Humber and Co., Ltd., do not fail to do this became evident to us, upon a close inspection of the Maxim gun cycle carriage that Major Holmes had with him during the late manœuvres, and which was so admirably handled by Sergt. Kirby and his three men of the 3rd Vol. Batt. of the Royal West Kent Regt. It will hardly be credited by many of our readers that this devilish little weapon—which with its excellently-constructed T cycle carriage weighs upwards of 1201bs.—was easily towed by two coupled safeties up gradients which would throw some men out of the saddle, of a naked machine. The mode of towage, the construction of the gun carriage itself, and the manner in which the safeties are coupled together, is as far in advance of the pioneer confection which enjoyed a butterfly existence on the Farnham-Winchester Road in 1887 as the modern car-driver stands in advance of the boneshaker of primeval days. Messrs. Humber & Co. have turned out a thoroughly practical cycle carriage for these quick-firing guns, and volunteer corps about to possess one or more of these sweet little toys would do well to mount it as the West Kent weapon is mounted. But with regard to the particular gun under remark, the manner in which the safety riders brought it down hills which would scare the wits out of some to fly *solus* was nothing short of marvellous to the practised cyclists who witnessed the wild downward rush of the machine gun and its riders into East Dean.—*Cyclist.*

A New Gear Case.

THE Preston Davis Tire and Valve Co., to which the cycling world is indebted for one of the best and speediest pneumatic tyres ever invented, have been successful in turning out an improved gear case, which should come as a great boon to all who wish to increase the speed of their machines by having the chain enclosed. The case is light, does not cover in the bottom tube, and is made of rubber, being therefore absolutely dust proof. It should be mentioned that the rubber is specially prepared, and will not rot with oil, nor can the oil in any manner escape. Owing to the construction of



the case, there is no rattle or noise whatever from the chain, which can be adjusted from the outside and independently of the gear case, as the rubber tubes take the stretch. When required, the chain can be got at in less than a minute, and the wheel removed with the back disc of gear case intact. One quality which should recommend the new comer is its extreme lightness (1 lb.), and the case may be fitted to any machine from featherweight racer to full roadster. The price is 30s., which is very reasonable.—*Wheeler.*

What Steers A Bicycle.

EDITOR BICYCLING WORLD: The WORLD of March 24th contained an article taken from the *Irish Cyclist* in regard to steering a safety "hands off," and asking for light on the subject. The explanation of how a bicycle is steered in this way is very simple, and will be immediately understood by any person who will try one or both of the two following experiments:

First: Place the bicycle in a perfectly upright position, then lift it up from the ground, without touching the handle bars, front fork or wheel. As long as the bicycle is held upright, the front wheel will remain in place, but as soon as the bicycle is inclined either to the right or left, the front wheel will at once turn in that direction, or rather *fall* in that direction.

Second: Letting the bicycle rest on the ground, hold it by the saddle, and incline first to the right and then to the left. Again the front wheel will turn in the same direction as the bicycle is inclined.

It is *gravity* that makes the wheel turn, and not "gyroscopic action" or anything else. When the bicycle is held above the ground, the front portion of it, including the front wheel, front fork, handle bars, and everything attached to them, is suspended from the "head" of the bicycle. As safeties are always built, this "front" is unevenly balanced, that is, the weight of that portion which is in front of a straight line drawn through the head is greater than the weight of the portion behind this line. This difference in weight has no effect as long as the bicycle stands erect, but as soon as it is inclined the least bit, the heavy side of the wheel falls, and the wheel consequently turns in the direction towards which it is inclined. When the bicycle rests on the ground, the front portion is suspended between the "head" and the point where the front wheel touches the ground. The part of this "front portion" which is in front of a line drawn between these two points is heavier than that portion which is behind this line. Therefore, it is unevenly balanced also when resting on the ground, and falls as soon as inclined.

The principle then on which a cyclist rides a safety "hands off" is this: He throws his weight to one side or the other and by so doing makes the machine incline in that direction. The front wheel then "loses its balance" and falls or turns in that direction, and of course the bicycle also turns in the same direction.

A bicycle can be guided to the right or left by a person walking alongside of it, holding it by the saddle or frame, and inclining the bicycle in the direction it is desired to turn.

A. D. D'ANCONA.

San Francisco, April 10, 1893.

Inches, Not Seconds.

EDITOR BICYCLING WORLD: I have read with interest the several communications that have recently appeared in the WORLD relating to the "calculate your own speed problem," and regard the solution that appeared in your issue of the 27th ult. as the simplest and best. It appears, however, to contain one error, presumably one of carelessness on the part of the author in the section which reads: "The wheel is going at the rate of one mile in one hour or 63,360 seconds." The last word "seconds" should read *inches* else the solution is vague and incomprehensible. Yours very truly,

Palermo, Cal., April 4. GEO. K. HOOPER.

R. R. BICYCLE TARIFFS.

Beer Extras—The Evolution of Prejudice.

BY "MICHAEL."

THE free carriage of bicycles by railway companies is a consummation that the wheelman has devoutly wished for several years—particularly in New England. I think the Fitchburg road, alone, among the railway systems of New England, carries bicycles free, when accompanied by owners; so there is a large opportunity for the N. E. wheelman to wish.

"FEEING."

From my own experience with baggage men I am not able to see how the *tourist* is to be benefited by free carriage; for I have found that on "free" roads the tips to baggage men average about one-half cent per mile; and further, one is required, in most cases, to sign a "release." I doubt if this release would hold good in court, under all circumstances, for railway companies are servants to the public; but it is not pleasant to be bluffed.

In the larger wheeling centres, however, the free carriage of wheels would work differently, because it would not pay a baggage man or any other railway official to be fresh to a considerable number of men with whom an adjustment of difficulties at headquarters would be less trouble than the continued annoyance. It makes a difference whether you are going the way once or twenty times; whether there is one of you or twenty.

THE N. Y. AND N. E. NEW TARIFF.

It has recently gone the rounds of the wheel press that the N. Y. & N. E. railways would hereafter charge one-half cent per mile, and would make the minimum charge fifteen cents. So far as this goes, it is better than it looks, for the N. E. road's minimum charge had hitherto been *twenty-five cents.* But, I learned, a few days since, that a new feature had developed—a feature that has not gone the cycling press rounds. Every man who pays one-half cent per mile for the transportation of his wheel

MUST SIGN A "RELEASE."

This was sprung on me in Hartford a few days since, and I requested the baggage man to show his authority, which he did forthwith and I read the latest official instructions from his little book.

But there is one thing about which I want to inform every rider who may deal with the baggage men of Hartford, Ct.: These baggage men will try to work you for the even five cents every time. Three times, these officials have charged me the even thirty cents for fifty-six miles.

Upon calling their attention to the rate as printed in the "little book" they have informed me, as best they could express it, that *they* have to "return" amounts that are evenly divisible by five.

COMMON MULTIPLES AND BEER.

Rather than waste my breath on them for the two cents, I have each time told them to take the two cents, get one and a half more by the same means and it would buy them a beer. I submit this to the wheelmen. These baggage men should be jumped on by the Hartford riders, just for principle's sake. The next time I am asked to pay for two-fifths of a baggage man's beer in Hartford, I shall take a receipt and find why things are thus.

As a general thing, however, I think the railway people are handling wheels with much better grace than they did two or three years ago. Here in Brushville, when I left town by rail with my wheel it was customary for the depot baggage man to scold and the train men to swear at me. But things have changed. I was even treated with courtesy during last season.

THE BOSTON STYLE.

One occasion, in particular, I have in mind. It was at the N. Y. & N. E. station in Boston. The young man who took my wheel in charge at the baggage room, quite nonplussed me, not only by going civility a few points better, but he also knew how to handle the beast. He asked if I would take the wheel down to the car, or should he. I gave him permission.

While standing on the platform, in the train shed, somewhat anxious to see the wheel appear, and be put aboard, all at once, from the baggage room, there issued a wheel, with a young man in blue cloth and brass buttons "up," as our British cousins say. It was my polite baggage man. When he got fairly out from the trunks and trucks, he arched his back beautifully, and set up something of a pace down the outside platform. I watched him as he passed the windows and rounded into the train shed from the lower end, in true, racer, slow-up-and-come-before-the-grand-stand-style.

The wheel was put aboard, and blue cloth with brass buttons, told me confidentially, that: "Them's the wheels this year!" and I presume he has told the same about a dozen different makes—bless his brass buttons!

When I saw him humping in such ultra racing style, along that outside platform, there came to my mind, all as quickly as it is said evil deeds recur to the drowning man's vision—there came recollections of the baggage man's contumely, in days gone by; and I thought, even if this blue cloth and brass buttons should conceive grief, and wreck my wheel, when he rounds into the straight, yonder, I will bind up his wounds, and pour oil in his hair, for soothly expounding the truth, that the wheel is moving irresistably onward.

Thus the mind at large, begins to show its evolution from prejudice.

Cycle Stealing as a Business.

IN Buffalo, N. Y., last week a professional bicycle thief was arrested. Complaint had been made by J. F. Broadbent, of 602 Main street, that a wheel belonging to him had been stolen in front of the Iroquois and the officers were detailed on the case. They had run across the thief before while trying to dispose of a wheel, but he told an apparently straight story, and was allowed to go. The second time, however, he was arrested, admitted stealing Mr. Broadbent's wheel, and told where it could be found.

On being taken to headquarters, it was found that his description agreed with that of a bicycle thief contained in circulars and telegrams from other cities, and on being closely questioned he admitted having stolen seven wheels—three in Buffalo, two in Syracuse, one in Rochester, and one in Cleveland. He gave his name as Edward Rockwell, aged 28, and said he belonged in Smethport, Pa. It is believed he has committed several more of the same class of thefts, but the above is all he will own up to at present. When the officers met him a second time, he was going direct toward the Iroquois with the evident intention of stealing another bicycle, as there were two at the hotel. The detectives have recovered the three Buffalo wheels, and will get the others in a short time. Rockwell's picture has been taken for the rogue's gallery.

These Be Genuine Hall-Marked.

EDITOR BICYCLING WORLD: As a member of the German North American Turnerbund, I would call your attention to the fact that at Milwaukee next July, 21st to 25th, the members of the L. A. W. will be able to see true amateurism, in the way of athletics. So far as my information goes, not even a gold medal being awarded, the prizes being diplomas and oak leaf wreaths.

L. A. W. No. 46491.

INVENTIONS.

Last Week's Patents.

A LIST of recent patents, reported especially for the BICYCLING WORLD, by W. E. Aughinbaugh, patent attorney, Washington, D. C. Copies of these patents may be had of the above named attorney at 25 cents each.

495,927. Elevated Bicycle Railroad. Geo. F. Brush, Washington, D. C., assignor to the Brush Electric Rapid Transit Bicycle Railway Co., of Virginia. Filed May 20, 1892.

495,982. Wheel for Velocipedes. Edouard Michelin, Clermont-Ferrand, France, assignor to Michelin Company, same place. Filed Dec. 29, 1892.

496,067. Bicycle. Erastus W. Scott, Danielsonville, Conn. Filed Feb. 23, 1892.

496,073. Bicycle-Canopy. William L. Thompson, Port Huron, Mich. Filed Aug. 26, 1892.

496,093. Bicycle. Joseph B. Oakey, Indianapolis, Ind., assignor of one-half to James C. Hassey, same place. Filed Oct. 11, 1892.

496,132. Crank-Shaft Bracket for Bicycles, etc. Robert Perkins, Rockaway, New Jersey. Filed Feb. 7, 1893.

496,296. Attachment for Bicycles. William E. Lutz and Theodore Kopp, Philadelphia, Pa. Filed Nov. 10, 1892.

496,321. Mandrel for Pneumatic Tires. Fred W. Morgan and Rufus Wright, Chicago, Ill. Filed Dec. 24, 1892.

496,336. Pneumatic Tire. William S. Callaghan, Baltimore, Md., assignor of one-half to Charles A. Holloway, same place. Filed Dec. 5, 1892.

496,359. Means for Repairing Cycle Tires. Frank M. Hamman, Goshen, Ind., assignor to the Ariel Cycle Manufacturing Co., same place. Filed Nov. 30, 1892.

496,361. Elastic Tire. Andrew Hunter, Chicago, Ill., assignor of one-half to John W. Ward, Pottsville, Iowa. Filed Oct. 8, 1891.

495,974. Pneumatic Tire. Rudolph W. Huss, Chicago Ill., assignor to Henry A. Lozier, trustee, Cleveland, Ohio. Filed Aug. 8, 1892.

495,975. Pneumatic Tire. Rudolph W. Huss, Chicago, Ill., assignor to Henry A. Lozier, trustee for the Cleveland Tire Company, Cleveland, Ohio. Filed Oct. 11, 1892.

QUERIES.

Under this head the BICYCLING WORLD *will be pleased to answer all questions bearing on cycling, so far as it may be possessed of the information. Address all communications, Editor* BICYCLING WORLD.

L. A. W. 893, Washington.—Allen's Digest, Jos. T. Allen, Patent office, Washington.

T. Osins, Detroit.—"The Art of Training for Cycle Racing," by G. L. Hillier, printed in English, French and German and bound in cloth, will cost you $1.25 and is one of the best works ever published. Order of us.

L. A. W. 47,788, New York.—The best Shenandoah Valley tour is described in Pennsylvania's Road Book, to be obtained of Secretary-Treasurer of that Division.

T. W. Staples, Alexandria.—Hilliard Cyclometer Co., Philadelphia, and Recording Instrument Company, Chapman Place, Boston.

A. E. Wright, Wellesley Hills, Mass.—1. Will some one kindly furnish him with route from South Framingham to "Purgatory," in town of Sutton, Mass., and the nearest point that can be reached by rail? 2. About three hundred.

L. A. W. 13,091.—We know of no reliable cyclists' road map of England published in this country. Address Jos. Pennell, Foreign Marshal L. A. W., 22 Old Broad St., London, E. C.

C. J. Halpen, Haverhill.—1. Would like to hear from some cyclist who has ridden from Bartlett N. H. to Augusta, Maine. 2. It is probably the best organization of the kind in the country

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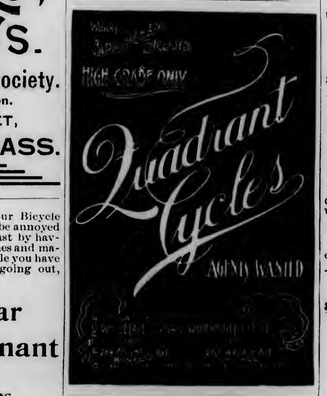
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$1.50 AMERICAN WATCH



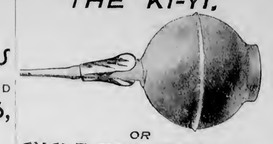
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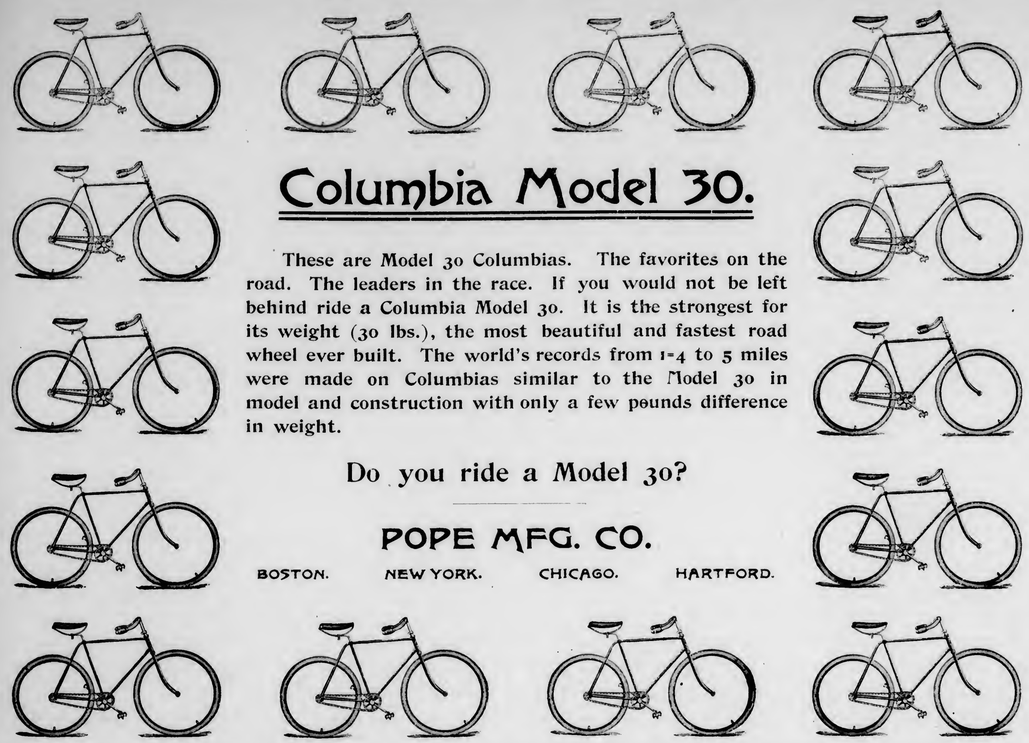
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It is a single tube tire, similar in construction to the regular Columbia tire, with red rubber tread, and is intended especially for use of repairers and for changing over to pneumatic tires at a reasonable expense. It has our special recommendation as a thoroughly reliable and well constructed single tube tire, and is warranted as to material and workmanship. It is without doubt the best tire on the market for the price, which is the lowest we have ever offered a pneumatic tire.

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HARTFORD CYCLE CO., - - - - - - - - HARTFORD, CONN.

The BICYCLING WORLD AND L.A.W. BULLETIN

Founded 1877

Volume XXVI. Number 10.

BOSTON, FRIDAY, MAY 12, 1893.

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An average of twenty-five new subscribers every day since we announced the reduction in price of the WORLD is pretty good, but we want a higher average; hence we put out another hook, which we think will haul 'em in. If you want a chance to get a bicycle free see our special offer on page 185. Also send in for our premium list, or refer to our issues of April 14, 21 and 28 for same.

Massachusetts Meets.

A MEETING of the Massachussetts Board of Officers, in accordance with a call issued by the Chief Consul, was held at Young's Hotel on last Friday evening in order to take action on the celebrated sanction case. Chief Consul Perkins presided, and while facts were plainly stated, there was no acrimony displayed in either the discussion or the resolution, a copy of the latter of which, will appear in our official department. Worcester was represented by Mr. Scherver. He stated that the Bay State Club did not protest against the awarding of sanction for Decoration Day alone, the protest being made against *May 29th and* 30th. He made two statements, one to the effect that Mr. Barber was still a League member, and the other, that he had seen Mr. Crowther's letter to Mr. Miller last year in regard to Boston race meet sanction, both of which were controverted by documentary evidence in the shape of letters, one from the Secretary of the Bay State Club, admitting that Mr. Barber was *not* a League member, and the other from Mr. Miller himself, who gave the lie direct to the statement that he had shown Mr. Crowther's letters to any person or persons.

Chief Consul Perkins reviewed the case, and remarks were made by Messrs. Keeler, Robinson, Howard, Bassett, Kerrison, Williams, Dean and others, the general tenor being in the interest of harmony, and after the passage of the resolutions above referred to, it was supplemented by the addition of another offer, by Mr. Crowther, extending the thanks of the Division to Chairman Raymond for his kind offices in its behalf. The meeting was then adjourned.

LATER.

Since writing above we learn that the Bay State Club has withdrawn its protest and a sanction has been granted by Mr. Miller for Waltham, and so happiness once more prevails. The programme of the Associated Cycling Clubs of Boston as printed last week is now modified so that "invitation" and "championships" will be eliminated from the programme and open events put in their place. You pays your money and has your choice—Worcester or Waltham.

Linscott Road Race.

THAT the Linscott road race, 25-mile, tomorrow, May 13, is to be a great one, is evidenced by the large number of entries and the long list of well-known flyers who are to fight for honors on that day. The entries closed Monday. Up to the present writing there are just 99 entries.

The course will be over the following route:

Starting on Eastern avenue, Malden, down Eastern avenue, turning left to Maplewood street, through Maplewood square to Lebanon street, turning left into Sylvan street, left to Forest street, left to Main street, right at Clifton street (old house on right-hand corner), continuing over railroad bridge, keeping on left and turning left at Highland to right at Elm street (flag pole on left), continue on Pleasant street, Malden, and Salem street, Medford, through Medford square right on to High street, over hill, leaving watering trough on right; follow car track to West Medford, cross railroad track, turning first left to Harvard street, right to Broadway, Arlington, down Broadway by monument on to Arlington avenue, cross railroad track, take left at Pleasant street, straight road to Quince street, then turning left, continuing Quince street to Diamond at junction of Quince and Beaver streets, which is the turning point; leave sign post on left.

The return will be over the same route, making 12 1-2 miles each way.

Fire at Louisville, Ky.

TUESDAY night of last week Louisville suffered from a serious conflagration, the Power Building being burned to the ground. The *Southern Wheelman* had its office in this building, and sustained a loss of a couple of thousand dollars by the fire. We condole with our friend Watts, as we know how it is ourselves.

L. J. Berger Makes a Change.

For the past few weeks rumors have been rife that L. J. Berger would make a change, and now the rumor becomes a fact and hereafter we shall have Messrs. Berger & Wordrop as a double team. The hatchet is buried, the lion and the lamb fraternize and the erstwhile competitors become partners. Funny, isn't it? Now the fellows who were ready to cut each others throats will be chummy as any turtle doves and say sweet things of each other.

Less than one cent an issue and a chance for a bicycle free. By subscribing to the Bicycling World for one year you will be entitled to enter the guessing competition as presented on page 185. Also send for our premium list, or refer to our issues of April 14, 21 and 28 for same.

Not Sold Out.

Our entire output for 1893 is not sold and we are not declining to accept orders, but are taking all we can get, and still have a few blank pages in our order book.

There are numberless machines on the market, but the HICKORY is sufficiently popular to compel us to run our factory night and day to supply the demand.

Everything desirable in a safety bicycle is found in the HICKORY.

Send for a Catalogue.

Hickory Wheel Co. Newton, Mass.

THE REMINGTON.

3 PATTERNS FOR 1893.

Light Roadster, Actual Weight, 32 lbs. **Roadster, 44 lbs. Ladies Wheel, 42 lbs.**

PRICES, $140.00.

Material, best obtainable. Workmanship unsurpassed. Mannesmann Tubing. Warwick Hollow Rims, and a variety of the best pneumatic tires to select from.

REMINGTON ARMS CO., 315 BROADWAY, NEW YORK.

SEND FOR CATALOGUE. *WORKS AT ILION, N. Y.* [MENTION THIS PAPER.]

A HARVEST FOR ENERGETIC AGENTS.

CATALOGUES READY. SENT UPON APPLICATION.

LOVELL DIAMOND CYCLES.

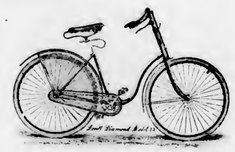


WEIGHT 31 LBS.

Our Best Efforts Combined in Our '93 MODELS.

THE RESULT: Not a Semblance of ANTEDILUVIAN IDEAS.

Improved Columbia Pneumatic Tire.



WEIGHT 37 LBS

Pneumatic Tires, $115.00, $100.00, $85.00.

Cushion Tires, $105.00, $90.00, $75.00

JOHN P. LOVELL ARMS CO., Manufacturers, BOSTON, MASS.

Latest and Most Improved Design.

Strictly First-Class in Every Detail.

Puritan

TRADE MARK

High Grade Bicycles. 32-lb. Scorcher, $135.00

Agents Wanted in Unoccupied Territory.

O. J. Faxon & Co., Manfrs.,

Boston, Mass.

"The Winton is a Winner."



WINTON LIGHT ROADSTER.

. . . HIGHEST GRADE THROUGHOUT . . .

No Agency complete without this Distinctive and thoroughly First-Class Machine.

Winton Roadster, all on, 40 lbs.. price $150.
Winton Light Roadster, stripped, 30 lbs.. price 150.
Winton Ladies', improved design, 38 lbs.. price 150.
Winton Racer, nothing like it, 20 lbs.. price 160.

Easiest running bearings in the world. True double diamond frame. Winton perfect pneumatic tires.

If there is no agent in your place, know all about us by asking for a catalogue.

THE WINTON BICYCLE CO., CLEVELAND OHIO.

110 PERKINS AVENUE.

EDELL WOODEN WARE CO., St. Louis, distributing agents in Texas and Missouri, except Kansas City.

Visitors to the World's Fair

SHOULD LOOK UP THE

ROYAL FAMILY

of bicycles if they desire to see the finest line of wheels ever exhibited.



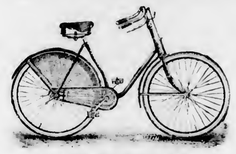
1893 ROAD KING.

THE ROAD KING AND ROAD QUEEN

Head the list as being the finest wheels money and skill can produce. Following these come the

Duke, Duchess, Prince, Princess and Royal Middy

wheels of medium grade, but still better than many so-called high grade ones that are being sold.



1893 ROAD QUEEN.

A. FEATHERSTONE & CO., Manufacturers,

16th and Clark Sts. and Armour Ave., CHICAGO, ILL.

IF YOU SEE

A look of disappointment on your friend's face, don't say "I told you so." He knows that. Just say, "Never mind, old man, the next time you buy a BICYCLE

BUY A TOURIST,

TOURISTS don't break down." They are guaranteed, but what's the use of a guarantee if a bicycle is so well built that nothing happens to it. Just write for a catalogue and learn how well-made TOURISTS are.

ONE THING IS SURE

The '93 Bidwell Pneumatic Tire

Stands up well and takes the hardest kind of punishment.

NO MECHANICAL WEAKNESS.
NO STRUCTURAL WEAKNESS.

It is Going THROUGH the SEASON

Make a note of this, and send for Catalogue and our Pamphlet,

"Air; Its Hard and Soft Side."

GEO. R. BIDWELL CYCLE CO.,

308 AND 310 WEST 59TH STREET, NEW YORK.

Factory, Colt's West Armory, Hartford, Conn. Tire Factory, 40 and 51 West 66th Street, New York.

HIGHEST GRADE

EXCELSIORS

Few more good agents wanted in



New England, Middle and Southern States.

Racers. Road Scorchers. Light Roadsters. Ladies'.

Weights, 25, 30, and 35 lbs.

LIVING DISCOUNTS TO LIVE AGENTS. SEND STAMP FOR ENCYCLOPEDIA OF CYCLERS' WANTS, NOW READY TO MAIL.

MANUFACTURERS OF

ACKNOWLEDGED LARGEST SUNDRY HOUSE IN THE UNITED STATES.

Cork Handles. Tire Tape.
Z. & S. Bundle Carriers. Z. & S. Hose Supporters.
Pneumatic Rims. Lamps. Locks.



LIST OF SECOND-HAND WHEELS.

If you do not find what you want on this list, state what make of bicycle you prefer, and what price you are willing to pay, and as we are daily receiving second-hand bicycles, can in all probability supply you.

No.	Size.	Make, Finish, etc.	Price	No.	Size.	Make, Finish, etc.	Price	No.	Size.	Make, Finish, etc.	Price
*1023	54	Premier, ordinary, balls and cones, good condition	15.00	*1180	—	Warwick, Pneumatic, Diamond, good condition	85.00	1197		Columbia cushion	75.00
1075	—	Salvator, ball, first-class	45.00	*1181	—	Student, cushion, first-class	65.00	1201		Columbia cushion	90.00
*1077	30	Gales, cushion tires, 1891 pattern, good condition	35.00	*1182	—	Warwick, cushion, first-class	60.00	1202		Featherstone	50.00
*1085	—	Ladies' Quadrant, pneu. tires, first-class condition	65.00	*1184	—	Victor pneumatic, as good as new	100.00	1203		Ladies scorcher	110.00
1103	—	Ivel safety, K. of R. lamp, good condition	20.00	1185	—	Warwick diamond, cushion, good condition	55.00	1204		Road King	100.00
*1114	—	Featherstone Pneumatic, tangent spokes	60.00	*1187	—	Liberty pneumatic, good condition	25.00	1205	—	Crescents cushion	50.00
*1124	36	Victor, spring fork, 1889 pattern, good condition	40.00	1189	—	Ridge	25.00	1206	—	Rite pneumatic	80.00
1141	—	Featherstone, good condition	45.00	1190	—	Quadrant pneumatic	75.00	1207	—	Quadrant pneumatic	85.00
*1152	—	Columbia, solid tire	45.00	1190	—	Ranger No. 2, ladies'	50.00	1209	—	Columbia pneumatic	95.00
1168	—	Niagara pneumatic	85.00	1191	—	Warwick, 11-2 cushion	75.00	*1212	—	Warwick pneumatic	75.00
*1171	—	Temple Scorcher, white, pneu., S. Y. R. & P. tires	90.00	1192	—	Quinton Scorcher	100.00	*1213		Quadrant cushion, first-class	
*1177	—	R. & A. Pneumatic	60.00	1193	—	Excelsior Light Roadster	100.00				

HOWARD A. SMITH & CO., NEWARK, N. J.

MODEL
D SYLPH.
WEIGHT,
30 LBS.



A CHESTNUT.

"Sylph Cycles Run Easy."

This phrase has appeared so many times in our ads. that many no doubt style it "a chestnut," but the EASY RIDING QUALITIES OF SYLPH CYCLES ARE SO APPARENT, and such a large number of riders of our machines have repeated the phrase so often, is the reason why we use it regularly in our ads.

DURABILITY AND EASY RUNNING AND RIDING QUALITIES are the most important features in any bicycle, and none on the market possess these features in a higher degree that the . . . . .

Three-Part Spring Frame Sylphs.

For genuine pleasure and comfort to the rider they have no equal, and give complete satisfaction where others fail to do so.

We also make a 30 POUND RIGID SYLPH, the strongest cycle of its weight on the market, and just the machine for scorchers and hard road riders.

Favorable terms to dealers and agents in all unoccupied territory. Catalogue free giving full particulars.

ROUSE-DURYEA CYCLE Co., 9 G St., Peoria, Ill.

Cycles That Please Dealers and Wheelmen.

Write for catalogue and discounts at once.

RUDGES. SYLPHS. OVERLANDS.

Western Wheel Works' Cycles.

They represent highest grades, medium grades, all sizes, styles and priced wheels. The RUDGES and SYLPHS, as made in the Peoria factory, *fully satisfy those looking for the best.*

The OVERLANDS, of which we are also manufacturers, were popular from their first introduction, and besides selling well they are also money-makers for the dealers.

WESTERN WHEEL WORKS' 19 patterns are by far the best known and most satisfactory line of all sized and priced safeties on the market, and no dealer's stock is complete without them. We are the largest jobbers of these goods in the west, having sold them with satisfaction for the past 12 years.

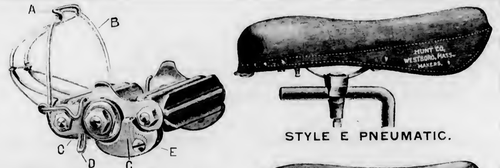
Catalogue free.

ROUSE, HAZARD & CO., 9 G St., Peoria, Ill.

Manufacturers, Importers and Oldest Dealers in America.



OVERLAND
ROADSTER
NO. 1,
PRICE, $125.00



THE HUNT TOE CLIP,
Adapted to rubber or rat-trap pedals. The best thing yet produced.

STYLE E PNEUMATIC.



Road Saddle, Style M M. Special Top No. 8.



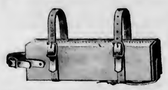
Road Racer, Style N N. Special Top No. 12.



Scorching Saddle, Style M. Special Top No. 6.



Track Racer, Style N. Special Top No. 15.



Square and Round Tool Bags of different sizes.

Send for Illustrated Circulars, Prices, etc.

HUNT MFG. CO.,
WESTBORO, MASS.
Licensed under Garford Patents.

Why Not Use

A hose-pipe tire, when by buying the "Deerhound" you can get . . . . .

All the Riding Advantages of a Hose-pipe Tire

Such as resiliency and light weight, and at the same time practically have an inner tube tire? We have perfected arrangements so that by a method of weaving duck we are enabled to make a hose-pipe tire which can be cut, inner-tube inserted, and laced, when on the road, and require no more time, nor as much, as it takes to repair the regular inner-tube tire. The outfit consists of a hose-pipe tire made extra strong, and inner-tube to use . . . . .

In Case the Tire Punctures Beyond Repair,

a thread to lace it, and is sold complete, two tires, one inner-tube, and lacing for . . . . . .

WE GUARANTEE AGAINST BURSTING

$12.00.

If you cannot get it of your nearest repairer, we would be pleased to send it to you at this price, express paid, upon receipt of the money.

Boston Woven Hose & Rubber Co.,

275 DEVONSHIRE ST., BOSTON.

205 Lake Street, Chicago. 943 N. 2d Street, St. Louis. 14 Fremont Street, San Francisco.



The Weston Fork Cyclometer

Is Now Ready for the Market.

Possesses many improvements that will commend it to all users; registers ten thousand miles; adjusted for pneumatics; material and workmanship unexcelled.

Sent post paid on receipt of price to any address, $8.00.

FRANK C. WESTON, BANGOR, ME.

N. B.– I want an agent, exclusive, in every town and city in the U. S.

THE
BICYCLING WORLD.

Published Every Friday

—BY—

THE WHEELMAN CO.

Incorporated under the Laws of Massachusetts.

167 OLIVER STREET,
BOSTON, MASS., U. S. A.

☞Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as their new, and their League number.

TO OUR ADVERTISERS:

Copy for new advertisements must be handed in by Tuesday morning to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday to insure attention for the following issue.

☞All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN Co.

☞*Postage stamps will not be accepted hereafter in payment for advertisements or Subscriptions. Checks, Money Orders or Postal Notes only will be taken.*☜

C. W. FOURDRINIER, Editor and Manager.

EDITORIAL STAFF:

J. S. DEAN. JAS. W. CARTWRIGHT, JR.
H. CROWTHER.

BOSTON, MAY 12, 1893.

NOTICE—OUR OFFER.

Some L. A. W. members are evidently under the mistaken impression that our offer of premiums for subscriptions also includes membership or renewals to the League Amercian Wheelmen. *This is not so at all. Our offer only covers those who send in separate and independent subscriptions, and is in no way connected with the League.* Please take notice of this, and thus save us and the League Secretary much useless correspondence.

WE ARE BURNED OUT.

FIRE is no respecter of persons, and when we recorded the *Southern Wheelman's* loss by fire last week we little thought to be in the same unfortunate condition ourselves this, but on Sunday night a fire started in our press room from some unknown cause, and before the flames were gotten under control our press room was gutted, all of the lighter portions of the machinery and portable articles in use suffering considerable damage.

Fortunately the big cylinder perfecting press, the new flat bed press and the automatic folding machine were not irreparably ruined, the loss being probably covered by several thousand dollars, which we are glad to be able to state is covered by insurance.

Within three hours from the time when our manager had arrived at the office, a force of machinists was at work dismantling the presses, which we hope to have them in running order in about ten days, and within three hours more, we had contracted at increased cost for the printing of the BICYCLING WORLD, which will be run in sixteen pages this week, thereby of course cutting down our already crowded space considerably.

Under the circumstances we feel certain of that kind indulgence which our many friends will extend to us. We expect to be in running order within a fortnight. Those of our advertisers who have preferred space we hope will also bear in mind the difficulties we have to contend with, and appreciate the cause of our lapse.

WE have been the target of all sorts of abuse and misrepresentation during the past year and have managed to smile and live through the ordeal. Our present "baptism of fire" is but one more difficulty to encounter and it is certainly serious—which the others were not. We meet it cheerfully as we have other and minor matters. We are on deck with the issue as usual, although it necessitated a great increase in cost of production. Neither abuse nor fire can put us out.

In the meantime we have something to say on page 185 to those who desire to take the chance of getting a bicycle free.

We shall be running next week as usual.

UNFORTUNATE indeed seems to be the relay race. Last spring the relay from Chicago to New York was run in the face of almost unexampled storms, and last week's attempt to span the distance between Boston, New York and Chicago on wheels met with almost as great stress of weather and roads. Gaining time on the schedule in general from this city to New York, the riders were not fairly started from the latter city, westward, than they began losing time. The fact that Chicago was reached 22h. 46m. late is a more forcible commentary on the condition of American roads than volumes of literature.

Will the lesson be heeded by the country at large?

Massachusetts' Decoration Day Meet.

THE Executive Committee of the Massachusetts Division on Tuesday appointed the committees and made final arrangements for entertaining the cyclists who will visit Boston and Waltham on Decoration Day.

Mechanics' Hall will be the headquarters of the meet, but on the day previous the committees will be found at the Grand Hotel on Columbus avenue, where badges may be secured and applications made for membership in the L. A. W. The meet on May 30 will be distinctively a League affair. Every member will be obliged to show his membership ticket, and none but '93 tickets will be recognized.

Everything in connection with the meet is to be absolutely free to League members, and a discount of 50 per cent. will be made on tickets for the Waltham races. There will be free refreshments furnished on arriving at Mechanics' Hall in the morning, wheels will be checked and stored free of charge in the basement of the building, there will be a free exhibition of some of the latest designs in cycle construction, and at night there will be a ball free to League members. An admission fee of $2 will be charged non-members. Mr. John J. Braham, the well-known composer and orchestral conductor, will have charge of the music for the ball, which is a guarantee that it will be of uncommon excellence.

The morning runs to places of interest in Boston suburbs will be very enjoyable, and there is every reason for believing that the parade will be the largest ever witnessed in this city. Handsome prizes will be awarded to the clubs having the largest number in line and making the best appearance.

Secure Sleeping Accommodations at the World's Fair.

Rooms can be secured at the National Columbian United Wheelmen's Association Club House and Hotel. Prices $1.00 per day and upwards. Address L. D. TAYLOR, Secretary, 959 W. Madison St., Chicago.

A ROW IN A BICYCLE CLUB.

All About Publishing a Club History.

FIVE policemen were in evidence at the last meeting (May 2) of the Press Cycling Club of Buffalo, and all because it was feared that certain faction would come to violence.

Some time ago the old Board of Governors of the organization gave Kittinger & Co. permission to print and publish a history of the club. When the newly-elected Board of Governors took office they refused to recognize the old board's action in the matter and told the publishers not to issue the book.

One of the members said he would be glad to give $100 for the privilege of publishing the book. Kittinger & Co. had already begun work and had considerable money at stake.

Jesse Kittinger, who is a member of the club, made a vigorous protest against the treatment his firm was receiving at the hands of the club and the board of directors expelled him. Last night his friends tried to have him reinstated.

Mr. Kittinger attended the meeting and President O'Brien refused to call the meeting to order until Mr. Kittinger left the building. For a time, on the advice of his friends, Mr. Kittinger decided to remain and then the circus commenced.

ANOTHER SPECIAL OFFER.

Bicycling World and L. A. W. Bulletin Reduced to 50 cents per Year.

(This does not include L. A. W. membership or renewal to same.)

Every New Cash Subscriber Can Have a Chance to Secure a

HIGH GRADE BICYCLE FREE OF CHARGE.

The winner can have choice of any bicycle of any make which is advertised in the columns of the BICYCLING WORLD between May 14 and Aug. 11, 1893.

Cut out this coupon, or else copy same *verbatim* on a sheet of paper, and enclose with the subscription price of paper.

COUPON.

WHEELMAN Co., 167 Oliver Street, Boston.

Enclosed find 50 cents, for which send me the BICYCLING WORLD AND L. A. W. BULLETIN for one year to following address:

Name,

I ride a _____ make of wheel. I guess that the greatest number of machines, of any one make, ridden by those sending in new subscriptions (which will be sent in for the BICYCLING WORLD in response to this offer) between May 12 and Aug. 11, will be _____ machines.

THE SCHEME:

The new subscriber who guesses *the nearest* to the true figures will get a High Grade Bicycle. No matter whether the estimate is above or below the figures, *THE NEAREST WILL WIN.* In case of a tie, priority of date of estimate will determine the winner.

For a time it looked as though there would be a free fight. Matters became so strained that President O'Brien sent for the police and Jesse Kittinger left the building. Then some six or eight members sent in their resignation. They were all accepted, and the end is not yet.

Secure Sleeping Accommodations at the World's Fair.

Rooms can be secured at the National Columbian United Wheelmen's Association Club House and Hotel. Prices $1.00 per day and upwards. Address L. D. TAYLOR, Secretary, 959 W. Madison St., Chicago.

YOU may be the lucky one to get a bicycle free. See particulars of our guessing competition on page 185. Send in 50c. for the yearly subscription, and send in your estimate if you choose. Also send for our premium list, or refer to our issues of April 14, 21 and 28 for the same.

How Can I Get a Pneumatic?

Write the *H. S. Owen Mfg. Co., Washington, D. C.* Give a description of your old wheel and see what they will allow you in trade. Get their souvenir catalog.

Secure Sleeping Accommodations at the World's Fair.

Rooms can be secured at the National Columbian United Wheelmen's Association Club House and Hotel. Prices $1.00 per day and upwards. Address L. D. TAYLOR, Secretary, 959 W. Madison St., Chicago.

The Judge Upholds The Janitor.

JUSTICE WALTHER of Milwaukee, Wis., in the case of E. A. Savage against H. L. Palmer, President of the Northwestern Mutual Life Insurance Company, last week decided the case in favor of Mr. Palmer. In rendering his decision the justice stated that as the insurance company was the owner of the New Insurance building it had a perfect right to make rules and regulations as it saw fit for the management of the building, and all persons who entered the building were subject to those rules. Though the recess of the Michigan street entrance is outside the doors, he said, it is still within the walls of the building and the rules of the company govern it as well as the corridors. As to the unlawful detention of the bicycle on the part of the janitor, Justice Walther stated that as the property in question was not demanded by the owner it was not unlawfully detained, and consequently it was unnecessary to bring a suit of replevin against the company.

THESE ARE NOT

$1. PNEUMATIC TIRES $2.

Weight, 4 ounces.



But are sections showing the Detachable Cleat and our light-weight Scorcher Shoe

DETACHABLE CLEAT, $1.
SCORCHER SHOE, $2.

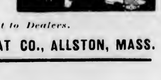
Send Measure. Postage Free.



BEST THING ON EARTH.

A pair of our light HORSEHIDE shoes and Detachable Cleats are the most helpful appliances to cultivate the correct ankle motion. When your foot is at B you claw back, and *vice versa* at A. Are you on?

Detachable Cleats for all size shoes. *Send size shoe and kind of pedal*—rubber or rat-trap. We guarantee a fit.



We will send our goods paying all charges, and you can examine before paying.

Discount to Dealers.

C. O. D. DETACHABLE CLEAT CO., ALLSTON, MASS.

MATERIALLY MATED.



HOLBEIN SWIFT, 30 lbs. stripped.

SWIFT By Name.

By Nature SWIFT.

CATALOG FREE.



LADY'S SWIFT, 34 lbs. complete.

COVENTRY MACHINISTS' CO.,

BOSTON. CHICAGO. SAN FRANCISCO.

L. A. W.

The contractors for the Massachusetts L. A. W. are

G. W. SIMMONS & CO.,

OAK HALL,

32 to 44 North Street.

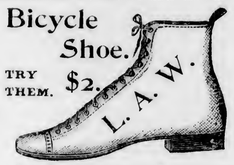
This house deals in uniforms of every kind, supplies clubs, (bicycles, yachting, tennis and base-ball); military goods of every description, regalia, flags, swords, saddles and everything worn by military or sporting men. For information on any special subject, address

G. W. SIMMONS & CO.

BOSTON.

Bicycle Shoe.

TRY THEM. $2.



Made of the best Dongola Leather and warranted. Delivered free to any part of the United States on receipt of **$2.00** cash, money order or postal note. If not satisfactory we will refund the money or give you a new pair. They are unequalled for an easy walking, Police, or Letter Carrier's Shoe. Sizes 1 to 5, or 5 1-2 to 11.

HUB SHOE CO.,

101 Bedford St., Boston, Mass.

STUDY LAW AT HOME.

TAKE A COURSE IN THE SPRAGUE CORRESPONDENCE SCHOOL OF LAW, (incorporated). Send ten cents (stamps) for particulars to

J. COTNER, JR., SEC'Y, **DETROIT, MICH.**



No. 651 WHITNEY BLOCK.

RED CROSS REPAIR OUTFIT



These metallic cases are nickel-plated and are very neat and attractive. Can be conveniently carried in the pocket or shaved in the tool bag. Each case contains a double tube of Red Cross Cement, a roll of our Pure Gum Patching, a sheet of Friction Cloth.

Ask your dealers for them or we will send prepaid to any address upon receipt of regular price, 75 cents each.

A. U. BETTS & Co., Toledo, O.



The Chicago Grip

For Tangent and Direct Spokes. For sale by all dealers, or sent post-paid for

75 CTS.

AVERY & JENNESS.

3756 Madison Ave., CHICAGO, ILL

CHALLENGED!

The World. To beat the workmanship, material, design or finish of

WARWICK CYCLES.

WARWICK CYCLE MFG. CO., - Springfield, Mass.

GET A CATALOGUE.

SINGER CYCLES.

GUARANTEED.

It is reported that prices are being cut on 1893 pattern cycles. In view of this, we would state, for the benefit of dealers handling Singer wheels, that if we learn that current patterns of our goods are sold at less than the catalogue prices, we shall cease to fill orders from the agent so selling them.

SINGER & CO., 6 and 8 Berkeley St., and 2 Warren Avenue, *BOSTON, MASS.*

LIBERAL DISCOUNTS TO RELIABLE AGENTS.

THE FINEST LINE OF

MACHINES BUILT.

IF YOU DO NOT BELIEVE IT SEND US YOUR NAME AND WE WILL SEND YOU THEIR PICTURES.

TOLEDO BICYCLE COMPANY, - Toledo, Ohio.



The D. & R. Special.

Our 30-lb. Wheel fitted with racing saddle and drop handle bars. Weight, 28 1-2 lbs.

Designed to meet the requirements of that class of riders who desire light weight wheels for the road and track.

Our Full roadster (36 to 37 lbs.) is a very popular heavy weight wheel.

RIDERS— We will take a limited number as second hand wheels as part payment for these popular wheels where we are not represented by a local agent.

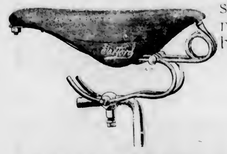
Reliable agents wanted; exclusive territory given.

Dean & Rogers Cycle Co.,

TAUNTON, MASS.

Send for Catalogue.

ELYRIA is twenty-six miles west of Cleveland on the Lake Shore and Michigan Southern Railway. Passengers traveling this route will notice our new factory a short distance east of the depot on the north side of the tracks, and seeing it will not be surprised at our claiming to be the . . . . . .



LARGEST SADDLE MAKERS IN THE WORLD.

By the way, if it be convenient stop over a train. We are always pleased to show our new plant, and our visitors so far have enjoyed seeing the building of saddles reduced to a science.

GARFORD MFG. CO.,

CORRESPONDENCE SOLICITED. *ELYRIA, OHIO.*

THE KEATING

Is now known throughout the Country as the Lightest full "Road Wheel" manufactured; is strictly high-grade in every respect. Fully guaranteed. Our cut appears next week. Be sure

ROADSTER 27 lbs.

Keating

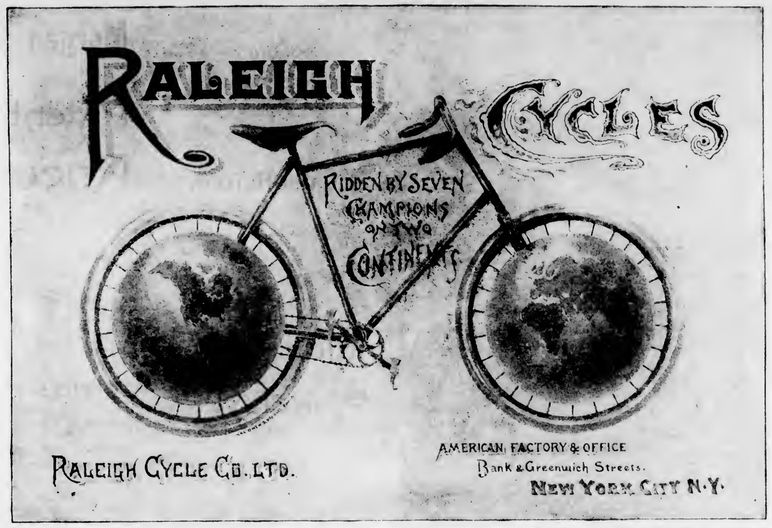
SCORCHER 25 lbs.

and get your L. A. W. Bulletin and examine the wheel. Our Model D "Full Roadster" tickles the boys. Our Model E just carries them away.

The Catalogues are Unique.

KEATING WHEEL CO., Holyoke, Mass.

1775 Broadway, NEW YORK. 145 Columbus Avenue, BOSTON.





THE HOLMES CO.,

MANUFACTURERS

Jersey Fitting Bicycle, Athletic, Gymnasium and Bathing Suits, Sweaters, etc.

SWEATERS (Sailor Collar) for Lady Bicycle Riders
EQUESTRIAN TROUSERS

Send stamp for catalogue B.

109 Kingston St., BOSTON, MASS.



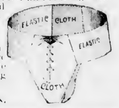
A MODEL RACING SUIT

That is modest, light and convenient, with all the weight hung on the shoulders and no extra material to carry. This suit meets all the requirements of the L. A. W. rules. No. 1301, worsted, full fashioned, 8-5; No. 1302, worsted, cut goods, $2.50; No. 1303, worsted, light weight; $2.25; No. 1304, pure silk, 1st quality, $11.50; No. 1305, pure silk, 2d quality, $10.50; No. 1306, Satteen, very light, $2.50. By mail, 15 cents extra.

Above suits are same as cut; 14 sleeve, 16-inch inseams. Sleeveless suits same price. Black and Navy blue, only in stock in worsted and satteen. Silk suits made to order also, any color in worsted. Striped suits $1.00 extra. Letters, 50c. each. Measurements chest, waist, back of neck to crotch inseam.

CALL A 1 SUPPORTER

A light, cool and durable supporter for Bicyclists, Athletes and Gymnasts. Made of cloth and elastic, a sure fit. Price $1.00. Sent post-paid on receipt of price. Be sure and send right waist measure. Illustrated catalog of Bicycle and Athletic Goods free.



S. B. CALL, 229 Main Street, Springfield, Mass.



Bargains!
Bargains!!
Bargains!!!

In second-hand wheels.

Send for April list. It will save you MONEY.

USE... BICYLINE FOR YOUR CHAINS

Messrs Adams Bros & Sons.
Gentlemen:-
I have used bicyline on my racing wheels for the past two months & find it by far the best chain lubricant I have ever used. It runners smooth, running chain & does not clog, catch or retain dust & dirt as graphite does. It is the only perfect lubricant & have ever used.
Yours truly
C. O. Kimpenman

☞ Directions sent with each box.

It lubricates the chain perfectly and reduces the friction. One box will last a year.

MANUFACTURED BY

A. COOK'S SONS,

313 West St.,

NEW YORK CITY.

Price, per Box, 25 Cents.

ONE BOX DELIVERED TO ANY PART OF THE U. S., 30 CTS.

Few Wheels Have so Many

Original ideas embodied in their construction, and none of such real merit as has the

"Imperial"

REGISTERED TRADE MARK

OTHER MAKERS

Have copied and no doubt tried to equal the original, but with only failures to their credit.

WEIGHTS.

24, 28, 34, 39 and 40 pounds.

The most complete and interesting Bicycle Catalogue ever published mailed free.

Ames & Frost Company,

302-304 Wabash Avenue,

CHICAGO.

LATE OFFICAL NEWS.

☞During to the decreased space this week in consequence of the fair, a part of the official news is unavoidably held over until next issue.

Important Notice.

I REGRET to announce that we can no longer send the BULLETIN to applicants for membership, and the reasons for it are herewith presented by a letter from the Wheelman Company to Secretary Brown of the Executive Committee.

APRIL 13, 1893.

DR. G. Carleton Brown, Secretary Executive Committee, L. A. W., Elizabeth, N. J.:

Dear Sir—During the past year the fact has been gradually growing upon us that it will be a mechanical impossibility to send out to applicants to League membership the paper the same week that their names appear as applicants. Last year when the membership was only 25,000 and the application list was comparatively small, we were under great difficulty and expense in order to accomplish this feat yet we were perfectly willing to send the paper for two weeks to men who were not legally members so long as we could do so.

With an increased membership of 35,000 and with an increased weekly application, we are now confronted with the fact that it will be absolutely impossible for us to carry out this mode of proceeding any longer, and as our contract states that we shall send to League members one copy a week, and as the Constitution and By-laws provide that applicants shall be on probation for two weeks, it follows that under our contract we are not obliged to send the paper to these members until they have qualified. In the past we have done it simply because we could do it without delay, but now the list being so tremendous and applications so large, we are absolutely powerless to perform the work properly in the short time given us to do it. We therefore would suggest to you that hereafter we shall send the paper in strict accordance with the rules as laid down by the Constitution and our contract.

We should not have suggested this thing if it had been possible for us to handle the matter, but as it was, last week, we had to have men working almost all night in order to make out the list, and so long as it is really not required, we felt that the Executive Committee would be willing to look at the matter in the light that we do, and under the terms as laid down by the contract and the Constitution. We have this week, as above indicated, sent out the paper as usual, but with the rapid increase we do not see how it can be done next week.

We have submitted these facts to you, anticipating the speedy acquiescence which we no doubt shall receive. Yours respectfully,

WHEELMAN CO.,
per C. W. Fourdrinier.

To this request the Executive Committee replies in the affirmative, and I therefore desire to give notice to all Division officers that they must change all their circulars, blanks, etc., which promise the BULLETIN to the applicants on the date of publication. The Secretary has been taking in applicants by the thousands and all these are looking for the promised paper. Let this notice be an answer to hundreds of letters which have been sent me asking for an explanation.

Hereafter I have depended on the applicant making any correction which might be needed, and as very many of the applicants may not see the paper in which their application is printed, I shall have to ask the aid of the friends who proposed them in seeing to it that the names are correct.

AMORY BASSETT, Sec'y.

Racing Board Matters.

MR. A. E. HOLBROOK, No. 12 So. 3d street, Minneapolis, Minn., is hereby appointed official handicapper of District No. 9, vice H. W. Clark, resigned.

Mr. R. H. Folk, Savannah, Ga., is hereby appointed official handicapper of District No. 4, in place of Mr. S. M. Whiteside appointed last week.

SANCTIONS GRANTED.

Passaic Falls Wheelmen, Paterson, N. J., July 1.

Auburn Cyclers, Auburn, N. Y., May 30.

Morris Guards A. C., Atlantic City, N. J., May 27.

Multnomah A. A. Club, Portland, Ore., May 30.

H. E. RAYMOND.

Racing Rules Ready.

THE copies of the 1893 rules are now ready for distribution. Members of the League can secure them from any member of the Racing Board by enclosing stamp for return postage.

The following Divisions also have them for members of the Division that are interested in racing, and residents in said Divisions should apply to:

Alabama—W. C. Harris, Jr., Box 246, Birmingham.
Colorado—C. A. Hackney, Box 1427, Denver.
California—R. A Smyth San Francisco.
Delaware—S. W. Merrihew, 906 Jackson street, Wilmington.
Iowa—F. H. Beach, 111 W. 8th St., Muscatine.
Illinois—F. W. Gerould, 108 Madison street, Chicago.
Kansas—H. E. Harris, 1st and Scott avenue, Fort Scott.
Missouri—D. Snitzer, 1118 Olive St., St. Louis.
Massachusetts—H. W. Robinson, 89 State St., Boston.
Maryland—A. Mott, 2234 Madison avenue, Baltimore.
Montana—L. A. Croll, Anaconda.
Minnesota—A. B. Choate, 420 Temple Court, Minneapolis.
Maine—C. L. Rachelder, Saco.
Michigan—W. E. Metzger, 13 Grand River Ave., Detroit.
New York—H. E. Raymond, 245 Flatbush Ave., Brooklyn.
North Dakota—M. E. Hardin, Grand Forks.
New Hampshire—C. A. Place, Concord.
New Jersey—G. C. Brown, Elizabeth.
Ohio—A. E. Mergantbaler, Fostoria.
Oregon, C. L. Howe, Portland.
Rhode Island—H. L. Perkins, Box 102, Providence.
South Carolina—T. P. Whaley, 26 Legare St., Charleston.
Utah—C. A. Eunice, 11 W. 2d street, Salt Lake City.
West Virginia—J. C. Stamp, 1311 Market street, Wheeling.
Wisconsin—W. L. Simmonds, 382 E. Water St., Milwaukee.

It is a pleasure to be able to state that the quantity ordered enabled the cost of publishing these rules to be reduced from the price originally named to Divisions when the request was made for orders. The hearty support given to this movement to promulgate the racing rules of the League by the Divisions above is fully appreciated by the National Racing Board.

H. E. RAYMOND.

Massachusetts Division Racing Board.

The following Division Championships will be run at Waltham, May 30, at the Massachusetts Division race meet: 1 mile novice, 1 mile handicap, 1 mile team, 2 mile handicap.

H. W. ROBINSON,
Chairman.

Massachusetts Division Meeeing.

A SPECIAL meeting of the Board of Officers of the Massachusetts Division L. A. W. was held at Young's Hotel, Boston, on Friday evening, May 5, 1893. Chief Consul Perkins presided and the following officers were present: Vice Consul A. D. Peck, Representatives J. Fred Adams, R. H. Allen, W. S. Atwell, R. L. Averell, Abbot Bassett, John L. Coggshall, A. B. Cooper, Henry Crowther, C. P. Cubberly, J. S. Dean, W. C. Dillingham, J. W. Drown, H. W. Dryden, A. C. Fairbanks, J. J. Ferill, W. W. Griffin, E. B. Hutchinson, J. C. Kerrison, G. A. Lloyd, E. S. Martin, D. E. Miller, Frank Nichols, L. W. Piper, H. Schervee, J. B. Seward, Frank E. Schute, F. C. Spring, S. W. Stanbird, A. W. Swan, F. H. Williams, G. W. Hayward, G. L. Sullivan, H. W. Robinson, S. T. Williams, A. J. Ochs, W. P. Kennedy, J. S. Kreder, A. B. Totten, F. McDonough, W. C. Toppan, Dr. J. E. Pease, L. E. Lamphrey, James Kellie, R. S. Swan, Bertram Harriott, A. T. Otis, W. J. Emerson.

The Chief Consul read the call for the meeting and stated at considerable length the reason why such a meeting was deemed imperatively necessary. He said that the Massachusetts Division had been greatly embarrassed by the action of the New England Representative of the National Racing Board, in refusing to sanction a race meeting to be held in connection with the spring meet of the Division. He told what the officers of the Division had done in the matter, and of their success in securing sanction for championship and invitation races. He thought that it was incumbent upon the Board to make an emphatic protest and to request that the rule under which the sanction for the Massachusetts Division races had been refused be at once amended.

After some discussion the following resolutions, presented by Mr. J. Fred Adams, were unanimously adopted:

Whereas, the League of American Wheelmen is declared by its constitution to be a confederation composed of States having 200 or more members to be called divisions; and

Whereas, the State of Massachusetts is the largest Division in said League and is one of its component parts, and is entitled to the respect and consideration of the officers of said League; and

Whereas, the said Division in endeavoring to promote the interest and welfare of the League and of itself, had determined to hold a race meeting in connection with its annual spring meet; and

Whereas, the Associated Cycling Clubs of Boston and vicinity, a corporation duly established by law, had undertaken to carry out said proposed races in connection with said Division meet at the request and with the consent, approval and encouragement of said Division, which facts were well known to the members of the Executive Committee of said League, and said Racing Board of said League; and

Whereas, said association applied to said Racing Board for sanction to hold said races, in accordance with the rules of said League, and the officers of said Division requested and urged that said sanction be granted; and

Whereas, said Racing Board, contrary to the best interests of the League, refused said sanction, and has compelled said Division to adopt the subterfuge of establishing championships, and has compelled said Division to abandon or to assume, contrary to precedent, the care and management of said races; and

Whereas, the Massachusetts Division had transferred the management of the races to the said Associated Cycling Club, to be run in connection with the said spring meet in accordance with the custom heretofore established at Worcester and Springfield; and

Whereas, the refusal of said sanction by said Racing Board has placed said Division in an embarrassing and humiliating position, and

Whereas the enforcement of this rule seems to us prejudicial to the best interests of cycling and of said Division, and

Whereas, similar actions in other cases in this State Division equally prejudicial have been taken, now therefore be it

Resolved by the Board of Officers of the Massachusetts Division at a meeting duly called and held at Boston on the 5th day of May, 1893, that the decision of this Racing Board in refusing said sanction is detrimental to the best interests of the League and to the Massachusetts Division, and in the opinion of this Board the rules of the National Racing Board should be so changed that sanction for race meets shall be freely granted, and that in all cases of Division meets sanction shall be granted when applied for.

On motion of Mr. S. T. Williams it was voted that the Secretary send a copy of the above resolution to the National Racing Board.

Mr. Adams moved that the Massachusetts Division hold a series of races at Waltham in connection with other events of the spring, May 30. The motion was carried. This vote was necessary because the sanction was granted to the Massachusetts Division and not to the Associated Cycling Club.

On motion of Mr. Adams a vote was passed approving the action taken by the Division officials in securing sanction for races at Waltham.

Mr. J. W. Drown asked if anything had been heard regarding the resolution passed at the last meeting of the Board, requesting information as to the League's expenditure of money for the support of the magazine, *Good Roads*.

The Chief Consul replied that the resolution had been at once forwarded to the Executive Committee, and that a month later he had written to Vice-President Brown, asking him if he knew anything about it. Mr. Brown replied on April 20 that the resolution had been considered, and a report was ready for delivery. Since then nothing more has been heard of it.

Secretary Bassett stated that he had received information from President Burdett that the report would probably be published, in the next issue of the official organ.

The following resolution presented by Mr. Crowther was unanimously carried:

Resolved, That the thanks of the Massachusetts board of Officers be voted to Mr. H. E. Raymond, Chairman of the National Racing Board, for his special sanction for the running of the invitation races at Waltham on Memorial Day, and also for his efforts to secure the granting of the sanction for the Division championships at that time and place.

The meeting then adjourned.

CHAS. S. HOWARD, Sec.-Treas.

ORRIN W. GOFF of Norton, Mass., has been arrested for stealing a bicycle in Attleboro last October. He was arraigned before Judge Reed, and sent to Taunton jail in default of $200 bail. He says he bought the wheel of a stranger in Taunton and does not know where he got it. The tion is either written by Columbus or signed by Ferdinand or Isabella.

A Chapter of Accidents.

WM. L. JOHNSON, of Bloomfield, N. J., was severely bruised on last Tuesday by a header taken from his safety. His dog became involved in a dispute with another canine in the middle of the road, and as Mr. Johnson was going at a lively pace he could not turn aside in time to avoid striking the mass of fighting dog flesh, and over he went. The overturning of his wheel frightened a horse driven by Rev. Charles A. Cook, who was out driving with his mother. The animal run away and there was another upset. Mrs. Matthews being severely cut.

FORTY-FIVE precious historical documents relating to the voyages and discovery of America are to be exhibited at the World's Fair. The Duke of Veragua, the living descendant of Columbus, has agreed to lend them. The forty-five papers form almost a history of Columbus' career as a discoverer. In the list is the original commission given to Columbus by Ferdinand and Isabella upon his departure for the first voyage. It is dated Granada, April 30, 1492. In it he is appointed grand admiral of the ocean seas, viceroy and governor general of all the lands he should discover. Every document in the collec-

Your Old Wheel Taken in Trade.

SEND us a description of your old wheel (any make or style) its name, and your made; condition of tires, nicked and enamel. We will send you photographs of our "Capital" cycles (highest grade) and make you a much larger allowance than any local dealer can possibly afford. We wish to introduce our 1893 wheels early. Dead direct with the factory. H. S. Owen Mfg. Co., Washington, D. C.

Secure Sleeping Accommodations at the World's Fair.

ROOMS can be secured at the National Columbian United Wheelmen's Association Club House and Hotel. Prices $1.00 per day and upwards. Address L. D. TAYLOR, Secretary, 959 W. Madison St., Chicago.

J. O. WRIGHT was arrested at Buffalo, N. Y., last week, trying to dispose of a bicycle which was recognized, it is declared, as one stolen in Cleveland by Elbert Rockwell, who was arrested several days ago. Wright claims he rode the bicycle from Florida in twenty days and asserts that he is on his way to California in an effort to beat Morissey's time. He claimed that he wanted to sell the wheel because the customs inspectors demanded duty of him when he tried to cross the International bridge.

Unsolicited.

A Union P. D. Q. Relay.

Utica, May 1, 1893.

UNION CYCLE MFG. CO.,

Dear Sirs,

I cannot speak too highly of your UNION P. D. Q. It is one of the best bicycles on the market to-day; for strength, durability and ease of running, its equal is hard to find. This is the test that I gave the wheel in the great relay race, Boston, New York and Chicago; you will wonder and agree that it was a good test for a 31 1-2 pound wheel. My relay was from Clark's Mills to Vernon, distance (8) eight miles. The turnpike road was impassable, so I had to take the railroad and ride the ties. I rode over bridges, culverts, cattle guards, stones, glass, railroad spikes, in fact, put the little wheel through the most severe test that a bicycle could be put through. Had two long bridges to cross and three times as many small ones. I did not get off my wheel from the time I took the message until I arrived at the end of my relay, eight miles. I made the first four miles in twenty-one minutes, the next four in twenty-six minutes. Had all up grade to climb and a head wind to fight against, but the little P. D. Q. carried me safe and sound; not one scratch in the tire, not even a nut came loose. Some of the boys thought I would have a broken wheel before I got three miles, but I got eight and not a nut came loose.

Your agent, Mr. C. H. Broadbent, gave me the wheel to ride and test, and I certainly did; eight miles over the West Shore R. R. ties in forty-seven minutes is by no means sparing a wheel, and a good test for the Airtite tires.

Have returned the wheel to your agent, looking just as well and in as good shape as when he let me take it.

Yours very truly,

(Signed) C. E. CATLIN,
Utica, N. Y.

504 Bleecker Street.

Utica Cycle Club.

Morgan & Wright.

Patent - Pneumatic - Tires.

Do you want to know about the Morgan & Wright tires? It is easy to find out all about them. How to repair them, how to take care of them and hints on how to use any pneumatic tire, that it may give you the very best service. A full list of our prizes offered to the riders of our tires in 1893 is as follows:

PRIZES FOR 1893.

For greatest mileage made on one set MORGAN & WRIGHT TIRES during 1893. Rider to make his own repairs.

1st Prize, Cost Value, . . . $100
2d Prize, Overcoat, ... 45
3d Prize, . . 1 Set M. & W. Tires

For most meritorious single ride. Distance, weather and character of roads to count.

1st Prize, Cost Value, . . . $50
2d Prize, Cost Value, . . . 25
3d Prize, . . 1 Set M. & W. Tires.

For fastest mile made in competition.

Prize, Cost Value, . . . $50

For best time made in road race. Distance 10 miles.

Prize, Cost Value, . . . $25

Best time made in road race. Distance, 25 miles.

Prize, Cost Value, . . . $25

These prizes to be competed for under the rules of the L. A. W., and prizes to be such as will be acceptable to the Racing Board.

All trials for prizes must be made with MORGAN & WRIGHT TIRES.

Contest closes December 25, 1893, and prizes will be awarded as soon thereafter as the judges may decide.

Note These Facts.

We solicit the good will of riders and buyers generally, and offer the following facts in our favor:

1st. THE MORGAN & WRIGHT TIRE is distinctly an American invention, and does not in any way copy or infringe upon other Tires.

2d. We were the first makers in the world to sell a perfect Tire at a popular price, our price for 1892 being from 50 to 200 per cent. lower than others.

3d. Notwithstanding our low price we have faithfully and honestly backed up our goods, and made all repairs without charge.

4th. The MORGAN & WRIGHT TIRE started 1892 with at least thirteen competitors, and within the year every one of these competing Tires had to be entirely remodeled or were withdrawn from the market as failures, with the exception of three.

5th. This present season, having reduced our process of manufacture to absolute perfection, we are enabled to reduce our price of 1892.

6th. Our Tires for 1893 are made of the finest materials obtainable, and the integrity of our concern is pledged to sustain our goods in every way.

7th. Our plant has been remodeled throughout, and the capacity is treble that of 1892. All orders will have prompt attention.

A Pointer or Two.

Our Tires have our firm name in raised letters moulded on the casing. Look for this in buying a Morgan & Wright Pneumatic.

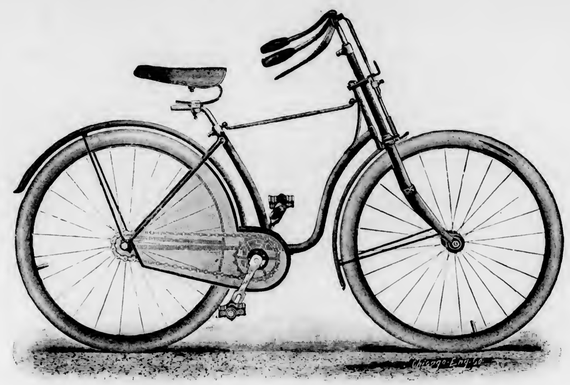
Don't buy an imitation; rest assured that the skill and experience, which have brought the MORGAN & WRIGHT TIRES to their present perfection, will be exercised in keeping them ahead of mere copyists.

SEND FOR CATALOGUE.

Morgan & Wright.

331-339 West Lake St.,
CHICAGO, ILL.

[Mention BICYCLING WORLD.]



COMBINATION JUNIOR No. 4.

LITTLE GIRLS.

Our Combination Juniors, No. 1 and 2, are for you——same as No. 4, only has 24 inch wheels——

No. 1, Cushion tires, - - - - $35.00
No. 2, Pneumatic, W. W. W. tires, - $50.00

——FOR——

SMALL LADIES.

The only wheel made that was designed for their special use——26 inch wheels——Light weight——1 1-2 inch Pneumatic W. W. W. tires——Dress and chain guard in one piece——no rattle——our own special pattern——plenty of room between saddle and handle bars——handle bars curve well back——very comfortable, - - - - - $60.00

No. 3, same as above, with cushion tires, $45.00

We furnish it with detachable cross bar.

CATALOGUE 27 TELLS ALL ABOUT THEM. FREE.

WESTERN WHEEL WORKS

R. L. COLEMAN CO.,
SOLE EASTERN AND SOUTHERN AGENTS,
35 BARCLAY STREET AND 40 PARK PLACE,
NEW YORK.



Racer SHOE TRACK-TRACK

You need this shoe to win races on

DECORATION DAY!

SANGER TAYLOR TYLER
TAXIS HENDEE McDUFFEE

Are all using them. They know it is the BEST

HORSEHIDE RACING SHOE

Weight, 5½ oz.

DON'T send money because we say they are the best. Costs little to send a

ONE CENT POSTAL CARD

Stating size shoe worn, and we will send a pair

C. O. D.

All charges paid. Examine before paying.

☞ The tapered cleat doesn't break off, and catches pedal quickly.

DETACHABLE-CLEAT-CO. ALLSTON, MASS.

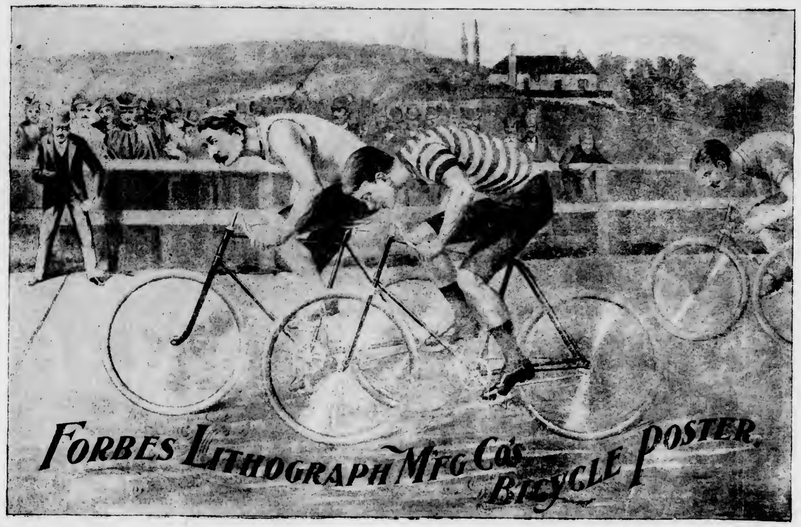
$3.50 Postpaid.

RACE RACE RACE RACE RACE RACE RACE RACE RACE

FOR THAT SORE FEELING HAVE YOUR BICYCLE FITTED WITH A

SOLID COMFORT SADDLE

BRETZ & CURTIS MFG. CO., PHILADELPHIA, PENN., MAKERS.



Bicycle Races.

The accompanying cut is a reproduction of a handsome lithograph in several colors, 29x42, and is just the thing to advertise club races, sweaters, racing machines, etc. The handsomest bicycle race litho. on market. For sale in any quantity. Write for prices, enclosing 12 cents to cover postage.

Forbes Lith. Mfg. Co.,
181 Dev. St.,
Boston, Mass.

Columbus

never dreamed of it,
But then 'twas not his lay,
Necessity had not called for
Bicycles in his day;
But now we have no Christopher,
But instead in ninety three
We have a cycle, just a famed,
It is called . . . . . .

The Liberty

MAKERS OF

FOR CATALOGUES, ADDRESS

WILSON, MYERS & Co., .. LIBERTY CYCLES.

55 LIBERTY ST., NEW YORK.

Retail Department, 1786 Broadway, N. Y.

A. O. VERY CYCLE CO., 215 Columbus Ave., Boston, Mass., General Jobbing Representatives in the New England States. Mention BICYCLING WORLD

1893 **NEW MAIL**

HIGHEST GRADE.

11th Year.



Greater Demand Than Ever Before?

Pneumatic Tires, $125.
Dunlop Detachable Tires, $135.

The Wheel of '93! See it and Send for Catalogue.

MANUFACTURERS

WM. READ & SONS,

107 Washington St., - - - - Boston, Mass.

Chicago Branch, Masonic Temple, A. W. MOORE, Manager.

THE ORIGINAL

KAUFMAN!

The world's greatest trick rider, coming soon, after seven years' tour in Europe. Open for limited engagements. Address,
R. A. PUNNETT, Rochester, N. Y.

CHEAP CYCLES!

	Cost New.	Our Price
1 51-in. Royal Mail, fine con.	$135	$70
1 50-in. Col. Lt. Roadsterline con.	135	75
1 48-in. Star, fine condition.	147.50	75
1 Cripper Tricycle, good con.	100	25
1 Columbia Safety, '90 pat., good con.	135	50
1 Columbia Safety, '90 pat, good con.	135	40
1 Gazelle Safety, good condition.	35	15
1 Junior Safety, good condition.	30	15
1 Gazelle Saf., Ladies', Cush, good con	85	25
1 Hartful Saf., Ladies, cush, ex. fine con	95	50
1 Crescenda Saf. Ladies, cush ex fine con	90	50
1 Union Safety, Pneu., ex. fine con.	150	75
1 Liberty Safety, Pneu., extra fine con.	150	80
1 Corbin Model 27, Pneu., ex. fine con.	125	95
1 Victor cush. Model B, ex fine con.	135	65
1 New Mail cushion, fine con.	100	55
1 Columbia, Model 27, cush, fine con.	125	50
1 Hartford Pattern A, fine condition.	95	50
1 Jollet Pneumatic, fine condition.	135	85
1 Eclipse Cushion, extra fine con.	100	50
1 Ormonde Pneumatic, fine condition.	150	80
1 Lovell Pneumatic, extra fine.	115	90
1 Little Giant, new.	35	25
1 Century Columbia, extra nl.	90 & 100	50

Will send any wheel on this list C. O. D. with the priveiege of examination on receipt of $5.00. The balance after paying expressage to be refunded if the wheel is not taken.

FRANK C. GILBERT & CO., - 206 Broad St., Elizabeth, N. J.

FOR SALE OR EXCHANGE.

In this department the prices are 20 cts. per line, 7 words per line, 12 lines per inch.

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VICTOR—Pneu., good as new; enamel perfect; also Victor cush.; no offer refused. Address F. W. KRISTELLER, 1088 Bedford Ave., Brklyn.

AT A BARGAIN—Rambler pneu., '93 model; large front wheel; good as new; must be sold before May 15. J. R. CARNELL, Jr., Albany, N.Y.

WARWICK PNEUMATIC—Almost new; also Cleveland cushion; no offer refused. F. W. KRISTELLER, 1088 Bedford Ave., Brooklyn, N.Y.

BICYCLES AT AUCTION—Eighty high grade D wheels, pneumatic and cushion tires, to be sold Wednesday, May 17, '93, at 2 P.M., at THOS. BIRCH'S SONS AUCTION STORE, 1110 Chestnut street, Philadelphia.

FOR SALE OR EXCHANGE—A large bicycle business, principal agencies, confectionery, ice cream, soda and cigar business in connection; will sell for a reasonable price, but would prefer to exchange for a similar business elsewhere. JAMES, 75 Yale st., Springfield, Mass.

CLEVELAND No. 3 Pneumatic, '92; condition perfect; best offer over $110. J. O. ERNSBERGER, Galion, Ohio.

LADIES' Victor, cushion; spring fork; '92 make; used a little; for sale; cost $135; best offer over $80 takes it. THOS. R. CURTIS, Equitable Building, Boston.

FOR SALE—32-lb. Elliptic scorcher, almost new; price $100 cash. M., care of Freeport Bl. Co., Freeport, Ill.

25 CTS. buys a Road Book and Map of Boston and vicinity; gives correct routes and distances to all towns, cities and points of interest within 50 miles of Boston. CHAS. A. UNDERWOOD, Jamaica Plain, Mass.

AN 1892 Pattern Columbia Light Roadster Safety with pneumatic tires; in perfect condition; will sell for $100. E. B. E., 318 Broadway, Baltimore, Md.

A CHANCE for you. We wish to cut down our stock of bicycles and supplies and offer the following 1893 pattern machines at 25 per cent. discount: Eagle, Royal, Western Wheel Works' and Monarch; the Ariel, Crescents, D. & R. Special and Majestic, 20 per cent. discount; 1892 Model A Ariels, 1 1-2-inch cushion, at $80; Ariel, B. M. & W., pneumatic at $80; lanterns, bells, etc., 33 1-3 per cent. discount. Catalogues free; write to-day. A. B. WHITE CYCLE CO., Fort Wayne, Ind.

THE BUFFALO WHEEL CO. will give a Niagara 1893 bicycle to ONE GOOD RIDER in each town where there is NOT a NIAGARA AGENCY, at AGENTS' PRICE, in order to advertise the Niagara Wheel in unrepresented districts. Address, JOHN C. DUNHAM, Buffalo Wheel Co., Buffalo, N. Y.

PNEUMATIC TIRES $20.
Morgan & Wright or like principle used.
Spokes cut down and new rims.
Spreading forks, done by our new method, not more than $2.50 extra.
Good work and quick return
Get list of Shop-soiled bargains in bicycles.
Large line sundries.

KNIGHT CYCLE CO.,
3-1 North 11th Street, - - St. Louis, Mo.

A BARGAIN—A Quadrant Safety '92 pattern for sale at low price. Call and see same at No. 219, Columbus Ave., Boston.

RIDERS OF M.&W. PNEUMATICS
Use Miller's Rapid Fasteners, 30 cts. a pair mailed. 1000 now in use. Pronounced indispensible. Send postal note. C. G. MILLER, JR., Shullsburg, Wis.

FOR SALE—'92 Liberty Pneumatic; also '92 Keating Pneumatic, both in good condition; $90 takes either. Address Box 331, Chicopee, Mass.

BICYCLERS—The Road Book of Boston and Vicinity (with map) for 1893, is now ready. Send twenty-five cents to JAMES S. MURPHY, 55 Franklin street, Boston, and get one by return mail.

20 PER CENT. DISCOUNT on second-hand wheels sold before April 1, 1893. Wheels exchanged and repaired. Send for list of new and second-hand wheels. You can save money. WHITE CYCLE CO., Trenton, N. J.

GEORGE H. CHANDLEE,
PATENTS AND PATENT CAUSES.
Send sketch or model for free examination as to patentability. Atlantic Bldg., Washington, D.C.

FOR SALE—Spring Frame Rambler, cushion tire, $80; CHAS. SCHWALBACH, Flatbush, L. I.

LATEST CYCLING PAPERS from all parts of the world received regularly and for sale. Send for list. FLETCHER & CO., 43 E. Van Buren Street, Chicago.

FOR SALE—Victor, Warwick and Rambler, $120; Telephone and Union 2 20, $112.50; Lovell, $95; Black Hawk, $85; Crescent, $70; Ben Hur, $55; all pneumatics; new but slightly worn. R. C. WHAYNE, Louisville, Ky.

FOR SALE—Century Columbia; used one month; will sell cheap. Address, E. B. E., 112 S. Broadway, Baltimore, Md.

BARGAINS—We carry a large stock of bicycles of all makes; also sundries. Write for price list; big discounts. A. B. WHITE CYCLE CO., Ft. Wayne, Ind.

GENTLEMEN! Ask your druggist for Flavell's Suspenso-Bandages, or send $1 for Silk, 50 cents for thread. Stamps taken. Safely sent by mail. Small, medium or large.
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1005 Spring Garden St., Philadelphia, Pa.

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By WILLIAM D. KEMPTON.
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Temple Scorcher.



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(Registered.)
The Lightest Wheels on the Market
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JUST THE THING FOR SCORCHERS. SIZE, 1 1-2 X 2 1-2. WEIGHT, 3 OZ.

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"Featherweight"
BICYCLE BELL.
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WEIGHT, 1 & 1-2 OUNCES.
The Neatest, Lightest and Handsomest Bicycle Bell in the World. Sound musical and far reaching. No iron. No rust. No rattle.
Send size of handle-bar.
If not for sale in your town, send price and size of bar, and receive one by return mail.

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FOR THAT
Full Feeling After Eating.
30,000 SOLD LAST YEAR



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For Baseball and Footballists, Athletes, Cyclists, Horseback Riders, Boxers and Oarsmen's use,
ANTI-STIFF.

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E. FOUGERA & CO., Agents U. S.
30 N. William St., New York.

The "PEREECT" Perfected. See our new extra long thread where the tip screws on. Also a catch which locks the cap firmly to the body of the oiler. The "PERFECT" POCKET OILER is not only thoroughly tight, but is always ready for immediate use. Best and neatest oiler in the world. Price 25c. each. Handsomely nickeled.



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SAVE TIME
By having your oiler or pump in one of our holders. Always ready for use. No delay in opening tool bag. Easily attached to any wheel. Price 25 cents each for either size. Handsomely nickeled.
CUSHMAN & DENISON.
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Weighs but 8 oz.
New, Neat and Substantial.
Endorsed by members of the L. A. W. Simplest and strongest bell out. No wires to bend. Indestructible and guaranteed. Send price, $1.50 in P. N. O. or money order, and we will send one postpaid. Address
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Cycle Lock.
(Pat. April 26, '92.)
Cannot be cut or picked; safe, attractive, light; it is adjusted permanently on the fork below the rim; when you dismount press the spring, the bolt catches between the nipple or spokes, (the wheel is locked), and cannot be ridden or rolled away until unlocked with the pocket key. Lock by mail, $1.25. Discounts to dealers and clubs.
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ADVANTAGES:
1. Simplicity, ease of attaching and detaching the several parts to and from each other.
2. Ease of repair in case of breakage, can be repaired without the use of tools.
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4. Barrel studs cannot rust into the central block and wear the side links, as is often the case with riveted chains. Wear must all come on long bearing.
5. Will wear longer because it can be made harder than the riveted chain. Hardened steel cannot be riveted.
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7. Most important of all. It is adjustable for wear, which no other chain is, and thus is made to fit the sprocket wheels all the time, preventing friction, and loss of power, wear of sprocket and noise.
All steel; every part hardened. Work and material the best. Price, $8; nickeled, $9. Full directions with each chain. Send for circular.
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L. A. W. LEAGUE OF AMERICAN WHEELMEN.

OFFICIAL DEPARTMENT.

Boston, Mass., May 12, 1893.

LEAGUE HEADQUARTERS:

12 PEARL STREET, ROOM 20, - - BOSTON, MASS.

Officers for 1892 and 1893.

PRESIDENT,
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Hartford, Conn.

FIRST VICE PRESIDENT,
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Lock Box 951, Chicago, Ill.

SECOND VICE PRESIDENT,
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88 Broad St., Elizabeth, N. J.

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W. M. BREWSTER,
111 Francis St., St. Joseph, Mo.

SECRETARY,
ABBOT BASSETT,
12 Pearl St., Boston, Mass.

The President and Vice-Presidents constitute the Executive and Finance Committee. Dr. G. Carleton Brown is Secretary of this committee, and all correspondence with the committee must be addressed to him.

Best on Record.

We beat all records with our list this week — 865. Best previous record, 803. Massachusetts with 215 takes away New York's record of 186.

Racing Board Appointment.

The resignation of W. W. Watts, as a member of the Racing Board has been received and accepted. Mr. Ed Meglemay, Jr., 216 West Jefferson street, Louisville, Ky. has been appointed to fill the vacancy. Fraternally,

CHAS. L. BURDETT, President.

Renew—Michigan—Recruit.

To the members of the Michigan Division:

The renewal season now being well advanced, it is very important that every member should renew with as little delay as possible.

You will receive, this week, one renewal and two application blanks from the Secretary-Treasurer.

It is earnestly requested that each one uses his best endeavors to induce two desirable wheelmen to fill out these application blanks and thereby swell the division membership to at least double their what it is at present.

Fraternally yours,
Jos. M. BRESLER,
Detroit, May 2, 1893. Chief Consul.

Applications for Membership.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III. of the Constitution, which is as follows:

SECTION 1. Any amateur wheelman of good character, eighteen years of age or over, shall, with the endorsement of two league members be eligible to membership in this League upon payment of the initiation fee and dues, as provided in this Constitution and By-Laws, and the By-Laws of his Division.

SEC. 3. The name of each applicant for membership must be published in the official organ, and unless within two weeks thereafter, a protest shall be filed with the Secretary, he shall become a member of the League.

Tickets will be issued fourteen days after the publication of names, and on the same date the applicant will be put on the mail list of this paper.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week. (When a holiday falls on Monday the list is closed on Saturday preceding.)

BOSTON, May 12, 1893.

Total 865.

ALABAMA DIVISION—10.

52418	Dearborn, A. R.	Birmingham
449	Coffin, Harry W.	"
450	Norris, S. H.	"
451	Jones, Harry	"
452	Kirkpatrick, J. D.	"
453	Bradley, J. M.	"
454	Campbell, E. K.	"
455	Woodruff, W. L.	"
456	Parifoy, J. L.	Selma
457	Carothers, R. S.	"

NORTH CALIFORNIA DIVISION—3.

52458	Burkey, John	San Francisco
459	Cramer, Alfred	"
460	*Haslett, Mrs. S. A.*	"

COLORADO DIVISION—9.

52461	Atcheson, John Jr.	Denver
462	Bailey, Fred J.	"
463	Cramer, Bert	"
464	Collier, James	"
465	Hamer, Harry	"
466	McCrew, Thomas F.	"
467	McMillan, Frank	"
468	Nelson, Frank C.	"
469	Hurlbut, E. H.	Denver

CONNECTICUT DIVISION 17.

52470	Post, Frank M.	Birmingham
471	Gaffney, Wm	Ansonia
472	VanNess, Henry B.	"
473	Hands, Thomas B.	Bridgeport
474	Cleveland, C. D.	"
475	Thompson, H. W.	Hartford
476	Dallas, Alexander, Jr.	"
477	Miller, Samuel	Hartford
478	Miller, Robt.	"
479	Dicks, Geo. R.	"
480	Phillips, John A.	Jewett City
481	Burr, Ralph H.	Middletown
482	Smith, Wm. O.	Moosup
483	English, Joseph T.	New Haven
484	Plumb, Chas. W.	Terryville
485	Pasco, Allie J.	Warehouse Point
486	Anstead, Henry W.	Windsor Locks

DISTRICT OF COLUMBIA DIVISION—2.

52487	Huyck, Wm.	Washington
488	White, Henry	"

ILLINOIS DIVISION 42.

52489	Lietze, F. A.	Carlyle
490	Stallwood, S. C.	Austin
491	Baumann, F. E.	Chicago
492	Crain, J. W.	"
493	Culver, H. L.	"
494	Dillon, Jno. W.	"
495	Dillon, Morgan	"
496	Edwards, F. W.	"
497	Lucas, F. E.	"
498	Lueckenberg, C.	"
499	Lawrence, C. T.	"
500	Pribyl, E. G.	"
501	Reed, J. F.	"
502	Sadd, L. C.	"
503	Wilcoxson, L. O.	"
504	Hallenbeck, Geo. E.	"
505	Nichols, Bernard H	Carlyle
506	Spear, A., Jr.	Chicago
507	Lyons, Otto E.	Cambridge
508	Brown, E. F.	"
509	Dalrymple, Chas. R.	"
510	Peterson, M. J.	"
511	Hinman, Willis T.	Galesburg
512	Carroll, Edward J.	Bradford
513	Mokler, H. R.	"
514	Bryden, J. R.	Carbondale
515	Seinlick, Charley	"
516	Hemingway, W. A.	Chicago
517	Christensen, Albert	"
518	*Grubb, Miss Hattie G.*	"
519	Pries, Henry J.	"
520	Thompson, W. A.	"
521	Thompson, Chas. W.	"
522	Smith, Chas. J.	"
523	Haines, Wilson R.	Harvey
524	Stevenson, J. F.	La Moille
525	Stacy, H. M.	"
526	Egger, Valentine	Pekin
527	Stewart, James S.	Springfield
528	Claus, August, Jr.	"
529	Claus, Andrew	"
530	Murray, G. Walter	"

INDIANA DIVISION—23.

52531	Phillips, W. B.	Ft. Wayne
532	Morganthaler, C. G.	"
533	Lightfoot, F. S.	"
534	Stiegr, Gust	"
535	Muellering, Chas. E.	"
536	Randall, A. L.	"
537	Hoham, F. D.	"
538	Kratzsch, F. C.	"
539	McIlond, Hugh	"
540	Black, Marion	"
541	Richey, Amos	"
542	Newton, R. W.	"
543	Pelfios, W. H. W.	"
544	Ashelman, W. J.	Auburn
545	Ashelman, Lyman	"
546	Peters, S. Roy	Carthage
547	Craft, J. R.	Hartford City
548	Schreyer, Allen C.	Huntington
549	Beebt, Fred A.	Jeffersonville
550	Phelps, C. A.	New Castle
551	Campbell, E. W.	Pendleton
552	Cullifer, Earl A.	Red Key
553	Grabner, C. A.	Warsaw

IOWA DIVISION—15.

52554	Reinert, Daniel, Jr.	Burlington
555	Millspaugh, Shelby E.	"
556	Bradley, Chas. W.	Rock Rapids
557	Griffin, Chas. F.	Mapleton
558	Cooper, C. E. Box 28	"
559	Kauman, W. R.	Waterloo
560	Ahlers, Oswald	Bellevue
561	Cole, Aylmer	"
562	Murphy, D. J.	Burlington
563	Rothert, Waldo H.	Council Bluff
564	Laird, J. L.	Emerson
565	Sutherland, L. C.	Manning
566	Pennington, J. S.	Burlington
567	Silverthorn, W. A.	Wapello
568	Litzrodt, Edw'd	"

KANSAS DIVISION—13.

52569	Callahan, John	Independence
570	Truby, Mane	"
571	Hoosier, Ber	"
572	Allen, E. G	"
573	Kelly, Eugene A.	Corwin
574	Wells, Aubert	Dodge City
575	Brackett, J. P.	Wichita
576	Burt, M. H.	"
52577	Light, H. J.	Winfield
578	Jones, O. J.	"
579	Miller, Hearie A.	"
580	Hudson, W. H.	"
581	Doane, W. W.	"

KENTUCKY DIVISION—20.

52582	Mendenhall, W. J	Covington
583	Ogden, Chas. H.	Ashland
584	Hager, John S.	"
585	Meidhaar, W.	"
586	Sherman, W. C.	Catlettsburg
587	Corn, Chas. T.	Harrodsburg
588	Broaddus, M.	Louisville
589	Caperton, Hugh A	"
590	Rhea, W. H.	"
591	Hill, D. S.	"
592	Pfeiffer, Cal.	"
593	Colgan, John	"
594	Wrampelmeier, J. A.	"
595	Cosby, Ed B.	Mayfield
596	Austin, W. L.	"
597	Turner, Clarence R.	"
598	Woolums, S. F.	Millersburg
599	Allen, S. M.	"
600	Kinkel, Karl	Shelbyville
601	Shepperd, Joe	Somerset

MAINE DIVISION—11.

52602	White, Ernest L.	Lewiston
603	Watson, Murray H.	"
604	Brackett, Calvin C.	"
605	Miller, Wm. L.	Bangor
606	Dalley, J. T.	Richmond
607	Cole, Fred W.	Guilford
608	Smith, F. H.	Old Town
609	Bradbury, Samuel	"
610	Aldrich, H. N.	"
611	Hutchins, Ernest B.	Bangor
612	Patterson, M. A.	"
613	Barker, H. L.	"
614	Dwelley, Horace M.	"
615	Varney, Wm. R.	No. Berwick

MARYLAND DIVISION—2.

52616	Rosenfeld, Leo.	Baltimore
617	Wedmore, Geo. E.	"

MASSACHUSETTS DIVISION—215.

52618	Clarke, Edwin R.	Boston
619	Rogers, Frank C.	"
620	Strong, Edwin W.	"
621	*Cuthbertson, Miss Ida A.*	Charlestown
622	Homer, Geo. E.	Roxbury
623	*Homer, Mrs. Geo. E.*	"
624	Hendrick, Wm. L.	"
625	*Spaulding, Miss Maude E.*	"
626	Spaulding, George F.	"
627	Beale, George	Boston
628	Kimball, Geo. A.	"
629	Booth, Sidney	"
630	Conlin, John E.	"
631	Devine, James L.	Roxbury
632	Brun, Frederick	Boston
633	Dalton T. os. W.	"
634	Leiber, Augustus	"
635	Rowell, Harry F.	"
636	Werle, George L.	"
637	Wentworth, Geo. R.	"
638	Moulton, Fred C.	Cambridge
639	Lincoln, Paul K.	Dorchester
640	Hershy, George P.	Brockton
641	*Howard, Agnes A.*	"
642	Anderson, J. Alfred	Cambridgeport
643	Ballard, Wm. R.	Fall River
644	Sones, Pedro	Franklin
645	Barton, Cyrus	"
646	Coburn, Wilbur F.	Newton
647	Bonnett, Joseph	Tyngsboro
648	Spooner, Henry H.	Haverhill
649	Marble, W. F.	"
650	Cobb, W. H.	"
651	Keeley, S. W.	Fairhaven
652	Babbitt, J. N.	New Bedford
653	Denby, Frank J.	"
52737	Thurston, H. A.	Attleboro
738	Higgins, Henry	Amesbury
739	Coleman, Watson F.	Boston
740	Frost, Fred W.	"
741	Hall, Herbert A.	"
742	Latmler, Horace A.	"
743	Parsons, J. S.	"
744	*Parsons, Mrs. J. S.*	"
745	Read, James E.	"
746	Abele, Fred W.	"
747	Page, DeBois	"
748	Dunne, F. L.	"
749	Morse, C. J.	"
750	Davis, Henry C.	Barnstable
751	Corcoran, D. D.	Brighton
752	McVittie, Wm.	Brookline
753	Howard, Frank A.	Brockton
754	Billings, Fred D.	"
755	Austin, Fred T.	"
756	Guild, Ernest A.	Canton
757	Laporte, Geo. H.	Concord Junction
758	Elmer, F. J.	Chicopee
759	Linnehan, M. H.	"
760	Resarick, J. H.	Dorchester
761	Resarick, Wm. H.	"
762	Eldridge, Clarence F.	"
763	*Whitney, Mrs. Frederick*	"
764	Hill, Geo. W.	"
765	Keith, Sam A.	East Bridgewater
766	Dauphie, Eugene M.	Elmwood
767	Washburn, H. D.	Fairhaven
768	Eaton, Fred L.	Fall River
769	Sherer, Geo. E.	"
770	Wallis, James H.	"
771	Peckham, David H	"
772	Jalbert, Arthur T.	"
773	Sherlin, Sam'l	Haverhill
774	Bodgdon, W. E.	"
775	Taft, Arlo W.	Holliston
776	Herbert, E. A.	Assonet Freetown
777	Davis, Jas E.	"
778	Newnham, Thomas W.	Jamaica Plain
779	Freeman, James F.	Lawrence
780	Kirby, James H.	Lenox
781	Goulding, Chas. E.	Lowell
782	Thorpe, James	"
783	Whittier, Stephen F.	"
784	Corwin, Harry J.	"
785	Bruce, Frank E.	Lynn
786	Lloyd, A. E.	"
787	Hunter, Wm. E.	"
788	Boughton, Rodney W.	"
789	Mellett, Walter A.	"
790	Lawton, Chas. S.	"
791	Trowbridge, Amasa	"
792	Eastman, Fred L.	"
793	Gigger, Albert A.	Mattapan
794	Jenkins, Arthur W.	Mattapan
795	Jenkins, Herbert C.	"
796	Cushman, Arthur I.	Middleboro
797	Boughton, Arthur W.	Milton
798	Bellows, Rufus E.	Neponset
799	Winder, John W.	Newburyport
800	Allyn, E. E.	No. Cambridge
801	Lincoln, Henry C.	No. Dighton
802	Pidgeon, Norman H.	"
803	Read, Fred N.	"
804	Kidder, Elmer	No. Weymouth
805	Casey, Timothy D.	Newton
806	Mills, Richard	"
807	Deacks, Albert E.	"
808	McDonald, Frank	"
809	Billings, Harris E.	"
810	Mason, Andrew J.	Pigeon Cove
811	Bickford, Daniel T.	Reading
812	Lawrence, M. D.	Roxbury
813	Cashen, John J.	"
814	Bailey, C.	Southbridge
815	Fiske, F. E.	Taunton
816	Fish, Henry H.	"
817	Curley, Harry	So. Framingham
818	Billings, Geo. F.	"
819	*Billings, Mrs. Geo. F.*	"
820	Rice, Brainerd	"
821	*Billings, Mrs. H. L.*	"
822	*Heartland, Mrs. Wm. F.*	"
823	Mansell, Wm. A.	"
824	Eldstone, S. K.	Williamsburgh
825	*Goulding, Addie M.*	"
826	Goulding, Victor G.	"
827	Libbey, Elmer P.	Waltham
828	Elcard, A. F.	"
829	Morris, Geo. E.	"
830	Blake, Herbert D.	Walpole
831	Brown, Oliver D.	Wrentham
53313	Manchester A. F.	Mansfield

MICHIGAN DIVISION—29.

52832	Austin, A. T.	Flint
833	Burroughs, J. Ed.	"
834	Cotherin, R. F.	"
835	Harris, Claude M.	"
836	Miller, Geo. W.	"
837	Ruby, John E.	"
838	Simmons, G. L.	"
839	Stewert, W. E.	"
840	Shepper, Wm. H.	"
841	Walters, Robert F.	"
842	Tucker, Chas. F.	"
843	Terrell, George F.	Grand Rapids
844	Hathaway, Flyn	"
845	Simonson, Jas. C.	Bancroft
846	Allen, W. E.	"
847	Parker, H. W.	"
848	Devereaux, John	"
849	Grove, Wm. J.	Bay City
850	Benham, Geo. W.	Detroit
851	Wilson, Frank M.	"
852	Dimmick, Joseph G.	East Tawas
853	Oakes, Herbert K.	"
854	Quinn, R. G.	Negaunee
855	Getty, George B.	Kalkaska
856	Babcock, Edgar B.	"
857	Flye, Fred D.	"
858	Sykes, Noah	"
859	Bunker, Geo. W.	"
860	Fuller, H. H.	Traverse City

MINNESOTA DIVISION—14.

52861	Fleming, Robert S.	Duluth
862	Krusekbe, O. A.	"
863	Merrill, D. W.	"
864	Shaw, Leon V.	"
865	LaVoque, J. C.	"
866	Schneider, Oscar H.	"
867	*Thiss, Miss Flog L.*	So. Minneapolis
868	Cook, Geo. H.	Rochester
869	Lewis, E. A.	Glencoe
870	Simons, Orlando	"
871	Johnson, H. G.	Lake City
872	Ayer, Chas. B.	Minneapolis
873	Enz, James F.	Red Wing
874	Llen, Carl N.	"

MISSOURI DIVISION—40.

52875	*Fath, Mrs. Valentine A.*	St. Louis
876	Graf, George	"
877	Meagher, David N.	"
878	Sutherland, Wm. H.	"
879	Weaver, C. C.	"
880	Grate, Fred A.	"
881	Grate, Wm. A.	"
882	Zeller, F. F.	"
883	Baldwin, A. S.	"
884	Woodhill, J. R., Jr.	Aurora
885	Loy T. H.	"
886	Bear, F. R.	Higginsville
887	Stokes, A. L.	Cameron
888	Miller, Henry R.	Kansas City
889	Patterson, W. L.	Louisiana
890	Blazier, W. E.	Maryville
891	Dorn, Emil	Sedalia
892	Cordes, J. C.	"
893	Holtzen, E. F.	"
894	Mayer, H. A.	"
895	Williams, C. C.	"
896	Ilgenfritz, L. L.	"
53055	Bowen, T. H.	Cleveland
056	James, Chas.	"
057	Call, E. H.	"
058	Round, L. D.	"
059	Dean, Geo. D.	"
060	Coleman, A. F.	"
061	Andermoore, Henry	Cincinnati
062	Schmitmorst, H.	"
063	Gates, Dudley	"
064	Martin, Frank W.	Cleveland
065	Kenney, Frank M.	"
066	Morse, C. C.	Toledo
067	Van Dorn, James	"
068	Struggles, Geo. F.	"
069	Roberts, W. E.	Cleveland
070	Shorb, O. E.	"
071	Lewis, Thos. E.	Cleveland
072	Mechusky, W. F.	"
073	Chapman, Harry	"
074	Lindmueller, Robert	"
075	Tims, W. A. MD.	"
076	Smith, Geo.	Cleveland
077	Neubauer, E. P.	Cleveland
078	Neubauer, C. H.	Cleveland
079	O'Brien, F. E.	"
080	Villwoch, Emil	"
081	Lowson, F. A.	"
082	Jencks, B. L.	"
083	Myers, Cornelius H.	Sandusky
084	Thomas, Finley B.	Springfield
085	Taber, John W.	Toledo
086	Northrup, E. J.	"
087	Campbell, Arthur	"
088	Turner, James F.	"
089	Veley, Carroll	"
090	Whitwham, J. H.	"
091	Lang, A. M.	"
092	Schickler, H. O. R.	"
093	Whitaker, C. Godfrey	"
094	Schick, Gus	"
095	Miller, Geo. F. Jr.	"
096	Goodall, P. H.	"
097	Hooper, Alva	"
098	Burwell, Fred W.	"
099	Ruse, John G.	"
100	Mayer, M.	"
101	Chase, F. L.	"
102	Hazel, Walter E.	Wellington
103	Hibbard, C. M.	Akron
104	Eaton, Frank A.	Bluffton
105	Ramenstein, A.	"
106	Scott, Frank	"
107	Wise, Julius	"
108	Smith, Jas. M.	Bridgeport
109	Archer, J. S.	Berne
110	Bowman, Edward H.	Cincinnati
111	Bowman, S. H.	Cincinnati
112	DeCamp, B. C.	"
113	Frederick, Ed. J.	"
114	Funderbrock, Henry W.	"
115	Friend, Victor	Cincinnati
116	Eggenbrenner, Alex	"
117	Reed, F. O.	"
118	Sieberu, H. E.	"
119	Siebern, Wilhemar, H.	Cincinnati
120	Heibman, Geo.	"
121	Elmes, Chas.	"
122	Strauss, Max	"
123	Evans, C. F.	Cincinnati
124	Harsch, Geo. W.	"
125	*Edwards, Jutia A.*	"
126	Everley, Josiah H.	Cleveland
127	Sanders, Richard	"
128	Geier, Wm. G	"
129	Elwell, Dwight A.	Columbus Grove
130	Lay, J. W.	"
131	Smith, Alfred T.	"
132	Foster, Rollin F.	Columbus
133	Hoobell, Prof. J. A.	"
134	Mertz, M. R.	Forest
135	Swimley, F. F.	"
136	Christy, Russ J.	Fremont
137	Day, H. S.	"
138	Eberhard, J. J.	"
139	Fouke, J. W.	"
140	Freeman, John F.	"
141	Robbins, J. C.	"
142	Lawton, Wm. A.	"
143	Doty, Harry M.	Chatham
144	Butman, V. D.	"
145	Bullis, Wm. R.	Hamilton
146	Wood, Frank H.	"
147	Morrell, C. S., Jr.,	Kenton
148	Williams, R. F.	"
149	Pudney, Bert E.	Oxford
150	Terwilliger, George E.	Poughkeepsie
151	Kibby, Clarence F.	Richfield Spa
152	Parker, Quincy G. T.	Lockport
153	Wagner, Irving J.	"
154	Bachman, Awirel F.	Hudson
155	Austin, Adolph O.	New York
156	Cornish, Wm. W.	"
157	Cornell, A. L.	"
158	Dimond, John G.	"
159	Hasbrouck, Geo.	"
160	Hatch, Rufus	"
161	Dimond, Fred E.	"
162	McLarney, James J.	"
163	Senior, James R.	"
164	Sanders, Henry A.	"
165	Shepherd, John L.	"
166	Ritter, Gustave	"
167	Hoyt, Wm. E.	Albany
168	Ogden, F. W.	Binghamton
53169	Allen, Maxwell H.	Brooklyn
170	Asbury, Frank	"
171	O'Reiley, Geo. W.	"
172	Barnes, E. F.	"
173	Fowler, Ernest W.	"
174	Tice, Geo. H.	"
175	Moore, Chas. K.	"
176	Hillman, Wm. H.	"
177	Shawridge, S. H.	Cortland
178	Williams, Frank E.	Corning
179	Dings, Michael F.	Cohoes
180	Dudley, Thos. W.	Irvington
181	Williams, F. F.	Earleville
182	Barber, Willard E.	Elmira
183	Tidd, E. K.	"
184	Clancy, John B.	Geneseo
185	Page, E. L.	Greene
186	Jackson, Fred N.	"
187	Talcott, W. L.	"
188	Brown, Geo. W.	"
189	Doolittle, D. C.	"
190	Cowles, F. H.	"
191	Osborne, R. L.	"
192	Sudds, Barry W.	Gouverneur
193	van Zelm, Henri J.	New Rochelle
194	Gaynes, T. Geo.	Newburgh
195	Peek, Wm. C.	"
196	Peek, Mrs. M. H.	"
197	Van Iseagen, Irving	"
198	Whipple, Roy W.	Oneonta
199	Doolittle, F. D.	"
200	Ferguson, C. A.	"
201	*Clifford, Jennie Clarkson*	Poughkeepsie
202	*Bigley, Mary Corinda*	"
203	Leavenworth, Arthur	Pine Plains
204	Smith, J. Archibald	Peekskill
205	Morton, Theodore O.	"
206	Dyckman, Myron H.	"
207	McKee, Robert L.	Sherburne
208	Thomas, Fred W.	Silver Creek
209	Butler, Walter P.	Saratoga Springs
210	Raneus, W. L.	Troy
211	Richmond, W. T.	"
212	Gunnison, W. S.	"
213	Suters, W. F.	Waterville
214	Cox, Geo. G.	Yonkers

OHIO DIVISION—123.

53216	Palmer, C. H. A.	Cleveland
217	Braund, F. G.	"
218	Hamlin, R. E.	"
219	Brady, F. M.	"
220	Tyler, E. W.	"
221	Sparks, J. T.	"
222	O'Donnell, J. J.	"
223	Fuhrmeyer, Jno.	"
224	Fletcher, Chas.	"
53225	Bernsberger J. M.	Sonderton
226	Smedley, George M.	So. Old Town
227	Dawson, G. R. E.	Warren
228	Rowland, J.	"
229	*Hall, Mrs. E. S.*	"
230	*Eldridge, Miss Mamie*	Wilkes Barre
231	Wentworth, Edward L.	West Philadelphia
232	*Andrews, Mrs. E. B.*	Williamsport
233	Andrews, Emanuel, Jr	Williamsport
234	Bartlett, Orrin D.	Wyalusing
235	Potter, John E.	Sharpsburg
236	Tibly, J. R.	"
237	Tibly, W. C.	"

PENNSYLVANIA DIVISION 91.

53169	Farrington, Chas. L.	Philadelphia
170	Middleton, Fenton H.	"
171	Cochran, Warren,	"
172	Clark, John S.	"
173	Hawkins, Arthur	"
174	Lacey, L. J.	"
175	Li ber, Louis L.	"
176	Weil, Louis	"
177	Armbright, John	"
178	Harrop, M. H.	"
179	Smith, E. M.	"
180	Chapman, S. Spencer	"
181	Romine, Walter T.	"
182	Wolf, Daniel	"
183	Swanger, Thomas	Crum Lynne
184	Smith, F. M.	Chester
185	Lesher, W. H.	East Stroudsburg
186	Drake, Chas. H.	"
187	Feits, Phillip O.	Carbondale
188	Ely, F. C.	"
189	Wickwire, Bert R	"
190	Campbell, Thomas E.	"
191	Maxwell, Robt. T. Jr.	"
192	Smith, Duane P.	McKeesport
193	Hoop, J. H.	"
194	Fiedler, Geo. J.	"
195	Potts, E. W.	"
196	Hurrell, William	"
197	Rowan, Jas	"
198	Young, Sam'l T.	"
199	Neely, J. A.	"
200	Warne, A. C.	"
201	Campbell, Wm. V.	"
202	Gardner, T. D	"
203	Crawford, Jno. W	Duquesne
204	Snell, J. H.	Bradenville
205	Houston, J. D.	Latrobe
206	Kast, Jos.	"
207	Showalter, Will A., Jr.	"
208	Carr, Chas. M.	Scranton
209	Edmonds, R. E.	Warren
210	Barthmaier, H. C.	Philadelphia
211	Bedfield, Percy C.	Philadelphia
212	Du Bess, Cornelius	"
213	Davis, J. ames G.	"
214	Doughass, Harlam	"
215	Ellarey, C. E.	"
216	Englehart, Wm. F., Jr.	"
217	Fleming, Wm. J.	"
218	Geiser, Geo. B.	"
219	Grissinger, John S.	"
220	Haight, Frank B.	"
221	Julius, Frank	"
222	Morton, Amnesley	"
223	Samara, James J.	"
224	Musselman, C. A.	"
225	Miller, Hale	"
226	Rungeman, A.	"
227	Raymond, Eugene	"
228	Semple, Thos. M., Jr.	"
229	Shebacker, Geo.	"
230	Schumo S. L.	"
231	Wagner, Chas. F.	"
232	Webb, W. R.	"
233	Cassidy, Edward J.	"
234	Page, W. Byrd	Alverton
235	Boyd, G. F.	Alverton
236	Beale, Frank J.	Apollo
237	Beale, Frank N.	"
238	Klinger, J. G.	Dornsife
239	Cook, Wm. S.	Beaver Falls
240	McCarter, Geo. C., M. D.	"
241	Parshall, H. A.	"
242	Egolf, Chas.	Norristown
243	March, Jerry	Lebanon
244	Ingram, Clyde J.	New Brighton
245	Herbst, Reiner H.	Lebanon
246	Ganter, John A.	Pittsburgh
247	Gorby, C. R.	Pittsburgh
248	Eyth, Geo.	Pottstown
249	Mengle, M. A.	Reading
52250	Bernsberger J. M.	Sonderton
251	Smedley, George M.	So. Old Town
252	Dawson, G. R. E.	Warren
253	Rowland, J.	"
254	*Hall, Mrs. E. S.*	"
255	*Eldridge, Miss Mamie*	Wilkes Barre
256	Wentworth, Edward L.	West Philadelphia
257	*Andrews, Mrs. E. B.*	Williamsport
258	Andrews, Emanuel, Jr	Williamsport
259	Bartlett, Orrin D.	Wyalusing
260	Potter, John E.	Sharpsburg
261	Tibly, J. R.	"
262	Tibly, W. C.	"

RHODE ISLAND DIVISION 3.

52263	Crandall, L. J.	Pascoag
264	Ward, James	"
265	Patrick, Wm. E.	Newport

TENNESSEE DIVISION 1.

52266	Willis, W. C.	Memphis

TEXAS DIVISION 5.

52267	Boren, Edgar,	Dallas
268	Trieeler, F. J.	"
269	McElroy, D. W.	"
270	Kane, E. F.	Texarkana
271	Brackett, E. H.,	Cleburne

VIRGINIA DIVISION 7.

52272	Elam, H. E.	Suffolk
273	Weston, Cary P.	Norfolk

WISCONSIN DIVISION 18.

52274	Morris, G. B.	Madison
275	Horner, F. S. 715 E.	"
276	Birkenwald, E. B.	Milwaukee
277	Everzz, H. C.	Ripon
278	Morley, Edw. A.	Waukesha
279	Buckman, L. E.	Antigo
280	Robbins, T. H.	"
281	Van Wart, L.	Evansville
282	Remington, Dr. C.	Eau Claire
283	Turner, Sidney A	Eau Claire
284	*Sommermeyer, Miss Antonia,*	Eau Claire
285	Straight, Geo.	"
286	Hindle, J. K.	"
287	Welles, Richard H.	Kenosha
288	Zimmerman, Oliver B.	Madison
289	Brown, Chas. N	"
290	Conture, H. D.	Marinette
291	Munnell, J. W.	Rice Lake

GEORGIA SUB-DIVISION 1.

52292	Leary, Arthur	Brunswick

DELAWARE SUB-DIVISION 1.

52293	Hammond, Kensey J.	Wilmington

VERMONT SUB-DIVISION 4.

52294	Kirk, A. L.	St. Albans
295	Saunders, Dell	Montpelier
296	Blackmer, E. H.	Manchester Centre
297	Mansur, A. G.	St. Albans

WEST VIRGINIA SUB-DIVISION—2.

| | | |



Waverly Scorcher



32 Pounds — $100.00.

Springfield, Mass., March 25, 1893.

Indiana Bicycle Co., Indianapolis, Ind.

Gentlemen—The two Waverlys arrived yesterday, and to say that I am pleased with them would be putting it mildly. I am simply charmed. The Scorcher was sold at once, and I can say that if you will only send me twenty-five of these machines at once by express that I can sell every one during next week. Can't I induce you to so favor me? Rush them along.

Yours respectfully, GEO. M. HENDEE.

Syracuse, N. Y., March 25, 1893.

Indiana Bicycle Co., Indianapolis, Ind.

Gentlemen—Still they go. Just sold four in one store. Please express us four 28-inch Waverlys and one 26-inch Waverly Amateur at once. Will there be any delay in getting wheels? We want to know just what to expect and not promise people their wheels and not be able to deliver them.

Yours truly,

BENJAMIN & ANDREWS.

Do you want to know more about the **ONLY STRICTLY HIGH GRADE WHEEL** Ever sold at $100.00? Then write the

INDIANA BICYCLE COMPANY, Indianapolis, Ind.

FREEHOLD, N. J. APRIL 17th 1893.

PHELPS & DINGLE MF'G CO.,

GENTLEMEN:

Having thoroughly tested your Ideal Tires at Savannah, Ga., I have decided to ride them this season.

Kindly fit me out with what I will need for my European Trip, and oblige,

Yours very truly,

W. W. Zimmerman

Manufactured by **The PHELPS & DINGLE MFG. CO., Passaic, N. J.**

The Tillinghast Repair Outfit.



CUT A



CUT B



CUT C

The Tillinghast repair outfit adapted to the successful repairs of Hose Pipe tires, also for the repairing of punctures in inner tubes.

This repair outfit consists of a collapsable tube of pure rubber cement, a pointed nozzle to screw on to the same, a tapered wire for enlarging small punctures sufficient to insert the nozzle of the cement tube; tire tape, 6 puncture repairing patches and a tool for inserting the same. Any ordinary puncture can be readily and permanently repaired.

Retail price, $1.50.

MANUFACTURED BY

The Tillinghast Pneumatic Tire Co.. 59 Clifford St., Providence, R. I.

Hilliard Cyclometer,

PRICE, $8.50.



PITTSBURGH, PA., March 11, '93.

Hilliard Cyclometer Co.:

Gentlemen—The Hilliard Cyclometer which I used all of last season is the only one of four I have used that registered correctly, and I would recommend any person to use it in preference to all others. My season's mileage was 6712 miles, and in one month I rode 2617 miles.

Yours respectfully,

LOUIS C. MILLER.

Agents Wanted.

Send for Circular.

HILLIARD CYCLOMETER CO., 1220 Filbert Street, PHILADELPHIA, PENN.

Liberal terms to the trade. Cuts on application.



BERRY BROTHERS' BICYCLE ENAMEL

WILL RESTORE THE FADED FINISH ON YOUR WHEEL TO ITS ORIGINAL BRILLIANCY.

IT IS THE ONLY PERFECT ARTICLE OF ITS KIND IN THE MARKET. EASILY APPLIED. READY FOR USE. DRIES QUICKLY WITH A LUSTROUS FINISH. ONE PACKAGE IS ENOUGH TO REFINISH A BICYCLE.

MADE IN THE FOLLOWING COLORS: BLACK, WHITE, MAROON, RUSSET, WINE, FAWN, LEMON AND OTHER SHADES OF YELLOW, AND ALL SHADES OF BLUE AND GREEN.

ASK YOUR DEALER FOR IT. IT WILL PLEASE YOU.

PRICE, 50c. A PACKAGE.

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VARNISH MFRS.

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Baltimore, Chicago, Cincinnati,
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FACTORY—Detroit.

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L. A. W. Badges.

The Official Design in Solid Gold. Send for Catalogue to

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The Original Inventor and Maker.



LAMSON'S
Luggage Carrier
NO. 1.

Convenient, durable, noiseless, cheap. $1. Sold everywhere. Made by

C. H. LAMSON, Portland, Maine.

The Latest L. A. W. Badge
Official Pneumatic Tire.

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Gold Plate, larger, 2.00

Any bicycle dealer will order you one. We have L. A. W. badges from 25c. up. Discount to dealers.

DURYEA JEWELRY CO.,
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CYCLOMETERS—We can give a discount of 10 per cent. on all makes, postpaid. JENKINS CYCLE CO., W. Boxford, Mass.

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Club. Class. Society.

Designs on Application.

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The Red Star Solid Illuminant

(Patent applied for).

For Bicycle Lamps.

It will not spill, the light cannot shake out, can be used in any lamp made, and is as far ahead of the fluid burning oils as electricity is ahead of the old "tallow dips" of our forefathers. All first-class dealers have it or will get it for you. Insist on having it. One trial will convince you. Price, 50c. per can. We are making other goods that you want. Send for our little folder.

THE RED STAR MFG. CO.,
58 Front Street. P. O. Box, 1092. New York.



Price $2.50

Agents Wanted

Jones' Suspension Bicycle Saddle.

Simplest, Cheapest, Neatest and Best.

For Carrying Children on Ordinary Safety Bicycles.

☞ For sale by all Dealers. Manufactured by

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KODAK FILMS.

Our New Films are giving perfect satisfaction. They are highly sensitive and repeated tests show that they retain this sensitiveness as well as glass plates. No other films are so free from imperfections; none so uniform; none so reliable. Our film doesn't frill.

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Rochester, N. Y.

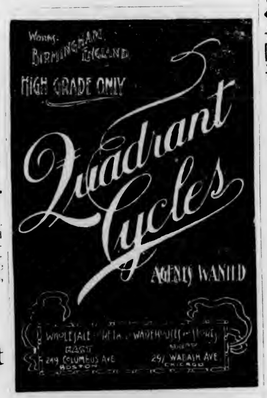
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Orders executed for stocks and bonds in Boston and New York markets.

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PRICE.
15 cents.

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Kalamazoo, Mich.



G. DARLOW & SON.

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BRIGHTON FLYER,
24 LBS.

Sole agents for the

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Pneumatics from $70 to $125. Cushions from $20 to $70. Great discounts for cash.

GEO. DARLOW & SON, 473 Tremont St., Boston.



The Billings' Bicycle Wrench.

Adopted by the Pope Mfg. Co., and pronounced by them the Best Bicycle Wrench in the Market.

THE BILLINGS & SPENCER CO., HARTFORD CONN.



$2

Just the thing for Tourists. Made of grey duck. Lighter than leather. Will keep your linen free from dust, and is water-proof.

No. 1 to 3 Bands, with name of town. *Order by number.*
No. 4 to 7 with heads.

Send $2.00 and pay all extra charges when you receive it.

With privilege of Examination.

C.O.D.

DISCOUNT TO THE TRADE.

DETACHABLE CLEAT CO., Allston, Mass.



WANTED
SECOND-HAND
BICYCLES

of every description in exchange for NEW YORKS, RALEIGHS, EXCELSIORS etc. etc.

Highest prices allowed. Send for Bargain List and Catalogue of new wheels.

WhiteCycleCo.
29 S. WARREN ST.,
TRENTON, N. J.

THE

KEYSER BICYCLE CLOCK

Is Bright, Novel

and in keeping with the wheel. It is getting round the world, too. WHY? Because it

Has Good Train. Keeps Splendid Time. Vibration Does Not Affect It.

Send $2.50 by mail if your dealer has not got them yet and I will send you a clock.

Discount to trade.

A. S. KEYSER,
Patentee and Manufacturer,
3226 Germantown Avenue, - Philadelphia, Pa.

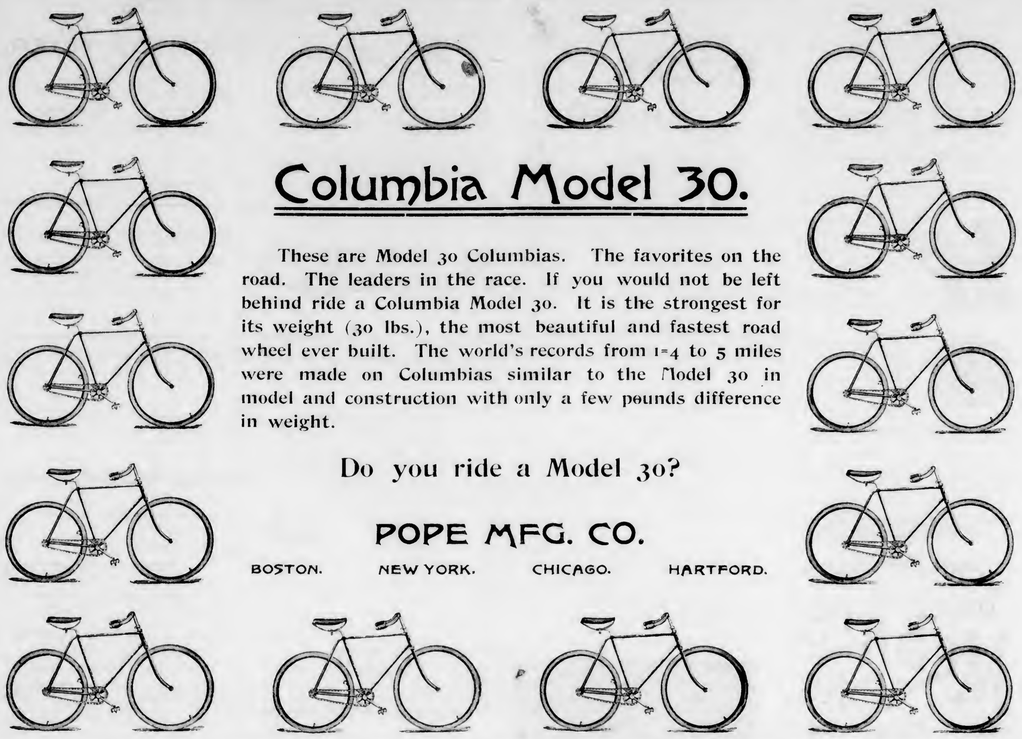
$1.50 AMERICAN WATCH



We commenced on Jan. 1st We are now England factory to make newly patented AMERICAN SILVER WATCH, which we warrant and GUARANTEE to keep PERFECT TIME but to give satisfaction in every way required. We will refund money without question, if not as we claimed at purchase. Wearing and using case of a WATCH EVERY MINUTE. 1110 per day—182,000 for this Watch. For your trade mark is on every dial and guarantee with every watch.

IT IS MADE ON HONOR!

MECHANISM—The movement is AMERICAN PATENT LEVER, Jeweled Pinions, Patent Escapement and Pendulum, Patent Pinion for steam Winding and Setting, Patent DUST-PROOF Cap for Jewels, Patent DUST-PROOF Cap for Pinions, Patent Recoil Click



Columbia Model 30.

These are Model 30 Columbias. The favorites on the road. The leaders in the race. If you would not be left behind ride a Columbia Model 30. It is the strongest for its weight (30 lbs.), the most beautiful and fastest road wheel ever built. The world's records from 1-4 to 5 miles were made on Columbias similar to the Model 30 in model and construction with only a few pounds difference in weight.

Do you ride a Model 30?

POPE MFG. CO.

BOSTON. NEW YORK. CHICAGO. HARTFORD.

Our New Tire

The Wizard.

AMONG the tires we offer for general sale is our new tire, to be known as . . . . . .

The "WIZARD."

It is a single tube tire, similar in construction to the regular Columbia tire, with red rubber tread, and is intended especially for use of repairers and for changing over to pneumatic tires at a reasonable expense. It has our special recommendation as a thoroughly reliable and well constructed single tube tire, and is warranted as to material and workmanship. It is without doubt the best tire on the market for the price, which is the lowest we have ever offered a pneumatic tire.

Correspondence solicited from manufacturers and large repairers.

HARTFORD RUBBER WORKS COMPANY,

HARTFORD, CONN.

What is there about the **Hartford Bicycle** unsatisfactory to anybody?

. . . NOTHING . . .

What is there about it to make it the best bicycle for the money?

EVERYTHING

The Hartford Bicycle is first-class. All about it for a postal card.

HARTFORD CYCLE CO.,

HARTFORD, CONN.

The BICYCLING WORLD AND L.A.W. BULLETIN

Founded 1877

Volume XXVI. Number 11. BOSTON, FRIDAY, MAY 19, 1893. 50 Cents a Year. 5 Cents a Copy.

Money Talks.

Victor bicycles show a greater expenditure of money to produce than any other bicycle offered in the market.

They cost more.

They are worth more.

They have more improvements.

They have the best and most expensive pneumatic tires.

If you are paying $150.00 you are entitled to the best—Victors.

OVERMAN WHEEL CO.,

BOSTON. WASHINGTON. DENVER. SAN FRANCISCO.

HERE AND THERE.

HAVERHILL, Mass., is to tax bicycles.

A BICYCLE club has been organized in Broken Bow, Neb., to be known as the "Broken Bow Cyclists."

A RESOLUTION incorporating the Connecticut Division was passed last week by the Connecticut Legislature.

THE Passaic Falls (N. J.) Wheelmen are arranging for a picnic and games to be held at the Clifton race track on July 4.

THE Pennsylvania Bicycle Club, of Philadelphia, will take a run to Lancaster, Columbia and Gettysburg, May 28, 29 and 30.

LAST Wednesday twenty members of the New York Turnverein started a club to be named New York Turnverein Wheelmen.

THE Overland Cycling Club of Chicago has arranged a May party for the 27th of May at Hoerbers Hall (Union Turner Hall.)

THE Brooklyn Bicycle Club decided at a meeting of their Board of Trustees to postpone the scheme of building an out-of-town house this season.

THOMAS SHIELDS, of Pittsburg, Pa., while coasting on one of the graded roads in Schenley Park last week was thrown from his bicycle and seriously hurt. When picked up he was unconscious his skull being fractured.

CAPTAIN VALENTINE MORRIS, of the Philadelphia Bicycle Club, is busy preparing his announcement of runs and short tours for the season.

THE Cohoes (N. Y.) Wheelmen have offered a handsome gold watch to the lady selling the largest number of tickets for their race meet, May 27.

THE West End Bicycle Club, of Cincinnati, celebrated their first anniversary last week. The club room was tastefully decorated and there was a large attendance.

THE New Britain (Ct.) Wheel Club held its annual banquet at the Hotel Russwin last week. Over fifty of the club were present and helped to make the occasion a memorable one.

THE numerous restaurants and cafes in the World's Fair buildings will be supplied from a common kitchen, situated in the south part of the grounds, and measuring 125x325 feet

THE Hagerstown (Md.) Bicycle Club has decided to celebrate the ninth anniversary of the organization of the club on May 26 by giving a lantern parade, an open house and a ball and banquet.

WILLIAM H. BRACKET, of Providence, R. I., while riding a bicycle on Clifford street last week, was run into by a buggy driven by Miles B. Flagg. Brackett was thrown from his wheel and received a slight fracture of his skull besides being badly bruised upon his right arm and left leg.

A BOY named John Sherman, of Gloversville, N. Y., was seriously injured last week. He was riding a bicycle and some unknown parties, who were driving very fast, ran into him, throwing him from his machine and breaking his leg.

A NEW institution at Chicopee Falls, Mass., which will be much appreciated is the cinder track for bicyclists which A. H. Overman is having laid from the corner of Broadway and Corcoran streets to the St. James avenue dry bridge.

THE Wheelmen and Investors' Mutual Insurance Security Company, of Denver, Col., has been incorporated. The object of this organization is to insure bicycles. If one is stolen the association replaces it with another of equal value.

THE cyclists of Augusta, Me., have practically decided not to organize a wheelman's club, but to follow the example set by the Portland riders and to unite with the other athletic interests in a general club, which in this case will be the Kennebec Athletic Association.

TO bring about the consolidation of the New Haven and Rovers' Wheel clubs, L. D. Griggs, of Waterbury, Ct., who owns a lot in New Haven, has made the proposition to members of those cycling clubs that he will build a handsome club house, after any design they may choose, and rent it to them at a nominal price, provided they can form a good club. Most of the prominent members of both clubs favor the plan, which will probably be endorsed at a united meeting of the clubs to be held in the near future.

THE Chicago clubs are intending to do a vast amount of entertaining during the fair season, and their rooms will be thrown open and their knowledge of Chicago's parks and environs employed for the comfort and edification of cyclists from afar.

PLANS have been made and route laid out for a hare and hounds chase by the Springfield (O.) Safety C. C., to be participated in by any wheelman in the city who wishes to take part in it. There is talk of holding a race meet in that city.

BRIDGEPORT, Ct., is rapidly acquiring a reputation as a cycling centre. It is a very common occurrence, any pleasant Sunday afternoon, to see members of wheel clubs from the surrounding towns, terminating their club runs at that pleasant city.

THE wheelmen of Marlboro, Mass., have formed a cycle club to be known as the "Clover Club." The membership is at present limited and is composed of riders who were former officers of the Highland City Cycle Club which "died" last fall.

A CYCLIST named Putnam, whose home is in Danvers, Mass., collided with a team on the Lynn road last week. He was knocked from his machine and run over, while his wheel was completely wrecked. The driver of the team did not wait to see what injury had been done to the cyclist but quickly drove away. Fortunately the rider was not seriously injured.

Not Sold Out.

Our entire output for 1893 is not sold and we are not declining to accept orders, but are taking all we can get, and still have a few blank pages in our order book.

There are numberless machines on the market, but the HICKORY is sufficiently popular to compel us to run our factory night and day to supply the demand.

Everything desirable in a safety bicycle is found in the HICKORY.

Send for a Catalogue.

Hickory Wheel Co. Newton, Mass.

THE REMINGTON.

3 PATTERNS FOR 1893.

Light Roadster, Actual Weight, 32 lbs. Roadster, 44 lbs. Ladies Wheel, 42 lbs.

PRICES, $140.00.

Material, best obtainable. Workmanship unsurpassed. Mannesmann Tubing. Warwick Hollow Rims, and a variety of the best pneumatic tires to select from.

REMINGTON ARMS CO., 315 BROADWAY, NEW YORK.

SEND FOR CATALOGUE. WORKS AT ILION, N. Y. [MENTION THIS PAPER.]

A HARVEST FOR ENERGETIC AGENTS. CATALOGUES READY. SENT UPON APPLICATION.

LOVELL DIAMOND CYCLES.



WEIGHT 31 LBS.

Our Best Efforts Combined in Our '93 Models.

THE RESULT: Not a Semblance of ANTEDILUVIAN IDEAS.

Improved Columbia Pneumatic Tire.



WEIGHT 37 LBS

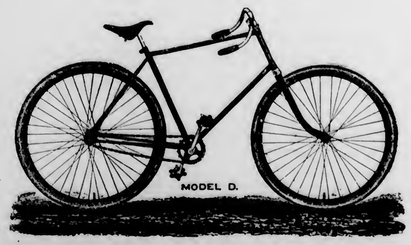
Pneumatic Tires, $115.00, $100.00, $85.00.

Cushion Tires, $105.00, $90.00, $75.00

JOHN P. LOVELL ARMS CO., Manufacturers, BOSTON, MASS.

CONSIDERABLY HEARD OF AND CAN BE HEARD OF EVERY DAY.

SEND IN FOR A CATALOGUE.



ARIEL CYCLE MFG. CO.,

GOSHEN, IND.

"The Winton is a Winner"



WINTON LIGHT ROADSTER.

. . . HIGHEST GRADE THROUGHOUT. . . .

No Agency complete without this Distinctive and thoroughly First-Class Machine.

Winton Roadster, all on, 40 lbs.,	price $150.
Winton Light Roadster, stipped, 30 lbs.,	price 150.
Winton Ladies', improved design, 38 lbs.,	price 150.
Winton Racer, nothing like it, 20 lbs.,	price 160.

Easiest running bearings in the world. True double diamond frame. Winton perfect pneumatic tires.

If there is no agent in your place, know all about us by asking for a catalogue.

THE WINTON BICYCLE CO., CLEVELAND OHIO.

110 PERKINS AVENUE.

UDELL WOODEN WARE CO., St. Louis, distributing agents in Texas and Missouri, except Kansas City.

Visitors to the World's Fair

SHOULD LOOK UP THE

ROYAL FAMILY

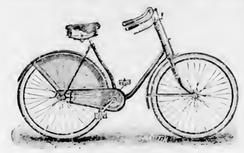
of bicycles if they desire to see the finest line of wheels ever exhibited.



1893 ROAD KING.

THE ROAD KING AND ROAD QUEEN

Head the list as being the finest wheels money and skill can produce. Following these come the



1893 ROAD QUEEN.

Duke, Duchess, Prince, Princess and Royal Middy

wheels of medium grade, but still better than many so-called high grade ones that are being sold.

A. FEATHERSTONE & CO., Manufacturers,

16th and Clark Sts. and Armour Ave., CHICAGO, ILL.

A Conundrum . . .

When is a Bicycle Not a Tourist?

When it breaks down.

When a cone wears out.

When the tires leak.

When the wheels don't track.

When you can't ride longer and farther and with less fatigue than upon any other bicycle.

When it is not finished better than any other bicycle you meet.

Finally, when you have any cause for complaint whatever.

GEO. R. BIDWELL CYCLE CO.,

308 AND 310 WEST 59TH STREET, NEW YORK.

HIGHEST GRADE

EXCELSIORS

Few more good agents wanted in



New England, Middle and Southern States.

Racers. Road Scorchers. Light Roadsters. Ladies'.

Weights, 25, 30, and 35 lbs.

LIVING DISCOUNTS TO LIVE AGENTS. SEND STAMP FOR ENCYCLOPEDIA OF CYCLERS' WANTS, NOW READY TO MAIL.

SUNDRIES.

SUNDRIES.

ACKNOWLEDGED LARGEST SUNDRY HOUSE IN THE UNITED STATES.



"Z. & S." Stocking Supporter, "Z. & S." Bundle Carriers, Wrenches, Grips, Locks, Cyclometers, Tire Tape, Rubber Solution, Graphite, Oilers, Enamel, Bags, Safety Stands, Gloves, Stockings, Caps, Sweaters, Nipples, Balls, Cork Handles, Rims, Saddles, Bells, Lamps, Horns, Whistles, Pumps, Guards, Screw Drivers, Paiste Drinking Cups, Leggings, Shoes, Jersey Suits, etc., etc.

HOWARD A. SMITH & CO., NEWARK, N. J.

RUDGE SCORCHER NO. 1.



CONUNDRUMS

The Answers to Which Will Admit of Only One Meaning.

Who were the manufacturers of the first rear chain driving safety ever built?.....RUDGE CYCLE CO., Limited, Coventry, England.
What cycles held all the important world's records for a number of years?.....THE RUDGE.
What cycles have received the largest number of medals for excellency of workmanship and design?.....THE RUDGE.
What cycles have been introduced in more countries, or are better known throughout the world than any other one make?.....THE RUDGE.

We are manufacturing . . . . .

Rudge Cycles

In a Rudge American Branch Factory in this city from finished bearings, forgings, etc., direct from the parent Rudge factory.

They Are "Up To Date"—Absolutely Reliable.

Would it not be to your advantage to handle these world famous cycles? Favorable terms to dealers and agents in all unoccupied territory. Catalogue Free.

ROUSE, HAZARD & CO., 9 G St., Peoria, Ill.

GEO. M. HENDEE, Springfield, Mass., General Agent for the New England States.

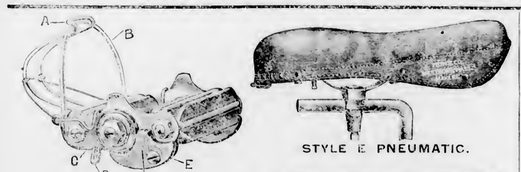
FREEHOLD, N. J. APRIL 17 1893.

PHELPS & DINGLE MF'G CO.,
GENTLEMEN:
Having thoroughly tested your Ideal Tires at Savannah, Ga., I have decided to ride them this season.
Kindly fit me out with what I will need for my European Trip, and oblige,

Yours very truly,

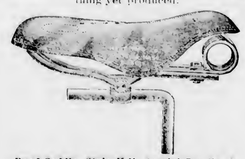
W. A. Zimmerman

Manufactured by **The PHELPS & DINGLE MFG. CO., Passaic, N. J.**



THE HUNT TOE CLIP,
Adapted to rubber or rat-trap pedals. The best thing yet produced.

STYLE E PNEUMATIC.



Road Saddle, Style M M. Special Top No. 8.



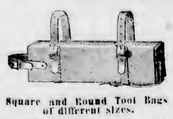
Road Racer. Style S N. Special Top No. 12.



Scorching Saddle, Style M, Special Top No. 6.



Track Racer, Style N, Special Top No. 15.



Square and Round Tool Bags of different sizes.

Send for Illustrated Circulars, Prices, etc.

HUNT MFG. CO.,
WESTBORO, MASS.
Licensed under Garford Patents.



THE GOOD POINTS OF THE
Weston Fork Clyclometer
WILL APPEAL TO YOU AT SIGHT.
Be sure and see this elegant instrument before purchasing. Price $8.00.
FRANK C. WESTON, BANGOR, ME.
N. B. I want one agent, exclusive, in every town and city in the U. S.

Why Not Use

A hose-pipe tire, when by buying the "Deerhound" you can get . . . . .

All the Riding Advantages of a Hose-pipe Tire

Such as resiliency and light weight, and at the same time practically have an inner tube tire? We have perfected arrangements so that by a method of weaving duck we are enabled to make a hose-pipe tire which can be cut, inner-tube inserted, and laced, when on the road, and require no more time, nor as much, as it takes to repair the regular inner-tube tire. The outfit consists of a hose-pipe tire made extra strong, and inner-tube to use . . . . .

In Case the Tire Punctures Beyond Repair,

a thread to lace it, and is sold complete, two tires, one inner-tube, and lacing for . . . . . .

WE GUARANTEE AGAINST BURSTING

$12.00.

If you cannot get it of your nearest repairer, we would be pleased to send it to you at this price, express paid, upon receipt of the money.

Boston Woven Hose & Rubber Co.,
275 DEVONSHIRE ST., BOSTON.
205 Lake Street, Chicago. 943 N. 2d Street, St. Louis. 14 Fremont Street, San Francisco.

THE
BICYCLING WORLD.

Published Every Friday
—BY—
THE WHEELMAN CO.
Incorporated under the Laws of Massachusetts.
167 OLIVER STREET,
BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as their new, and their League number.

TO OUR ADVERTISERS:

Copy for new advertisements must be handed in by Tuesday morning to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN CO.

Postage stamps will not be accepted hereafter in payment for advertisements or Subscriptions. Checks, Money Orders or Postal Notes only will be taken.

C. W. FOURDRINIER, Editor and Manager.

EDITORIAL STAFF:
J. S. DEAN. JAS. W. CARTWRIGHT, JR.
H. CROWTHER.

BOSTON, MAY 19, 1893.

Advertising—What Is It?

The Successful Diffusion of News About Goods You Want to Sell.

THE HILL CONTEST.

NOW NOTE:—The Hill Cycle Mfg. Co. of Chicago recently advertised a special offer in regard to their wheels.

In the BICYCLING WORLD they advertised *once*; in eight other cycling papers, *several times each*.

WHAT THEY SAY:

Chicago, May 8, 1893.

THE WHEELMAN CO.,
12 Pearl St., Boston, Mass.

Gentlemen—We beg to advise you that the result of our ad, some time since, "Free—a Fowler"—brought us 11,105 replies. From one insertion in your paper we can trace 3,663 replies. 2,995 replies of the total number received specified no paper. We ran the ad. in nine different cycling papers.

Yours very respectfully,
HILL CYCLE MFG. CO.,
Frank T. Fowler, Sec'y.

IN OTHER WORDS:

	REPLIES.
Ad. in WORLD, 1 time, - - - -	3,663
Unspecified, - - - - -	2,995
Balance, divided among eight papers advt. inserted several times each,	4,447
Total,	11,105

One-third of the total number, in the BICYCLING WORLD, *as against a little more than the same proportion FROM ALL OTHERS COMBINED.*

From 1 ad. 1 time in BI. WORLD, . . 3,663
From 1 ad. 1 time in each of the other papers (averaged), . . . 185

To say nothing of our right to the largest proportion of *Unspecified Answers*.

"HIGH RATES."

Let us analyze what "high rates" mean on the basis of the Hill contest:

Cost in BICYCLING WORLD $50 to secure 3,663 replies.

Cost in eight other papers $200 to secure 4,447 replies.

We think the stereotyped cry of "high rates," as applied to the BICYCLING WORLD, and as compared with other papers, is most effectually answered by the above.

NEXT!!

NOTICE—OUR OFFER.

Some L. A. W. members are evidently under the mistaken impression that our offer of premiums for subscriptions also includes membership or renewals to the League American Wheelmen. *This is not so at all. Our offer only covers those who send in separate and independent subscriptions, and is in no way connected with the League.* Please take notice of this, and thus save us and the League Secretary much useless correspondence.

On Deck Once More.

AFTER one week of solid hard work we once more are able to turn the machinery of our printing plant. A week ago Monday it looked hopeless and it seemed as if weeks would be needed to put us back where we were before the fire. We have to thank a great many of those who have aided us in accomplishing the feat of repairing the damage done, and none are more entitled to our thanks than the gentlemen who represented the insurance companies, Mr. Edward C. North representing the the American Fire, Merchants', Spring Garden, Granite State Insurance Company, North America Insurance Company, and Mr. Jno. Downey representing the Royal Insurance Company. After a fifteen-minute conversation on Monday after the fire these gentlemen made a proposition for settlement which was both business-like and generous and thus facilitated our repairs greatly. We did not know we had so many friends, for numerous offers of assistance came to us, and in some cases we availed ourselves gratefully of these offers. We thank them all and we sincerely hope that none of our contemporaries, be they friends or foes, will ever have to pass through the ordeal of fire.

FROM the agitation now being given the subject among all the cities of the country, it is evident that the taxing of bicycles is receiving more serious consideration at the hands of the municipal governments than is generally supposed. In Lowell and several other of the Massachusetts towns the assessors have been stating that they will tax wheels, and it is evident that ere long many communities will be endeavoring to assess the bicycle. The fact is there is no more reason why the bicycle should be taxed than any other article of equal value and practical use, and it is more than likely that a determined and combined effort will be made to oppose the general adoption of such methods. We next week will print a forcible and logical article on this subject, which the pressure of official news has crowded out of this issue.

IN the name of the respectable portion of the American cycling press we beg to assure our valued friend *Wheeling* (which takes occasion to say editorially, in referring to the latest comer among the American trade journals which recently made its appearance in Chicago, that "the introduction into cycling journalism of language so low and filthy that it would not be allowed to see the light in the lowest gutter-print in England," and that "the new departure will not serve to enhance the reputation of American cycling journalism") that all American writers of reputation not only repudiate the methods of the sheet referred to, but can, fortunately, disclaim the reproach of a kindred nationality with the person who conducts its fortunes; and who, if the ribald insolence, brazen effrontery and amazing disregard of the dictates of ordinary business laws and prudence which have characterized his initial efforts in his new field afford any true indications of character, cannot be permitted to take refuge in the sanctuary of folly to escape the stigma of the class to which he properly belongs.

We have nothing in common with him or it.

Its manners are those of the kennel; its language that of the blackguard; and its reliability on subjects cycling only equalled by the polysyllabic pedantry and vituperative ability of its editor.

It is not so very long ago that we expressed our views on this very matter, and what we said then we repeat now:

We believe that there is a higher standard of journalism—even though it be purely cycling journalism—than that which caters to cheap notoriety and small and envious personalities, and it shall be our aim and endeavor to conduct and maintain this paper in a manner alike befitting the dignity of the official journal of an organization like the League of American Wheelmen and the elevated character of enlightened modern journalism.

The subject is dismissed.

No Wheels Carried Free in the West.

NOTICE has been given that the lines in the Western Passenger Association have adopted the following rule, taking effect May 15: "Bicycles carried in baggage cars of lines in the Western Passenger Association shall be charged for at regular excess baggage rates, estimated weight 100 pounds."
—*Chicago Tribune.*

ANOTHER SPECIAL OFFER.

Bicycling World and L. A. W. Bulletin Reduced to 50 cents per Year.

(This does not include L. A. W. membership or renewal to same.)

Every New Cash Subscriber Can Have a Chance to Secure a

HIGH GRADE BICYCLE FREE OF CHARGE.

The winner can have choice of any bicycle of any make which is advertised in the columns of the BICYCLING WORLD between May 14 and Aug. 11, 1893.

Cut out this coupon, or else copy same *verbatim* on a sheet of paper, and enclose with the subscription price of paper.

COUPON.

WHEELMAN CO., 167 Oliver Street, Boston.
Enclosed find 50 cents, for which send me the BICYCLING WORLD AND L. A. W. BULLETIN for one year to following address:

Name, _____

_____

_____

I ride a _____ make of wheel. I guess that the greatest number of machines, of any one make, ridden by those sending in new subscriptions (which will be sent in for the BICYCLING WORLD in response to this offer) between May 12 and Aug. 11, will be _____ machines.

THE SCHEME:

The new subscriber who guesses *the nearest* to the true figures will get a High Grade Bicycle. No matter whether the estimate is above or below the figures, *THE NEAREST WILL WIN.* In case of a tie, priority of date of estimate will determine the winner.

Yale Beats Harvard.

ON Holmes' Field last Saturday afternoon in the midst of a driving rain, the Yale-Harvard games were run. Harvard scored the greatest number of total points, but in the bicycle race she received a surprise and a big disappointment. Davis and Pratt had been counted upon as doing something handsome, and they had gotten away with Brewster who was supposed to be Yale's crack, but in doing this they ran up against Glenny, a new man who was a "sleeper" of the first water, developing a surprising turn of speed.

In the first heat Parmalee was never troubled for the lead and Holmes just passed Davis and Brewster at the tape, getting second place. In the second heat, Glenny's pedal caught Pratt's wheel and there was a spill, Glenny going to grass, but picking himself up and getting second place. In the final, Glenny left the others on the last lap, winning by 150 yards. Result:

Two-mile safety—First heat, won by H. F. Parmalee, Y., with A. B. Holmes, H., second; time, 6m. 2-5s. Second heat, won by A. H. Alling, Y., with W. H. Glenny, Y., second; time, 6m. 15s. Final, won by Glenny, with Parmalee second and Holmes third; time, 5m. 48 2-5s.

Records in the Linscott Road Race Cannot Go.

AFTER careful revision, the judges of the Linscott 25-mile road race run last Monday, having been postponed from Saturday on account of rain, have made up the records of the leading men, but these cannot be officially accepted because of the unfortunate fact that but one timer—Mr. J. T. Nelson—took the time of all the men. There is no reason to doubt that it is correct, but in order to establish a record three watches must be held.

In view of the peculiar conditions, the judges, with the consent of Mr. Linscott, have voted to invite the eleven men who beat the world's record to compete in the special race on Friday afternoon.

The times of the first ten men is as follows:

	Handicap. m. s.	Actual Time. h. m. s.
1—W. G. French	7 00	1 15 50
2—E. H. Snow	7 00	1 15 50 2-5
3—A. W. Corbett	10 00	1 18 55
4—A. C. Dodge	8 00	1 17 55
5—J. Clark	5 00	1 14 58
6—E. J. Clark	6 00	1 16 12
7—E. G. Merrill	5 00	1 15 31
8—E. H. Pratt	6 28	1 16 37
9—Frank Mayo	7 00	1 18 1
10—D. L. Place	10 00	1 21 27

Likewise the following: Guy W. Gary, 1h. 16m. 19s.; P. J. McDuffee, 1h. 16m. 13 2-5s.; A. W. Porter, 1h. 17m. 7s.

The Ideal Wheelwoman.

THE attraction of Winter street, Boston, this week, was the young woman of wax on a bicycle, who held the place of honor in Shepard & Norwell's show window. This model wheelwoman is clad in an ideal cycling costume, taut, tailor-made and jaunty, serving to attract the attention of the feminine public to the opening of the first wheelwomen's outfitting department in Boston. This department and the novel idea of window display was the idea of Mrs. Hopkins, who has long argued the growing importance of the "woman side" of bicycling and the need for a special department of wheelwoman's outfitting.

Only 50 cents per year, and not only that, but you have the privilege of guessing, and if you come nearest the truth you can get a bicycle free. See page 201. Send for our premium list.

The Hotel Committee Explains.

A MISUNDERSTANDING having arisen as to the methods pursued by the Hotel Committee of the coming International Cycling Tournament in securing accomodations for League members, the general committee desire to make public the following statement:

It has been considered desirable for the benefit of visiting wheelmen who may have no knowledge of Chicago to have secured in advance quarters to which they may at once go on their arrival in this city. It is probable that during a portion of the fair at least it will be difficult to secure accommodations, hence the services of the Hotel Committee have been offered.

The Hotel Committee with the approval of the General Committee, request that applicants for quarters enclose with their application $5.00 as a guarantee of good faith. This has been construed by some to mean that a charge of $5.00 is made for the accommodation; *this is not the case.* The $5.00 applies on the bill of the person, and should he discover at a later date that it will be impossible for him to attend the *$5.00 will be returned.*

The proceeds of the meet, if any, will be paid into the treasury of the League of American Wheelmen. Neither the Associated Cycling Clubs of Chicago nor any other club or individual in any way connected with the tournament has any financial interest in its outcome, except that a number of the clubs and individuals have kindly guaranteed the entire expense. In case of success the amount they advance will be refunded; otherwise they will stand the loss.

The services of every committee are gratuitous and all announcements issued are for the sole benefit of League members.

S. A. MYERS,
Chairman Gen. Com.

THE WORLD'S FAIR.

Final Arrangements for the Sale of Tickets via the B. & O. R. R.

For the benefit of those desiring to attend the World's Fair the Baltimore & Ohio Railroad will sell Excursion tickets to Chicago and return, at all stations on its line, at low rates. Tickets will be on sale until November 1st, and will be valid for return journey until November 15th, 1893. They provide for a reduction of fifty per cent. to low regular rates. These tickets will be valid only for continuous journey. Tickets at higher rates will be sold that will permit holders to stop over at Baltimore, Washington, or any other point, going and returning.

Besides the opportunity of visiting Washington, a privilege afforded by no other route, tourists via the Baltimore & Ohio Railroad will traverse the historic Potomac Valley, the theatre of the war between the States, at Cumberland they will be offered a choice of routes, via Pittsburgh, or across the Alleghenny mountains, 3000 feet above the level of the sea and via Deer Park and Oakland, the famous summer resorts. The scenery along the Baltimore & Ohio route is the most picturesque in America. Pullman accommodations may be reserved in advance of journey. For rates and information apply to nearest B. & O. ticket agent, or Chas. O. Scull, General Passenger Agent, Baltimore, Md.

Wheeler Beats Johnson.

The wheelmen's tournament at Savannah on May 9th was witnessed by over 3000 people. Wheeler rode in fine style, and Johnson, who has been training here, divided honors with him. Results:

Mile novice race—J. E. Doughty, Charleston, first; W. C. O'Byrne, Savannah, second. Time, 2.56.

Quarter-mile, State Championship—D. G. Farmer, Savannah, first; R. V. Conneral, second. Time, 38 3-5.

One mile open—Wheeler, first; Johnson, second; Saunders, third. Time, 2.45.

One mile, State championship—D. G. Farmer, first; R. V. Conneral, second; J. B. Connolly, Savannah, third. Time, 2.54.

Half-mile handicap—Johnson, scratch, first; D. Tuberdy, Savannah, second, 70 yards; Wheeler, scratch, third. Time, 1.08.

Quarter-mile, open—Johnson, first; Wheeler, second; Welsh, Savannah, third. Time, 37 sec.

One mile, handicap—Wheeler, scratch, first; Johnson, scratch, second; Charles Williams, 95 yards, third. Won by six inches. Time 2.29.

One mile, 2.45 class—Saunders, first; Conneral second; Osborne, third. Time 2.59.

THE PASSING HOUR

WHAT do the Savannah race promoters mean in jeopardizing the standing of the wheelmen who are riding at their tourneys by the utter disregard for the League rules which they have shown at the race meets given there this season?

At the first races I am informed that Stillman G. Whittaker did the handicapping, and at the last W. J. Morgan acted as referee. Do the promoters of the meets know that every one of the participants has laid himself open to suspension?

I am more than surprised that men with the long experience of Zimmerman and Wheeler should have ridden. They are both sufficiently familiar with the racing rules to know better.

The rules are very explicit in declaring that the referee must be an amateur wheelman, and that the handicapping must be done by the official handicappers.

ONE of the handsomest invitations which has reached this office is that received from the Keystone Bicycle Club, of Pittsburgh on the opening of their new club house on the 11th instant, which slight difficulties in the way of time and space made it impossible for us to attend. They have our thanks nevertheless, and hearty congratulations on the occupancy of their new home. The affair was an elaborate one, but the club's new house is well worthy of the brilliant assemblage.

CHICAGO is in full swing sure enough. Bob Garden writes, "The fair is open; Chicago's plunder fiend is on and pillage is rife and rampant."

The above was not addressed to me but to "Pop" Brewster who writes me that he was going up to Chicago to see if it were all true, and incidentally to meet Billy Marion. He was very urgent in inviting me to join them but I have been out with Brewster and Marion before, so I declined with thanks.

Some other time!

MR. STERLING ELLIOTT furnishes an inexhaustible fund upon which to draw for items and information. The latest is a joke on himself which occurred during his absence at Chicago last week, where he was engaged in setting up the Hickory Wheel Co.'s exhibit at the Columbian Exposition.

It seems that Mr. Elliott is designing a novelty in the way of a machine to be shown in their exhibit which is to have as many different motions as a comet describing an erratic orbit through space. It is to turn half a dozen ways at once, and as, in order to accomplish the desired results, it is necessary to have a machine accurately adjusted in a particular way, Mr. Elliott had spent several days in working out the problem, and when he left for Chicago he had a machine standing in his experimental room all ready to be mounted on its pedestal, and all the way out to the Windy City he was congratulating himself that one part of his work was done awaiting his return. But alas for the fallacy of human hopes! The second day after Mr. Elliott's departure, a rush of orders came along at the factory, and every machine that could be pressed into service for the occasion was placed in the shippers' hands, and it occurring to a particularly bright youth that he had noticed an extra wheel in Mr. Elliott's room, apparently doing nothing, without more ado this wheel was seized and shipped, the income account on the Company's books being credited with an additional sale. Now all this was satisfactory to the financial end of the concern, but when Mr. Elliott returned and began inquiring for his wheel there was trouble. In fact my information is to the effect that the atmosphere in that factory was particularly blue for an hour or two, and inasmuch as the most diligent inquiry has failed to reveal just to whom that particular machine was shipped, there seems to be nothing for Mr. Elliott to do but sit down and devote two or three days more to the adjustment of another safety.

EVERY once in a while the names of some of the old-timers are recalled in one way or another. A fortnight since the death of Victor E. Pinco was noticed in the cycling press, and now it is Lewis T. Frye, the mention of whose name will be familiar to the old guard.

Mr. Frye was the first one-mile champion of the L. A. W., winning that honor at the Polo grounds in New York in the early eighties. For many years he had dropped out of sight, having given up the sport, but now, with the advent of the safety, he has found himself unable to resist the return of the old fever and he has taken up riding once more, accompanying which excellent resolution was his decision to again enter the ranks of the League, and accordingly he last week applied for membership in that organization.

And thus history repeats itself.

THERE is enterprise in every business.

A novel use of the tricycle is that shown by a scissors grinder who goes about the streets of Boston with his kit strapped on behind, and with bell dingling to the time of his pedals.

How long will it be before we see the cycle utilized in many trades as affording a practical solution of the troublesome problem of rapid transit?

ARIEL.

TRADE NOTES.

Guess and guess again. You may get a bicycle free. See our special offer. It is bringing in the subscriptions, and yet we are not happy. Less than one cent a copy for Bicycling World and a chance at a bicycle. See page 201. Send for our premium list.

A Dealer Skips.

SAYS the Newark, N. J., *News*: Joseph D. Racey, the cycle dealer of Orange, whose departure for parts unknown last Saturday was told in yesterday's *News*, has left numerous debts behind him besides those due the bicycle manufacturers. His friends have reason to mourn his loss, as he had succeeded in borrowing various sums of money from them before he left town.

The attachment secured against the stock left in the bicycle store by Racey was worth about $2500, which is not half the amount he owed the manufacturers. The attachment was secured by Shovering, Daly & Gales, and the stock was removed to New York shortly after Racey had left town.

Duryea's New Pneumatic.

Under date of March 14th, '93, the Rouse-Duryea Cycle Co. of Peoria, Ill., received a patent on a pneumatic tire, the invention of their Supt. Mr. C. E. Duryea. Besides several fastenings, a net fabric is shown and covered by a number of broad claims. They claim that the talking point of the future tire will be the fabric and not the fastening; that the well informed rider will accept any good fastening provided he has the most flexible fabric. They claim that there is as much difference between the net fabric and the canvas usually used as there is between the present tire and a garden hose, and predict that before the season is over the racing men will insist on having net tires.

Victors Lead In Springfield.

ACCORDING to the 1893 edition of the Springfield, Mass., Bicycle Directory there are 40 per cent. more Victor bicycles in use in that city than any other make. Victors led last year, but not in so great a ratio.

Premiers Score Heavily.

IN addition to Wheeler on a Premier defeating Johnson in the mile open and mile handicap, at Savannah, making world's record for a quarter-mile track, Premiers won four out of seven races.

A Standard Sundry Improved.

CUSHMAN & DENISON have just placed on the market a new model of their "Perfect" Pocket Oiler. The improvements include an extra long thread where the tip screws on, and a catch which locks the cap firmly to the body of the oiler.

The long thread makes it impossible for the tip to shake loose, no matter how much jarring it may get in the tool bag or pocket. The catch is also a great advantage as it not only holds the cap securely but allows it to be removed without the slightest delay. This makes the oiler not only thoroughly tight but leaves it always ready for instant use. With these improvements the "Perfect" will be found to be even better than the old style which has so long been a favorite with wheelmen.

How to Ride a Featherweight.

MANY and bitter have been the disappointments caused by riding featherweights, but although in some cases the machine has been undoubtedly to blame, in most it is the fault of the rider, who is too clumsy, careless, or reckless to give his mount a chance. A featherweight has to be ridden with great discretion, and humored in every way. A clumsy rider will never be able to use it with safety, and a reckless rider will find it a death-trap. One's seat is, perhaps, the most vital point. If the rider sits like a dead weight in the saddle, he will, no matter how light he may be, break up his mount in a very short time. He must be sympathetic. He must sit lightly, resting a proportion of his weight on pedals and handles, and ready at any moment to automatically ease that portion of the machine which is subjected to a sudden shock. For example, should he strike a heap of stones in the dark, he should be able instantaneously and instinctively to raise his front wheel slightly, thereby easing it of the weight, and he should then lean on pedals and handles, and by shifting the weight again relieve the back wheel of the strain of ploughing through the stones. Even when his back wheel strikes a stone he should, by throwing his weight forward, be able to lessen the shock, or even make it glance off the obstruction without surmounting it. He should, in fact, be part and parcel of his machine, responding with lissomeness to its every movement. Sudden wrenches, such as a deep rut gives, should be avoided; hills, almost beyond one's powers, should not be attempted; and down grades should never be coasted; for, feet up, it is impossible to sit otherwise than as a dead weight. A featherweight is seldom the same again after a severe smash, and consequently every precaution should be taken not to come to grief, especially on greasy surfaces. The machine should be always kept in good order, nuts examined, bearings adjusted, and tires sufficiently blown. Only by following these hints can the luxury of a featherweight be thoroughly enjoyed.—*The Irish Cyclist.*

Unsolicited.

A Union P. D. Q. Relay.

Utica, May 3, 1893.

UNION CYCLE MFG. CO.,

Dear Sirs,

I cannot speak too highly of your UNION P. D. Q. It is one of the best bicycles on the market to-day; for strength, durability and ease of running, its equal is hard to find. This is the test that I gave the wheel in the great relay race, Boston, New York and Chicago; you will wonder and agree that it was a good test for a 31 1-2 pound wheel. My relay was from Clark's Mills to Vernon, distance (8) eight miles. The turnpike road was impassable, so I had to take the railroad and ride the ties. I rode over bridges, culverts, cattle guards, stones, glass, railroad spikes, in fact, put the little wheel through the most severe test that a bicycle could be put through. Had two long bridges to cross and three times as many small ones. I did not get off my wheel from the time I took the message until I arrived at the end of my relay, eight miles. I made the first four miles in twenty-one minutes, the next four in twenty-six minutes. Had all up grade to climb and a head wind to fight against, but the little P. D. Q. carried me safe and sound; not one scratch in the tire, not even a nut came loose. Some of the boys thought I would have a broken wheel before I got three miles, but I got eight and not a nut came loose.

Your agent, Mr. C. H. Broadbent, gave me the wheel to ride and test, and I certainly did; eight miles over the West Shore R. R. ties in forty-seven minutes is by no means sparing a wheel, and a good test for the Airtite tires.

Have returned the wheel to your agent, looking just as well and in as good shape as when he let me take it.

Yours very truly,

(Signed) C. E. CATLIN,
Utica, N. Y.

504 Bleecker Street,
Utica Cycle Club.



"PERFECT" POCKET OILER.
IMPROVED PATTERN.



One half Size.

Our new model has extra long thread for the tip; also a catch which locks the cap securely to the body of the oiler. Regulates supply of oil to a nicety; no leakage. Tightest, neatest and best oil can in the world. Price 25 cts. each. Handsomely nickeled.

HOLDERS

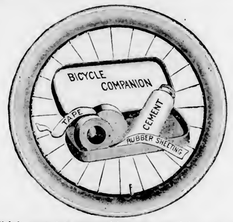


To carry above oiler on a wheel. Thoroughly adjustable and easily attached to any wheel; no rattling; handsomely nickel plated. Price, 25 cents each. Larger size holder to carry pneumatic pump at same price.

CUSHMAN & DENISON,
172 9th Avenue, - - New York

DON'T GET CAUGHT

With a break in your Tire, and nothing to mend it with! Get our

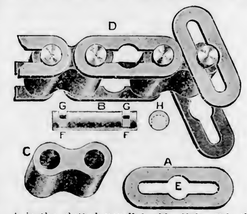


Which contains everything you need for repairing. Always handy, fits the pocket, and *absolutely necessary to every* owner of *every* wheel.

Price 50c. Postage Paid.

If your local dealers do not Keep The COMPANION, send your order and 50c. to BOSTON RUBBER CEMENT CO., 200 Devonshire St., Boston, Mass.

BALDWIN'S ADJUSTABLE CHAIN



A is the slotted parallel side link. B is the barrel stud connecting the parallel side links to each other through the central block C. H is a section of barrel stud, dotted lines showing the cut out for adjustment. E is a sufficient enlargement of the slot in each side link to allow of the removal of the link over the head of the barrel stud, in order that the stud may be removed from the central block, or may be reversed in the slot of the side link. The reason for this reversal of the stud arises from the fact that as the chain wears in use, it lengthens and thus loosens, rattles and no longer fits the sprocket wheels. The manner in which the invention provides for retightening the chain and making it again fit the sprocket wheels, is seen by reference to B, wherein FF are flat parallel slots, in which fit the inner edges of the side links A, sufficiently close to prevent the stud B from turning while in use, thus making the wear all come on the *long* bearing in the central block. GG are rounded slots, about one thirty-second of an inch in depth, to receive the inner end of the side link A, when the chain is new, and before it is slackened by wear.

When the chain has become slack by use, one or more of the barrel studs may be turned half way over, so that the unslotted side will bear against the inner edge of the side link A. Each barrel stud thus turned shortens the chain the depth of the slot G, and tightens it to that extent, thus restoring the chain to its former "pitch," and making it fit the sprocket wheels the same as it did when new. D is a section of the chain showing the method of assembling.

All steel; every part hardened. Work and material the best. Price, $8; nickeled, $9. Full directions with each chain. Send for circular.

E. A. BALDWIN, West Upton, Mass.

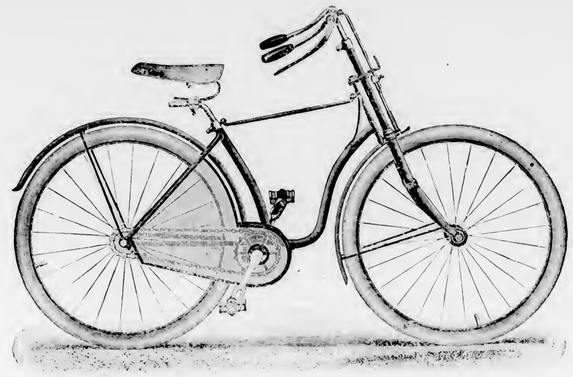
"Featherweight"

BICYCLE BELL.
PRICE $1.00.
WEIGHT, 1 & 1-2 OUNCES.

The Neatest, Lightest and Handsomest Bicycle Bell in the World. Sound musical and far reaching. No iron. No rust. No rattle.

Send size of handle-bar.
If not for sale in your town, send price and size of bar, and receive one by return mail.

J. D. NESBITT & CO.,
Manufacturers,
110 TREMONT CT., BOSTON, MASS.



COMBINATION JUNIOR No. 4.

LITTLE GIRLS.

Our Combination Juniors, No. 1 and 2, are for you——same as No. 4, only has 24 inch wheels——

No. 1, Cushion tires, - - - - $35.00
No. 2, Pneumatic, W. W. W. tires, - $50.00

FOR SMALL LADIES.

The only wheel made that was designed for their special use——26 inch wheels——Light weight——1 1-2 inch Pneumatic W. W. W. tires——Dress and chain guard in one piece——no rattle——our own special pattern——plenty of room between saddle and handle bars——handle bars curve well back——very comfortable, - - - - - - $60.00

No. 3, same as above, with cushion tires, $45.00

We furnish it with detachable cross bar.

CATALOGUE 27 TELLS ALL ABOUT THEM. FREE.

WESTERN WHEEL WORKS

R. L. COLEMAN CO.,
SOLE EASTERN AND SOUTHERN AGENTS.

35 BARCLAY STREET AND 40 PARK PLACE, NEW YORK.

IN A QUIET WAY.

Timely Trade Topics Told To Interested Riders.

WHEN Ariel talked upon the saddle question week before last, giving his views as to what should constitute the make up and build of the perfect saddle, he did not anticipate any immediate results, but the event shows that he was mistaken.

First came along this letter:

DEAR "ARIEL": I was much interested in your criticisms of saddles.

I am six feet tall, weight 225 pounds, and cannot get a saddle that is comfortable. As I am not fat, except perhaps, abdominally, I do not believe the trouble is wholly with myself. Will you kindly name two or three makes of saddle that in your judgment would be well for me to try? and greatly oblige

Yours, "OLD RIDER."

SCARCELY had the receipt of this communication been acknowledged when the expressman brought in a saddle from the Rich & Sager Company, accompanying which was a letter asking that I make thorough test of same, and fairly criticise its points. They state, "Ariel said in closing that you had in mind one or two saddles which promised a very close approach to his ideal. We do not know whether he has seen our saddle or not. He closes with a question which we think we are prepared to answer, namely, 'Who will give us a perfect saddle?' We think if his description is correct we can answer the same with confidence, that we can do it. We have a saddle that fills, so far as we know, every requirement that he speaks of."

I expressed myself in a letter to them to the effect that they were rather confident in their claims, but a practical test of the saddle sent me—which was one of their Long Springs—convinced me that they knew what they were talking about, and further use only serves to confirm that expression. The saddle is perfectly shaped, has a wide cut-out, relieving all pressure upon the perineum, is elastic and springy under work, and in fact if not the "perfect saddle" comes very, very near it. Of course it goes without saying that the workmanship, materials and finish are A1.

One particular point that I like is that the top of the saddle, at the cantle, has a downward slope on either side from the centre. It is a small feature, but a good one, being very comfortable.

I hope to speak further in regard to it.

IF there is any criticism which could be made in regard to this saddle it would be that the tilting arrangement does not insure a perfectly horizontal position at every point of its adjustment for various degrees of springiness, but this is largely overcome by the excellent device in tilting saddle posts put on the market by the Overman Wheel Company, which, by means of a curving clamp and corresponding loop rod, permits a saddle to be adjusted at any angle without touching the saddle springs. It is a very clever idea and has proven exceedingly popular wherever introduced.

THROUGH the courtesy of Mr. W. W. Stall I was enabled to repeat a ride upon a tire I had once before tested during a visit to Cleveland, and this latest experience only serves to confirm what I stated at that time about it.

I refer to the Cleveland Thread Tire, of course, which H. A. Lozier & Co. are marketing on their well-known wheels this year.

The peculiarity of this tire is that it is made with two layers of thread fabric, with rubber vulcanized between, the one layer coming down on the inside around the bead and up on the outside to the centre of the cross section, the second layer then being put on, lapping over the joint of the inner layer and running down on the outside entirely around the bead to the inner part, thus preventing any possibility of the rubber cracking on the side, and presenting a tight tire which is strong and serviceable for hard usage, and yet gives a very great resiliency, taking, indeed, a place among the tires which rank first in this important particular. Lozier & Co. claim that in order to attain the greatest resiliency there must be a longitudinal stretch to the thread of the tire and that in their tire there is more of this feature than any other on the market. When an obstruction meets a tire of this kind it produces a prolonged indentation or depression, the lengthwise threads being drawn out, there being nothing to carry the force of the obstruction one inch either side. Certainly when in practical use the elasticity and yielding tread of the Cleveland appears to adapt itself automatically to the unevenness of the road. It has moreover the great advantage of being easily removed for repair in case that becomes necessary.

"Q. T."

Nickel Bright Chamois

Prepared and Imported Especially for Bicycles.

Makes Everything Bright. Keeps Everything New. Your Wheel Needs One.

Three sizes and prices postpaid:
No. 1, 12x15 inches, 25c. No. 3, 16x20 inches, 50c. No. 6, 24x26 inches, $1.00.

ADDRESS, **EDGAR EGERTON,**
2546 Eighth Avenue, New York, N. Y.

BICYCLISTS BEWARE!

Do Not Start Without the

GRIP.

On receipt of $2.50 in 2 cent stamps or postal note, we will send you, express paid, one of our Boston Grips or Bundle Carriers. Its weight is less than 2 lbs., with waterproof covering, just the thing you want for touring. In ordering give the following inside measure of frame, length of head, length of top frame, length of middle brace, and we will send you at once the nearest size we have in stock, all strapped and ready to attach to machine. This Grip is indestructable, and with proper care will last a great many years. Address



BOSTON GRIP CO., 109 Kingston St., Boston, Mass., U. S. A.

Liberal discount to dealers by ordering C. O. D.

Racer, 23 lbs.
Road Racer, 27 lbs.
Thoroughbred, 30, 33 and 35 lbs.
Ladies', 35 lbs.
Roadster, 40 lbs.



The PHOENIX.

Complete in details; perfect in symmetry; graceful in outline; elegant in finish; scientific in design; responsive in action; perfect in construction. Fully guaranteed. Our catalogue tells the rest. Good agents wanted in unoccupied territory.

EASTERN BRANCH OF
STOVER BICYCLE MANFG. CO., 575 and 577 Madison Ave., New York.
AND
PORTER & GILMOUR, 1773 BROADWAY, NEW YORK.

$2. SCORCHER Shoe



DETACHABLE CLEAT



$1.

And Shoe Protector,
WITH AUTOMATIC SOLE CLASP
Detached instantly. For Rat-Trap and Rubber Pedals.

Why wear
BROGANS?
You want light wheels. Why not light shoes?
—OUR—
GLOVE FITTING
DONGOLA SHOE
Is Stylish, Neat, Comfortable.
Send Money and Size of Foot. Postage free.

READ THIS:
(From a former customer.)
Perry, N.Y., March 20, 93.
Detachable Cleat Co.:
I have changed my rubbe for rat-trap pedals, and enclose $1 for a pair of cleats. I want to say that your shoes and cleats are the best thing of the kind I ever saw, and would not ride without. All riders ought to leave them, and would if they once tried them. Yours truly,
J. A. CLEMENT,
Mgr. Hotel Perry.

DETACHABLE CLEAT CO., Allston, Mass. Weight, 4 oz.



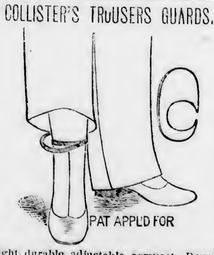
KEYLESS BICYCLE LOCK.

This lock is in two parts: lock and chain. It is proof against dust, water and rust. You can open it in the dark. Price, $1.50.

SPECIAL OFFER—To introduce this lock, one will be sent to any member of L.A.W., postage paid, for $1.

THE CINCINNATI KEYLESS LOCK CO., Cincinnati, Ohio.

COLLISTER'S TROUSERS GUARDS.



Light, durable, adjustable, compact. Does not show when in use. Keeps trousers close to leg on the inside, and away from chain when riding the wheel, and from rubbing together when walking. Free air circulation in warm weather. Good for cycle riding or walking. Adjustable to any size trousers. Mailed to any address for 25 cts. For sale by all cycle dealers, or COLLISTER & BILL, 147 Ontario St., Cleveland, O.

Hubs, Spokes, Rims, etc.

HIGH GRADE:

"Perfectos."

$125.00.

Safeties built to order. Repairing all kinds.

V. DUGMORE AND CO.,
194, 196 Columbus Ave., Boston, Mass.

To our advertisers: Please notice result of the Hill Cycle Company contest on page 201.

The Best Hotel for Wheelmen at the World's Fair.

THE National Columbian Wheelmen's Association Hotel and Club House contains every convenience for a wheelman's comfort, and is elegantly furnished throughout.

A model hotel within three blocks of main entrance to World's Fair at 57th street, contains a bicycle storage department and bicycle renting department, where wheels may be rented by the day or hour. Numerous shower baths for members and patrons. Elegantly fitted dining-room, size 80x25 feet, where meals can be obtained on the European plan at reasonable prices.

Cost of membership with full club house privileges $5.25 including free wheel storage, etc. Sleeping rooms without club house privileges can be secured at $1.00 per day per person and upwards. Address L. D. TAYLOR, Secretary 5717 and 5719 Madison Avenue, Chicago, Ill., World's Fair Headquaters L. A. W.

Death Under an Electric Car.

ON Monday afternoon, Mr. M. T. O'Neil, a member of the plumbing firm of Williams and O'Neil, was almost instantly killed on Dudley street, Roxbury, Mass., while riding his bicycle in front of an electric car. Mr. O'Neil was following in the wake of an outward bound car, and on approaching Shirley street he turned to cross the tracks, going directly in front of an inward bound car, which struck him full, although the motorman tried his utmost to stop the car. The wheel passed over Mr. O'Neil's chest and his head was also badly cut, death resulting from his injuries before reaching the hospital.

Another accident occurred at Attleboro, Mass., on Saturday, Nathan White losing control of his bicycle while going down a steep hill, being thrown to the ground directly in front of an electric car, both wheels of which passed over his right foot, crushing it and necessitating its amputation.

How Can I Get a Pneumatic?

Write the *H. S. Owen Mfg. Co., Washington, D. C.* Give a description of your old wheel and see what they will allow you in trade. Get their souvenir catalog.

A GREAT EXHIBIT.

One Exclusive Privilege of Which Every Advantage Is Being Taken.

WHILE the World's Fair fever is at its height, it may be well to say a word regarding one of the largest exhibitors and their display.

Messrs. Adams & Sons Company, manufacturers of Adams' Pepsin Tutti-Frutti, were granted the exclusive chewing gum privilege, and have spared no pains or expense to make their exhibit one of the sensations of the Fair. Large booths, erected by them, may be seen all over the grounds in each one of which their goods are artistically displayed.

It was the popular impression some time ago that the business of the above-named house had reached the zenith, but the possibilities of their growth seem to be unlimited. Since the introduction of their brand of Pepsin Tutti-Frutti, its medicinal qualities have recommended it to public favor, and their output has necessarily been greater than ever before.

The granting by the World's Fair Directors to this house of the exclusive privilege in their line is simply another tribute to the great merit of their manufactures.

KEYSER
Bicycle Clock.



GUARANTEED
To keep good time for one year. Sold by all dealers, or sent on receipt of price, $2.50.

A. S. KEYSER,
Patentee and manufacturer,
3220 Germantown Av., Philadelphia, Pa.
Patented in United States and England.

DON'T BE FOOLED



Into buying a Bicycle as high grade because it is listed at $150. See our Model A, 27 lbs., list $150; Model B, 33 lbs., $125. Write us for catalogue. We are also fully equipped to do first-class repair work. Don't be robbed, but send your work to us. We make a specialty of fine work for dealers and agents. Old machines changed over into Cushion and Pneumatic Tires.

The Puritan Cycle Works,
PORTLAND, ME.

Morgan & Wright,

Patent ~ Pneumatic ~ Tires.

Do you want to know about the Morgan & Wright tires? It is easy to find out all about them. How to repair them, how to take care of them and hints on how to use any pneumatic tire, that it may give you the very best service. A full list of our prizes offered to the riders of our tires in 1893 is as follows:

PRIZES FOR 1893.

For greatest mileage made on one set MORGAN & WRIGHT TIRES during 1893. Rider to make his own repairs.

1st Prize, Cost Value, . . $100
2d Prize, Overcoat, ... 45
3d Prize, . . . : Set M. & W. Tires

For most meritorious single ride. Distance, weather and character of roads to count.

1st Prize, Cost Value, . . $50
2d Prize, Cost Value, . . . 25
3d Prize, . . 1 Set M. & W. Tires.

For fastest mile made in competition.

Prize, Cost Value, ... $50

For best time made in road race. Distance 10 miles.

Prize, Cost Value, . . . $25

Best time made in road race. Distance, 25 miles.

Prize, Cost Value, . . . $25

These prizes to be competed for under the rules of the L.A.W., and prizes to be such as will be acceptable to the Racing Board.

All trials for prizes must be made with MORGAN & WRIGHT TIRES.

Contest closes December 25, 1893, and prizes will be awarded as soon thereafter as the judges may decide.

Note These Facts.

We solicit the good will of riders and buyers generally, and offer the following facts in our favor:

1st. THE MORGAN & WRIGHT TIRE is distinctly an American invention, and does not in any way copy or infringe upon other Tires.

2d. We were the first makers in the world to sell a perfect Tire at a popular price, our price for 1892 being from 50 to 200 per cent. lower than others.

3d. Notwithstanding our low price we have faithfully and honestly backed up our goods, and made all repairs without charge.

4th. The MORGAN & WRIGHT TIRE started 1892 with at least thirteen competitors, and within the year every one of these competing Tires had to be entirely remodeled or were withdrawn from the market as failures, with the exception of three.

5th. This present season, having reduced our process of manufacture to absolute perfection, we are enabled to reduce our price of 1892.

6th. Our Tires for 1893 are made of the finest materials obtainable, and the integrity of our concern is pledged to sustain our goods in every way.

7th. Our plant has been remodeled throughout, and the capacity is treble that of 1892. All orders will have prompt attention.

A Pointer or Two.

Our Tires have our firm name in raised letters moulded on the casing. Look for this in buying a Morgan & Wright Pneumatic.

Don't buy an imitation; rest assured that the skill and experience, which have brought the MORGAN & WRIGHT TIRES to their present perfection, will be exercised in keeping them ahead of mere copyists.

SEND FOR CATALOGUE.

Morgan & Wright,
331-339 West Lake St.,
CHICAGO, ILL.

[Mention BICYCLING WORLD.]

Bicycle Shoe.
TRY THEM. $2.



Made of the best Dongola Leather and warranted. Delivered free to any part of the United States on receipt of **$2.00** cash, money order or postal note. If not satisfactory we will refund the money or give you a new pair. They are unequalled as an easy walking, Police, or Letter Carrier's Shoe. Sizes 1 to 5, or 5 1-2 to 11.

HUB SHOE CO.,
101 Bedford St., Boston, Mass.

RED CROSS REPAIR OUTFIT



These metallic cases are nickel plated and are very neat and attractive. Can be conveniently carried in the pocket or placed in the tool bag. Each case contains a double tube of Red Cross Cement, a roll of our Pure Gum Patching, a sheet of Friction Cloth.

Ask your dealers for them or we will send prepaid to any address upon receipt of regular price, 75 cents each.

A. U. BETTS & CO., Toledo, O.



The Chicago Grip

For Tangent and Direct Spokes. For sale by all dealers, or sent post-paid for

75 CTS.

AVERY & JENNESS,
5756 Madison Ave., CHICAGO, ILL.

USE EAST INDIA STICK GRAPHOLINE



FOR BICYCLE CHAINS.

The only chain lubricant that gathers no dust. It is easily applied, being manufactured in sticks three inches long. It protects the chain from rust, dust mud and wear. Price 25 cents, by mail.

PRINCE WELLS
KENTUCKY BICYCLE AGENCY.
626 Fourth Ave. LOUISVILLE, KY.
East India Stick Grapholine

Sold in the East by the
American Ormonde Cycle Co., New York, N. Y.
Gormully & Jeffery Mfg. Co., New York, N. Y.
H. A. Lozier & Co., Cleveland, Ohio.
A. W. Gump & Co., Dayton, Ohio.
Hay & Willits, Indianapolis, Ind.
Geo. Worthington & Co., Cleveland, Ohio.
Gormully & Jeffery, Chicago, Ill.

PRICE BY MAIL, 25 CENTS.

CHALLENGED!

The World. To beat the workmanship, material, design or finish of

WARWICK CYCLES.

WARWICK CYCLE MFG. CO., = Springfield, Mass.

GET A CATALOGUE

SINGER CYCLES.

GUARANTEED.

We fully guarantee All our Cycles, not for twelve months only, but for a life time. We are interested in our products beyond one year, whether the factory serial number remains intact or not, and should a defect make its appearance at any time in material or manufacture of a Singer Cycle, we are ready to make the defective part or parts good to our customer.

SINGER & CO., 6 and 8 Berkeley St., and 2 Warren Avenue, BOSTON, MASS.

LIBERAL DISCOUNTS TO RELIABLE AGENTS.

MATERIALLY MATED.



HOLBEIN SWIFT, 30 lbs. stripped.

SWIFT By Name.
By Nature SWIFT.

CATALOG FREE.



LADY'S SWIFT, 34 lbs. complete.

COVENTRY MACHINISTS' CO.,
BOSTON. CHICAGO. SAN FRANCISCO.



D. & R.

Special Cycles.

D. & R. Special Light Roadster, weight 30 lbs. Fitted with racing saddle and drop racing bars, weighs 28 1-2 lbs.

We want a few more good reliable hustling agents. We've just caught up with our orders and can supply wheels promptly.

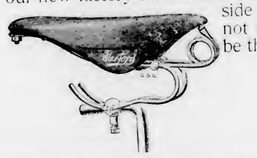
BETTER ORDER NOW.

RIDERS—We will take a limited number of second hand wheels as part payment for these popular wheels where we are not represented by a local agent.

Dean & Rogers Cycle Co.,
TAUNTON, MASS.

ELYRIA is twenty-six miles

west of Cleveland on the Lake Shore and Michigan Southern Railway. Passengers traveling this route will notice our new factory a short distance east of the depot on the north side of the tracks, and seeing it will not be surprised at our claiming to be the . . . . . .



LARGEST SADDLE MAKERS IN THE WORLD.

By the way, if it be convenient stop over a train. We are always pleased to show our new plant, and our visitors so far have enjoyed seeing the building of saddles reduced to a science.

GARFORD MFG. CO.,
CORRESPONDENCE SOLICITED. ELYRIA, OHIO.

The Model —— Models "KEATING."



MODEL D, 28 LBS.

The Model D weighs 28 lbs. all on, fully guaranteed in every respect. Riders weighing from 125 to 200 lbs. are riding both these models.



MODEL E, 25 LBS.

This Scorcher, Model E, is the one that all the boys are after.

The hill-climbing qualities of these wheels are what make them such favorites, with the easy running qualities combined. These wheels are no experiments; they have been tested over 3,000 miles over country roads and they proved as strong and stiff as our heaviest cycles. Our agents will let you try them and you will be a purchaser.

KEATING WHEEL CO., Holyoke, Mass.

Catalogues for 2 cent stamp.

SIDWELL & SABEN CYCLE Co., 243 Columbus Ave., Boston,

Are sole NEW ENGLAND AGENTS for the

Beautiful *Quinton Scorcher* Bicycles

Have you had an opportunity of seeing the 1893 line? If there is no agent in your city, write us and we will talk business to you. Good agents always in demand.

Bretz & Curtis Manufacturing Co., : : Philadelphia, Pa.

Columbus

never dreamed of it,
But then 'twas not his lay,
Necessity had not called for
Bicycles in his day;
But now we have no Christopher,
But instead in ninety three
We have a cycle, just as famed,
It is called . . . . . *The Liberty*

FOR CATALOGUES, ADDRESS

WILSON, MYERS & Co.,

55 LIBERTY ST., NEW YORK.

MAKERS OF .. LIBERTY CYCLES. ..

Retail Department, 1786 Broadway, N. Y.

A. O. VERY CYCLE CO., 245 Columbus Ave., Boston, Mass., General Jobbing Representatives in the New England States. Mention BICYCLING WORLD.



BERRY BROTHERS' BICYCLE ENAMEL

WILL RESTORE THE FADED [illegible] YOUR WHEEL TO ITS ORIGINAL BRILLIANCY. IT IS THE ONLY PERFECT AS[illegible]S KIND IN THE MARKET. EASILY APPLIED. READY FOR USE. DRIES QUICKLY WITH A LUSTROUS FINISH. ONE PACKAGE IS ENOUGH TO REFINISH A BICYCLE.

MADE IN THE FOLLOWING COLORS: BLACK, WHITE, MAROON, RUSSET, WINE, FAWN, LEMON, AND OTHER SHADES OF YELLOW, AND ALL SHADES OF BLUE AND GREEN.

ASK YOUR DEALER FOR IT. IT WILL PLEASE YOU.

PRICE, 30c. A PACKAGE.

BERRY BROTHERS, LIMITED, VARNISH MFRS.

New York, Boston, Philadelphia, Baltimore, Chicago, Cincinnati, St. Louis, San Francisco.

FACTORY--Detroit.

SMALLEY. EASY..... ....RUNNING.

STRONGEST LIGHT WHEEL MADE.

MOST RIGID FRAME. GOOD BEARINGS.
GRACEFUL LINES. ELEGANT FINISH.

ALUMINUM Finish if Desired.

Four styles:
Light Roadster.
Road Racer.
Track Racer (New Style Handle Bars).
Ladies' Wheel.



ROAD RACER.

WRITE FOR CATALOG.

SOME OF OUR AGENTS:—Geo. L. Cady & Sons, Lowell, Mass.; W. G. Schack, Buffalo, N. Y.; Peabody-Whitney Co., Boston, Mass.; J. E. Poorman, Cincinnati, Ohio; L. C. Jandorf & Co., New York City; Racine Hardware Mfg. Co., Racine, Wis.; E. Werner, Philadelphia, Pa.; Chas. Egge, Detroit, Mich.

MARBLE CYCLE MFG. CO.,

Our Retail Store, 271 Wabash Ave., CHICAGO, ILL.

PLYMOUTH, IND. "Illinois Agents for the RALEIGH."

SOMETHING ENTIRELY NEW.

. . . THE . . .

BICYCLE ROAD WATCH AND HOLDER.

NICKEL.

An Ornament to Any Bicycle.



Every Rider Should Have One.

Fine Cut Pinion Movement and Warranted a Good Time-Keeper. Dust Proof Case with Beveled Face Glass and Hinged Back.

The Holder is adjustable to fit any make Bicycle, and can be attached to Post or Handle Bars or any other part of Machine.

The Watch can be quickly and easily detached without removing the Holder, and can be adjusted to any position or angle by means of set screw in Holder.

Price of Watch and Holder Complete, $2.50.

FOR SALE BY ALL BICYCLE DEALERS

MANUFACTURED BY

E. N. Welch Mfg. Co.,

FORESTVILLE, CONN., U. S. A.





THE HOLMES CO.,

MANUFACTURERS

Jersey Fitting Bicycle, Athletic, Gymnasium and Bathing Suits, Sweaters, etc.

SWEATERS (Sailor Collar) } for Lady Bicycle Riders
EQUESTRIAN TROUSERS }

Send stamp for catalogue B.

109 Kingston St., BOSTON, MASS.



A MODEL RACING SUIT

That is modest, light and convenient, with all the weight hung on the shoulders and no extra material to carry. This suit meets all the requirements of the L. A. W. rules. No. 1301, worsted, full fashioned, $8; No. 1302, worsted, cut goods, $3.50; No. 1303, worsted, light weight; $3.25; No. 1304, pure silk, 1st quality, $11.50; No. 1305, pure silk, 2d quality, $10.50; No. 1306, sateen, very light, $2.50. By mail, 15 cents extra.

Above suits are same as cut; 1st sleeve, 10-inch inseams. Sleeveless suits same price. Black and Navy Blue, only in stock in worsted and sateen. Silk suits made to order also, any color in worsted. Striped suits $1.00 extra. Letters, 50c. each. Measurements: Chest, waist, back of neck to crotch inseam.

CALL A 1 SUPPORTER

A light, cool and durable supporter for Bicyclists, Athletes and Gymnasts. Made of cloth and elastic, a sure fit. Price $1.00. Sent post-paid on receipt of price. Be sure and send tight waist measure. Illustrated catalog of Bicycle and Athletic Goods free.



S. B. CALL, 229 Main Street, Springfield, Mass.



BICYCLES FOR EVERYBODY.

POPULAR STYLES AT POPULAR PRICES.

The Largest and Finest Assortment of Wheels in the World for a dealer to handle. Send for terms.

A. O. VERY CYCLE CO., 245 Columbus Ave., Boston, Mass.

1893 NEW MAIL

HIGHEST GRADE.

11th Year.

Greater Demand Than Ever Before?



Pneumatic Tires, $125.
Dunlop Detachable Tires, $135.

The Wheel of '93! See it and Send for Catalogue.

MANUFACTURERS

WM. READ & SONS,

107 Washington St., - - - - Boston, Mass.

Chicago Branch, Masonic Temple, A. W. MOORE, Manager.

Few Wheels Have so Many

Original ideas embodied in their construction, and none of such real merit as has the

"Imperial"
REGISTERED TRADE MARK

OTHER MAKERS

Have copied and no doubt tried to equal the original, but with only failures to their credit.

WEIGHTS,

24, 28, 34, 39 and 40 pounds.

The most complete and interesting Bicycle Catalogue ever published mailed free.

Ames & Frost Company,

302-304 Wabash Avenue,

CHICAGO.

FOR THAT SORE FEELING HAVE YOUR BICYCLE FITTED WITH A

SOLID COMFORT SADDLE

BRETZ & CURTIS MFG. CO., PHILADELPHIA, PENN., MAKERS.

"What Are Bicycle Records

Worth, when considering the selection of a bicycle for road work?" asks a wee piping voice, whose source lies suspiciously near to the "doglet in the manger."

Perhaps, in our humble way, we can enlighten the "bow-wow."

A bicycle which can bring out the latent speed capabilities in man—and that's what record-breaking means—the producing of greater speed than had previously been drawn from muscle and steel—is one which candidates (amateur) for record honors will select (without inducement), simply because it is fast.

Pardon the interruption. Two telegrams just received inform us, "First and third places in every race at Fresno, Cal., April 20th, won on RAMBLER RACERS."

"Both scratch events on Alameda, Cal., track, won by Jules T. Hancock, on RAMBLER RACER, April 30th."

As we were saying, a manufacturer who can and does make record-breaking Racers, is at least *capable* of turning out a creditable Road Machine. There may exist some semblance of a doubt as to the other fellow.

The road machine which is capable of moving at record speed has qualities to be desired by even the every-day bicycle rider. Why? To go at such speed a bicycle *must* run easily—bearings and tires do much to cause "that easy feeling"—and *that* is a "consideration in the selection of a comfortable road wheel."

Another message, just received, says:

"Monte Scott, April 29th, broke WORLD'S RECORD in competition in Rankin Road Race, at Providence, R. I., doing 26 miles, and winning time prize, in 1 hour 19 minutes and 8 seconds. His mount was a No. 4 RAMBLER."

Furthermore, a road machine on which a record *can* be broken, and which will "stand the racket" of such a ride, must certainly have meritorious features in its construction. Perhaps it's the lap-brazed hollow joints, connecting the old reliable Climax steel tubing. Rigidity, strength and trustworthiness certainly are desirable features, even in a "bicycle for road use only."

Still another message, (this must be a Rambler year):

"Austin Crooks took time prize in Corert Road Race, Lockport, N. Y. Starting from scratch, rode 12 miles against a stiff breeze, in 44 minutes 53 seconds. He rode a RAMBLER RACER." (A racer in the road race, and it came through without a scratch.)

The records above cited do not make

Rambler Bicycles One Whit Bettter,

But the fact that Ramblers do, can and will break records, discloses reasons why the best racers (amateur) select them. Should we simply say that "RAMBLER BICYCLES are best and fastest," there are those unkind enough to think we are prejudiced.

Sometimes the strongest way to say a thing is to HINT at it."

"Rambler Records Are Broad Hints—Do You Take Hints?"

GORMULLY & JEFFERY MFG. CO.,

CHICAGO. BOSTON. WASHINGTON. NEW YORK. COVENTRY, ENG.

"Oldest Exclusive Bicycle Factory in America."

THE ORIGINAL

KAUFMAN!

The world's greatest trick rider, coming soon, after seven years' tour in Europe. Open for limited engagements. Address,

R. A. PUNNETT, Rochester, N. Y.

GENDRON CYCLES.

You can't tell where our progress will stop.



* * *

IS IT NOT PLAIN TO YOU THAT EVERY CYCLE SHOULD HAVE BACKWARD AND FORWARD ADJUSTABLE HANDLE GRIPS?

* * *



With this improvement you can make a Racer out of a Roadster

No wheel complete without.

"Gendron Cycles" Have Them.

Agencies now Being Placed.

GENDRON IRON WHEEL COMPANY.

TOLEDO. NEW YORK. CHICAGO. ST. LOUIS.



Racer SHOE

TRACK-TRACK

You need this shoe to win races on

DECORATION DAY!

SANGER TAYLOR TYLER

TAXIS HENDEE McDUFFEE

Are all using them. They know it is the BEST

HORSEHIDE RACING SHOE

Weight, 5½ oz.

DON'T send money because we say they are the best. Costs little to send a

ONE CENT

POSTAL CARD

Stating size shoe worn, and we will send a pair

C. O. D.

All charges paid. Examine before paying.

The tapered cleat doesn't break off, and catches pedal quickly.

$3.50 Postpaid.

DETACHABLE CLEAT CO. ALLSTON, MASS.

RACE

G. DARLOW & SON,

... MAKERS OF THE ...



BRIGHTON FLYER,

24 LBS.

Sole agents for the

RELAY MFG. CO.,

PURITAN,

and other cycles in great variety. Easy payments. Fine repair work. Wheels changed over from $10 up.

Pneumatics from $70 to $135. Cushions from $30 to $70. Great discounts for cash.

GEO. DARLOW & SON, 473 Tremont St., Boston.



The Billings' Bicycle Wrench.

Adopted by the Pope Mfg. Co., and pronounced by them the Best Bicycle Wrench in the Market.

THE BILLINGS & SPENCER CO., HARTFORD CONN.

FOR SALE OR EXCHANGE.

In this department the prices are 20 cts. per line, 7 words per line, 12 lines per inch.

Stamps will NOT be taken in payment. Cash, check, money order, or postal note must accompany order, or no insertion.

ASK your Dealer to send for Brandt's L. A. W. Bicycle Brushes. Price 50 cts. a set. SPENCER & BRANDT, 1321 Capouse Ave., Scranton, Pa.

VICTOR—Pneu., good as new; enamel perfect; also Victor cush.; no offer refused. Address F. W. KRISTELLER, 588 Bedford Ave., B'klyn.

WARWICK PNEUMATIC—Almost new; also Cleveland cushion; no offer refused. F.W. KRISTELLER, 588 Bedford Ave., Brooklyn, N.Y.

CLEVELAND No. 3 Pneumatic, '92; condition perfect; best offer over $40. J. O. ERNSBERGER, Galion, Ohio.

LADIES' Victor, cushion; spring fork; '92 make; used a little; for sale; cost $125; best offer over $80 takes it. THOS. R. CURTIS, Equitable Building, Boston.

FOR SALE—35-lb. Elliptic scorcher, almost new; price $100 cash. M., care of Freeport Bi. Co., Freeport, Ill.

L. A. W. Bicycle Brushes are the stuff to keep your wheel clean and nice. SPENCER & BRANDT, 1321 Capouse Ave., Scranton, Pa.

AN 1892 Pattern Columbia Light Roadster Safety with pneumatics in perfect condition; will sell for $100. E. B. E., 112 S. Broadway, Baltimore, Md.

A CHANCE for you. We wish to cut down our stock of bicycles and supplies and offer the following 1893 pattern machines at 25 per cent. discount: Eagle, Royal, Western Wheel Works' and Monarch; the Ariel, Peerless, D. & R. Special and Majestic, 20 per cent. discount; 1892 Model A Arriels, 1-2-inch cushion, at $80; Ariel, B. M. & W. pneumatic at $70; lanterns, bells, etc., 33 1-3 per cent. discount. Catalogues free; write today. A. B. WHITE CYCLE CO., Fort Wayne, Ind.

THE BUFFALO WHEEL CO. will give a Niagara 1893 bicycle to ONE GOOD RIDER in each town where there is NOT a NIAGARA AGENCY, at AGENTS' PRICE, in order to advertise the Niagara Wheel in unrepresented districts. Address, JOHN C. DUNHAM, Buffalo Wheel Co., Buffalo, N. Y.

CYCLOMETER—Bidwell, run 225 miles and in A1 condition; price $5. A. F. JENKINS, W. Boxford, Mass.

PNEUMATIC TIRES $20.

Morgan & Wright or like principle used. Spokes cut down and new rims.

Spreading forks, done by our new method, not more than $2.50 extra.

Good work and quick return.

Get list of shop-soiled bargains in bicycles. Large line sundries.

KNIGHT CYCLE CO.,

311 North 11th Street, - - St. Louis, Mo.

A BARGAIN—A Quadrant Safety '92 pattern for sale at low price. Call and see same at No. 229, Columbus Ave., Boston.

RIDERS OF M.&W. PNEUMATICS

Use Miller's Rapid Fasteners. 50 cts. a pair mailed. 1000 now in use. Pronounced indispensible. Send postal note. C. G. MILLER, JR., Shullsburg, Wis.

KEEP your wheel clean by using Brandt's L. A. W. Bicycle Brushes. Price 50 cts. a set. SPENCER & BRANDT, 1321 Capouse Ave., Scranton, Pa.

BICYCLERS—The Road Book of Boston and Vicinity (with map) for 1893, is now ready. Send twenty-five cents to JAMES S. MURPHY, 55 Franklin street, Boston, and get one by return mail.

GEORGE H. CHANDLEE,

PATENTS AND PATENT CAUSES.

Send sketch or model for free examination as to patentability. Atlantic Bldg., Washington, D.C.

FOR SALE—Spring Frame Rambler, cushion tire, $80; CHAS. SCHWALBACH, Flatbush, L. I.

ONE KEATING BICYCLE—'93. Morgan & Wright tire, either model B or G, never been taken from the crate. R. ADAMS, Box 314, North Adams, Mass.

LOOK! LOOK! Brandt's L. A. W. Bicycle Brushes in sets to clean hubs, pedals and close parts quickly. Price 50 cents. Send money order or ask your dealer. Manufactured by SPENCER & BRANDT, 1321 Capouse Ave., Scranton Pa. Pat. applied for.

LATEST CYCLING PAPERS from all parts of the world received regularly and for sale. Send for List. FLETCHER & CO., 43 E. Van Buren Street, Chicago.

FOR SALE—Victor, Warwick and Rambler, $120. Telephone and Union 2 16, $112.50; Lovell, $95; Black Hawk, $85; Crescent, $70; Ben Hur, $55; all pneumatics; new but shopworn. R. C. WHAYNE, Louisville, Ky.

FOR SALE—Century Columbia; used one month; will sell cheap. Address, E. B. E., 112 S. Broadway, Baltimore, Md.

CIGARS—Will send a box of 25 fine Havana Cigars for 75 cents postpaid. A. F. JENKINS, W. Boxford, Mass.

STOLEN—Century Columbia, No. 4321 (1, 2, 3, 4, 5 backwards); $25 reward will be paid for information leading to the recovery of the same, besides the $50 reward by the Pope Mfg. Co., 12 Warren street, New York. ISAAC M. CLARK, Jr., 110 Columbia avenue, Jersey City, N. J.

BARGAINS—We carry a large stock of bicycles of all makes; also sundries. Write for price list; big discounts. A. B. WHITE CYCLE CO., Ft. Wayne, Ind.

GENTLEMEN! Ask your druggist for Flavell's Suspensory Bandages, or send $1 for silk, 50 cents for thread. Stamps taken. Safely sent by mail. Small, medium or large.

H. W. FLAVELL & BRO.,

1005 Spring Garden St., Philadelphia, Pa.

Read STAR DUST,"

By WILLIAM D. KEMPTON.

(Star of Poekopolis.)

PRICE, IN CLOTH, - - - $1.00

Send to the author, 53 W. 9th street, Cincinnati, for 4-page descriptive circular.

Trade supplied by the Cincinnati News Co.

Ride a New Wheel for $18

Take out your wheels, crate securely and ship to us, express prepaid; we will apply *Standard Make Pneumatic Tires*, either single or double tube, in A1 steel rims for $18 per pair, with a pump. Frame spreading and general repairing at the *Lowest Prices*. All of our work and tires guaranteed. H. W. SMITH & CO., 91 Marshall Street, Somerville, Mass.

VICTOR Pneumatic, Victor Cushion, Warwick Pneumatic, Cleveland Cushion. Make offer. KRISTELLER, 588 Bedford ave., Brooklyn, N.Y.

FOLDING HAWKEYE 587, Bausch & Lomb improved Iris diaphragm shutter, Taylor & Hobson lens, roll holder and 1-3 plate holders. For sale at a sacrifice. Address C., Cotting Ave. Factory, Marlboro, Mass.

FOR SALE—1892 brand new Cleveland, Fowler and Eagle; 1891 Victor Cushion. Great bargains. Box 230, Middletown, N. Y.

BICYCLE STOLEN—Century Columbia, No. 6270; stripped. Stolen from Cleveland Wheel Club House. Address A. D. SPEAR, care Brush Electric Co., Cleveland, O.

FOR SALE—Bargain—New Liberty, 1893 model B. B. pneumatic (list $120) price $120. New Ladies' Light Liberty, cushion (list $135), price $100. New Jewell, pneumatic (list $125), price $100. New Bidwell cyclometer, 30-inch (list $10), price, $8; also cheaper cushion and solid tire machines, correspondence solicited. C. P. ADAMS, Box 86, Lynn, Mass.

FOR SALE—A '92 Pat. Leather Covered Hawkeye Camera with 3 Double Plate Holders; like new all over. Will sell for 13 dollars. Address H. D. LEINBACH, 101 Market St., Harrisburg, Pa.

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Bicycle, Confectionery, Ice Cream and Cigar store; principle agencies of wheels; privilege of examining line inclosed. Cash or easy terms, JAMES, 70 Vale St., Springfield, Mass.

NUMBER racer, 26 lbs.; cost $175; rear wheel strengthened spokes and 30 rim and Bidwell detachable tire; excellent for both road and track use; $120.50; bargain. F. J. McMAHON, Paterson, N. J.

$95

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BARGAINS—Victors, Model D and Flyers, $135; Majesties, Light Roadsters, $86; D. & R. Specials, $115; Eagles, $100; Ariels, Model D, $100; Model B, $82; Crescents, $72; Escorts, $72; 28-inch Rob Roy, $63; 26-inch Rob Roy, $50; 26-inch Junior, $43; 24-inch Junior, $38; 26-inch Westminster, $45; Kenwood, $125. These are all brand new 1893 machines, never operated; fitted with pneumatic tires. Any machine sent on examination for $5. Peck Cash Registers, $20 each. A. B. WHITE, Fort Wayne, Ind.

ONLY $75.00

FOR A

'92 QUADRANT SAFETY

Dunlop Pneumatics.

Nearly new. A bargain.

Address, C. L. H.,

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DARTS

(Registered.)

LIGHTEST

In the World.



New Designs

Built on

Smith Bros.

LINES.

25, 27, 29 lbs., $150.

34 to 40 lbs., $150.

More good agents wanted.

Send for lists.

Photos 10 cents.

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Price, $5, $7 & $8.



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WE WILL GIVE

A "Densmore" Typewriter and Cabinet, or a "Kenwood Pneumatic Safety Bicycle, valued at $150, to the person sending us the largest list of words that can be made from the letters contained in *The World's Greatest Typewriter*. Send for copy of rules governing contest.

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No. 610 F st., N. W., Washington, D. C.

..ADAMS'..

Pepsin Tutti Frutti

FOR THAT

Full Feeling After Eating.

The Scorcher Bell



[PATENT APPLIED FOR.]

Weighs but 8 oz. New, Neat and Substantial.

Endorsed by members of the L. A. W. Simplest and strongest bell out. No solder; no wires to bend. Indestructible and beautiful. Ask your dealer or send price, $1.50 in P. O. O. or money order, and we will send one postpaid. Address

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Riders—We take in EXCHANGE second-hand Pneumatic Tire Wheels. STATE CONDITION and make of your machine.

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The Largest, Best and Most Complete Outfit On the market. Size 3in. x 5 in. Liberal discount to dealers.

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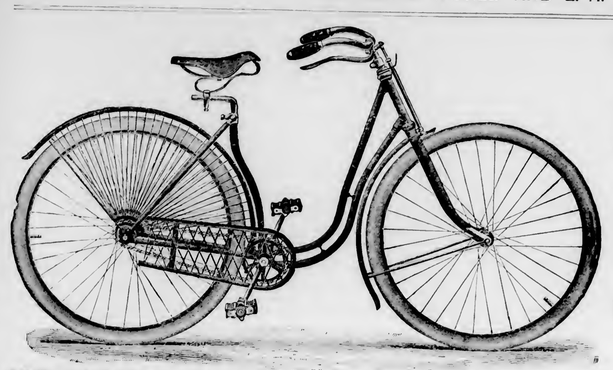
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Which took place in the vicinity of Providence, R. I., on April 29:

It has been claimed that Monte Scott, the fastest rider in Rhode Island won the race on the G. & J. Tires. This is not a fact. The race was won by Crandall, who has not had the riding experience of Monte Scott, and he won the race on the celebrated

TILLINGHAST PNEUMATIC TIRES.

The TILLINGHAST PNEUMATIC TIRE CO., 59 Clifford St., Providence, R. I.



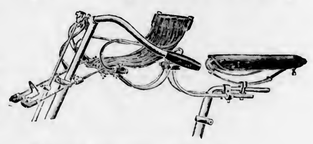
"O Papa, aint dis nice."

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The Beauty is attached only at the saddle-post, and is the only safe conveyance for a child upon a wheel. It is not attached to the weakest part of a bicycle, the steering-head or handle bars, and where the child has to be constantly thrown about to keep the machine in balance. The recognized standard in child's seats all over the world.

Made in two styles: Canvas, $4.50. Mackintosh, $5.00.

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RACE MEET.



Harvard University Cycling Association.

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EVENTS.

1. HALF MILE, Scratch, 2 min. 50 sec. Class. Gold, Silver and Bronze Medals.
2. HALF MILE, Handicap, Open. Gold, Silver and Bronze Medals.
3. ONE MILE, Scratch, Open. Gold, Silver and Bronze Medals.
4. ONE MILE, Handicap, Open. Gold, Silver and Bronze Medals.
5. ONE MILE SPECIAL, Hancicap, Open—100 yards limit. Gold, Silver and Bronze Medals.
6. SPECIAL TEAM RACE—Invitation. For the Harvard Challenge Cup. Three Silver Cups to Winning Men.
7. ONE MILE, Scratch. Interscholastic. Three Silver Cups.

The prizes are the regulation H. U. C. A. medals. The first prize in the Limited Handicap will be a

Special Gold Medal Costing $40.

Entries close June 1st at 12 P. M., with

J. G. M. GLESSNER, Manager,

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L. A. W. LEAGUE OF AMERICAN WHEELMEN.

OFFICIAL DEPARTMENT.

Boston, Mass., May 19, 1893.

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M. A. High, Cincinnati, Ohio.

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J. Wade McGowin, 423 Wood street, Pittsburgh, Penn.

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Ed. Mogleberry, 206 W. Jefferson st., Louisville, Ky.
Geo. D. Gideon, 17 No. 7th St., Philadelphia, Penn
J. M. Erwin, *Ycars-Record*, Chicago, Ill.
John T. Huntington, 585 Arcade, Cleveland, O.

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Albert Mott, Chairman, 2231 Madison ave., Baltimore, Md
John O. Blake, 85 Madison St., Chicago, Ill.
H. C. Nickerson, 221 Washington St., Boston.
J. D. W. King, 181 Potter Bldg., New York City.

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FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C., England.

Annual Meet At Chicago.

The dates selected by the National Executive Committee for holding the annual League meet and International races are August 5th to August 12th, inclusive.

GENERAL COMMITTEE.

Thomas F. Sheridan, Chairman, Lock Box 951, Chicago; F. W. Gerould, T. L. Sloan, C. E. Randall, J. O. Blake, R. D. Garden, Wm. Herrick, C. E. Stoddard, A. J. Marriti, F. G. Gere, H. G. Rouse, A. A. Billingsley.

This committee to have general supervision of the annual meet under the direction of the National Executive Committee.

RACE AND TRACK COMMITTEE.

Frank W. Gerould, 108 Madison street, Chicago; R. D. Garden, N. H. Van Sicklen, and J. M. Erwin.

This committee to have general charge of the construction of the track, running of the races and arrangement of events, under the direction of the International Race Committee.

PRESS COMMITTEE.

Samuel A. Miles, *Referee*, Chairman, Caxton Building; L. J. Berger, *Bearings*; W. Wardrop, *Cycling Life*; M. A. Lane, *The Post*; F. E. Spooner and H. H. Wylie, *Sportman's Review*.

This committee to have charge of the news and promoting the general interests of the meet.

HOTEL COMMITTEE.

Charles E. Randall, Chairman, 1747 Champlain avenue; L. B. Taylor, W. A. Leonard. All communications for this committee should be addressed to W. A. Leonard, Sec., 908 W. Madison street, Chicago.

This committee to have charge and arrange for hotel accommodation during the League meet and International races.

TRANSPORTATION COMMITTEE.

J. O. Blake, Chairman, No. 85 Madison street, Chicago.

PRIZE COMMITTEE.

William Herrick, Chairman, 293 Wabash avenue, Chicago.

RECEPTION COMMITTEE.

R. D. Garden, Chairman, 291 Wabash avenue, Chicago.

ENTERTAINMENT COMMITTEE.

A. J. Marriti, Chairman, 236 Wabash avenue, Chicago.

RUNS COMMITTEE.

C. P. Roots, Chairman, Caxton Building, Chicago.

PRIVILEGES COMMITTEE.

F. W. Gerould, Chairman, 108 Madison street, Chicago.

President's Column.

It is but little satisfaction for one who has undertaken a trust to be compelled to make excuses, but there was nothing in the experience of the year 1892 to indicate the volume of work and the multitude of details which would demand so early in the present year the attention of the President.

Events conspired in the few week just prior to the meeting of the National Assembly to place whole sections in antagonism on questions that were of vital interest, and to set Divisions in antagonism to the publishers of the L. A. W. BULLETIN. The determined efforts of some to exclude the BULLETIN from the mails culminated in a misunderstanding that came very near depriving the L. A. W. of a cheap and necessary medium for reaching the members once a week.

At the present time there is no reason to anticipate any further trouble on that score; the BICYCLING WORLD and L. A. W. BULLETIN is sent each week to every member on terms which are advantageous to the League.

The request, and in some instances demand, on the part of members that all details of the business management shall be spread fully before the public was settled by the National Assembly by a practical refusal, when it decided not to require the reading of the contract between the L. A. W. and the Wheelman Co. So far as the whole question is concerned it is merely a matter of business sense.

NATIONAL MEET.

The work of running the annual race meet has been, for the first time in many years, put in charge of the Executive Committee. It will be held in Chicago Aug. 5 to 12 except that a part of the time will be especially devoted to the separate races held under the direction of the International Race Committee, of which the President of the L. A. W. is Chairman. The responsibility and labor which the Executive Committee have had placed upon them in this regard is very great, but by subdivision of the work and the support of the Chicago members there is every reason to expect a successful meet.

Under the charge of the International Racing Committee, the new track will be completed and in use by June 1, 32, and ample time given to test it, correct any errors of construction and get it ready in all points for the August meet.

RACING BOARD.

The announced policy of the administration regarding the composition of the Board was entirely free from personal basis. It was not in the slightest degree a reflection on the honesty of any one, but was founded on a desire to place the racing interests in a position to ask the support of every manufacturer and dealer and to remove a terrible source of most unjust criticism of previous boards. All attempts to stir up antagonism on this ground give fair reasons for suspicion of personal bias.

As at present organized the Racing Board consists of Chairman Raymond and five others, the greater part of the work falling on the Chairman, who is fortunately so situated as to be able to devote a part of his time to the work without detriment to his business, although in times that limit is passed.

The races of the Board are being severely criticised at the present time; a quarrel of this antagonistic interests in a Division has resulted in a most unfortunate squabble in which unwise, and what must have been private statements, which amount to threats, have been scattered broadcast in the press.

It must be remembered that the rules are binding on all of us, others as well as members, and that they are not made for one section, but for the whole country.

Where a rule in plain terms says that a member of a committee "shall" recede in a certain way, under certain conditions, and he finds the conditions to exist, common fairness should demand that he be protected from abuse.

The rule may be too rigid, unwise or impolitic, but those are reasons for its change and not for the abuse of a man who performs his duty according to his best judgment.

It is earnestly requested that the best interest of the L. A. W. as a national body should receive more consideration and talk of secession have more valid reason than anything which has appeared in this case.

GOOD ROADS.

The report of the Executive and Finance Committee showing the condition of the affairs of the Road Improvement Bureau to March 31, 1893, published herewith gives but a small idea of the work done by which the committee is enabled to show a net earning for the fifteen months' work. Mr. Potter has been unremitting in his efforts to make the magazine a success, and Mr. King, as advertising agent, has made substantial gains in his department.

The average income in cash receipts from advertising bills has averaged $1,600 per month for the last four months, but capital is required in order to enable the Bureau to carry the $6000 or more of unpaid advertising bills which will always be due, and to meet the running expenses. This work is almost wholly philanthropic and should receive the support of those who will be benefitted, and that is the public.

Bicycle makers and dealers and carriage makers have perhaps the most to gain in direct returns from the successful outcome of the good roads work and from them a large support should come. In the meantime it is hoped that individuals will contribute in subscriptions and donations so that a safety fund may be established and success assured.

On or about the 21st of May a meeting of the Executive Committee and of the International Race Committee will be held at which final arrangements will be made for the August meet. Matters of interest decided upon will be announced at an early date.

CHAS. L. BURDETT, President.

Maritime Provinces.

ARTHUR A. SHUTE, is hereby appointed Local Consul for Fredericton, N. B.

FRED L. TEMPLE, Chief Consul.

To the New York Division.

THE Executive Committee has adopted the following resolution: "Resolved, That a Road Book be given free to any member of this Division sending to the Chief Consul, three new applications for membership in the L. A. W. accompanied by the fee therefor."

CHARLES H. LUSCOMB, Chief Consul.

Dated, New York, May 3, 1893.

Report Road Improvement Bureau.

The following statement of accounts of the Road Improvement Bureau, under the direction of which the monthly magazine called "Good Roads" is published is respectfully submitted. The term covered by this report is from Dec. 5, 1891, to March 31, 1893. The magazine is issued monthly, the first copy having appeared in January 1891.

CASH STATEMENT.

Receipts.

From L. A. W. Treasurer (appropriation)	$ 6,000.00
From L. A. W. Treasurer (loan)	5,035.29
From Guarantors & Contributors to fund	4,089.32
From Advertisers	15,893.71
From Subscriptions and Sundry Sources	2,385.04
	$33,853.56

Expenditures.

By paper for Magazine	$8,805.16
By Cuts and Electros	1,055.50
By Artists	210.75
By Printing Magazine	6,995.14
By Wrapping, Binding and Mailing	598.43
By Postage, Express Charges and Bells	2,312.05
By Advertising Commissions	1,017.50
	1,793.60
By Salaries, Manager	6,066.62
By Salaries Assistants and Clerks	2,702.00
By Rent	751.72
By Job Printing	254.90
By Sundries	1,191.53
By Office Furniture	322.58 $35,249.38
Expenditure in excess of Receipts	$1,426.02

Creditor.

By Advertisers less Advertising Commission	$4,619.85
By Sales of Pamphlets, Electros, etc	637.94
	$5,257.79

Debtor.

To rent two months	$116.68
To Printer	451.29
To half tone work	252.64
To Wheelman Co. for addressed wrappers	170.33
To paper for magazine	458.56
To Sundries	110.59
To advertising commission duc.	87.84
Total,	$2,037.63
	$3,220.76
Less balance at debit per Cash Statement	$1,426.02
	$1,794.74

BILLS PAYABLE AND RECEIVABLE.

From the above statement it appears that on March 31, 1893, the affairs of the Road Improvement Bureau show a net earning of $1794.74, on the investment of $18,750.00, a little over nine per cent of the investment in the fifteen months in which the business has been carried on. Of this amount invested $6000 was appropriated in November 1891 from the L. A. W. Treasury as a direct payment. At that time a guarantee to the amount of $3000 from Colonel Pope and $1000 from Mr. George A. Bidwell had been secured. A little later Mr. A. H. Overman increased the guarantee by $6000.

The guarantors paid in $4089.32 up to May 31st, and from other sources $2385.04 were received.

About $5000 has been loaned by the L. A. W. in aid thus to the $6000 directly contributed. By this is meant that the League paid as an investment $6000 and then has put in an amount as a guarantee equal to that so far contributed by other guarantors to carry on the work. In case a profit shall be made by the running of this magazine it will enable the guarantors to be paid back should they desire ad nonsys advances by them.

This magazine is owned by the League of American Wheelmen, is conducted under its direction, and has already taken a leading position. Your committee are satisfied that its success as a business undertaking has been exceptional in the history of publications. This can be seen by the following report of the Advertising Department, showing the increase of business from month to month.

REPORT OF ADVERTISING DEPARTMENT FOR THE YEAR 1892.

Month	Amt Earned.	Amt Paid.	Amt Due
January, 1892	$705.98	$705.98	
February, 1892	865.38	903.38	
March, 1892	1175.19	1137.69	$37.50
April, 1892	1415.25	1377.75	37.50
May, 1892	1572.69	1415.19	157.50
June, 1892	1708.14	1379.39	178.75
July, 1892	1734.16	1533.74	200.42
August, 1892	1441.81	1241.39	200.42
September, 1892	1444.78	1191.66	220.12
October, 1892	1526.26	1141.51	384.75
November, 1892	1524.13	1042.13	482.00
December, 1892	1637.60	1094.61	542.99
	$19557.42	$14075.47	$2441.95

The above shows that of the amounts earned by advertising in the year 1892 all but $ per cent was collected. The rest is being promptly paid up. Of the amount earned in 1892 only $90 was lost from bad debts which is less than one half of one per cent.

ADVERTISING DEPARTMENT 1893.

Month.	Amt. Earned.	Amt. Paid.	Amt. Due.
January, 1893	$1874.61	$1087.25	$ 787.36
February, 1893	2150.57	628.68	1521.89
March, 1893	2419.86	279.81	1810.05
April, 1893	2301.41		2301.41
	$8746.45	$1995.74	$6750.71

RECAPITULATION.

12 months, 1892	$19557.42	$14075.47	$2441.95
4 months, 1893	8746.45	1995.74	6750.71
	$24,963.87	$16,071.21	$8892.66

This report will be supplemented by quarterly reports showing progress of work during the coming work. Respectfully submitted,

Executive and Finance Committee,
By CHAS. L. BURDETT, President.

Members Nebraska Division.

The annual state meet will be held at Lincoln, July 4th. The Capital Cycling Club of Lincoln is now building a one quarter mile track at Lincoln Park and the races this year will be one of the greatest features of the meet. Good prizes will be given. The membership will be more than double what it was on July 4, 1892, and Lincoln being situated in the heart of the state body of the membership, we should have a good attendance.

The Lincoln Wheelmen have always been noted for their hospitality and they will surely see that this years meet eclipses all others. All come and get acquainted with the best lot of fellows on the face of the earth. Fraternally,

A. H. PERRIGO, C. C.

Massachusetts Spring Meet.

It will be seen by the following programme that the Annual Spring Meet of the Massachusetts Division L. A. W., will be held in

BOSTON ON MEMORIAL DAY, MAY 30.

Owing to an unfortunate delay in securing L. A. W. sanction for giving races, the committee in charge of the meet have been unable until now to announce the complete programme.

Every detail has however at last been satisfactorially provided for, and the committee feel that the programme they offer is superior to any heretofore provided for a cycling meet, and it is with the fullest confidence of contributing to your enjoyment that they invite you to visit Boston on Memorial Day.

A liberal appropriation by the Division Board of Officers has made it possible to provide everything, except admission to the races absolutely free to League members.

You must bring your League ticket.

It will be impossible to secure any of the privileges of the meet except on presentation of League tickets. None but 1893 tickets will be good. It is therefore necessary that you renew your membership at once if you have not already done so.

Mechanics Hall, the largest building in Boston has been secured for headquarters, and will be free for the use of members throughout the day. You will find all the committeemen there, and probably every cyclist you ever knew, for the Boston meet will undoubtedly be the largest in the history of American wheeling.

All the local clubs will accept open house and vie with one another in extending hospitalities to visiting wheelmen.

The races will prove a particularly enjoyable feature of the meet. They will be run on the new track at Waltham, probably the finest in the world, and many of the fastest riders known to the path have signified their intention of competing. The prizes are among the most numerous, valuable and useful ever offered.

Arrangements for special rates of passage and free transportation of wheels will be made with the railroads, details of which will be announced through the columns of the Official Organ and the daily press.

Rain need not prevent you from coming to the meet. Mechanics Hall is large enough to accommodate all, and if the weather prevents us from indulging in our outdoor sports we will have a good time indoors.

Wheelmen who are in Boston on the evening previous to the meet may obtain badges and such information as is required at the headquarters of the committee in the Grand Hotel, Columbus avenue, the League Hotel of Boston.

Following is the

PROGRAMME.

7 A. M.—Opening of L. A. W. headquarters in the Grand Hall of Mechanics Building on Huntington avenue. Members will register on arriving and receive handsome souvenir badges. Refreshments will be served and wheels may be stored free of charge. Tickets to the races at Waltham can here be obtained on presentation of L. A. W. membership tickets for 25 cents each, half the regular price of admission.

7.30 A. M.—Short run through the beautiful suburbs of the city.

10 A. M.—Parades of about three miles through the streets of the Back Bay district, starting from Mechanics Building.

A valuable prize will be awarded to the League club having the largest number of members in line, and three other valuable prizes will be offered to the clubs making the best appearance.

Captains of clubs must notify A. D. Peck, Chief of Staff, immediately on their arrival of the number of men they will have in line. They will then be assigned positions in the parade and given the privilege of competing for prizes.

11.30 A. M.—Photograph will be taken of visiting wheelmen.

1 P. M.—Run to Waltham Bicycle Park.

2.30 P. M.—Races at Waltham under the auspices of the Associated Cycling Clubs.

5 P. M.—Return from Waltham to Mechanics Building.

8 to 12 P. M.—Grand ball in Mechanics Hall. Admission will be free to League members and their lady friends; to all others the price of tickets will be $2.00 each.

GEORGE A. PERKINS,
A. D. PECK,
CHAS. S. HOWARD,
HENRY W. ROBINSON, Committee.

Massachusetts Club Representatives.

Somerville Cycle Club,	W. J. Emerson.
Roxbury Bi. Club,	H. Hastings.
Eagle C. C. of Boston,	D. J. Bayer.
Malden Bi. C.,	Geo. W. Dorntee.

Appointed by Chief Consul Geo. L. Sullivan, Boston. CHAS. S. HOWARD, Sec.-Treas.

To The New York Division.

THE semi-annual meeting of the Board of Officers of the New York Division will be held at Syracuse on the 17th day of June, 1893.

The annual meeting of the Division will also be held at Syracuse on said 17th day of June.

By order of the Executive Committee.

Dated, New York, May 10, 1893.

CHARLES H. LUSCOMB, C. C.

New York State.

IN accordance with rule five of the general racing rules, requiring that at least 14 days' notice be given of the date and place of the Division championships, the following notice is given that the events established for this State are, quarter, half, one mile, two mile, three mile, five mile, ten mile, and twenty-five mile safety and one mile tandem, which have been awarded:

June 10—Press Cycling Club, Buffalo, one mile.

June 12—Lockport Wheelmen, Lockport, ten mile.

June 16 and 17—Century Cycling Club, Syracuse, quarter, two, and twenty-five mile safety, and one mile tandem.

June 19—Remington Cycle Club, Ilion, three miles.

June 21—Albany County Wheelmen, five mile.

July 8—Riverside Wheelmen, New York City.

H. E. RAYMOND.

To The New York Division.

LOCAL CONSULS are wanted for the following named places. Members of the League located in any of these places are requested to send to the Chief Consul the name of some active League worker willing to represent the interests of our organization in any of the places designated below.

Alfred Centre.	Chittenango.
Angelica.	Cincinnatus.
Angola.	Clinton.
Arena.	Crittenden.
Arkville.	Cuba.
Averill Park.	Deposit.
Bainbridge.	Downsville.
Baldwins.	Dundee.
Bath Beach L. I.	East Aurora.
Beckmanville.	East Norwich.
Blauvelt ville.	Elbridge.
Bridgewater.	Ellington.
Caledonia.	Fort Edward.
Cambridge.	Frankfort.
Campbell.	Franklinville.
Canisteo.	Gainesville.
Cayuga.	Geneva.
Cherry Creek.	Glen Cove.
Cherry Valley.	Rushville.
Hillsdale.	Salamanca.
Holley.	Salem.
Hoosick Falls.	Sandy Creek.
Hornellsville.	Schaghticoke.
Huntington.	Schuyler's Lake.
Kinderhook.	Schuylerville.
Lewiston.	Scott.
Little Falls.	Sharon Springs.
Middlefield.	Sherman.
Minetto.	Sidney.
New Berlin.	Silver Lake.
Nyack.	Silver Springs.
Ontario Beach.	Sinclairville.
Oswego.	Slingerland's Station.
Painted Post.	Sprinfield Centre.
Patchogue.	St. Johnsville.
Pawling.	Suspension Bridge.
Pavilion.	Tuxedo Park.
Pike.	Unadilla.
Port Byron.	Upper Red Hook.
Port Jervis.	Van Buren Point.
Richmondville.	Waterloo.
Rockville Centre.	Waverly.
Roslyn.	Westhampton Centre.
Rossburgh.	Whitehall.
Round Island.	Wilson.
Roxbury.	Wyoming.

CHARLES H. LUSCOMB, C. C.

Alabama Division.

THE Alabama Division Racing Board has adopted the following events as the Division championship Races: One quarter, one half, one mile, two mile, and five mile "safety" bicycle.

The holding of these races for 1893 has been awarded to the Birmingham Cycle Club, to be held on June 12 and 13, 1893.

It is important that all contestants be thoroughly posted as to the Racing Rules. Copies of same can be obtained from Local Consuls, the Chief Consul or myself. Fraternally, J. M. PICKENS, Coairman.

Birmingham, Ala., May 11, 1893.

Alabama Division.

TO LOCAL CONSULS: For the purpose of fully posting all the members of this Division contemplating entering the League State Championship Races to be held in this city June 13 and 14, 1893, or any other racing events in the State, I have procured copies of rules governing all races held under League sanction.

You will kindly consider it your duty to place in the hands of all League members in your locality who contemplate entering races, a copy of these rules, and call their attention to the necessity of a strict observance of same. You will also carefully follow out the suggestions on page 31 of said rules.

For the L. A. W. Sta e Championships for 1893 and other events under the auspices of the Birmingham Cycle Club covering dates of June 13 and 14 entry blanks and all necessary information will be forwarded short y.

All inquiries regarding racing matter, addressed to Mr. J. M. Pickens, Chairman of the Racing Board for Division, 2231 Fifth Avenue, will receive prompt reply. Most fraternally yours, W. C. HARRIS, Jr., Chief Consul.

Birmingham, Ala., May 8, 1893.

Alabama Division.

I have appointed a Committee on Constitution and By-Laws for this Division.

Will O. Knudsen, Chairman, Huntsville, Ala.
H. B. Chase, Huntsville, Ala.
F. B. Kerrette, Birmingham, Ala.

Fraternally yours,
W. C. HARRIS, Chief Consul.

Birmingham, Ala., May 8, 1893.

Membership Committee.

IMPORTANT NOTICE TO SECRETARIES OF LEAGUE CLUBS.

SECRETARIES of all League clubs wishing the concurrence of the Membership Committee in their action in expelling any of their members for non-payment of dues will strictly adhere to the requirements of Section 5, Article 5, of the L. A. W. By-Laws, which is as follows:

Article 5, Section 5. Expulsion from League clubs shall entail expulsion from the League provided the Membership Committee concur therein. When a member has been expelled from a League club and the club desires its expulsion from the League, the Secretary of the club shall forward to the Secretary of the League a full statement of the circumstances which led to the expulsion. The Secretary shall make a record of the case and forward the papers to the Membership Committee. If the Membership Committee shall find that the offence against the club was also an offence against the League, or if they shall find that the best interests of the League call for the expulsion of the member, they shall direct the Secretary to expunge the name from the books.

The mere notice to Secretary Bassett that any member has been expelled will not be considered as requesting action of the Membership Committee unless specifically stated as above.

The Membership Committee: L. A. W.
GEO. C. PENNELL, Chairman.
HOWARD L. PERKINS.
M. A. HOLE.

Kansas Division.

I have appointed the following additional local consuls:

Conway Springs,	Wm. N. Neff.
Chanute,	Wm. G. Bailey.
	HENRY E. HARRIS, Chief Consul.

Ft. Scott, May 9, '93.

Kansas Division Renewals.

THE Secretary-Treasurer has addressed letters to every member of the Division urging speedy renewal of membership. This is a matter that must be attended to. I shall hold Local Consuls responsible for failure to perform their duties in this regard. Renew without delay.

HENRY E. HARRIS, C. C.

Ft. Scott, May 9, 1893.

New Jersey Division Meet Committee.

THE following Committee are hereby appointed to take full charge of all matters connected with the New Jersey meet for 1893: George C. Pennell, Chairman, Elizabeth, N. J.; J. C. Tattersall, Trenton, N. J.; F. W. Obert, Trenton, N. J.; Harvey C. Taylor, Trenton, N. J.

Other members will be appointed later.

G. CARLETON BROWN,
Chief Consul N. J. Div. L. A. W.

May 15, 1893.

Sanctions Granted.

JULY 1—Durham Agl. Society, Durham, Maine.
July 4—Press Cycle Club, Waltham, Mass.
June 3—Hyde Park Rovers, Readville Trotting Track, Mass.
May 2—M. I. T. Athletic Club, Cambridge, Mass.
June 24—Waltham Cycle Club, Waltham, Mass.
May 30—Danbury Wheel Club, Danbury, Ct.
May 30—A. J. Seymour, manager, Norwich, Ct.
May 30—D. W. Lent, Local Consul, Greenwich, Conn.
May 24, 25—N. B. Irwing Club and Bennington Rovers, North Bennington, N. H.
May 30—Associated Cycling Clubs of Boston and Vicinity, Waltham, Mass.
May 30—Waterbury Wheel Club, Waterbury, Conn.
May 23—Mercury Wheel Club, Texarkana, Tex.
May 12—Inter-State field day, Champaign, Ill.
May 20—Inter-State High School field day, Champaign, Ill.
May 20—Rose Polytechnic, Terra Haute, Ind.
May 30—Zig Zag Bicycle Club, Greenfield, Ind.
May 20—Ripon College Athletic Assn., Ripon, Wis.
July 3, 4—Missouri Division Sedalia Cycle Tournament Assn., Sedalia, Mo.
May 13—Drum Corps Club, La Fayette, Ind.
May 30—University of Notre Dame, Notre Dame, Ind.
June 17—Lake Side Cycling Club, Cleveland, O.
May 20—College Hill Field Club, College Hill, Ohio.
July 3, 4—Y. M. C. A. Club, Youngstown, O.
April 1–4—Canton Bi. Club, Canton, O.
May 30—Charlotte Cycling Club, Charlotte, N. C.
July 7, 8—Toledo Cycling Club, Toledo, O.
Aug. 1, 2—Michigan Division, L. A. W., Detroit, Mich.
May 30—Newburgh Athletic Club, Cleveland, O.
May 15—Wisconsin University, Madison, Wis.
May 25—Valley Cycling Club, Phoenix, Ari.
May 27—Mankato State Normal Field Day, Mankato, Minn.
May 30—Watertown Bicycle Club, Watertown, N. Y.
May 30—Cycle Track Assn., Winona, Minn.
June 3—High School Athletic Assn., Mankato, Minn.
July 4—Nebraska State Meet, Lincoln, Neb.
July 8—Milwaukee Wheelmen, Milwaukee, Wis.
Sept. 14, 15—Boscobel Driving Assn., Boscobel, Wis.
May 29—Trenton Athletic Club, Trenton, N. J.
May 30—Warwick Driving Park, Warwick, N. Y.
May 30—Fairview Athletic Club, Spring Valley, N. Y.
June 8—County Capital Cyclists, Little Valley, N. Y.

H. E. RAYMOND.

Illinois Division.

I HAVE this day appointed Mr. H. S. Knight Local Consul at La Moille.

F. W. GEROULD, Chief Consul.

Chicago, May 8, 1893.

Iowa Division.

The following League hotels are appointed:

Algona—Sutherlett House, rate $1.50 per day, meals, 37 1-2 cents.

Atlantic—Hotel Collins, rate $1.50 per day, meals, 37 cents.

Bellevue—Central House, rate $1.50 per day, meals 35 cents.

Belle Plain—New Herring Hotel, rate $1.15 per day, meals 25 cents.

Boone—Butler House, rate $1.50 per day, meals 35 cents.

Burlington—Hotel Duncan, rate $2.00 per day, meals 50 cents.

Cedar Rapids—New Clifton, rate $2.00 per day, meals 50 cents.

Clearfield—Miller House, rate $1.00 per day, meals 75 cents.

Columbus Jct.—Commercial, rate $1.50 per day, meals 35 cents.

Denison—Wilson House, rate $1.50 per day, meals 25 cents.

Fort Dodge—Duncombe House, rate $1.50 per day, meals 50 cents.

Griswald—Whitney House, rate $1.00 per day, meals 25 cents.

Hancock—Depot Hotel, rate $2.00 per day, meals 50 cents.

Iowa City—St. James, rate $2.00 per day, meals 50 cents.

Ireton—Ireton House, rate $1.00 per day, meals 25 cents.

Jefferson—Stake Hotel, rate $1.40 per day, meals 35 cents.

Kensington—Russell House, rate $1.50 per day.

Keokuk—Windsor, rate $1.00 per day, meals 25 cents.

Lawrence—St. James, rate $1.50 per day, meals 40 cents.

Logan—Lask House, rate $1.00 per day, meals 25 cents.

Madrid—Forest House, rate $1.50 per day, meals 35 cents.

Manning—The Ketcham, rate $1.00 per day, meals 37 1-2 cents.

Malden—Ogden House, rate $1.50 per day, meals 25 cents.

Oskaloosa—Arlington, rate $2.00 per day, meals 25 cents.

Ossian—Commercial, rate, $1.00 per day, meals 25 cents.

Perry—St. James, rate 2.00 per day, meals 25c.

Rock Rapids—Hotel Lyon, rate $1.50 per day, meals 50 cents.

Russell—Johnston, rate $1.00 per day, meals 25c.

Sigourney—Merchants, rate $2.00 per day, meals 50 cents.

Webster City—The Willson, rate $2.00 per day, meals 50 cents.

Waterloo—Central House, rate $1.25 per day, meals 35 cents.

FRED BEACH, Chief Consul.

Muscatine, May 12, 1893.

Iowa Division.

The annual championships of this Division have been assigned to the Vinton Cycling Club and will be run at the time of the State meet on July 3rd and 4th.

They will include races at the following distances, 1-4, 1-2, 1 and 2 miles.

The medals given this year will be of special design made for this Division, and will be the finest ever offered for a Division championship.

Racing men will please note that contestants in these races must be members of this Division, and be in possession of their membership ticket at the time of starting. FRED BEACH, C. C.

Muscatine, May 12, 1893.

Iowa Division.

The following additional local consuls are appointed.

Theo. Myhrr,	Escherville.
C. L. Reed,	Hampton.
W. J. Spook,	Newton.
J. A. Bunker,	New Sharon.
E. G. Morgan, Jr.,	Spencer.
G. F. Schilling,	State Centre.

FRED BEACH, Chief Consul.

Muscatine, May 12th, 1893.

New Jersey Division Meet.

THE annual meet of the New Jersey Division L. A. W. will be held in Trenton, N. J., on June 30th, and July 1st, (Friday and Saturday) under the auspices of the Mercer County Wheelmen.

G. CARLETON BROWN,
Chief Consul N. J. Div.

May 15, 1893.

Local Consuls For North Carolina.

Wm. T. Hill,	New Bernet.
E. Z. Parker,	Rocky Mount.
D. R. Harry,	Charlotte.
George Fitzsimmons,	Greensboro.
Nath'l Rogers,	Ashville.
C. G. Stone,	Raleigh.
W. G. Gibson,	Winston.
A. M. Rees,	Hot Springs.
Clarence D. Sedberry,	Fayetteville.
Robert L. Moore,	Mount Airy.
W. J. Hoff,	Burlington.
H. B. Dick,	Hatteras.
Robt. A. Creech,	Goldsboro.
Rev. N. B. Harriss,	Beidsville.
W. R. Murray,	Durham.
R. H. Stancell, Jr.	Margarettesville.

Yours truly, JAMES L. YORE, C. C.

May 12, 1893.

Connecticut Division Racing Board.

At a recent meeting of the Connecticut Division Racing Board, the following State championships were formulated: one-quarter, one-half, one and two-mile safety. The Columbia Cycle Club, of Hartford, Ct., were awarded the half and one-mile championships to be run in connection with their coming race meet July 3 and 4, 1893.

Yours fraternally,
HENRY GOODMAN, Chairman.

Hartford, May 6, 1893.

Connecticut.

A SPECIAL meeting of the Board of Officers of the Connecticut Division was held at Hartford, April 22, 1893, for the purpose of considering the so-called Auti Pool Bill now pending in the legislature of the Connecticut Legislature.

Present: Messrs. Schibner, C. C., Kinney, V. C., Booth, Mayer, Grover, Dow, Fahy, Sawyer, Tracy, Jos. Goodman, Comstock, Atwater, Miller, Burdette, Post, Noble, King and Latham.

Mr. Latham, acting as Secretary pro tem. The Chief Consul had secured an opinion from Messrs. Hyde, Gross & Hyde, which seemed to be adverse to the interests of the Division so far as cycle racing is concerned, claiming that the receiving of entrance fees constituted a pool under the law.

A committee of five was appointed of which the Chief Consul is chairman, the other members being the Messrs. Latham and Tracy of the Rights and Privileges Committee; Mr. D. J. Post and the Division Attorney, Mr. Burdette, to try and secure such legislation as will enable bicycle meets and other athletic events to be held under the law. The sum of $250 was appropriated for the purpose. The committee instructed to secure the co-operation of other athletic societies and to ask the aid of the Executive Committee of the national body and the A. A. U.

Some minor business was transacted relating to renewals, etc., and the meeting adjourned.

CALHOUN LATHAM, Sec. pro tem.
PHILIP W. WESTLAKE, Sec.-Treas.

Any members wishing road books had better procure them at once, there being very few left and a great many are calling for them from other Divisions. WESTLAKE.

L. A. W. Alabama Representatives and Hotels.

LOCAL CONSULS.

Anniston, C. Smith,
Birmingham, W. C. Harris, Jr., Chief Consul, 115 18th street; J. A. Snider, Sec. and Treas., 117 20th street.
Bessemer, G. A. Bailey.
Gadsden, J. B. Tolson.
Huntsville, C. O. Knudsen.
Montgomery, T. M. Westcott.
Selma, M. A. Wiegell.
Tuskaloosa, W. N. Maxwell.
Greensboro, J. C. Chisholm.
Florence, W. Bunting.
Eufaula, R. E. Moreland.

HOTELS.

Anniston—The Wilmer, regular rates, $2.00; League rates, $1.50; meals, 40 cents.
Birmingham—The Florence, reg. rates, $2.50; League rates, $2.00; meals, 50 cents.
Bessemer—The Hadden, reg. rates, $2; League rates, $1.50; meals, 40 cents.
Gadsden—The Printup, reg. rates, $2; League rates, $1.50; meals, 40 cents.
Huntsville—Huntsville Hotel, reg. rates, $2; League rates, $1.50; meals, 40 cents.
Mobile—The Bryan, reg. rates, $2; League rates, $1.50; meals, 40 cents.
Montgomery — Merchants, reg. rates, $2; League rates, $1.50; meals, 50 cents.
Selma—The Albert, reg. rates, $2.50; League rates, $2; meals, 50 cents.
Tuskaloosa—McLester House, reg. rates, $2; League rates, $1.50; meals, 40 cents.
Talladega — Talladega Inn, reg. rates, $2; League rates, $1.50; meals, 40 cents.
Greensboro—Greensboro Hotel, reg. rates, $2; League rates, $1.50; meals, 40 cents.
Florence—Commercial House, reg. rates, $2; League rates, $1.50; meals, 50 cents.
Eufaula — Arlington, reg. rates, $2; League rates, $1.50; meals, 40 cents.

Racing Board—James M. Pickens, Chairman, 2231 Fifth avenue, Birmingham; C. H. Caldwell, Caldwell Hotel, Birmingham; T. M. Westcott, Box 423, Montgomery.

League Clubs—Birmingham Cycle Club, 121 Eighteenth street, Birmingham; Capital City Cycle Club, Montgomery.

League Racer—E. A. Loosley, 2023 Second avenue, Birmingham, 20 per cent discount to L. A. W. members. W. C. HARRIS, C. C.

New League Clubs.

491—Virginia Wheel Club, Roanoke, Va.
492—Raleigh Cycling Club, Ashland, Ky.
493—Metropolis Road Club, Mass.
494—Shawmut Cycle Club, Dorchester, Mass.
495—Framingham Cycle Club, So. Framingham.
496—Jewett City Wheels, Conn.
497—Harrodsburg Cycle Club, Ken.

The guessers are on deck, numerously, so to speak, but we don't want to count them by less than the thousands. Hundreds are good enough for some, but we want 10,000 new subscribers this year, and we will get them. Send in your 50 cents and see page 201.

Michigan.

AT a meeting of the Michigan Division L. A.W. Board of Officers at Ray City, Dec. 14, 1892, $150 was voted my committee. After consulting with Chief Consul Bresler and others, I concluded to direct all our energies toward the passage of the Constitutional amendment relative to highway improvement as suggested by the Highway Commissioners. I advertised the election as follows:

Posted cards	$50.00
Printing postal cards and dodgers	17.00
Envelopes	2.00
Ad. in Free Press (3 times, 6 in.)	13.20
Ad. in Tribune (3 times, 6 in.)	13.50
Ad. in 7th Volksblatt (3 times, 8in.	4.00
Ad. in Gems (3 Sun., 1 Evening)	21.84
Ad. in Journal	5.70
C. R. Taylor, Bay City (for circular work)	6.50
Postage	7.60
Express	.40
Telegrams	1.02
	$143.66

The newspapers throughout the State were more than generous in giving us, and I am pleased to report that the Constitutional amendment became a law, having received a majority of about 20,000. This is unquestionably a victory for good roads, but the real work of educating those opposing highway improvement has just commenced. Several of the newspapers have already assured us that they would keep up the educational work, and it is the duty of every League member to do all in his power to aid us in our effort to convince the farmers that systematic expenditures of money in constructing, repairing and caring for roads means that we can have good roads without paying more for them than we are now paying for dirt roads that are almost impassable from three to four months each year.

Chief Consul Bresler has been untiring in assisting the Road Improvement Committee, and he and the undersigned will cheerfully answer questions relative to this important subject, and we should be pleased to have any League member call upon us if any movement is made for highway improvement in his immediate locality.

Fraternally yours, STANLEY R. HUBER,
Chairman Michigan Division L. A. W. Road Improvement Committee.

Detroit, Mich., May 4, 1893.

Illinois Division.

I HAVE this day appointed W. R. Lloyd Local Consul, at Arcola. F. W. GEROULD,
Chief Consul.

Chicago, April 29, 1893.

Missouri Division.

THE following Local Consuls have been appointed:

Winchester,	Walter M. Jenkins.
Webster Groves,	A. H. Annan.
Vandalia,	Chas. Hendricks.
Sweet Springs,	W. F. Dodsworth.
Ferguson,	Thos. G. Allen, Jr.
Sumner,	Robert L. Hamilton.
Fayette,	Victor L. Rebl.
Chula,	J. L. Slagle.
Bloomville,	W. L. Ferris.
Springfield,	C. Z. Southers.
Trenton,	Walter Newman.
De Kalb,	Wm. L. Dewyre.

Fraternally yours, ROBT. HOLM, C. C.

Missouri.

THIS is to certify that at a meeting of the South Side Cycling Club, of St. Louis, April 25, Alfred E. Stachling was elected club representative, vice Dr. J. H. Kennerly resigned.

EDGAR S. BARNES, Sec.-Treas.

Missouri Division Renewals.

TO MEMBERS. It is very important that your membership should be renewed at once, so that you will not give the officers unnecessary trouble in looking you up and employing time which is needed to secure new members. The year just closed has witnessed an increase in the Missouri Division from 500 to 700, and with your hearty co-operation hope to make it 1000 during the year. Even if you do not aid us in reaching this figure, do not regard our progress by neglecting to send in your renewal. We must have 700 renewals sure, and hustlers are reminded that three new members secured will count as one application in the prize contest. Renew now. Don't lay it aside until a later day and permit it to be forgotten. Fraternally yours,

ROBT. HOLM, C. C.

Ohio L. A. W. Hotels.

The following have been appointed League Hotels for 1893:

Dayton—Barth-Biggs House; $1.50 per day; meals 40 cents.

Hillsborough—Kramer House; $1.50 per day; meals 50 cents.

Norwalk—St. Charles; $1.50 per day; meals 40 cents.

Ironton—Mansion House; $1.50 per day; meals 35 cents; lodging 50 cents.

Shelby—Hotel Shelby; $1.50 per day; meals 35 cents.

Cambridge—Hotel Lyndon; $2.00 per day; meals 50 cents.

Hamilton—St. Charles; $1.00 per day; meals 40 cents.

Atwater—Yonts Hotel; $1.00 per day; meals 50 cents; lodging 25 cents.

Linwood—Mr. Maham; $1.00 per day; meals 25 cents.

Urbana—Hotel Sowles; $1.50 per day; meals 40 cents.

Franklin; Hotel Ellis; $1.00 per day; meals 35 cents; lodging 50 cents.

Logan—Rempel House; $2.00 per day; meals 50 cents.

Norwich—Norwich House; $1.00 per day; meals 50 cents.

New Holland—Paisley Hotel; $1.00 per day; meals 25 cents.

Northumberland—Logan House; $1.00 per day; meals 35 cents; lodging 35 cents.

Toledo—Jefferson; $2.00 per day; meals 50 cents.

Findlay—Marvin; $1.50 per day; meals 50 cents.

Maumee—Hotel Schiely; $1.25 per day; meals 35 cents.

Ravenna—Etna House; $1.50 per day; meals 40 cents.

North Lewisburg—Partridge House; $1.25 per day; meals 35 cents.

Catawba Island—Owen Cottage; $1.00 per day; meals 25 cents.

Bowling Green—Hotel Brown; $1.20 per day; meals 25 cents; lodging 25 cents.

McComb—American House; $1.40 per day; meals, 35 cents.

Canal Dover—Iron City Hotel; $1.50 per day; meals 40 cents.

Carey—Galt House; $1.50 per day; meals 35 cents.

Waynesville—Hammel House; $1.00 per day; meals 25 cents. S. L. GHASTER, Sec.-Treas.

Fostoria, Ohio, May 3, 1893.

Ohio.

LOCAL CONSUL LIST No. 5.

F. H. Snyder,	Massillon.	
C. H. Kintze,	Limaville.	
F. W. Schilling,	Louisville.	
C. H. Steckrealy,	East Liverpool.	
J. F. Reimann,	East Palestine.	
J. H. Blackburn,	Salem.	
Dr. Jess Sturgeon,	Leetonia	
L. B. Bannister,	Youngstown	
G. O. Neff,	West Jerstown	
Geo. W. Gano,	Clifton	Washington
H. S. Francis,	Urichsville.	
F. B. Mulvane,	New Comerstown	
F. H. Eisenhart,	Sandusky, Dist. 2.	
C. A. Van Bluroum,	Fostoria	
Martin D. Earhart	Green Springs	
Will G. Saxton,	Canton	
Arthur Wright,	Alliance	
F. D. Compton,	Walnut Hills, Cincinnati	
Herman Scrodine,	Mt. Adams, Cincinnati	
Mike G. Heintz,	Y. M. C. A., Cincinnati	
Harry Saunders,	Fairmount, "	
George Barnes,	West End, "	
Lindsey Bazis,	Riverside "	
Thos. L. Wayne,	Avondale, "	
Dr. T. Wetterstrodhm,	Commissville, "	
A. B. Gaskill Hall,	Hungerford, "	
F. E. Spicker,	25 W. 5th, "	
W. G. Miles,	136 W. 7th, "	
Frank Davis,	256 Walnut "	
F. F. Scott,	8th Plum "	
E. B. Miller,	288 Race, "	
A. A. Bennett,	182 Main, "	
Al. Conner,	166 Main, "	
H. G. Waldapfel,	Purcell ave. Price Hill, Cincinnati	
C. M. Butterfly,	32 Chatham, Walnut Hills, Cincinnati	
Geo. C. Jacobs,	38 Ohio av., "	
E. L. Mattingly,	1030 Eastern av., "	
W. O. Hamilton vice A. C. Mellone resigned.		Wellsville
M. L. Johnson,		Lima
Sam E. Vail,		Bowling Green
Rosa Mealy,		Tiffin

Harry C. Wood has been elected Representative of the Seneca, Cyclers, Tiffin.

Chas. L. Oberly, Canton, has been appointed Representative at Large, vice L. Meyer resigned. Fraternally, S. L. GHASTER,
Sec.-Treas.

Ohio.

The following list includes all localities having ten or more members on May 1, 1893.

Cleveland,	436	Lancaster, 18
Cincinnati,	379	Lorain, 18
Columbus,	221	Mansfield, 18
Dayton,	187	Portsmouth, 17
Springfield,	103	Upper Sandusky, 17
Canton,	90	Ravenna, 16
Toledo,	71	Fremont, 16
Fostoria,	67	Marion, 16
Norwalk,	67	Massillon, 16
Akron,	58	Medina, 16
Hamilton,	55	New Philadelphia, 16
Steubenville,	54	Ironton, 15
Zanesville,	53	Delaware, 14
Sandusky,	47	Lisbon, 14
Newark,	42	Orrville, 14
Chillico he,	32	Warren, 13
Findlay,	31	Wellington 13
Mt. Vernon,	28	Urbana, 12
Wellsville,	26	Wooster, 11
Tiffin,	25	Youngstown, 11
Lima,	24	Barnesville, 11
Piqua,	22	Coshocton, 11
Logan,	21	Mt. Sterling, 11
Bellaire,	21	Cadiz, 10
Troy,	19	Circleville, 10
Bellefontaine,	18	Delphos, 10

Several other towns are near the ten mark, and I hope to record them in the list of June 1.

S. L. GHASTER, Sec.-Treas.

Applications for Membership.

THE following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III. of the Constitution, which is as follows:

SECTION 1. Any amateur wheelman of good character, eighteen years of age or over, shall, with the endorsement of two League members be eligible to membership in this League upon payment of the initiation fee and dues, as provided in this Constitution and by-Laws, and the By-Laws of his Division.

SECTION 2. The name of each applicant for membership must be published in the official organ, and unless within two weeks thereafter a protest shall be filed with the Secretary, he shall become a member of the League.

The list will be issued fourteen days after the publication of names, and on the same date the applicant will be put on the mail list of this paper.

Members are requested to examine carefully these lists as they are published and to report any that have been admitted to membership that no objectionable person may mate with the League, members are given the right to protest, but such protests must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list be closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the following week. (When a holiday falls on Monday the list is closed on Saturday preceding.)

BOSTON, May 19, 1893.

Total 746.

ALABAMA DIVISION—4.

53311	Fox, Hubert O.	Birmingham
315	Case, E. B.	Florence
316	Stickney, C. L.	Greensboro
317	Bullock, W. I.	Russellville

NORTH CALIFORNIA DIVISION—19.

53318	Battee, Albert J.	San Jose
319	Eckhart, J.	"
320	Von Bendeleiben, Alfred	"
321	Halsey, Theo	"
322	Brassy, A. L.	"
323	Smith, Joseph C.	"
324	Needham, Dwight W.	"
325	Pollard, Geo. W.	"
326	Hubbard, A. L.	"
327	Jarman, A. L.	"
328	Nolde, John S.	Saint Helena
329	Sevier, Ernest	Eureka
330	Hitchings, Algernon S.	"
331	Sullivan, E. T.	"
332	Klein, L. W.	Fresno
333	*Bourne, De Lancey*	"
334	Hill, Chas. L.	"
335	Bostick, N. W.	"
336	*Hopkins, Mary M.*	"

SOUTH CALIFORNIA DIVISION—3.

337	Harrington, A. E.	San Diego
338	Burnell, Barker	"
339	White, Ernest E.	"

COLORADO DIVISION—72.

53340	Bass, Francis E.	Colorado Springs
341	Goward, Wm. E.	"
342	Davies, Jarvis W.	Denver
343	Fisher, Harry E.	"
53344	Tyler, Walter F.	Denver
345	Campbell, K. C.	"
346	Brewer, J. C.	Greeley
347	DeVotie, Frank	"
348	Delbridge, W. H., Jr.	"
349	Doolittle, Frank W.	"
350	Gill, W. H.	"
351	Haugen, T. J.	"
352	Matlock W. A.	"
353	Madison, W. C.	"
354	Patton, F. O.	"
355	Patton, J. B.	"
356	Petrikin, J. M. B.	"
357	Thomas, W. C.	"
358	Van Sickle, W. G.	"
359	Wilson, W. C.	"
360	Wise, W. D.	"
361	Parker, Frank	Denver
362	West, John S.	Fort Collins
363	Bean, M. C.	"
364	Somerville, Frank	"
365	Loomis, Guy E.	Glenwood Springs
366	Hoover, Clarence	"
367	Boomer, W. S.	Greeley
368	Foster, R. G.	"
369	Hunter, Frank	"
370	Thompson, W. H.	"
371	Nelson, James	Pueblo
372	Kleber, Ed C. V.	"
373	Mackintosh, A. E.	"
374	Aultman Chas. H.	Trinidad
375	Best, Byron A.	Washington
376	Butler, John W.	"
377	Cather, Kingman N.	"
378	Cathert, Wylie,	"
379	Coffin, Chas. E.	"
380	Cunningham, Robert W.	"
381	Reardon, Walter	"
382	Eakes, Edward C.	"
383	Elder, Thos.	"
384	Finch, Grant E.	"
385	Fisher, Noah W.	"
386	Freeman, Thos. W.	"
387	Garcia, Eugene	"
388	Goodell, Frank M.	"
389	Gordon, Jno. W.	"
390	Hensley, McCauch E.	"
391	Humphreys, Victor B.	"
392	Krug, Harry H.	"
393	Mackay, Robert H.	"
394	McCombs, Harry H.	"
395	McLary, Geo. A.	"
396	Pierce, Floyd W.	"
397	Rhodes, Chas. E.	"
398	Roberts, Lorin H.	"
399	Roberts, Renfrew M

53660	Needham, C. G.	Boston
661	Neptune, K. R.	"
662	Nagel, Albert D.	"
663	Nagel, Fred F.	"
664	Potter, Walter L.	"
665	Priest, George E.	"
666	Pasco, Lewis A.	"
667	Reed, Arthur B.	"
668	Rice, H. L.	"
669	Sheehan, Joseph H	"
670	Symonds, James	"
671	Watts, Albert	"
672	Wingersky, Wm.	"
673	Williams, H. A.	"
674	Holland, Chas. P.	Brockton
675	Brown, D. H.	"
676	Barry, John J.	Canton
677	Churchill, R. B.	Cambridge
678	Kelly, James F.	"
679	Edgar, W. J.	Chicopee
680	Holton, James	Cambridgeport
681	Hibbard, G. M.	"
682	Keith, A. F.	"
683	Read, Chas. F.	"
684	Jones, B. G.	"
685	Davis, Oscar C.	Campello
686	Ayers, S. Chester	Clinton
687	Kempton, W. A.	Charlestown
688	Peckham, Geo. B.	"
689	Wheelock, C. H.	Dorchester
690	Learnard, Frank F	"
691	Kingston, Sam'l J.	E Bridgewater
692	Fischer, W. E.	Forrest Hills
693	Bunce, Frank O.	Great Barrington
694	Oedel, Jacob Charles	Jamaica Plain
695	Armstrong, J. A.	Jamaica Plain
696	Beyer, Julius G.	Lynn
697	Weston, Laforest	Lynn
698	Wenden, Geo. C.	Lowell
699	Ferrin, Eugene F.	"
700	Farrell, Joseph	"
701	Stevens, Frank C.	"
702	Ades, James C.	Malden
703	Erickson, Ludwig	"
704	*Nye, Delia C.*	Mansfield
705	Femno, Henry W.	Mattapan
706	Pitman, Reuben	"
707	Shepard, C. B.	Melrose
708	Sears, B. C.	Newtonville
709	Ballou, Cleveland A.	"
710	Fuller, Walter C.	"
711	*Bernard, Mrs. W. E.*	North Cambridge
712	Whitney, Harrie H.	"
713	Moulton, W. M.	N. Andover
714	Lawes, Harry W.	New Bedford
715	Danforth, Clarence	Newburyport
716	Clark, J. W.	"
717	Rumfiett, Ernest A.	"
718	Thurlow, R. Edwin	"
719	Dame, C. Wallace	"
720	Toney, G. Elmer	"
721	Lunt, Joseph	Newbury
722	Gaines, Forrest D.	Quinsigamond
723	Beal, David H.	Rockland
724	Graves, Ellsworth F.	Sharon
725	Dittmer, Adolph M.	South Boston
726	Gillis, J. W.	Somerville
727	Shannon, S. F.	"
728	Singleton, Chas. H	"
729	Wood, Chas. H.	South Framingham
730	*Gibbs, Mrs. Helen F.*	"
731	Garfield, Wm.	Saxonville
732	Morris, Leonard F.	Taunton
733	Wafter, *Mrs. Bessie S.*	Wakefield
734	*Bailey, Mrs. Nettie A.*	Waltham
735	Hull, Albert D.	"
736	Holroyd, Geo.	"
737	Gilman, Edwin F.	"
738	Tucker, Elliot S.	Winchendon
739	Corlew, William R.	W. Somerville
740	Marsh, Wm. C.	Worcester
741	Gilmore, Frel E.	Wrentham

MICHIGAN DIVISION—10.

53742	Weber, C. Jr.	Marshall
743	Root, Melvin A.	Bay City
744	Blackburn, A. L	Clare
745	Thomas, John B.	Detroit
746	Boers, H. W.	"
747	Earle, Chas. W.	"
748	Dodge, H. E.	"
749	Friedman, Clifford S.	"
750	Osborn, Arthur	"
751	Friederichs, Chas. L.	Lake Linden

MINNESOTA DIVISION—2.

53752	Robinson, H. R.	Minneapolis
753	Roberts, Fred	"

MISSOURI DIVISION—6.

52754	Pierce, A. B.	Springfield
755	Schneider, Hy	"
756	Wilson, T. R.	"
757	Watson, Edw.	"
758	Paine, F. B. H.	St. Louis
759	Richards, H. I.	"

MONTANA DIVISION—5.

760	Jinkins, Wm.	White Sulphur Springs
761	*Peckham, Mrs. W. H.*	"
762	Hale, Jake	"
763	McDonald, Eugene	Anaconda
764	St. Jean, F. L., M.D.	"

NEBRASKA DIVISION—14.

53765	Sutorius, H. P.,	Omaha
766	Beecher, Arthur J.	McCook
767	Ebert, Albert C.	"
768	Eaton, Martin W.	"
769	Laycock, Ed. L.	"
770	Lehn, Charles F.	"
771	Leach, Charles A.	"
772	Wilcox, Edwin J.	"
773	Dabney, C. W.	Omaha
774	Smith, Chas. E.	Beatrice
775	Barber, E. E.	Holdrege
776	Lowman, Edw. E.	McCook
777	Campbell, W. W.	Nebraska City
778	Pflug, E. L.	Springfield

NEW HAMPSHIRE DIVISION—2.

53779	Andrews, Harry E.	Manchester
780	Trow, Albert F. 1	

NEW JERSEY DIVISION—24.

53781	Rulon, W. B.	Bordentown
782	Casebolt, Harry	Belleville
783	Campbell, James	"
784	Hardman, John C.	"
785	Murray, James A.	"
786	Stephens, Joseph H.	"
787	Sandford, George F.	"
788	Tomson, John P.	"
789	Wadsworth, Harry	"
790	Wadsworth, Edward	"
791	Grossgebauer, John	Newark
792	*West, Miss Lizzie*	Camden
793	Leeds, Sam'l P., Jr.	Cinnaminson
794	*Chase, Annie H.*	Hilton
795	Chase, Matt H.	"
796	Sutherland, Wm.	Jersey City
797	Bogardus, Henry J., M. D.	Jersey City
798	Wallace, Sidney W.	"
799	Roome, Wm. G.	"
800	Lothen, Wm.	Newark
801	Pfeifer, Louis	"
802	Hodson, Geo. W.	Newark
803	Rodrigo, Fred	"
804	McNair, Edward	"

NEW YORK DIVISION—52.

53805	Johnson, Walter P.	New York
806	Scott, Robt. S.	"
807	Honig, Frank	Albany
808	Safford, E. Eddy	"
809	Taylor, John R.	"
810	Wagner, Fred C.	"
53811	Van Liew, Edward P.	Albany
812	Heiu, Geo. M.	"
813	Hickok, Harry R.	Auburn
814	Freeman, C. I.	Corning
815	Knapp, E. H.	"
816	Aldcroft, Richard B., Jr.	Hudson
817	McCormick, Edward F.	"
818	Stern, Howard	Schenectady
819	Bolknap, Roland E.	Yonkers
820	Smith, Otto C.	"
821	Dietz, Jos. F., Jr.	New York
822	Eckhoff, Herman J.	"
823	Helfrich, Chas. H.	"
824	Hammel, Chas.	"
825	Hopps, Lewis W.	"
826	Nathan, Robt. F.	"
827	Osthoff, Richard H. L.	"
828	Rasmussen, Chas. C.	"
829	Reinhold, Dr. Andrew J.	"
830	Decker, Edward J.	Adams
831	Irwin, Lincoln B.	"
832	Gilbert, J. H.	"
833	Potter, D. B.	"
834	Yost, N. D.	"
835	Goudrup, John A.	Auburn
836	Allen, Frank J.	Brooklyn
837	King, Walter H.	"
838	Knickerbocker, James H.	"
839	Rayner, Forrest	"
840	Trenchard, Thomas K.	"
841	Mitchell, Richard	Brewster
842	Cotton, John Storrs	Burnt Hills
843	Maynard, Fred Henry	Cambridge
844	Olds, Robert B.	Flatbush
845	Foxlee, Robt. S.	Granville
846	Rich, James B.	Hobart
847	Barton, John H.	Mountainville
848	Small, Clarence	Moravia
849	Ogden, James E.	"
850	Wood, C. F.	"
851	Vredenburg, Frank	Poughkeepsie
852	Porter, W. H.	Oneonta
853	Troy, Edward	Olean
854	Lewis, A. F.	Syracuse
855	Tavander, Walter J.	Utica
856	Hurd, Philip S.	Watkins

OHIO DIVISION—78.

53857	Brittshart, Edd	Archbold
858	Reasel, C. J.	"
859	Hull, George F.	"
860	Myers, Isaac A.	"
861	Theobald, John B.	"
862	Vernier, A. J.	"
863	Whitehorne, J. C.	"
864	Watson, Fred,	Cleveland
865	Hell, E. E.	"
866	Pellett, Wm. E.	"
867	Cowdery, A. H.	"
868	Well, J. Edw.,	"
869	Elliott, S. T.	"
870	Vandenberg, S. M.,	Cleveland
871	McCormick, J. H.	"
872	Taylor, John C.	"
873	Willard, H. M.,	"
874	Wilsdon, J. J.,	"
875	Albers, Fred W.	Cincinnati
876	Wright, Orville	Dayton
877	Bonnell, Harry	Fostoria
878	Fairbanks, S. S.,	Springfield
879	Wadsworth, H. E.,	"
880	Ball, Harry P.	Canton
881	Betz, H. L.	"
882	McKinney, Chas. C.	"
883	Roth, Ed G.	"
884	Schaefer, Chas.	"
885	Strang, Frank D.	"
886	Willis, Henry L.	"
887	Harmon, W. A.	Prairie Depot
888	Rocon, Louis H.	"
889	Mettenberger, B. W.	Steubenville
890	Raab, Lawrence	Toledo
891	Dawson, A. J.	Wellsville
892	Roetle, Frank	Upper Sandusky
893	Glosser, Joe	"
894	Juvenall, Chas. D.	"
895	McKelly, Thomas	"
896	Bing, B. Beecher	Cincinnati
897	Breeman, Edw. H.	"
898	Hoffheimer, Alber M.	"
899	Glindele, Max	"
900	Schmid, Otto	"
901	Tallmadge, H. C.	"
902	Seely, O. N.	"
903	Thorp, Herber H.	"
904	Thorp, Harold A.	"
905	O'Neil, Chas. E.	"
906	Jones, Dan D.	Columbus
907	Sherwood, A. E.	"
908	*McEachren, Miss Florence*	Cleveland
909	*Neiberger, Miss Grace*	"
910	Curl, C. H.	DeGraff
911	Payne, Walter S.	Fostoria
912	Harsinger, John	"
913	Zarbaugh, Lyman	Holgate
914	Spitzger, Shirey H.	Medina
915	Borgman John A.	Ravenna
916	Ball, Harry	Portsmouth
917	Bradford, C. W.	"
918	Doerr Chas. A.	"
919	Huels Herman, Jr.	"
920	Roetz John	"
921	Engelrisen, Henry Sr.	"
922	Sherman, A. G	"
923	Trimmer, Oscar	"
924	Zoltmann, W. F.	"
925	Zimmerman Thos.	Springfield
926	Black, Maurice	Toledo
927	Neff, Nettelton	Wellsville
928	*Smith, Edna M.*	"
929	Schatz, Will E.	"
930	Armstrong, Willard	"
931	Aten, W. K.	"
932	Bracken, W. C.	Steubenville
933	Fach, Franc C.	"
934	Feist, O. R.	"

PENNSYLVANIA DIVISION—69.

53935	Taylor, H. M.	Philadelphia
936	Dunn, Wm. F.	"
937	Gibson, Geo. G.	"
938	Silbert, Harry	"
939	Zanner, H. G.	"
940	Walker, Geo. A. Jr.	Emporium
941	Trebwether, John	"
942	White, Frank W.	"
943	Johnson, T. S.	Lewistown
944	Treadwell, A. W.	New Castle
945	Roberts, Frank H.	Johnstown
946	Austin, H. T.	Philadelphia
947	*Betts, Mrs. Eodmon L*	"
948	Brown, T. Edwin	"
949	Brant, Frank S.	"
950	Chatham, Frank J.	"
951	Crow, Wm.	"
952	Curran, Chas. J.	"
953	Cornwall, M. D.	"
954	Fairweather, John F.	"
955	Groupe, J. Stuart	"
956	Moore, D. Edward, Jr.,	"
957	McNeil, David	"
958	McDevitt, James A.	"
959	McLernon, Thomas J.	"
960	Sullivan, B. J.	"
961	Spoerhase, Geo. A.	"
962	Smith, Abram H.	"
963	Wilson N. M., M. D.	"
964	Weber, Chas. W.	"
965	Wentz, Jesse R. Olney	"
966	Smilich, Wm. F., M. D.	"
967	Edwards, Smith B.	"
968	Hudson, L. J.	"
969	Roberts, Henry S.	"
970	Rice, Wm. F.	"
971	Romines, F. A.	"
972	Jack, S. S.	Apollo
973	Smeltzer, James	Bellwood
974	Donghman, W. E.	"
975	Rucker, B. H.	Bloomsburg
976	Creasy, D. A.	"
977	Herman, John G.	"
978	Carr, Irvin	Ivyland
979	Schaure, Geo. G.	New Berlin
980	Sutton, Isaac	Haverford
981	Tatum, Mary B. M.	"
982	Rosengarten, Arthur H.	Portsville
983	Axtell, J. W.	Pittsburgh
984	Bayard, L. S.	Tyrone
985	Dunn, Wm. R.	Reading
986	Sweetwood, D. R.	Potter's Mills
987	Golden, J. E.	Titusville
988	Hallgreen, Robt. P.	"
989	Batchelder, Chas. E.	"
990	Richlhorn, A. S.	Tyrone
991	Porter, Ross	West Sunbury
992	Davidow, Meyer	Wilkes Barre
993	Taylor, Fred	"
994	Hickman, Harry G.	West Chester
995	Wynne, Wm. H.	"
996	Cameron, H. W.	Wilcox
997	Keyser, John R.	Worcester
998	Rasely, Dr. E. R.	Dawson
999	Moser, J. L. 269 Superior st	New Castle
54000	Weir, Geo. S.	Sharpsburg
001	Weidman, Guy	Sharon
002	Hillyer, L. Chauncey	South Easton
003	Sutcliffe, H. H.	Frankford

RHODE ISLAND DIVISION—9.

004	Spranger, Chas. A.	Providence
005	Vogel, Michel	"
006	Becker, Gus	"
007	McManus, J. F.	"
008	Foster, L. A.	Pawtucket
009	Cummings, John A.	Providence
010	Newhall, Barker	"
011	Whytock, Wm., Jr.	"
012	Shaw, Victor C.	"

SOUTH DAKOTA DIVISION—9.

54013	Bohri, F. G.	Clark
014	Johnson, C. R. C.	"
015	Jennings, G. G.	"
016	Park, P. S.	"
017	Robinson, A. A.	"
018	Arpin, E. E.	"
019	Filbert, H. F.	"
020	Johnston, Elmer E.	Pierre
021	Nelson, W. D.	"

TENNESSEE DIVISION—1.

54022	Petrie, Wm.,	Knoxville

TEXAS DIVISION—6.

54023	Schmitt, Herm,	San Antonio
024	Jambois, Ernest	Dallas
025	Lake, Fred L.	"
026	Mosley, J. L.	Gainesville
027	Terry, W. D., Jr.	"
028	Tibbals, E. L.	"

VIRGINIA DIVISION—1.

54029	Aston, A.W.	Radford

WISCONSIN DIVISION—5.

030	Hall, Dr. L. E.	Ripon
031	Green, William G.	Appleton
032	Smith, J. A.	Eau Claire
033	Rehfeld, Ed C.	Horicon
034	Apel, Hugo	Watertown

GEORGIA SUB-DIVISION—1.

54035	Snowden, Geo. I.	Macon

NORTH CAROLINA SUB-DIVISION—5.

54036	Chaffee, F. P.,	Wilmington
037	Smith, Jas. D.	"
038	Sawyer, F. M.	"
039	McMakin, C. W.	Charlotte
040	McCausland, A. E.	"

VERMONT SUB-DIVISION—1.

54041	Nichols, M. G.	Barre

WASHINGTON SUB-DIVISION—1.

54042	Russell, H. O.	Spokane

UTAH SUB-DIVISION—7.

043	Falconer, I. C.	Salt Lake City
044	*Moffat, Mrs. Eliza*	"
045	*Evans, Miss Lucinda*	"
046	*Scott, Mrs. Clara P.*	"
047	McComahay,	"
048	Skilton, Robt.	Provo
049	Benedict C. M.	Salt Lake City

WEST VIRGINIA SUB-DIVISION—2.

54050	Read, W. H. D.	Parkersburg
051	Spillman, Chas. O.	Martinsburg

NORTH DAKOTA CONSULATE—1.

052	Rice, Edwin B.	Emerando

SOUTH CAROLINA CONSULATE—1.

053	Moore, C. C.	Camden

ARKANSAS CONSULATE—1.

054	Tucker, O. D.	Little Rock

OKLAHOMA—1.

055	Sprague, Chas. C.	Edmund

NEVADA—3.

54056	Fredrick, H. A.	Reno
057	Martin, H. M.	"
058	*Rutison, Nellie M.*	"

FLORIDA—1.

059	Burritt, Perley	Jacksonville

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1893.

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Don't send checks for $1.

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Enclose for Holder ____ cents.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiations, fees, and dues in the League of American Wheelmen and subscription to the "Bicycling World and L. A. W. Bulletin" and "Good Roads" to April 30, 1894. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below:*

Date,..... Name,.....

Club,..... St. and Number, or Box,.....

References,..... City,.....

State.....

Enclosed.....for Holder.

(Each Applicant must give as references the names of two L. A. W. members.)

MEMBERSHIP FEE:—Applicants whose names are to be published in April, May, June, July, August, September or October will enclose $2.00 with this blank. Those whose names are to be published in November, December, January, February or March will enclose $1.50.

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A Noted Lady Rider.

AMONG the rapidly increasing ranks of American wheelwomen, there is none more widely known nor highly esteemed for both her skilful use of the wheel and her charming personality than the subject of our sketch and portrait, Miss Mabel Stone, of Westboro, Mass. In December of 1891, Miss Stone resided with her parents at the family homestead, some two miles from the town of Westboro. The family were aroused one night about twelve o'clock by the smell of smoke and crackling of flames to discover the house on fire from a defective chimney. No assistance was at hand, and Miss Stone with rare presence of mind and courage, dressed hastily, mounted her wheel, a cushion-tired Premier, and flew to town through the inky night, arousing the fire department which responded promptly, and although too late to save the dwelling, succeeded in preserving the adjoining buildings, including the barns and a large amount of valuable live stock. The modesty of a true American girl is as characteristic as her pluck, and Miss Stone received the admiration and notoriety which her adventure occasioned with commendable reticence. While there has fortunately been no further call upon her for an act of such bravery and skill, she has continued to use the wheel as a means of health and pleasure and is distinguished as a strong and skilful rider upon the rolling thoroughfares of Worcester County. Our picture shows her mounted upon her favorite wheel, a 29-pound Helical Premier.



THE time is now rapidly passing away when the stereotyped cry that the movement of good roads is actuated by the crazy selfish desire of wheelmen to secure surfaces over which they could drive their bicycles. On the contrary, the League and men who are connected with cycling are fast assuming positions which commands the respect of the public because of their activity in the cause of Better Roads.

The ugly duckling is fast assuming the proportions of the magnificent swan, the despised is rapidly becoming an object of esteem, and the wheeling interest is now recognized as being a valuable factor in the furthering of one of the best business interests of the country as represented by the Road Improvement movement. It is only a short span since any proposed legislation was contemptuously referred to by our worthy legislators as a "cyclers' fad." While the species of this genus has not entirely disappeared the time is not far distant when like the dodo it will be entirely extinct.

Admit if you please that the original motive was purely one of selfishness on the part of cyclers, the movement was one of such general value that like a gallon of oil poured on water its influence has spread over a vast surface, and opposition is being gradually smoothed down to acquiescence and actual support.

It will not do to rest here even though such marvellous changes have been wrought. Our work has still to be moulded, and mighty results have yet to be achieved. We cannot pause in the good work, but we can take a breathing spell and then put our shoulders to the wheel for an extra strong heave. If we do not continue to progress we must fall behind and lose ground. This latter we cannot afford to do, so let "Excelsior" be still our motto for Better Roads.

ONE of the greatest obstacles in achieving Road Improvement legislation is politics—(we ought to spell it with a big P.) Many of the granger members of the State Legislatures are fearful of voting in favor of any bill which will increase the farmers' taxes. It matters not whether or no the increased taxes means increase in value of farms, less expense in hauling produce, and less wear and tear; these are features which do not enter into the calculation of the farmer, simply because it is a question of the future, and the average granger, because of his training, cannot grasp any problem which involves an immediate cash outlay and possible return in the future. Thus the legislators from the rural districts are chary in voting for bills which mean increased taxation to their constituents; hence, as they value their position at the State house, they become deaf to the plaint of the promotors of Better Roads Legislation and retain their seat.

AT a recent meeting of the Good Roads League in Utica, N. Y., Mr. Howland gave some facts concerning roads of the State, the average annual tax being $54,000 per county. The farmer should be interested, he argued, because it enables him to haul three loads to market where the now haul one, and this must be a saving of at least $1.00 per day. If the roads were to be improved, the work would be done with men, teams, gravel, stone, etc., furnished by the farmer, so he would certainly get his money back. George W. Childs said he put $3000 into roads, and his farm went up in valuation from $200,000 to $1,000,000.

NOT all hope has been abandoned by those interested in a possible roads exhibit of sections of roads, etc., at the World's Fair. Among the exhibits of special road machinery will be machines to measure the power required to move a given load over given sections of different characters of roads.

Brooklyn's Cyclists' Road.

AN experimental section of road of about half a mile in length for the use of Brooklyn wheelmen will be constructed in a short time on a part of the Boulevard south of Eighteenth avenue, near Parkville. It will be about 12 feet wide, have three inches of common gravel at the base, with an inch of gravel on top. The estimated cost is from $1,200 to $1,500 a mile. If the experimental road is satisfactory, application will be made for a sufficient sum of money to construct the road the whole length of the Boulevard from the Park to the sea. Of course, if the money is appropriated, it will not be available until next year.

A number of bicyclists of Maspeth, Middle Village and East Williamsburg, N. Y., have organized the Liberty Wheelmen, of Queens County.

Ye Weeping Cart.

Now comes the gentle sprinkling cart,
Along with gentle spring;
And gladdens every wheelman's heart,
And dampens everything.

Its little sprinkle 'gins to sprink,
With the rosy hours of morn;
And keeps it up till one would think
He was paddling round Cape Horn.

Forth issues Bennie, fair and fat,
In spring suit mounts his flyer;
With his new coat and his new hat
And his new-matic tire.

He glides along in deepest thought
Revolving in his mind
Things spiritual, for he's some-what
Religiously inclined.

A sudden turn to Scrape a team,
A dull, disgusting, mud,
And Bennie struggles in the stream,
His spring suit bathed in mud.

He swims ashore, looks on his dress,
His eyes with anger flash;
His language we can best express
With just this little ——.

"Of course Bennie was otherwise decently attired; the limited bars of verse necessarily leaves something to the imagination.

—*Louisville Star.*

Two Athletes Come to Grief at a Smoker.

THE last athletic entertainment of the season, held last week at the Englewood (Chicago) Cycling Club, had several unpleasant accidents.

During the evening Gen. K. Barrett and F. Johnson, a member of the Illinois Cycling Club, had a wrestling match. Barrett had the best of the affair all through, and topped off the bout by upsetting Johnson. Unfortunately for the latter, he fell on his head, sustaining a painful scalp wound and injuring his spine. He was taken to the Julien Hotel and attended by Dr. Boomer, a guest of the club. At first the injuries were regarded as critical, but Johnson slowly recovered, and was able to be around again by yesterday noon.

L. Bartlett, the club instructor, and Peter Darling sparred three 3-minute rounds, in which Bartlett came out on top. On a foul in the third round Bartlett suddenly threw up his knee to prevent a blow. Darling was not looking for such a move, and the knee struck him in the left eye, badly injuring that organ, and Dr. Boomer was again called into service.

Lighted By Electricity.

EDITOR BICYCLING WORLD: Noting the communication from *Irish Cyclist* in the BICYCLING WORLD of April 7, where the art of electric lighting for bicycles is treated in one way, allow me to make a suggestion whereby I think it could be applied in another.

In the first place it would be the same as an electric light plant on a small scale, with the power derived from the motion of the wheel itself, and that only when in motion, and I do not think the extra power necessary to run such a small incandescent would materially retard the movement of the wheel. Perhaps this is not practical but I think it possible.

Let me hear from some one who has tried it, or knows whereof he speaks.

L. A. W. No. 45168.

Legal Protection Against Malicious Mischief.

THE Ohio Legislature by a unanimous vote has passed Mr. Bruck's bill providing for a fine of not more than $100 or imprisonment of not more than 60 days to be imposed upon persons who take bicycles for the purpose of using them without authority. The bill further provides that a person convicted of puncturing the tire of a wheel or otherwise injuring it shall be fined not more than $50 or imprisoned not more than thirty days.

A Brave Deed.

A HORSE and carriage broke away at Hamilton, O., last week and went tearing down Third street at a furious rate. Charlie Bercaw was coming along on his bicycle at the time. He saw the runaway and spurting on his wheel overtook the horse and caught him by the bridle, stopping him. The act was a brave and thrilling one and was witnessed by a number of people.

Railroad Bicycle Transit.

THE Southern New England Telephone Co. has provided a new and novel means of transportation for the manager and assistants of the long distance department at Ansonia, Ct. It is a railroad bicycle. It is so arranged that two men with their tools can place the bicycle on the railroad track and quickly reach any point on the line where their services are needed.

Military Cyclers.

RHODE ISLAND is going to add a cycle corps to its standing militia, and the initiatory in that direction was taken in the House of Representatives last week, when Assemblyman Mulholland introduced an act in amendment of the militia laws looking to that end. The amendment authorizes the brigadier-general of the State troops to establish the bicycle corps as an aid to the brigade, and as soon as the bill passes the Senate in concurrence its formation will be begun. The corps will comprise not less than 100 riders to start with.

TELEMACHUS' TALKS

It's A Wise Man Who Can Place the Winner--Cola Stone, Weber and Other Old-Time Memories.

VERY interesting, and amusing, too, was the article from the pen of the alert "Watchem" on our racing men, and the order in which they would finish the season, this being, according to this knowing critic, Zimmerman, Taylor, Berlo, Tyler, Wheeler, Banker, Sanger, Johnson, Windle and Rhodes.

It may seem surprising, in view or this authoritive statement that Sanger will finish seventh, that the latter still thanks of going to England, and that Johnson and Windle have not yet announced their intention of taking things easy, in view of the fact that they cannot get better than eighth and ninth places respectively. Where they would be is any new men appear upon the scene is not stated.

To attempt to determine the standing of ten of the foremost racing men of the country five or six months ahead of time would seem to savor of temerity; perhaps it is not so in the case of the wonderful "Watchem," as he can "rush in where angels fear to tread" and not be accused of being a fool. Others, however, would naturally be shy of doing more than taking two or three of the the men and putting one against another and calculating their probable standing at the end of the year, and then they might come somewhere near it—perhaps.

There is not much criticism of the first place assigned on Watchem's list, but the second place will raise a howl at once. George Taylor is a good man, but unless I much mistake he got as near Zimmerman as he ever will when he make his famous 2.11 mile, and is more apt to fall off this year than to go up higher. If he should strike a good day and do another wonderful performance he might take heart and advance another notch; but he cannot ride unless he has confidence.

Berlo has seen his best days, I think, and will no longer be dangerous to the first-class men. Tyler, the fourth man, is all right when he is nerved up to a certain performance, but if he gets "rattled" or disheartened his chances are gone. Wheeler and Banker are the two promising youngsters, of whom much is expected and will probably be realized, but to place them ahead of Sanger, Johnson, Windle and Rhodes at this early stage is rank foolishness. As to the men who may break this order—Taxis, Lumsden and Bliss are the only really dangerous ones, and the uncertainty of the whole guessing match is shown by the fact that a dozen men could be counted who might displace any of the first ten named, with one or two exceptions.

As a rule, for a man to die is to pass out of sight, and the rule holds good in cycling as in everything else.

There are notable exceptions, however, and perhaps the two which would come to mind most readily would be those of Cola Stone and George Weber. Both died just as I was beginning to cycle, and I never met either of them, yet the memory of both has always impressed me and made me sorry that I did not know them. There is a pretty that there is not some old-timer, with a retentive memory, to do for these two men what Lacy Hillier has done for the English race path heroes. Cola Stone was the leader of the group of dare-devils who made the names of St. Louis and the De Soto hills household memories a half-dozen years back, while Weber was one of the most illustrious of that band of powerful and gritty men who pushed the "coffee-mill" on both path and road, and made the best of the crank men hustle to beat them. While his death was not the immediate cause of the decline and fall of the Star bicycle, yet it did something to help the demise of that wheel, and it never afterward cut very much of a figure except when it was ridden by men who were beyond the ordinary—Wilhelm, and later Zimmerman, being the most famous cases. It is a curious fact, too, that it was none but extraordinary men who could make a success of that wheel, men who could have ridden even better on crank wheels had they turned their attention to them, as was shown by Zimmerman when he adopted the safety. Most of the Star riders were big and strong, the only exception that I remember being Harry Hall, who was anything but the typical lever pusher, being rather small of stature, and depending more on nerve than anything else in his riding.

The Star is now practically extinct, and while the memory of it still remains in many minds, yet the facts and statistics relating to its history stand sadly in need of some one who would make it live, and I love to gather them and put them in such shape that they would be forever accessible. It is the old story of the Romans and Carthaginians over again, and the Hamilcars, Hasdrubals and Hannibals, of the Star bicycle, mighty as they were, were unable to stay the course of the prototype of the Romans—the crank wheel, which had back of it, not the ablest generals, but the best machines, the advantage of numbers, both riders and makers, and a general overwhelming superiority that nothing could withstand.

As with Hannibal so with the Star riders; they did the best they could, and although the Smithville people made so smodieoff-rts to support them, yet there was lacking the hearty and united backing that was given to the riders of the ordinary. As the Barca family did all that could be done by human endeavor to aid the cause of Carthage, but in vain, so did Weber, Frazer, Chickering, Powell, Stenken, Wilhelm and Zimmerman labor for the Star, and with the same result. At that time I was a most enthusiastic supporter of the crank wheel, and considered it my bounden duty to drive a nail in the Star coffin whenever the opportunity offered; I was glad to see the crank wheel conquer and finally drive out the lever wheel, and consider that it was for the best interests of cycling that this was accomplished. At the same time I can shed a tear for the utter annihilation of the Star, and feel sorry that this purely American invention should perish from the face of the earth. When witnessing one of the almost superhuman efforts of some Star giant a half-dozen years ago, or the easy way in which Zimmerman would romp away from the pick of the crank men, the wish would come to me to see a Zimmerman try conclusions with the crank Englishmen, who knew little and cared less about the lever machine.

This is, of course, all dead wood, but it is worth speculating on the result of such a contest, and enjoying, in imagination, the stupefied air with which John Bull would have watched the Jersey man press down those levers and bid good-bye, with the Zimmerman smile on his face, to England's best. There is little reason to doubt that he would have been able to do this as easily as he left them last year on his safety. I think that fair-minded judges will admit that Windle, on an ordinary, was as good, or even a little better than England's cream of a year or so back, and that he would have made an excellent showing against Osmond and Synyer, the then cracks. As Zimmerman conquered Windle fairly and squarely, and had not then reached his best form, but improved steadily on the Star afterward, it is impossible for us to reach any other conclusion than that Zimmerman would have been able to show the "coffee mill" off to the best advantage in England by running away from the field. What a picture it would have been to have seen the faces of the assembled multitude, and to have read the dissertations of the learned Sturmey and other English big-wigs on the strange American contrivance on which an American rider had had the audacity to win the English championships. "Gulliver's Travels" could not have been more novel and exciting to the people of Swift's time than such a narrative would have been to those who had not witnessed the event, and the incredulity with which such accounts would have been received would have been about as great in the one case as in the other. Who knows but what the Star might have wormed itself into the place now held by the geared ordinary, and that Lacy Hillier, instead of astonishing the natives weekly by riding strange and monstrous varieties of the latter machine, might by this time have hundreds, nay thousands, of converts to the greatness of the American Star bicycle, and to have been riding one of the most strikingly original variety himself.

The sight of three wheelmen in various stages of intoxication coming down the pike a few Sundays ago impressed me very disagreeably, and led to some moralizing on the subject. The wheelmen in question were monopolizing the whole road, whooping as they went and generally "raising Cain," a line of conduct prejudicial to the interests of wheelmen. The incident was one that was noticed by everyone they met, and it is because of the fact that such occurrences are unusual and attract attention that wheelmen generally can be set down as free from the vice of drunkenness, at least while on the wheel. A man may be a hard drinker, but it is very seldom that becoming a cycler will not serve as a restraint upon this tendency; he may drink the same as usual when not mounted, as other men, but the instant he puts on his Knickerbockers and goes for a ride he seems to have sense enough to know that bicycle riding and whiskey won't mix.

A drunken cycler riding his wheel is a rare sight; a drunken man driving a horse is so common as to excite but little comment.

Changes in everything that relates to cycling are so frequent that the wise cycle maker, dealer or even rider is the one who keeps his mouth shut instead of making sweeping statements about his own wheels, or indulges in free criticisms and draws comparison between his methods of doing business and those of his rivals. It is not at all pleasant to eat crow, and there are several gentlemen who are now enjoying that dish, unless they have forgotten some very recent utterances.

There is one Western concern who last year advertised that they had pairs of wheels to sell at 1st prices, but none to loan or give away; they now offer these same wheels at from 10 to 40 per cent. discount, and seem to have plenty of them in stock. One would think that it would make this particular dealer squirm whenever he was reminded of his former boast.

The second case is a much more glaring example of the Parthian shaft which turns into a boomerang. A certain house took delight in raking another prominent house because the latter had reduced the price on its last year's wheel, and asserting that it would not sell a bicycle one year and cut the price the next year. Now, however, the first mentioned house, having on hand a lot of its previous year's wheels of a certain pattern—a medium grade cushion—seeks to close them out by taking a generous slice off the list price and allowing long time on them. This is all right as far as it goes; the wheels are an old pattern, and not worth as much as this year's, and the reduction does not interfere with the sales of this year's wheel, and there is no reason whatever why they should not make the reduction and sell the wheels, as they are doing. The inconsistent part is the raking the other concern over the coals, and then doing precisely the same thing, and doing it too, after the season has commenced. This is one of the bullets shot in the air which came straight down on the head of the shooter.

TELEMACHUS.

SPECIAL.

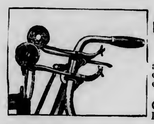
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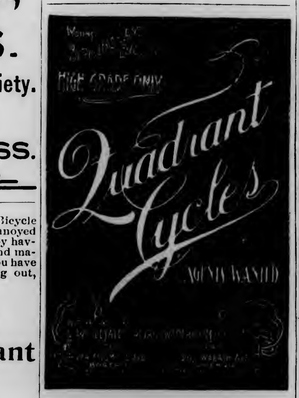
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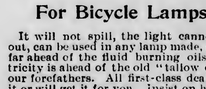
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For Carrying Children on Ordinary Safety Bicycles.
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A. H. GOETTING, Springfield, Mass.

$2
Just the thing for Tourists. Made of grey duck. Lighter than Leather.
Will keep your linen free from dust, and is waterproof.
No. 1 fits frames with 5 inch head or over. No. 2 fits 4 inch heads. *Order by number.*
Sent Exp. paid on receipt of $2. or we send C.O.D. and pay all charges.
With privilege of Examination.
DISCOUNT TO THE TRADE.
DETACHABLE CLEAT CO., Allston, Mass.

PATENTS Procured in the United States and Foreign countries. Trade marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. W. E. AUGHINBAUGH, McGill Building, 908-24 G St., N.W., Washington, D. C.



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BICYCLES
Of every description in exchange for New VICTORS, RALEIGHS, EXCELSIORS etc., etc.
Highest prices allowed.
Send for Bargain List and Catalogue of new wheels
WhiteCycleCo.
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"FAULTLESS" TROUSER GUARDS.
ABSOLUTE COMFORT
And Free Ventilation at the Ankles.
Another:—
Auburn, N. Y., April 19th, 1893.
Chas. Sulzner, Philadelphia, Pa.
Your circular and sample received. Please send me two dozen "Faultless" Guards, by mail, the amount which is enclosed. I am writing the pair you sent me and am very much pleased with them, and consider that they are all that you claim them to be.
Chas. Whiting.
Mailed on receipt of price, *15 CENTS.* Sample free to dealers and agents.
CHAS. SULZNER, Sole Manf'r, 1026 Col'a Ave., Phila.



$1.50 AMERICAN WATCH
We commenced on Jan. 1st, '93 in our New England factory, to make a new patented AMERICAN LEVER WATCH, which we not only GUARANTEE to keep PERFECT TIME but to give satisfaction in every respect. We will refund money without question to any dissatisfied purchaser. We are making an average of a WATCH EVERY MINUTE—140 per day—$25,000 for this World's Fair year. Our trade mark is on every dial and a guarantee with every watch.
IT IS MADE ON HONOR!
DESCRIPTION—The movement is AMERICAN PATENT LEVER, Lantern Pinion; Patent Escapement and Regulator; Patent Pinion for stem Wind and Set, requiring no key; 4 turns only for 36 hours; Patent DUST PROOF Case, heavily Plated with GOLD Substitute, guaranteed to wear a year; Weight of watch 4 3-4 oz. (Cut exactly represents it). Every watch tested and regulated before leaving our hands and will NOT VARY A MINUTE IN TWO DAYS. Price postpaid, and will NOT VARY A MINUTE IN TWO DAYS. Price postpaid, and will SUIT ANY MAN, age or size, or $15.00 by express. Mention $1.50 watch; 3 for $4.00. Ladies' size, 12 size, $2.00. GOLD PLATED CURB CHAIN with Columbia Medal charm. AGENTS and STORE-KEEPERS send 25c extra for sample and secure territory. We refer to Germania Exchange Bank, Newark, N. J., or any prominent publisher or New York area. Do not order C. O. D., unless you are willing to pay express charges. We warrant every watch.
Send to H. INGERSOLL & BRO., 67 Cortlandt St., N. Y. CITY.

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Be sure to send for free samples and measure blanks. Club Uniforms a specialty. L. A. W. Coats, $8; Knee Breeches, $4. Dunnett's celebrated Jersey Cloth Knee Breeches only $4 a pair. Bicycle Caps, Sweaters, Monogrammers, etc. Be sure to write now.
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All strictly first-class work at moderate prices
U. S Representative of "KAUFMAN," who is coming soon.





Levy's Cycle Clock
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Speed Calculator.
Warranted good time keepers. Price, $2.25 from cycle dealers or
SIMON C. LEVY,
1817 Ridge Ave.,
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THE FAVORITE ROUTE
BETWEEN
Boston, Philadelphia, Baltimore, Washington,
AND BETWEEN
New York and Philadelphia,
And all points in Interior Pennsylvania.
THE SCENIC LINE
To Buffalo, Niagara Falls and the West.
☞WHEELS CARRIED FREE.
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FOR NEW YORK
Via BOSTON AND ALBANY R. R.
A limited train of Drawing Room Cars only will leave Boston at 12 noon, due in New York at 5.30 P. M.
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THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.
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FAST EXPRESS TRAINS
With elegant PALACE PARLOR and SLEEPING CARS to and from
BOSTON and CHICAGO
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ELEGANT PALACE SLEEPING CARS to and from
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For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad and at
250 Washington Street, or
Fitchburg Railroad Passenger Station, BOSTON.
J. R. WATSON, General Pass. Agent.

The Favorite Route of Wheelmen
BETWEEN THE
EAST, WEST, NORTHEAST and SOUTHWEST.
—THE—
WEST SHORE RAILROAD
(The first road out of New York to carry bicycles free in the baggage cars of its company.)
Special attention is invited to the fact that all through trains connect with those of the *Fitchburg Railroad*, the only road in New England carrying wheels free.
The following meets are to be held on the line of the West Shore Railroad, and wheelmen will receive special information thereto:
May 30. Martin Road race, Buffalo, N. Y.
June 10. Circuit races, Press C. C., Buffalo, N. Y.
June 16-17. N. Y. Div. Meet L. A. W., Syracuse, N. Y.
July 1. Kings County Wheelmen Race Meet, Brooklyn, N. Y.
July 8. Riverside Wheelmen Race Meet, New York, N. Y.
Remember this line traverses the historic and picturesque West Shore of the Hudson River, skirts the foothills of the Catskill mountains and passes through the beautiful valley of the Mohawk.
Elegant Drawing-room and Sleeping Cars run daily between Boston, New York, Newburgh, Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Detroit, Cleveland, Toledo, Chicago and St. Louis.
Special trains exclusively for wheelmen are being arranged for, to run from Boston and New York to the National Meet of the L. A. W. and International Races at the World's Fair in August. These trains will be connected with cars enroute off the line of the Fitchburg and West Shore Railroads. For particulars, time table, etc.,
Address,
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or A. A. SMITH, N. E. P. A.,
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Nichols Miss Adelaide A

The Columbia Model 31=The Ladies' Ideal



"A Perfect Beauty"

And indeed it is a "beauty," and the most nearly "perfect" ladies' bicycle yet made, for it anticipates every need of the lady cyclist.

The perfectly-formed handle bar, allowing ample room for the rider and compelling upright position — the correct and comfortable saddle — the band brake, sure and strong — the thorough protecting dress-guards — the special Columbia pneumatic tires — the elliptical sprocket — the extreme lightness without sacrifice of strength, are particular points of excellence.

The great demand for the new Model and the unqualified approval of all who have ridden it are proofs of its unequalled popularity, and a guarantee of the excellence which ranks it as the most successful ladies' wheel ever put upon the market.

DO YOU RIDE THE COLUMBIA?

POPE MFG. CO.,

Boston. New York. Chicago. Hartford.

Our New Tire

The Wizard.

AMONG the tires we offer for general sale is our new tire, to be known as . . . . .

The "WIZARD."

It is a single tube tire, similar in construction to the regular Columbia tire, with red rubber tread, and is intended especially for use of repairers and for changing over to pneumatic tires at a reasonable expense. It has our special recommendation as a thoroughly reliable and well constructed single tube tire, and is warranted as to material and workmanship. It is without doubt the best tire on the market for the price, which is the lowest we have ever offered a pneumatic tire.

Correspondence solicited from manufacturers and large repairers.

HARTFORD RUBBER WORKS COMPANY,

HARTFORD, CONN.

What is there about the **Hartford Bicycle** unsatisfactory to anybody?

. . . NOTHING . . .

What is there about it to make it the best bicycle for the money?

EVERYTHING

The Hartford Bicycle is first-class. All about it for a postal card.

HARTFORD CYCLE CO.,

HARTFORD, CONN.

The BICYCLING WORLD AND L. A. W. BULLETIN

Founded 1877

Volume XXVI. Number 12. BOSTON, FRIDAY, MAY 26, 1893. 50 Cents a Year. 5 Cents a Copy.

. . . IN THE FRONT . .

EVERY ONE IS GOING! WHERE?

TO THE SPRING MEET OF THE

Associated Cycling Clubs of Boston and Vicinity,

AT THE NEW WALTHAM RACE TRACK

2.30 P. M., DECORATION DAY.

As this is to be held in connection with the Spring Meet of the Massachusetts Division L. A. W., it cannot help being the grandest tournament yet held in this State. Taylor, Tyler, Berlo and other Cracks will contend for honors.

$2500 IN PRIZES,

Including Seven High-Grade Safeties and a Piano.

EVENTS AND PRIZES:

No. 1. 1-Mile Novice.—1st prize, Gold Medal. 2d prize, Silver Medal. 3d prize, Bronze Medal.

No. 2. 1-3-Mile Open.—1st prize, Diamond, $150. 2d prize, Filled Bag, $40. 3d prize, Meerschaum Pipe, $25. 4th prize, Typewriter, $15.

No. 3. 1-Mile Handicap.—1st prize, Nomad Safety, $100. 2d prize, Roll Top Desk, $50. 3d prize, Field Glasses, $25. 4th prize, Cyclometer, $8. 5th prize, pair of Racing Shoes, $3.

No. 4. 1-Mile 2.30 Class.—1st prize, Victor Flyer, $150. 2d prize, Candelabra, $35. 3d prize, Oak Table, $15.

No. 5. 2-Mile Team. (Teams of three men each, picked from entry of four men, if desired.) 1st prize, Everett Piano, $150. 2d prize, Easy Chair, $20. 3d prize, Gauge Wall-Pump, $15.

No. 6. 1-Mile 3-Minute Class.—1st prize, Keating Wheel, $150. 2d prize, Banquet Lamp, $35. 3d prize, Onyx Clock, $18.

No. 7. 2-Mile Handicap.—1st prize, Full Nickeled Lovell Diamond Safety, $140. 2d prize, Tennis Set, $25. 3d prize, Suit of Clothes, $20. 4th prize, Dress Suit Case. $12. 5th prize, Scorcher Shoes, with Detachable Cleats.

No. 8. 1-Mile Open.—1st prize, Model 30 Columbia Wheel, $150. 2d prize, $100 diamond. 3d prize, Full Jewelled Gold Watch, $50.

Special Prize.—Ferncliffe Wheel to the man making fastest mile in competition.

Special Railroad Accommodations on the Fitchburg Road.

Through the courtesy of the Overman Wheel Co., the Associated Cycling Clubs captures the leading position at the start. To them we are indebted for the use of this space.

HERE AND THERE.

Fill out your coupon and make a guess as per offer, page 201. It is the best thing ever offered in the way of a premium. We are receiving a lot of replies and the variations in the guesses are numerous. The World will cost you 50c. a year, and you get a chance at securing a high grade wheel.

THE Utica (N. Y.) Athletic Association met last week for the purpose of organizing a bicycle club which it was decided to call the Utica Athletic Association Cyclers.

H. M. Hart, of Philadelphia, while riding round the university track on the afternoon of the DeLancy School games collided with another cycler. Result—A badly cut eye.

FRED GOBLE was bicycling at Newton, N. J., on Saturday when in his efforts to avoid running against a lady, his foot became wedged so tightly in the frame that he was thrown and his leg broken in two places.

THERE was a pleasant birthday party last week, participated in by thirteen members of the Grand Rapids (Ind.) Bicycle Club. It was in honor of the anniversaries of John H. Taylor and Miss Daisy Thompson. A light banquet was served and dancing was enjoyed until a late hour.

THE Asbury Park (N. J.) Wheelmen and the Mayor and Council are at loggerheads over the passage of an ordinance which prevents bicycle riding on the sidewalks, and makes a violation subject to a fine of $10 and costs.

A CLEVELAND (O.) paper speaks of Mrs. Hopkins, of *Wilmington*, Mass., as lecturing to *men* on the advantage of cycling, etc. Mrs. Hopkins devotes herself entirely to the gentler sex in demonstrating the beauties of cycling and the proper garments to wear.

THE Toledo (O.) League Wheelmen have moved into their new club rooms at 801 Jefferson street. They have a two-story club house and will fit it up comfortable. A reception will be given on the evening of May 30, at which time the road race prizes will be distributed.

THE opening of the new quarters of the Albany (N. Y.) Bicycle Club, at 315 Lark street, occurred May 16th. The house and surrounding grounds have been handsomely fitted up. The club was organized at the residence of Gen. R. S. Oliver, August 25, 1880. The editor of the WORLD was one of the founders of this club.

LAST week Miss Annie Ross, of Poughkeepsie, N. Y., and her friend Miss Belding were run down by a team of horses. Miss Ross was badly bruised and was taken to her home in a carriage. She suffered greatly from shock. Miss Belding escaped injury. It was an accident which might have been avoided by more careful driving. There were two teams, and it is said that the driver of one of them was drunk and drove on.

THE West Side Cycling Clubs, of Dayton, O., gave an entertainment and social last week which was well attended and a decided success. An excellent musical and literary programme was rendered, after which came refreshments and a general good time.

THEY are becoming more civilized in Paris. The time was when if a man or woman was run down by a cab or any vehicle drawn by horses that the *individual run down* was fined. We noted a case where a cabman in Paris was fined 300 francs for running down a cyclist.

A RACQUET and wheel club has been organized at Collingswood, Pa. Work has been commenced on the grounds of the club, and tennis courts and a bicycle track will be laid out at once. The wheel and racquet have been selected as an appropriate emblem for the club.

THE members of the Des Moines (Ia.) Cycling Club gave a May party May 12. It was a swell affair and the rooms of the club in the Trested block were prettily decorated for the occasion. In the parlors the club spent $200 alone in decorations and made of it a veritable fairyland.

THREE silk banners will be offered as prizes to clubs participating in the Newark-Philadelphia century run on June 10. The banners will be presented to the three clubs having the greatest number of survivors, though it will be stipulated that at least one must be awarded to a club outside of Philadelphia. To secure the participation of small clubs a special prize cup has been offered to the one having the best percentage of finishers whose starters do not number over fifteen nor less than six.

WHILE George Davis and George Bert, of Florence, Mass., were riding last week Davis collided with a team driven by two men. He was considerably injured and his wheel was damaged. The matter has been put in the hands of Lawyer Robb to recover damages from the two men for not keeping to the right of the road.

A CYCLE club, under the auspices of the Altoona (Pa.) Athletic Club, has been formed and will be one of the leading features of the outdoor sport of that organization. W. Byrd Page, ex-champion amateur high jumper of the world, is superintendent of field sports, and he has appointed W. H. Markland, as captain of the cyclers.

THE Rusk guards have organized a cycle corps with fifteen men at Milwaukee, Wis. The wheels have already been ordered, and as soon as received regular drills will be begun. The Rusk guards will be the first company in the State having a cycle corps, and if it proves to be a success other companies will doubtless follow and secure bicycles as part of their equipment.

THE New Haven (Ct.) Bicycle Club is making arrangements to hold a picnic at Savin Rock shortly after Memorial Day. Racing will be a feature. A five mile handicap race open for all, will be the principal event. A foot race of 100 yards will also be open to all comers. Suitable prizes will be awarded the winners. The club cannot hold its annual tournament this season at Elm City Park owing to the State T. A. B. societies holding their field day on Memorial Day, and it has therefore decided not to have a tournament this year.

Not Sold Out.

Our entire output for 1893 is not sold and we are not declining to accept orders, but are taking all we can get, and still have a few blank pages in our order book.

There are numberless machines on the market, but the HICKORY is sufficiently popular to compel us to run our factory night and day to supply the demand.

Everything desirable in a safety bicycle is found in the HICKORY.

Send for a Catalogue.

Hickory Wheel Co. Newton, Mass.

THE REMINGTON.

3 PATTERNS FOR 1893.

Light Roadster, Actual Weight, 32 lbs. **Roadster, 44 lbs. Ladies Wheel, 42 lbs.**

PRICES, $140.00.

Material, best obtainable. Workmanship unsurpassed. Mannesmann Tubing. Warwick Hollow Rims, and a variety of the best pneumatic tires to select from.

REMINGTON ARMS CO., 315 BROADWAY, NEW YORK.

SEND FOR CATALOGUE. WORKS AT ILION, N. Y.

[Mention This Paper.]

A HARVEST FOR ENERGETIC AGENTS.

CATALOGUES READY. SENT UPON APPLICATION.

LOVELL DIAMOND CYCLES.



WEIGHT 31 LBS.

Our Best Efforts Combined in Our '93 Models.

THE RESULT: Not a Semblance of ANTEDILUVIAN IDEAS.

Improved Columbia Pneumatic Tire.



WEIGHT 37 LBS

Pneumatic Tires, $115.00, $100.00, $85.00.

Cushion Tires, $105.00, $90.00, $75.00

JOHN P. LOVELL ARMS CO., Manufacturers, BOSTON, MASS.

Latest and Most Improved Design.

Strictly First-Class in Every Detail.

Puritan

TRADE MARK

High Grade Bicycles. 32-lb. Scorcher, $135.00

Agents Wanted in Unoccupied Territory.

O. J. Faxon & Co., Manfrs.,

Boston, Mass.

"The Winton is a Winner."



WINTON LIGHT ROADSTER.

. . . HIGHEST GRADE THROUGHOUT. . . .

No Agency complete without this Distinctive and thoroughly First-Class Machine.

Winton Roadster, all on, 40 lbs.,	price $150.
Winton Light Roadster, stipped, 30 lbs.,	price 150.
Winton Ladies', improved design, 38 lbs.,	price 150.
Winton Racer, nothing like it, 20 lbs.,	price 160.

Easiest running bearings in the world. True double diamond frame. Winton perfect pneumatic tires.

If there is no agent in your place, know all about us by asking for a catalogue.

THE WINTON BICYCLE CO., CLEVELAND OHIO.

110 PERKINS AVENUE.

UDELL WOODEN WARE CO., St. Louis, distributing agents in Texas and Missouri, except Kansas City.



Waverly Scorcher



32 Pounds — $100.00.

Springfield, Mass., March 25, 1893.

Indiana Bicycle Co., Indianapolis, Ind.

Gentlemen—The two Waverlys arrived yesterday, and to say that I am pleased with them would be putting it mildly. I am simply charmed. The Scorcher was sold at once, and I can say that if you will only send me twenty-five of these machines at once by express that I can sell every one during next week. Can't I induce you to so favor me? Rush them along.

Yours respectfully, GEO. M. HENDEE.

Syracuse, N. Y., March 25, 1893.

Indiana Bicycle Co., Indianapolis, Ind.

Gentlemen—Still they go. Just sold four in one store. Please express us four 28-inch Waverlys and one 26-inch Waverly Amateur at once. Will there be any delay in getting wheels? We want to know just what to expect and not promise people their wheels and not be able to deliver them.

Yours truly,

BENJAMIN & ANDREWS.

Do you want to know more about the ONLY STRICTLY HIGH GRADE WHEEL Ever sold at $100.00? Then write the

INDIANA BICYCLE COMPANY, Indianapolis, Ind.

A Conundrum . . .

When is a Bicycle Not a Tourist?

When it breaks down.

When a cone wears out.

When the tires leak.

When the wheels don't track.

When you can't ride longer and farther and with less fatigue than upon any other bicycle.

When it is not finished better than any other bicycle you meet.

Finally, when you have any cause for complaint whatever.

GEO. R. BIDWELL CYCLE CO.,

308 AND 310 WEST 59TH STREET, NEW YORK.

HIGHEST GRADE

EXCELSIORS

Few more good agents wanted in



New England, Middle and Southern States.

Racers. Road Scorchers. Light Roadsters. Ladies'.

Weights, 25, 30, and 35 lbs.

LIVING DISCOUNTS TO LIVE AGENTS. SEND STAMP FOR ENCYCLOPEDIA OF CYCLERS' WANTS, NOW READY TO MAIL.

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Easy Riding and Easy Running.



These features are more noticeable in Sylph Cycles than in other makes, at least riders of Sylphs say so. Business men like them, ladies prefer them, all-round riders want them, everybody who investigates thoroughly, pleased with them. Post yourself thoroughly on rigid frames and then note the advantages to be gained in

Sylph Spring Frame Safeties.

"Sylph Cycles Run Easy" And Ride Easiest; cost no more than highest grade rigid frames, yet the pleasure and comfort they give their riders make them far superior for general riding. They are strong, durable, handsomely finished, and reliable. Ride one once you will want no other. We make a 30-pound rigid Sylph for Scorchers, the strongest cycle of its weight in the market. Catalgue Free giving full particulars. Agents wanted in all unoccupied territory.

ROUSE-DURYEA CYCLE CO., 9 G St., Peoria, Ill.

FREEHOLD, N. J. APRIL 17th 1893.

PHELPS & DINGLE MF'G CO.,
GENTLEMEN:

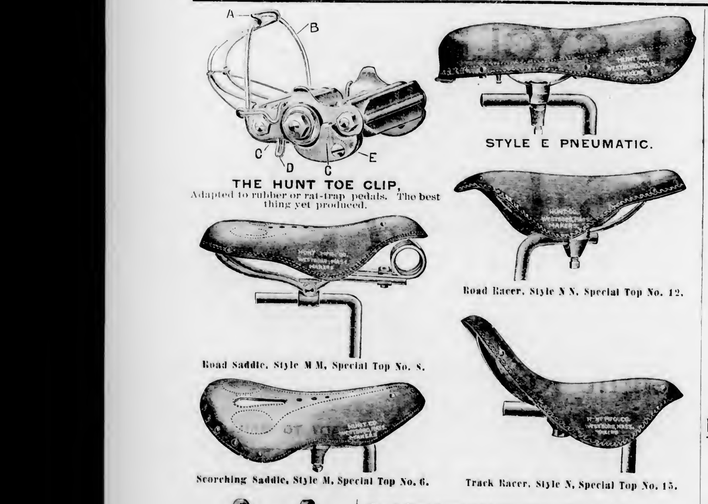
Having thoroughly tested your Ideal Tires at Savannah, Ga., I have decided to ride them this season.

Kindly fit me out with what I will need for my European Trip, and oblige,

Yours very truly,

W. W. Zimmerman

Manufactured by **The PHELPS & DINGLE MFG. CO., Passaic, N. J.**



Send for Illustrated Circulars, Prices, etc.

HUNT MFG. CO.,
WESTBORO, MASS.
Licensed under Garford Patents.



THE GOOD POINTS OF THE **Weston Fork Clyclometer**
WILL APPEAL TO YOU AT SIGHT.
Be sure and see this elegant instrument before purchasing. Price $8.00.
FRANK C. WESTON, BANGOR, ME.
N. B.—I want one agent, exclusive, in every town and city in the U. S.

Why Not Use

A hose-pipe tire, when by buying the "Deerhound" you can get . . . . .

All the Riding Advantages of a Hose-pipe Tire

Such as resiliency and light weight, and at the same time **practically** have **an inner tube tire?** We have perfected arrangements so that by a method of weaving duck we are enabled to make a hose-pipe tire which can be cut, inner-tube inserted, and laced, when on the road, and require no more time, nor as much, as it takes to repair the regular inner-tube tire. The outfit consists of a hose-pipe tire made extra strong, and inner-tube to use . . . . .

In Case the Tire Punctures Beyond Repair,

a thread to lace it, and is sold complete, two tires, one inner-tube, and lacing for . . . . . .

WE GUARANTEE AGAINST BURSTING

$12.00.

If you cannot get it of your nearest repairer, we would be pleased to send it to you at this price, express paid, upon receipt of the money.

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275 DEVONSHIRE ST., BOSTON.
205 Lake Street, Chicago. 943 N. 2d Street, St. Louis. 14 Fremont Street, San Francisco.

THE **BICYCLING WORLD.**

Published Every Friday
—BY—
THE WHEELMAN CO.
Incorporated under the Laws of Massachusetts.
167 OLIVER STREET,
BOSTON, MASS., U. S. A.
Entered at the Post Office as second-class mail matter.

BOSTON, MAY 26, 1893.

With Supplement.

WE have always championed cycling as being the most healthful of all sports, and we have always thus championed it because we believed and do yet believe it, but we have cried out time and time again against the dangers to the cycler and the damage to the sport because of the absurd hump-backed position now so prevalent among riders. Apropos of the matter we reproduce an article in part from the *London Medical Press* which deals with "The physical debts of the different pastimes," and in speaking of the debts of cycling the authority quoted says:

"* * * It must be conceded that in a similar degree the physical debt of cycling is an ungraceful rotundity of the back, which bids fair, under present circumstances, to deprive the young men of the generation of any claim to that gracefulness of form inseparably associated with an upright figure and a well-expanded and prominent chest. Apart altogether, however, from a health point of view, nothing could exceed the inartistic attitude which is now assumed by "wheelmen" trundling themselves about on 'safeties.' With arms outstretched and elbows ungainly projecting, with slouching shoulders and backs curved to the arc of a hoop, with heads thrown back, causing the chin to assume somewhat a 'prognathous' position, suggestive of the natural facial outline of the reputed simian ancestors of man—these are the several features of the riders which attract the attention of an observant spectator at the meet of a cycling club. To say that such a spectacle is a melancholy one is by no means to exaggerate the truth. Under present circumstances a man never can look his best on a bicycle, and so far as women are concerned in the matter of cycling, unquestionably the less said the better. It would seem, therefore, that for many reasons manufacturers should put their heads together for the purpose of introducing a machine which would tend to make cyclists adopt an attitude when riding by which both health and physique would be improved to a greater extent than can be the case at present.

We wish the makers would join forces with us and as far as possible correct the growing tendency of riders to assume this absurd position, perfectly proper perhaps when men desire to achieve the highest rate of speed in racing on path or road, but entirely out of place and dangerous if persisted in for ordinary and every day road riding. The makers can join in the crusade and aid in eradicating this custom, though it has gotten such a hold now as to be difficult to head it off.

Cycling was assuming a position of dignity in public opinion until this fashion of riding all hunched up came in, and now the writer of this article is constantly confronted with the most uncomplimentary remarks on the sport from people whose good opinion we should command. It hurts the cycling for this reason alone, and the near future will show that a more fatal effect will be brought about in the "physical debt" which every man will have to pay to the sport if he persists in making an inch-worm of himself. In all seriousness, fellow wheelmen, let us ride like men and not like monkeys.

WHILE on the subject of the relation of cycling to health, we also think the following will be of interest to our readers, and to a certain extent it bears out our argument as to the danger of riding in a bent-up position. How can riding in a doubled-up position be "especially beneficial" to people with "chest troubles?"

"An animated discussion of the benefits and dangers attending bicycle riding, especially by women, between correspondents of the *Medical Age* has led the editor to investigate the subject. He has consulted articles by several medical authorities and briefly states some of the conditions which will be benefited by a *proper* use of the wheel. He thinks the wheel, being a form of exercise which bring into play the whole muscular system, may play an important part in preventive medicine. Especially is it applicable in that large classof diseases of middle-life characterized by interstitial changes in various organs—lungs, liver or kidneys—by supplying oxygen and causing a free elimination of waste products. In chest troubles especially it is beneficial, as it carries the rider into the fresh, pure air of suburban districts. Varicose veins have in several instances been known to disappear after a course of riding. Too rapid accumulations of fat can be controlled by taking long rides and abstaining from liquids, while by avoiding heavy work and freely satisfying the thirst created by riding, an increase in weight may be produced. The advantages of bicycle riding apply to both sexes. With loose-fitting garments and a proper mount, refraining from riding the menstrual period, moderate use of the wheel will do much to maintain good health in women. * * *"

The "Good Roads" Report.

EDITOR BICYCLING WORLD: It has been my lot in the course of a somewhat extended experience, to see many curious business statements and accounts, but I never yet came across anything which approaches the financial report on "Good Roads," published in the last issue of the BICYCLING WORLD.

No wonder that statement was not forthcoming at Philadelphia; no wonder three months have been consumed in an endeavor to produce figures in such a way that a loss of nearly seventeen thousand dollars should be made to represent an apparent profit of seventeen hundred.

In order to more fully explain, I hope you will not refuse to give space to a part of the report which sets forth the figures, and which is as follows:

"Receipts.

From L. A. W. Treasurer (appropriation)	$ 6,000.00
From L. A. W. Treasurer (loan)	5,055.29
From Guarantors & Contributors to fund	4,080.32
From Advertisers	15,493.71
From Subscriptions and Sundry Sources	2,585.01
	$33,223.36

Expenditures.

By paper for Magazine	$8,805.16
By Cuts and Electros	1,035.50
By Artists	213.25
By Printing Magazine	6,205.14
By Wrapping, Binding and Mailing	598.43
By Postage, Express Charges and Bills	2,342.05
By Advertising Commission	1,617.50
By Salaries, Manager	1,760.00
By Salaries Assistants and Clerks	6,666.62
By Rent	2,702.00
By Job Printing	271.72
By Sundries	254.90
By Office Furniture	1,121.53
	322.58 $35,249.38
Expenditure in excess of Receipts	$1,426.02

BILLS PAYABLE AND RECEIVABLE.

From the above statement it appears that on March 31, 1893, the affairs of the Road Improvement Bureau show a net earning of $1794.74, on the investment of $18,230.00, a little over nine per cent. of the investment in the fifteen months in which the business has been carried on."

Is it intended to pay the L. A. W. members the compliment of assuming that they are all imbeciles? On no other supposition can I account for the ludicrous statement made that these figures "show a net earning of $1,794.74."

A man need not be an expert accountant to understand the figures presented. Without going into technical explanations, or paying attention to the petty amounts, there are two large and elegant factors which stand out in bold relief.

One is the income. This is composed of two parts—a gift, appropriation, or loan (whichever you choose to call it) of $17,744.61, and the actual receipts from current business, amounting to $18,078.75 (and this is the actual receipts from the business. The other amount is a contributory one, which has no business to be shown as a part of the earnings).

The other is the expenditure,	$35,249.38
Less actual earnings,	18,078.75
ACTUAL LOSS ON THE BUSINESS,	$17,170.63

Further analyzation is unnecessary. *There are the principal figures.* How do you like them, members of the L. A. W.?

WHAT MUST BE DONE.

The trade paid in last year nearly seven thousand dollars, but I learn that so much dissatisfaction exists over the management of "Good Roads" that some of the principal sustainers (there are but three) are refusing to come down any more. Now will the L. A. W. permit any further diversion of *its* funds?

Eleven thousand dollars in one year is a large sum, especially when it DRAINS THE TREASURY; and by what right was this large amount poured into a hole where it has vanished from sight forever.

No one denies the importance of the roads improvement question, but there is not a practical man in the country who will claim that the results of the present system of expenditure have not fallen lamentably short of the cost.

Seventeen thousand dollars—and for what!

Besides, are we to go on spending seventeen thousand dollars a year?

Good roads is a worthy object, but it is not worth that expenditure.

That money could have been spent to a thousandfold greater advantage, and I, for one, favor an immediate call for a National Assembly to investigate and restrict the powers of men who at present have the power (whether they have the *right* or not is a very grave question) to take every dollar out of the League and be accountable to no one!

The average League member receives no tangible and direct benefit paid down to him in hand except his weekly BULLETIN.

It is the only thing that he ever sees as a direct benefit from membership in the L. A. W., and I do not see why "Good Roads" could not be incorporated with the BICYCLING WORLD AND L. A. W. BULLETIN in its weekly form, thereby ensuring an active and regular circulation. I presume the publishers of the official organ would be perfectly willing to entertain such a proposition and at a much less cost than the League is now paying. At all events it must be evident to all to whom the welfare of the organization is of importance, that the time for prompt and immediate action has come.

"EXPERT."

We are beginning to hear of the foreign flyers who will show up at the International races in Chicago in August. James McLaren and R. J. Mecredy will represent Scotland and Ireland.

ROAD AND PATH.

Irvington-Milburn.

As usual, a tremendous field of entries has been received for May 30 by the projectors of this national event. The course will be the same, but the management will be under the Associated Metropolitan clubs. The handicaps have not yet been given out, but the entries up to date number over 150.

Zimmerman and Sanger in Belgium.

THE following wire was received from the Raleigh Cycle Company.

"Zimmerman won two firsts Saturday, two firsts Monday, at Brussels on Raleigh."

The following also appeared in the dailies of Tuesday last.

"BRUSSELS, May 22.—The international bicycle tournament was opened here today. The American, Sanger, won the king's prize, the principal prize to be given during the meeting."

Neither one of the above telegrams state particulars as to distance time and competitors.

THE female riders are at it again in Chicago. They started on a six days contest May 16, at the Second Regiment Armory in that city. We notice the familiar names of Armanido, Baldwin, Williams and Stanley among the starters.

WE are promised at an early date a schedule of the Cash Prize League. One of the greatest of the immediate successes of the Cash Prize League will be in connection with county fairs, as almost every prominent concern of that character has already made application for sanction for race meets to be given in connection with other sports usually held at fairs.

H. H. LAMPTON, of New South Wales is in Chicago now and he will go into training for the International races in that city in August.

CHARLIE DORNTGE will ride a 16 pound track wheel this season.

THE second Bunker Road Race of the Rockford, Ill. Cycling Club was run May 15. There were ten entries and the course was ten and a half miles with twenty right-angled turns, which accounts for the slow time. Keyes, limit won the Bunker medal in 35 minutes 25 seconds. Anderson, scratch, won the time medal in 35 minutes 54 seconds.

L. L. MEINTGES of Johannesburg, South Africa, will be among the cracks who Sanger and Zimmerman will probably meet in England this year. He has a record of 7 min., 27 seconds for three miles.

"THERE is considerable talk among the Newark Wheelmen over Harry Wheeler, the fast rider of Orange, who recently turned professional. He has joined the National Cycling Association, and will compete in the cash prize events."—*Exchange.*

THE annual tournament of the Albany County Wheelmen will occur at Ridgefield on June 24. Anyone can choose to call it (as of $17,744.61, and the actual receipts from current business, amounting to $18,078.75 (and this is the actual receipts from the business. The other amount is a contributory one, which has no business to be shown as a part of the earnings).

THE Massasoit Club, of Springfield, Mass., held a handicap ten mile race and the first five men finished as follows: A. B. Lombard, (handicap nine minutes,) time 46.43; F. E. Bailey, (scratch) 42.06; C. A. L. Wright, (five minutes) 42.24; A. A. Etienne, jr., (four minutes) 42.26; J. E. Colburn, (three minutes) 42.28.

See page 229 for account of the Harvard N.C.A. race meet June 10. Note that entries close June 1.

THE Riverside Wheelmen and the Harlem Wheelmen of New York ran a 15 mile team race last Saturday. F. W. Titus, R. W., practically distanced all competitors and was first given as he pleased. The Riverside team easily took the prize. The men finished in the following order: F. W. Titus, first; E. W. Mosher, R. W., second; H. S. Thompson, R.W., third; C. Cranger, R. W., fourth; A. Bryan, H.W., fifth; D. R. Thompson, H. W., sixth; C. Fulle, H. W., seventh; J. Fulle, H. W., eighth; E. Stilger, R. W., ninth; J. W. Judge, R.W., tenth; E. H. Frost, H.W., eleventh.

THE Warren Athletic Club of Wilmington, Del., held its third annual road race, 10 miles handicap. The result was a surprise as an outsider won the race, and Merrick, the favorite, finished 8th from scratch. The first five men were: Turner, 7m. handicap, 34.46; Tuckton, 6m., 34.07; L. Pyle, 2 1-2m., 33.41; Courtney, 2 1-2, 31.44; Brower, 6m., 35.19; Greenman, 5m., 34.45.

THE Tourist Cycle Club, of Paterson, N. J., will have its meet this year at Clifton, N. J., July 4.

THE value of prizes offered by the Rome, N. Y., cyclers' race meet, May 30, aggregates over $500.

THE Columbia Cycle Club, Hartford, Ct., has issued a prospectus of its second annual twenty-mile road race on Saturday, June 10. The race will start from the Capitol at 2 P. M. The route will be through Washington street to New Britain avenue, to Cedar Mountain to Elmwood, to Newington, to Clayton, to Pratt's, to New Britain, to Main street, to Strickland House, and return by the same route to Capitol Avenue. Special gold medals will be given. A special time prize will be given to the rider making the fastest time, and a handsome gold medal to any rider who breaks the previous record, one hour and six minutes, made by C. Ford Seeley, over this course.

THE relay ride between Portsmouth, O., and Columbus, O., May 16, was made in 6h. 49m.; distance 100 miles.

"WARE" SHERWOOD and H. H. Meeker, both of Bridgeport, Ct., rode a ten-mile race May 15. It was a close, hard race, Sherwood winning in 39 1-2m.

AT the annual spring races of the Central High School, Philadelphia, held May 17 at Stenton, the following events were run: Team race, C. H. S. vs. M. T. S. High School (1) 6 points. Manual Training School, 3 points.

One mile special team race—Won by Frank Zook, C. H. S.; second, Percy C. Hellell, M. T. S.; third, C. W. Sharer, C. H. S. Time 5m. 3 2-5s.

One mile race, school record, 2m. 55 1-2s. Held by Walter Pollock—C. W. Sharer, 90, 100 yards, finished first; C. Stretch, 94, 150 yards, second; Frank Zook, 95, scratch, third. Winner's time, 2m. 58s.

THE De Laney School, Philadelphia, gave some bicycle races at the University grounds May 17. Results as follows:

Half mile, junior—Won by C. Newbold, 25 yds.; F. Cabeen, 25 yds., second; G. K. Erben, 25 yds., third. Time 1m. 46s.

One mile, senior—Won by C. L. Lagen, scratch; J. D. Lagen, 150 yds., second; H. Kingston, 250 yds., third. Time 2m. 45 4-5s. School record, 3m. 14 1-4s.

WORK on the Y. M. C. A. Lowell (Mass.) athletic park began Yesterday. The bicycle track will be one-fifth of a mile in circumference with straight sides.

HERE AND THERE.

THE Albany (N. Y.) Bicycle Club held a very interesting "house warming" last week in their new home.

THE thirteenth annual banquet of the Brunswick Bicycle Club of New Brunswick, N. J., was held last week.

THE party given last week by the members of the Des Moines Cycling Club was a brilliant affair. About 150 couples were in attendance.

THE wonderful new-theory-power-increasing-speed-increasing-bicycle will be in evidence at the Columbian Exhibition of course. A Mr. Van Camp of Syracuse, N. Y., has a machine which can be ridden by anyone at a two-minute clip. That put us in mind, *what has* become of that mile in 40 second bicycle of Boulanger?

WALTER MURPHY and B. F. McDaniel of Wilmington, Del., while scorching on the Newcastle Causeway collided, and both were thrown violently. Murphy was made unconscious and cut his head, arm and leg badly. He is doing well at last accounts. McDaniel got off with a bad shaking up.

JOHN JACOB ASTOR is said figure in the field of cycle inventions. It is a brake which is to be used on solid tires, and it is supposed to be adjustable to the wear of said *solid tires!* It is not necessary to observe that the "invention" comes rather late in the day, and Mr. Astor will not be able to add to his millions by this his latest effort.

THE members of the Y. M. C. A. of Oakland, Cal., who are riders of the "silent steed" have formed a cycling club and named it the Y. M. C. A. Cycling Club. This club is the third one in that city and promises to be one of the largest. It starts with 33 members on its roll, and a large room in the Y. M. C. A. building is being fitted up for a club room.

THE Overman Wheel Co. have generously allowed the A. C. C., of Boston to use their space this week. See the advertisement thereon.

JUST think of 4,000 wheelmen attending a church parade and almost to a man every one attended the services. The Tynesido Wheelmen (England) undertook to engineer such a parade and it was wonderfully successful. The Rev. M. Gibson conducted the open air service, taking for his text St. Mark 11, 27—"The Sabbath was made for man, and not man for the Sabbath." A collection of £62, 19s, 10d was taken up.

MAY 27 the Rhode Island Wheelmen, of Providence will make their annual pilgrimage to the Hub. The party will arrive in Boston at 9.05 A. M. and take a tour over the roads of the suburbs. Dinner will be taken at Woodlawn Park Hotel. In the evening they will attend the performance of James O'Neil in Monte Cristo. Most of the visitors will stay over for the races at Waltham. On Sunday the 28th the roads round about Boston will be traversed by the Providence visitors and dinner taken at the Elm Tree Inn, Medfield.

THE Massachusetts Bicycle Club's runs for the balance of the month are as follows: May 28—Run to Medfield to meet the R. I. Wheelmen who are coming over the road from Providence. Leave the club house at 9.30 A. M. Monday, May 29—Joint run of the Massachusetts Bicycle Club and the Rhode Island Wheelmen around Boston; distance is about thirty miles, starting from the club house at 9.45 A. M., and dining at the Woodland Park Hotel; returning in the afternoon. In the evening there will be a theatre party at the Bowdoin Square Theatre. Tuesday, May 30—Massachusetts Division, L. A. W. meet. Run to Waltham to attend the races leaving the club house at 1.15 P. M. Wednesday, May 31—Moonlight run, leaving the club house at 7.30 P. M.

Atwater Answers

JOHN L. ATWATER has filed an answer to the bill recently filed in the Superior Court by Harry D. Squires and David Hutchinson concerning the affairs of the American Cycle Company. Atwater admits having been president of the Cycle Company and having control over all its stock. He claims that Dec. 20, 1892, the claimants represented to him that they were men of large means, abundantly able to purchase the stock and property of the Cycle Company. The deal was finally consummated, the bill alleges, the complainants agreeing to pay the defendant $100,000 for the property, which was reduced to a contract. Atwater denies having represented that the American Cycling Company was owner of the premises at No. 250-260 Jackson boulevard, or that he represented that its plant was worth $60,000. He claims that he clearly gave to the complainants inventories of the assets of the corporation, together with the total liabilities.
—*Chicago Tribune.*

Club Emblems Registered This Week.

THE following club emblems have been registered this week:

Wanderers C. C., Galva, Ill.
Dedham C. C., Dedham, Mass.
White Sulphur Springs C. C., White Sulphur Springs, Montana.
Rollstone C. C., Fitchburg, Mass.

Fill out your coupon and make a guess as per offer, page 201 last week; the best thing ever offered in the way of a premium. We are receiving a lot of replies and the variations in the guesses are numerous. The World will cost you 50c. a year, and you get a chance at securing a high grade wheel.

THE PASSING HOUR

It seems strange that a Philadelphia paper should, in naming the prominent racing men of the country, ignore a man who has been a credit to that city for a number of years past, and who is head and shoulders above any other local rider.

I refer to Mr. W. W. Taxis.

The paragraph which caught my attention was as follows:

This country has never had so large a number of speedy riders upon whom to depend to maintain America's cycling reputation as it has this year. Zimmerman, Taylor, Sanger, Johnson, Windle, Tyler and Wheeler all showing a speed which warrants a belief that the splendid international trophy to be contested for at Chicago will remain on this side of the water for one year at least.

That Mr. Taxis is thoroughly entitled to the honor of being at least named with these gentlemen is evidenced by his riding last fall, when at Springfield, in the World's Record race, he took third place, close up behind Windle and Zimmerman, beating Taylor, Tyler and Wheeler (Sanger and Johnson not being present), as well as other races in which he made a strong showing.

It is true that we have it on high authority that a prophet is not without honor in his own country, yet I should have imagined that no Philadelphia paper could have named the country's premier racing men without including Taxis.

The carriage of the *impedimenta* while touring or riding has always been a source of anxiety to me, but in the new Lamson No. 4 Double Luggage Carrier I have at length found a successful solution of the problem. Its peculiar construction gives it unusual lightness and strength and yet it will safely and securely carry as large a package as any rider would be likely to want. For amateur photography it is just the thing, as it will carry a small camera and tripod, while it is also arranged so as to hold the packages separately.

The Philadelphia Club is one of the oldest in the country and although a good many of the adolescent would-be scorchers turn up their noses at its sedate and dignified demeanor (would to heaven that some of the clubs who are distinguished by the attributes of the "push," had a little of this failing!) yet its claims can never be ignored by the thoughtful and respectable element in cycling.

I quote from its programme of the entertainment referred to above to show what it has done for cycling—Philadelphia cycling particularly:

Bubbles that could not escape from a—hosepipe because it wouldn't burst, and which consequently had to come slowly through the valve.

To which Club did the Members belong who first braved the torrent of popular prejudice against Bicycling? The Philadelphia Bicycle Club.

To whom are Cyclers indebted for many privileges they enjoy, and who was most prominent in securing to Bicycle Riders the right to ride in Fairmount Park? W. R. Tucker. The Philadelphia Bicycle Club.

Which was the first club organized, and when? The Philadelphia Bicycle Club, 1879.

Which was the first Club in this city to build a Club House, and when? The Philadelphia Bicycle Club. 1886.

Which was the first Club in the city to build a Country House, and when? The Philadelphia Bicycle Club. 1889.

To which Club did the members belong who organized the A. C. C. of this city? The Philadelphia Bicycle Club.

Which Club is it that is not a Hard Riding Club, BUT GETS THERE JUST THE SAME? The Philadelphia Bicycle Club.

It is but a fortnight since I called the attention of *Bicycling News* to crediting our articles to other papers, and here comes along another issue in which the poem "The Girl Who Rides A Wheel" is given space and credited to the Buffalo *News*, the latter of which made it a clean steal from our columns.

Will *Bicycling News* please make note?

Can it be possible that one or two trips abroad so thoroughly anglicize a man that he loses his home accent completely?

They tell me that Mr. J. J. Prial has developed, since his recent voyages o'er the deep, what is termed by those who know, a "St. George's Channel accent," whatever that may be.

Kansas has discovered within her borders another world beater.

This time it is a cyclist who, when dressed for the road, tips the beam at 516 pounds, and who is editor of the Kiowa County *Signal*. He rides a wheel which was built expressly for him, and utilizes it in traveling about Kiowa County gathering up facts for publication in his paper.

Perhaps one of the queerest things in the pneumatic line ever introduced, says a boot and shoe journal, is a shoe for tennis players, with a good deal of bounce promised in the bottom of it. The shoe is furnished with four cushions of inflated rubber, designed to give springiness to the feet when engaged in the game. The sole itself is of rubber to which these pneumatic tubes are attached. One would suppose these shoes well adapted for high jumping, and, of course, there is no possibility of slipping in them. For long distance walking they are said to be unexcelled. They are buoyant and prevent the least shock to the system over hard roads or walks. O course if the air cushions get punctured en route, the same difficulty attends the accident and the same remedy must be resorted to as in the case of the ruptured tire of the bicycle. Prejudice in the matter of looks will probably deprive many pedestrians, if not tennis players, of their benefits.

The country editor is not always instructive but he is usually amusing. Especially is this the case when he tackles the subject of cycling. A Buckeye editor starts off a brilliant editorial on the subject of the sport with the following words of wisdom:

"With the return of pleasent weather intrest in bicycel riding will increase."

I should like to give the article in full, but space prevents. It is all on the same general lines however, and indicates that the Ohio man knows a good thing when he sees it.

Two noted Jerseymen, of local fame, are to decide the question of speed by means of the only practical test.

Mayor Drake, of Lorraine, N. J., last week challenged Editor Charles McBride, of Elizabeth, to ride a bicycle race from Chilton to the post office at Lorraine and back for a clam bake. The day and hour will be announced later. The loser will have to pay for the bake, and in case either one of the parties does not show up the one failing to appear will be considered the loser.

The mayor will also issue a challenge to any son of Mars of his weight to ride a race on horseback over the same course. If there should be any difference in the weight the mayor will allow his opponent to reduce or increase his weight with seven pounds of badges.

Mr. McBride is a well-known member of New Jersey's Board of Officers and of the National Assembly.

Reasoning from analogy the McKeesport, Pa. roads must be even worse than the American country road.

The *Herald* of that place in a recent article says:

"A bike is of about as much use around McKeesport as an ice wagon in Gehenna."

The wheelmen in that place should stir up Brer' Potter to induce their local authorities to see the error of th ir ways. ARIEL.

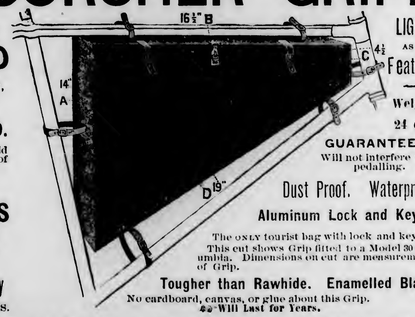
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SCORCHER GRIP.

PRICE $2.50 POST-PAID, —OR— Sent C.O.D. all charges paid with privilege of examination.

AGENTS Send for Discounts.

A Necessity For TOURISTS.



LIGHT AS A Feather. Weight 24 oz.

GUARANTEED. Will not interfere with pedalling.

Dust Proof. Waterproof. Aluminum Lock and Key.

The ONLY tourist bag with lock and key.

This cut shows Grip fitted to a Model 30 Columbia. Dimensions on cut are mensurements of Grip.

Tougher than Rawhide. Enamelled Black. No cardboard, canvas, or glue about this Grip. Will Last for Years.

DETACHABLE CLEAT CO., ALLSTON, MASS.

NOTICE.—Measure your wheel carefully. If this Grip will not fit it, we will make one to order for $3.00.

Union Ahead Again!



First Blood.

THE Linscott Road Race

(FINAL.)

Won by ARTHUR PORTER on the ....

UNION P. D. Q.

FITTED WITH THE

Airtite-Dunlop Tire.

When grit and go are found combined
With perfect wheel and purpose true,
That racer won't be left behind
Who rides the UNION P. D. Q.

Union Cycle Mfg. Co.,

HIGHLANDVILLE, MASS.

P. S.—We can now promise prompt delivery of these splendid road wheels.

SHEPARD, NORWELL & CO.

OUTFITS FOR

Wheelwomen.

BICYCLE HABITS AND Perfect Travelling COSTUMES.

These garments are made to measure from the

Celebrated Cravenette Goods,

Absolutely dust and water proof, and warranted to neither spot nor shrink when exposed to rain.

These garments are tailor-made and finished with thoroughness, in styles to suit individual tastes.

Bicycle Skirts.

We are making Cyclestrienne Skirts for wheelwomen, especially designed by one of the pioneer lady cyclists of this country,

Mrs. Mary Sargent Hopkins,

Lecturer and writer on "Wheeling for Women," who will give all interested parties the benefit of her judgment and experience.

This skirt incorporates all the merits, besides possessing novel and original features, the result of valuable experiments, and looks equally well as a wheel or street costume, a feature which will be readily appreciated by all lady cyclists. As a travelling costume this habit is without a peer, and will be found invaluable to tourists.

We have in stock complete outfits, including Bicycling Hats, Shoes, Equestrian Tights, Etc., and all accessories to a perfect wheel costume.

Orders taken for costumes for ladies' wheel clubs.

Mail orders and inquiries will receive prompt atttention.

Shepard, Norwell & CO.,

Winter St., BOSTON, MASS.

Hubs, Spokes, Rims, etc.

HIGH GRADE:

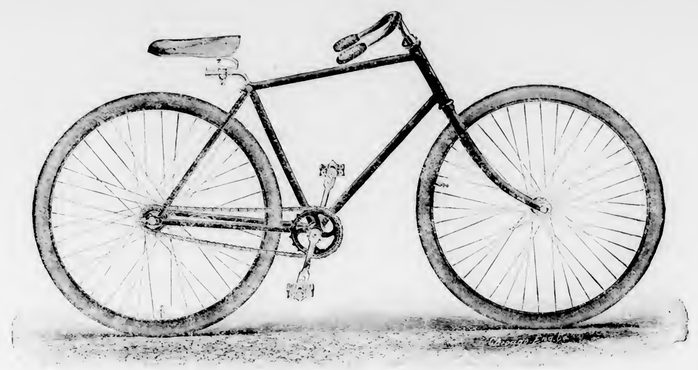
"Perfectos."

$125.00.

Safeties built to order. Repairing all kinds.

V. DUGMORE AND CO.,

194, 196 Columbus Ave., Boston, Mass.



CRESCENT No. 2. $100.

ITS EQUAL FOR THE MONEY IS NOT MADE.

30 INCH WHEELS.
1 3-4 INCH W. W. W. PNEUMATIC.
43 LBS. ALL ON.
40 LBS. STRIPPED.
STOCK GEAR 57 INCHES.
SPECIAL GEAR 54 AND 60 INCHES.

WE HAVE NOT ADVERTISED THE CRESCENT AS WE COULD NOT KEEP UP WITH OUR ORDERS. NOW WE ARE IN A POSITION TO SHIP ON RECEIPT OF ORDER.

CATALOGUE NO. 27 FREE.

WESTERN WHEEL WORKS

CHICAGO, ILL.

SOLE EASTERN AGENTS.

R. L. COLEMAN CO.,

35 BARCLAY STREET,

NEW YORK.

IN A QUIET WAY.

Timely Trade Topics Told To Interested Riders.

A first-class stocking is not only an article of necessity, but is no less a luxury, only to be fully appreciated by those of us who have worn some of the ill fitting and worse contrived article in that line which have passed current for the purpose. It was with genuine pleasure that I last week donned a pair of the "Hygrade" stockings manufactured by S. P. Curtis of this city. They are constructed on entirely new principles with a view to comfort, durability and appearance, having a very elastic top which assists in keeping the stocking in place, the ankle being knitted in the same manner, always fitting closely.

I think that it is really the best stocking I ever wore for riding.

Do you want to shine up your nickel with the least possible amount of labor? Of course you do. I never saw a wheelman yet who did not object to putting more work on his machine than he was absolutely compelled to.

Then I will tell you what to do. Invest 25 or 50 cents in one of the Nickel Bright Chamois which are prepared and imported especially for bicycles by Edgar Edgerton, of New York, and you will thank me for the suggestion. The chamois has a certain preparation engrained in it which polishes nickel with the smallest modicum of muscular power, a few touches being sufficient to do the business.

It is one of the little things of life, but like all these small things it goes a great way in itself.

The Raleigh Cycle Co., always among the first in improvements, having turned their attention to gear cases, which are so desirable as an addition to the construction of all bicycles, especially those for use mid the dust and mud of the road.

They now offer the new patent 3-piece gear case on Raleighs, Models G and E. This news no doubt will be hailed with delight by road riders and scorchers who have long waited for something of this nature.

The Raleigh gear case is detachable and is a great improvement over the ordinary English gear case, which is all soldered up and is non-detachable. The Raleigh gear case can be taken off in a moment or two. The Raleigh "G," weighing 32 pounds, fitted with this case, should be a most desirable mount.

Mr. C. Vernon Pugh of the Whitworth Company will be in this country sometime in July. He will join Mr. Osmond in Chicago; and by the way I notice Osmond still continues to be non-commital as to his racing. He may race "if he can get in shape"—that is about all he will state positively.

J. E. Poorman, of Cincinnati, is a hustler with a big H. He is a typical business American of the very best class and believes in driving business and not letting business drive him. At present, thanks to his energy, he is doing one of the best bicycle trades in this wide country of ours. He always was a man who did not cotennt himself with small things, and his business has grown to such proportions as to necessitate the addition of the large six story building, 5 and 7 West 5th street. Here's more power to your elbow, J. E., and may your business never grow less!

According to the *Herald* of Newburyport, Mass., out of 36 bicycle riders who recently stopped at Wolfe Tavern in that city, 31 were mounted on Victors. How's that?

Mr. Grinyer of Coventry, Eng., and of the Coventry Machinist's Co., has been in Boston for the past week. Mr. Marrett of the Chicago agency of the Coventry Co., has also been in the Hub for a few days. Mr. Marrett says things in America are not so "irksome" as they used to was.

C. S. Merrill is established at 518 Tremont street, Boston, as American manager for the J. & H. Brooks Cycle Co. of Birmingham England. Mr. Merrill always had a weakness for the Hub as a place of residence, and now he is established here I wish him success in his new position.

W. F. Murphy of the K. C. W. Club has joined the forces of the tire department at the New York Belting and Packing Company's. He has disposed of his Brooklyn store and will devote his entire time to showing the Burrs-Michelin and Whippet tires to the trade. "Q. T."

LATE OFFICIAL NEWS

Best on Record.

HERE is an exhibit of how the record for applications in renewal season has grown. Massachusetts tops all figures this week with 265.

June 5, 1891, Massachusetts, 173.
April 22, 1892, New York, 186.
May 12, 1893, Massachusetts, 215.
May 26, 1893, Massachusetts, 265.

The best previous record for a month was made in June 1892,—2835.

Kansas Division.

IT is impossible for one Local Consul to look after all the riders in a large town. I have concluded, in imitation of the plan inaugurated by Chief Consul Holm of Missouri, to appoint additional consuls for Topeka and Wichita. The new appointees and the old are desired to work together harmoniously, and to incite every non-League member to join the L. A. W.

The new Consuls are as follows:
Wichita—H. Fellison and C. H. Bartlett.
Topeka—W. H. Caniff, care A. M. & S. F. Ry.

HENRY E. HARRIS, C.C.

Ft. Scott, May 11, 1893.

New Jersey Road Book.

THE New Jersey Road Book, edition of 1893, will be ready for distribution June 1st, and may be had at the following rates: To members of the New Jersey Division, L. A. W. (renewal for 1893 and 1894) $1.00; to members of other Divisions, $1.50; to all others, $2.00. Money must accompany all orders which must be sent to the Chief Consul

Office of the Chief Consul, G. Carleton Brown, 88 Broad street, Elizabeth, N. J.

Fill out your coupon and make a guess as per offer, page 201 last week; the best thing ever offered in the way of a premium. We are receiving a lot of replies and the variations in the guesses are numerous. The World will cost you 50c. a year, and you get a chance of securing a high grade wheel.

THE WORLD'S FAIR.

Final Arrangements for the Sale of Tickets via the B. & O. R. R.

For the benefit of those desiring to attend the World's Fair the Baltimore & Ohio Railroad will sell Excursion tickets to Chicago and return, at all stations on its line, at low rates. Tickets will be on sale until November 1st, and will be valid for return journey until November 15th, 1893. They provide for a reduction of 20 per cent. below regular rates. These tickets will be valid only for continuous journey. Tickets at higher rates will be sold that will permit holders to stop over at Baltimore, Washington, or any other point, going and returning.

Besides the opportunity of visiting Washington, a privilege afforded by no other route, tourists via the Baltimore & Ohio Railroad will traverse the historic Potomac Valley, the theatre of the war between the States. At Cumberland they will be offered a choice of routes, via Pittsburgh, or across the Allegheny mountains 3000 feet above the level of the sea and via Deer Park and Oakland, the famous summer resorts. The scenery along the Baltimore & Ohio route is the most picturesque in America. Pullman accommodations may be reserved in advance of journey. For rates and information apply to nearest B. & O. Ticket Agent, or Chas. O. Scull, General Passenger Agent, Baltimore, Md.

A GREAT EXHIBIT.

One Exclusive Privilege of Which Every Advantage Is Being Taken.

WHILE the World's Fair fever is at its height, it may be well to say a word regarding one of the largest exhibitors and their display.

Messrs. Adams & Sons Company, manufacturers of Adams' Pepsin Tutti-Frutti, were granted the exclusive chewing gum privilege, and have spared no pains or expense to make their exhibit one of the sensations of the Fair. Large booths, erected by them, may be seen all over the grounds in each one of which their goods are artistically displayed.

It was the popular impression some time ago that the business of the above-named house had reached the zenith, but the possibilities of their growth seem to be unlimited. Since the introduction of their brand of Pepsin Tutti-Frutti, its medicinal qualities have recommended it to public favor, and their output has necessarily been greater than ever before.

The granting by the World's Fair Directors to this house of the exclusive privilege in their line is simply another tribute to the great merit of their manufacture.

The Best Hotel for Wheelmen at the World's Fair.

THE National Columbian Wheelmen's Association Hotel and Club House contains every convenience for a wheelman's comfort, and is elegantly furnished throughout.

A model hotel within three blocks of main entrance to World's Fair at 57th street, contains a bicycle storage department and bicycle renting department, where wheels may European plan at reasonable prices.

Cost of membership with full club house privileges $5.25 including free wheel storage, etc. Sleeping rooms without club house privileges can be secured at $1.00 per day per person and upwards. Address L. D. TAYLOR, Secretary 5717 and 5719 Madison Avenue, Chicago, Ill., World's Fair Headquarters L. A. W.

How Can I Get a Pneumatic?

Write the *H. S. Owen Mfg. Co., Washington, D. C.* Give a description of your old wheel and see what they will allow you in trade. Get their souvenir catalog.

BICYCLISTS BEWARE!

Do Not Start Without the

GRIP.

On receipt of $2.00 in 2 cent stamps or postal note, we will send you, express paid, one of our Boston Grips or Bundle Carriers. Its weight is less than 2 lbs., with waterproof covering, just the thing you want for touring. In ordering give the following inside measure of frame, length of head, length of top frame, length of middle brace, and we will send you at once the nearest size we have in stock, all strapped and ready to attach to machine. This Grip is indestructable, and with proper care will last a great many years. Address



BOSTON GRIP CO., 109 Kingston St., Boston, Mass., U. S. A.

Liberal discount to dealers by ordering C. O. D.

BOOMING.

Yes, our business is booming.

Rudges, Sylphs, Overlands and WESTERN WHEEL WORKS,

Also our large line of Special Bargain Cycles, Sundries and Accessories. All are in great demand. 1,500 cycles shipped on orders the last week in April and the first week in May. Goods and prices must be all right.

If your present lines are not satisfactory—going slow—or are incomplete, we will be glad to hear from you, as ours is the largest and most attractive line in America, and embodies everything that any dealer or wheelman desires. We have exceptional facilities for taking care of your trade. Agents wanted. Catalogue free.

ROUSE, HAZARD & CO., 9 G Street, Peoria, Ill.

—Manufacturers, Importers, Jobbers.—

G. DARLOW & SON,

... MAKERS OF THE ...

BRIGHTON FLYER,

24 LBS.

Sole agents for the

RELAY MFG. CO., PURITAN,

and other cycles in great variety. Easy payments. Fine repair work. Wheels changed over from $10 up.

Pneumatics from $20 to $35. Cushions from $50 to $75. Great discounts for cash.

GEO. DARLOW & SON, 473 Tremont St., Boston.

$2. SCORCHER Shoe $1.

DETACHABLE CLEAT



Why wear

BROGANS?

You want light wheels. Why not light shoes?

—OUR—

GLOVE FITTING DONGOLA SHOE

Is Stylish. Neat. Comfortable.

Send Money and Size of Foot. Postage free.

DETACHABLE CLEAT CO., Allston, Mass.

Weight, 4 oz.

And Shoe Protector,

WITH AUTOMATIC SOLE CLASP!

Detached Instantly. For Rat-Trap and Rubber Pedals.

READ THIS:

From a former customer.)

PERRY, N. Y., March 20, '93.
Detachable Cleat Co.:

I have changed my rubber for rat-trap pedals, and enclose $1 for a pair of cleats. I want to say that your shoes and cleats are the best thing of the kind I ever saw, and would not ride without. All riders ought to have them, and would if they once tried them. Yours truly,

J. A. CLEMENT, Mgr. Hotel Perry.

WANTED

25 Pneumatic Tire Machines

FOR RENTING

At the World's Fair, in exchange for

ANY NEW WHEEL.

What Have You TO OFFER?

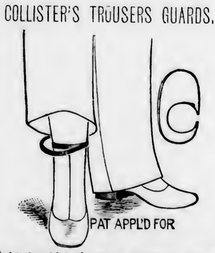
RALPH TEMPLE,

Manufacturer of the American Centaur.

U. S. Agent for the Royal Limited and Halladay-Temple Scorcher.

Chicago, 158 22d Street.

COLLISTER'S TROUSERS GUARDS.



Light, durable, adjustable, compact. Does not show when in use. Keeps trousers close to leg on the inside, and away from chain when riding the wheel, and from rubbing together when walking. Free air circulation in warm weather. Good for cycle riding or walking. Adjustable to any size trousers. Mailed to any address for 25 cts. For sale by all cycle dealers, or COLLISTER & BILL, 147 Ontario St., Cleveland, O.

Morgan & Wright, Patent - Pneumatic - Tires.

Do you want to know about the Morgan & Wright tires? It is easy to find out all about them. How to repair them, how to take care of them and hints on how to use any pneumatic tire, that it may give you the very best service. A full list of our prizes offered to the riders of our tires in 1893 is as follows:

PRIZES FOR 1893.

For greatest milenge made on one set MORGAN & WRIGHT TIRES during 1893. Rider to make his own repairs.

1st Prize, Cost Value, . . $100
2d Prize, Overcoat, ... 45
3d Prize, . . 1 Set M. & W. Tires

For most meritorious single ride. Distance, weather and character of roads to count.

1st Prize, Cost Value, . . $50
2d Prize, Cost Value, ... 25
3d Prize, . 1 Set M. & W. Tires.

For fastest mile made in competition.

Prize, Cost Value, . . . $50

For best time made in road race. Distance 10 miles.

Prize, Cost Value, . . . $25

Best time made in road race. Distance, 25 miles.

Prize, Cost Value, . . . $25

These prizes to be competed for under the rules of the L. A. W., and prizes to be such as will be acceptable to the Racing Board.

All trials for prizes must be made with MORGAN & WRIGHT TIRES.

Contest closes December 25, 1893, and prizes will be awarded as soon thereafter as the judges may decide.

Note These Facts.

We solicit the good will of riders and buyers generally, and offer the following facts in our favor:

1st. THE MORGAN & WRIGHT TIRE is distinctly an American invention, and does not in any way copy or infringe upon other Tires.

2d. We were the first makers in the world to sell a perfect Tire at a popular price, our price for 1892 being from 50 to 200 per cent. lower than others.

3d. Notwithstanding our low price we have faithfully and honestly backed up our goods, and made all repairs without charge.

4th. The MORGAN & WRIGHT TIRE started 1892 with at least thirteen competitors, and within the year every one of these competing Tires had to be entirely remodeled or were withdrawn from the market as failures, with the exception of three.

5th. This present season, having reduced our process of manufacture to absolute perfection, we are enabled to reduce our price of 1892.

6th. Our Tires for 1893 are made of the finest materials obtainable, and the integrity of our concern is pledged to sustain our goods in every way.

7th. Our plant has been remodeled throughout, and the capacity is treble that of 1892. All orders will have prompt attention.

A Pointer or Two.

Our Tires have our firm name in raised letters moulded on the casing. Look for this in buying a Morgan & Wright Pneumatic.

Don't buy an imitation; rest assured that the skill and experience, which have brought the MORGAN & WRIGHT TIRES to their present perfection, will be exercised in keeping them ahead of mere copyists.

SEND FOR CATALOGUE.

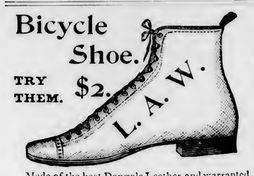
Morgan & Wright,

331-339 West Lake St.,

CHICAGO, ILL.

[Mention BICYCLING WORLD.]

Bicycle Shoe. TRY THEM. $2.



Made of the best Dongola Leather and warranted. Delivered free to any part of the United States on receipt of **$2.00** cash, money order or postal note. If not satisfactory we will refund the money or give you a new pair. They are unequalled as an easy walking, Police, or Letter-Carrier's Shoe. Sizes 1 to 5, or 5 1-2 to 11.

HUB SHOE CO.,
101 Bedford St., Boston, Mass.

RED CROSS REPAIR OUTFIT



These metallic cases are nickel-plated and are very neat and attractive. Can be conveniently carried in the pocket or placed in the tool bag. Each case contains a double tube of Red Cross Cement, a roll of our Pure Gum Patching, a sheet of Friction Cloth.

Ask your dealers for them or we will send prepaid to any address upon receipt of regular price, 75 cents each.

A. J. BETTS & Co., Toledo, O.



The Chicago Grip

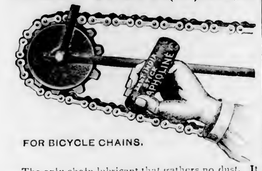
For Tangent and Direct Spokes.

For sale by all dealers, or sent post-paid for

75 CTS.

AVERY & JENNESS,
3756 Madison Ave., CHICAGO, ILL.

USE EAST INDIA STICK GRAPHOLINE



FOR BICYCLE CHAINS.

The only chain lubricant that gathers no dust. It is easily applied, being manufactured in sticks three inches long. It protects the chain from rust, dust, mud and wear. Price 25 cents, by mail.

PRINCE WELLS

KENTUCKY BICYCLE AGENCY.

626 Fourth Ave. LOUISVILLE, KY.

East India Stick Grapholine

Sold in the East by the

American Ormonde Cycle Co., New York, N. Y.
Gormully & Jeffery Mfg. Co., New York, N. Y.
H. A. Lozier & Co., Cleveland, Ohio.
A. W. Gump & Co., Dayton, Ohio.
Hay & Willits, Indianapolis, Ind.
Geo. Worthington & Co., Cleveland, Ohio.
Gormully & Jeffery, Chicago, Ill.

PRICE BY MAIL, 25 CENTS.

CHALLENGED!

The World. To beat the workmanship, material, design or finish of

WARWICK CYCLES.

WARWICK CYCLE MFG. CO., = Springfield, Mass.

GET A CATALOGUE.

SINGER CYCLES.

GUARANTEED.

We fully guarantee All our Cycles, not for twelve months only, but for a life time. We are interested in our products beyond one year, whether the factory serial number remains intact or not, and should a defect make its appearance at any time in material or manufacture of a Singer Cycle, we are ready to make the defective part or parts good to our customer.

SINGER & CO., 6 and 8 Berkeley St., and 2 Warren Avenue, BOSTON, MASS.

LIBERAL DISCOUNTS TO RELIABLE AGENTS.

MATERIALLY MATED.



SWIFT By Name.

By Nature SWIFT.

CATALOG FREE.



COVENTRY MACHINISTS' CO.,

BOSTON. CHICAGO. SAN FRANCISCO.



D. & R.

Special Cycles.

D. & R. Special Light Roadster, weight 30 lbs. Fitted with racing saddle and drop racing bars, weighs 28 1-2 lbs.

We want a few more good reliable hustling agents. We've just caught up with our orders and can supply wheels promptly.

BETTER ORDER NOW.

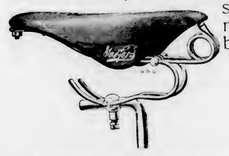
RIDERS— We will take a limited number of second hand wheels as part payment for these popular wheels where we are not represented by a local agent.

Dean & Rogers Cycle Co.,

TAUNTON, MASS.

ELYRIA is twenty-six miles

west of Cleveland on the Lake Shore and Michigan Southern Railway. Passengers traveling this route will notice our new factory a short distance east of the depot on the north side of the tracks, and seeing it will not be surprised at our claiming to be the .. ..



LARGEST SADDLE MAKERS IN THE WORLD.

By the way, if it be convenient stop over a train. We are always pleased to show our new plant, and our visitors so far have enjoyed seeing the building of saddles reduced to a science.

GARFORD MFG. CO.,

CORRESPONDENCE SOLICITED. ELYRIA, OHIO.

This is the lightest "Road Wheel" made. Was ridden on country roads over 1,000 miles, and stood the test perfectly.

KEATING.



KEATING.

MODEL D.

As a hill climber it stands at the head. Hollow Rims, Bidwell Tire, Fine Finish.

You miss it if you do not see, and that means purchase. Guaranteed for any weight rider.

KEATING WHEEL CO., Holyoke, Mass.

1775 Broadway, New York. 145 Columbus Ave., Boston, Mass.

The Facts In Relation to the

RANKIN 25-MILE ROAD RACE,

Which took place in the vicinity of Providence, R. I., on April 29:

It has been claimed that Monte Scott, the fastest rider in Rhode Island won the race on the G. & J. Tires. This is not a fact. The race was won by Crandall, who has not had the riding experience of Monte Scott, and he won the race on the celebrated

TILLINGHAST PNEUMATIC TIRES.

The TILLINGHAST PNEUMATIC TIRE CO., 59 Clifford St., Providence, R. I.

Columbus

never dreamed of it,
But then 'twas not his lay,
Necessity had not called for
Bicycles in his day;
But now we have no Christopher,
But instead in ninety three
We have a cycle, just as famed,
It is called . . . . . .

The Liberty

FOR CATALOGUES, ADDRESS

WILSON, MYERS & CO.,

55 LIBERTY ST., NEW YORK.

MAKERS OF

.. LIBERTY CYCLES. ..

Retail Department, 1786 Broadway, N. Y.

A. O. VERY CYCLE CO., 245 Columbus Ave., Boston, Mass., General Jobbing Representatives in the New England States. Mention BICYCLING WORLD.

FELL OFF

Considerably in your estimation, through poor quality? Last season's stockings did not stay with you through the season as they should? Split at the calf, perchance, bagged at the knees and wore out quickly? . . . . Avoid all inconvenience THIS season by wearing only the

TRADE MARK **HYGRADE Stockings.**

The most superior bicycling and athletic stocking manufactured. The calf of the Hygrade is composed of a very strong, double-knitted, fancy stitch, and never splits or breaks out. The ankle is specially woven to fit snugly and not bag. Very elastic, durable, and of finest appearance. You should have a pair for your Decoration Day run! Send for a trial pair; it will pay you well. . . . Price, $1.50 a pair. . . . . .

We Manufacture SWEATERS.

GOOD SWEATERS.

Equally high grade as our Stockings. Have you seen them?



S. P. CURTIS, Manufacturer,

671 Washington St., Boston.

Special prices to clubs and L. A. W. members.

AGENTS WANTED EVERYWHERE TO SELL OUR HIGH GRADE KNIT GOODS.

WRITE FOR PARTICULARS.

SOMETHING ENTIRELY NEW.

... THE ...

BICYCLE ROAD WATCH AND HOLDER.

NICKEL.

An Ornament to Any Bicycle.



Every Rider Should Have One.

Fine Cut Pinion Movement and Warranted a Good Time-Keeper. Dust Proof Case with Beveled Face Glass and Hinged Back.

The Holder is adjustable to fit any make Bicycle, and can be attached to Post or Handle Bars or any other part of Machine.

The Watch can be quickly and easily detached without removing the Holder, and can be adjusted to any position or angle by means of set screw in Holder.

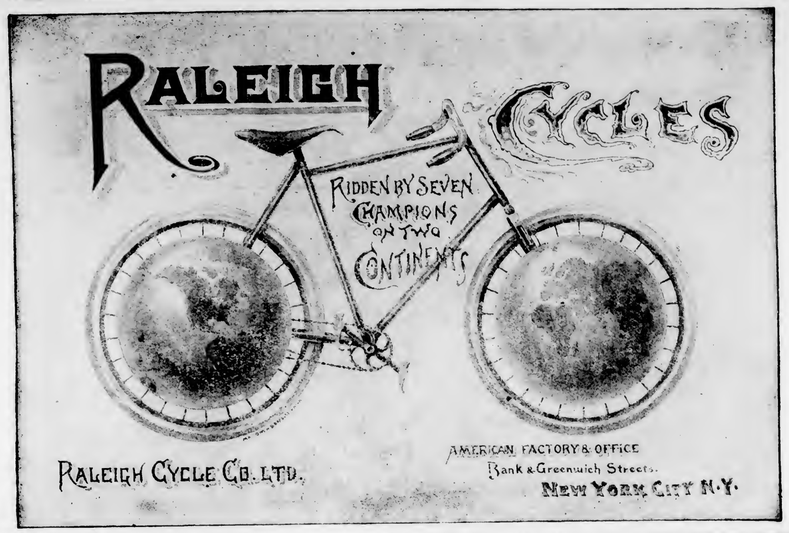
Price of Watch and Holder Complete, $2.50.

FOR SALE BY ALL BICYCLE DEALERS.

MANUFACTURED BY

E. N. Welch Mfg. Co.,

FORESTVILLE, CONN., U. S. A.





THE HOLMES CO.,

MANUFACTURERS

Jersey Fitting Bicycle, Athletic, Gymnasium and Bathing Suits, Sweaters, etc.

SWEATERS (Sailor Collar) } for Lady Bicycle Riders
EQUESTRIAN TROUSERS }

Send stamp for catalogue B.

109 Kingston St., BOSTON, MASS.



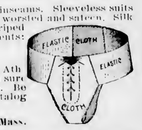
A MODEL RACING SUIT

That is modest, light and convenient, with all the weight hung on the shoulders and no extra material to carry. This suit meets all the requirements of the L. A. W. rules. No. 1301, worsted, full fashioned, $5; No. 1302, worsted, cut goods, $3.50; No. 1303, worsted, light weight, $3.25; No. 1304, pure silk, 1st quality, $11.50; No. 1305, pure silk, 2d quality, $10.50; No. 1306, sateen, very light, $2.50. By mail, 15 cents extra.

Above suits are same as cut; 1-4 sleeve, 16-inch inseams. Sleeveless suits same price. Black and Navy Blue, only in stock in worsted and sateen. Silk suits made to order also, any color in worsted. Striped suits $1.00 extra. Letters, 50c. each. Measurements: Chest, waist, back of neck to crotch and inseam.

CALL A 1 SUPPORTER

A light, cool and durable supporter for Bicyclists, Athletes and Gymnasts. Made of cloth and elastic, a sure fit. Price $1.00. Sent post-paid on receipt of price. Be sure and send tight waist measure. Illustrated catalog of Bicycle and Athletic Goods free.



S. B. CALL, 229 Main Street, Springfield, Mass.

A. O. VERY CYCLE CO. WHOLESALE DEALERS IN BICYCLES AND SUNDRIES 245 Columbus Ave. BOSTON, MASS.

BICYCLES FOR EVERYBODY.

POPULAR STYLES AT POPULAR PRICES.

The Largest and Finest Assortment of Wheels in the World for a dealer to handle. Send for terms.

A. O. VERY CYCLE CO.,

245 Columbus Ave., Boston, Mass.

1893 **NEW MAIL**

HIGHEST GRADE.

11th Year.

Greater Demand Than Ever Before?



Pneumatic Tires, $125.
Dunlop Detachable Tires, $135.

The Wheel of '93! See it and Send for Catalogue.

—MANUFACTURERS—

WM. READ & SONS,

107 Washington St., - - - - Boston, Mass.

Chicago Branch, Masonic Temple, A. W. MOORE, Manager.

Such a lot of talk

about tires, and whoever is the wiser?

Manufacturers theorize too much. They say, "My tire is the best because its principle of construction is so-and-so." Who cares? Hardly the *practical* wheelman. . . What he wants is results.

The results of the trial of

"Imperial" Tires

in 1892, were: *more records than any other tire in the market.* That's saying more than all the talkers put together.

Let us send you a catalogue.

AMES & FROST COMPANY,

302 & 304 Wabash Avenue,

CHICAGO.

You Talk About——

RECORDS

Just Read What Was Done in the

First Race of the Season

▲ ▲ ▲ ▲ By Riders of ▲ ▲ ▲ ▲

McCUNE WHEELS.

In the Linscott 25-mile road race, which took place on May 15th, the following men broke the record for that distance, which was 1 hour, 17 min., 11 sec.

James ClarK,	**25 miles,**	**1 hr., 14 min., 58 sec.**
Eddie Clark,	**"**	**1 hr., 15 min., 12 sec.**
Guy Gary,	**"**	**1 hr., 16 min., 13 sec.**
P. J. McDuffee,	**"**	**1 hr., 16 min., 13 2/5 sec.**
Geo. Quinn,	**"**	**1 hr., 15 min., 30 sec.**

After reading the above just gaze at this:

May 22nd E. A. McDuffee, against time, rode 25 miles in 1 hr., 13 min., 55 2-5 sec., "Official." James and Eddie Clark besides breaking the record, finished 5th and 6th.

MORAL.---If you want to win and be a record breaker besides, ride a McCune wheel.

THE McCUNE CYCLE CO.,

47 Franklin Street, - - - BOSTON, MASS.

FOR THAT SORE FEELING HAVE YOUR BICYCLE FITTED WITH A

SOLID COMFORT SADDLE

BRETZ & CURTIS MFG. CO., PHILADELPHIA, PENN., MAKERS.

RACE MEET.



Harvard University Cycling Association.

Fourth Annual Meet on the Holmes Field Track.

JUNE 10, 1893.

EVENTS.

1. HALF MILE, Scratch, 2 min. 50 sec. Class. Gold, Silver and Bronze Medals.
2. HALF MILE, Handicap, Open. Gold, Silver and Bronze Medals.
3. ONE MILE, Scratch, Open. Gold, Silver and Bronze Medals.
4. ONE MILE, Handicap, Open. Gold, Silver and Bronze Medals.
5. ONE MILE SPECIAL, Handicap, Open—100 yards limit. Gold, Silver and Bronze Medals.
6. SPECIAL TEAM RACE—Invitation. For the Harvard Challenge Cup. Three Silver Cups to Winning Men.
7. ONE MILE, Scratch. Interscholastic. Three Silver Cups.

The prizes are the regulation H. U. C. A. medals. The first prize in the Limited Handicap will be a

Special Gold Medal Costing $40.

Entries close June 1st at 12 P. M., with

J. G. M. GLESSNER, Manager,
8 Hastings Hall.

FREE.

Artistic Souvenir of Washington.

13 Beautiful Full Page Illustrations of Public Buildings at the National Capitol. ∴ ∴

A Beautiful Keepsake.

Also Catalog of . . **Capital Cycles.**

We want you on our mailing list.

H. S. OWEN MFG. CO., Washington, D. C.



Racer SHOE **TRACK-TRACK**

You need this shoe to win races on

DECORATION DAY!

SANGER TAYLOR TYLER
TAXIS HENDEE McDUFFEE

Are all using them. They know it is the BEST

HORSEHIDE RACING SHOE

Weight, 5½ oz.

DON'T send money because we say they are the best. Costs little to send a POSTAL CARD

Stating size shoe worn, and we will send a pair

ONE CENT **C. O. D.** All charges paid. Examine before paying.

☞ The tapered cleat doesn't break off, and catches pedal quickly.

$3.50 Postpaid.

DETACHABLE-CLEAT-CO ALLSTON, MASS.

RACE RACE RACE RACE RACE RACE RACE



BERRY BROTHERS' BICYCLE ENAMEL

WILL RESTORE THE FADED FINISH ON YOUR WHEEL TO ITS ORIGINAL BRILLIANCY.
IT IS THE ONLY PERFECT ARTICLE OF ITS KIND IN THE MARKET.
EASILY APPLIED. READY FOR USE. DRIES QUICKLY WITH A LUSTROUS FINISH. ONE PACKAGE IS ENOUGH TO REFINISH A BICYCLE.
MADE IN THE FOLLOWING COLORS—BLACK, WHITE, MAROON, RUSSET, WINE, FAWN, LEMON, AND OTHER SHADES OF YELLOW, AND ALL SHADES OF BLUE AND GREEN.
ASK YOUR DEALER FOR IT. IT WILL PLEASE YOU.

PRICE, A PACKAGE.

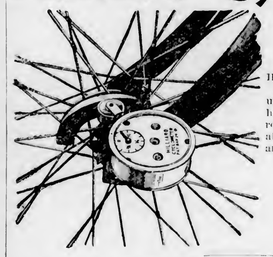
BERRY BROTHERS, LIMITED
VARNISH MFRS.

New York, Boston, Philadelphia,
Baltimore, Chicago, Cincinnati,
St. Louis, San Francisco.

FACTORY—Detroit.

Hilliard Cyclometer,

PRICE, $3.50.



Pittsburgh, Pa., March 11, '93.

Hilliard Cyclometer Co:

Gentlemen—The Hilliard Cyclometer which I used all of last season is the only one of four I have used that registered correctly, and I would recommend any person to use it in preference to all others. My season's mileage was 6712 miles, and in one month I rode 2617 miles.

Yours respectfully,
LOUIS C. MILLER.

Agents Wanted.
Send for Circular.

HILLIARD CYCLOMETER CO., 1220 Filbert Street, PHILADELPHIA, PENN.

Liberal terms to the trade. Cuts on application.

THE FINEST LINE OF——

MACHINES BUILT.

IF YOU DO NOT BELIEVE IT SEND US YOUR NAME AND WE WILL SEND YOU THEIR PICTURES.

TOLEDO BICYCLE COMPANY, - Toledo, Ohio.

DON'T BE FOOLED



Into buying a Bicycle as high grade because it is listed at $150. See our Model A, 27 lbs., list $150; Model B, 33 lbs., $125. Write us for catalogue. We are also fully equipped to do first-class repair work. Don't be robbed, but send your work to us. We make a specialty of fine work for dealers and agents. Old machines changed over into Cushion and Pneumatic Tires.

The Puritan Cycle Works,
PORTLAND, ME.

Words of Wisdom.

Moral—Ride a Helical Premier.

Commenting on a statement that light racing wheels are being largely used for contests on the road and general road work, "British Sport" says that any man who does so should take a ticket for the nearest lunatic asylum. The fact is, it says, riders who follow the practice never have a single ride with comfort. Either their tire goes, or the machine gives way in the framework. Our advice to the general rider is: Do not go under 32 or 33 pounds, or even a few pounds heavier, for a road racer. Better results will be obtained than from feather-weight mounts.

A Level-Headed Southerner.

All the new Premier Bicycles are fitted with the Dunlop wired tire. This is undoubtedly the cleanest pneumatic ever constructed. Owing to its structural simplicity, lightness and strength, we have a tire in every way equal to the hose-pipe, with the advantage of being permanently repairable by any one, and in less time, and that without tools, the only tools required being the fingers, such as ordinary people have. Owing to the very superior construction of the shoe, or outer cover, the Dunlop resists puncture to a greater degree than even the hose-pipes, being as light, fully as resistant, and much neater, sustains its maker's claims of being best in the world. Blessed are they who fear naught.—[Charlotte (N. C.) News.

He Rides a 19-pound Helical

SYRACUSE, N. Y.

I will say for the machine that I consider it one of the best made, as I have ridden all kinds and makes of wheels, but this one is far superior to them all. Although the machine is not guaranteed for road usage, I use it for that kind of work entirely, and the roads in Syracuse and vicinity are not the best for light wheels.

Yours truly,

GEO. H. LLOYD.

PREMIER RACER—Like Wheeler's.

Paste This in Your Hat.

The helical tubing of the Premier Cycle Co., Ltd., Coventry, is giving them a great advantage over their opponents in the matter of lightness without decreasing the strength—as an instance, the road racer only weighs twenty-five pounds, and will stand an immense amount of work. The wheels are 26x28 inches, and the machine has fitted the Premier Co.'s own patent dust-proof ball-steering head and bottom bracket.—[Sporting Goods Dealer.

No Gentleman Will Read This Private Letter, Meant For Ladies Only.

LARAMIE, WYO., April 3, '93.

Premier Cycle Co:—

The Ladies' Premier arrived two weeks ago. Its pleasing appearance captivated the fancy of the experts and, after a half month's thorough test of its riding qualities, its owner can scarcely find words to express her satisfaction with it. It strips to 27 lbs. scale weight, and has required no attention or repairs since it was placed on the road. Yours truly,

GEO. SCALES.

Here's Good Advice

RIDE A WINNER.

At Savannah April 8th, Wheeler, riding a Helical Premier with the famous Dunlop tire, met and defeated Zimmerman (the acknowledged champion of the earth) in three events. Zim is undoubtedly the fastest living, and his defeat can be attributed only to the superiority of the wonderful Premier. Their correct lines, extreme rigidity with lightness, matchless bearings, and special Dunlop tires, as made, fitted only to Premiers. The only featherweight wheel in the world that can be depended on. Any one that can get two ideas in their head can readily see where they excell. Absolutely no competition; no other make can approach them.—[Southern Paper.

To Racing Men.

All Premier Agents

The reduction of weight is the greatest problem that confronts the cycle makers of to-day, twenty-five to thirty pounds being in demand, and they well know the risk in using light weddless tubing, and the possibility of the lightness with strength being exhausted; aluminum a failure, you see they were at the row's end. At this point the Premiers stole a march on them with the Helical Tube. We give you a scientific mount 25 per cent. less in weight, and guaranteed 50 per cent. stronger. Does this strike you as plausible? I can demonstrate it, or I will eat every word of it. The Helical Racer weighs 18 pounds and is guaranteed to carry the most powerful racing man to the winning point. Catalogue telling all about these wonders free, or by mail for two 2 cent stamps.

T. T. GILMER.

Talk This Way.

They say that Western towns are slow and seize on ancient "crocks." They're up to date we'd have you know, besides they have the "rocks." Just see what this old rider says, from Kansas City, Mo., and also read the words of praise from Laramie, Wyo.

KANSAS CITY, April 24, '93.

Premier Cycle Co:—

The more I ride the Helical Road Racer, the better I like it. The wheel is very fast and coasts away from anything else around here. It also stands the rough roads remarkably well. I had been riding a "Relay————," but like the Premier much better, as it is lighter, stronger and faster. Yours truly,

EDWIN S. HALL.

Crumbs of Comfort.

L A W LEAGUE OF AMERICAN WHEELMEN

OFFIGIAL DEPARTMENT.

Boston, Mass., May 26, 1893.

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12 PEARL STREET, ROOM 20, - - BOSTON, MASS.

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J. D. W. King, 181 Potter Bldg, New York City.

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Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

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FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C., England.

Annual Meet At Chicago.

The dates selected by the National Executive Committee for holding the annual League meet and International races are August 5th to August 12th, inclusive.

GENERAL COMMITTEE.

Thomas F. Sheridan, Chairman, Lock Box 951, Chicago; F. W. Gerould, T. L. Sloan, C. E. Randall, J. O. Blake, R. D. Garden, Wm. Herrick, C. E. Stokes, A. J. Marritt, F. G. Gere, H. G. Bouse, A. A. Billingsley.

This committee to have general supervision of the annual meet under the direction of the National Executive Committee.

RACE AND TRACK COMMITTEE.

Frank W. Gerould, 108 Madison street, Chicago; R. D. Garden, N. H. Van Sicklen, and J. M. Erwin.

This committee to have general charge of the construction of the track, running of the races and arrangement of events, under the direction of the International Race Committee.

PRESS COMMITTEE.

Samuel A. Miles, *Referee*, Chairman, Caxton Building; L. J. Berger, *Bearings*; W. Wardrop, *Cycling Life*; M. A. Lane, *The Post*; F. E. Spooner and H. H. Wylie, *Sportsman's Review*.

This committee to have charge of the news and promoting the general interests of the meet.

HOTEL COMMITTEE.

Charles E. Randall, chairman, 4747 Champlain avenue; L. B. Taylor, W. A. Leonard. All communications for this committee should be addressed to W. A. Leonard, Sec., 908 W. Madison street, Chicago.

This committee to have charge and arrange for hotel accommodation during the League meet and International races.

TRANSPORTATION COMMITTEE.

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PRIZE COMMITTEE.

William Herrick, Chairman, 293 Wabash avenue, Chicago.

RECEPTION COMMITTEE.

R. D. Garden, Chairman, 291 Wabash avenue, Chicago.

ENTERTAINMENT COMMITTEE.

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RUNS COMMITTEE.

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PRIVILEGES COMMITTEE.

F. W. Gerould, Chairman, 108 Madison street, Chicago.

Massachusetts Division.

The spring meet which is to take place in Boston May 30 is an assured success. You will have seen by the programme that your officers have planned for all to have a good time. The run in the morning to Franklin Park will be pleasant. The parade will unquestionably be the largest ever held. By the Constitution League Clubs take position in line according to their League number, other clubs will be assigned positions. All wheelmen, bether members of clubs or not are invited to anticipate in the parade. In the afternoon races are to be held on the new track at Waltham. In the evening is to be a grand ball in Mechanics Hall, free to all League members. The officers are to wear bicycle suits, and others are requested to do so. Each member is entitled to bring any number of ladies. As many of the best ladies of Boston are to be present, members need not hesitate to bring their wives. Mechanics Hall has been hired for the entire day, where the headquarters will be located. Persons applying for membership during the meet will be given a card entitling them to all the privileges and benefits. An elegant souvenir badge will be given each member upon presentation of his League ticket. *Be sure and bring your League ticket and your Wheel.*

Arrangements have been made with the following railroads so that at all places where the trains mentioned below stop they will transport on such train bicycles free of charge, but at the owner's risk. *This is only for League members.*

The Fitchburg Railroad Company always carry wheels free of charge.

OLD COLONY RAILROAD COMPANY.

The New York, New Haven and Hartford Railroad Company, Lessee.

TO BOSTON.

	May 29.	May 30.
Fall River,	6.00 P. M.	6.50 A. M.
Taunton,	6.43 P. M.	8.00 A. M.
New Bedford,	5.50 P. M.	7.25 A. M.
Provincetown,	2.15 P. M.	5.30 A. M.
Middleboro,	5.47 P. M.	6.15 A. M.
Plymouth,	7.00 P. M.	6.30 A. M.
Cohasset,	5.5 P. M.	7.43 A. M.
Attleboro,	6.04 P. M.	6.26 A. M.
No. Attleboro,	6.17 P. M.	8.02 A. M.

FROM BOSTON—May 31.

Fall River,	8.30 A. M.
Taunton,	8.30 A. M.
New Bedford,	8.00 A. M.
Provincetown	9.00 A. M.
Middleboro,	8.45 A. M.
Plymouth,	8.30 A. M.
Cohasset,	7.35 A. M.
Attleboro,	8.00 A. M.
No. Attleboro,	8.35 A. M.

BOSTON & MAINE R. R.

TO BOSTON.

	May 29.	May 30.
Haverhill,	6.45 P. M.	7.40 A. M.
Newburyport,	5.40 P. M.	7.00 A. M.
Rockport,	4.50 P. M.	7.35 A. M.
Lowell,	5.40 P. M.	7.01 A. M.
Northampton,	2.20 P. M.	5.55 A. M.

FROM BOSTON—May 31.

Haverhill,	7.30 A. M.
Newburyport,	7.30 A. M.
Rockport,	8.10 A. M.
Lowell,	8.05 A. M.
Northampton,	8.30 A. M.

The Boston & Albany Railroad Company declines to accommodate us.

GEORGE A. PERKINS, Chief Consul.

Connecticut.

I HAVE appointed the following Local Consuls and L. A. W. Hotels:

Ansonia,
Andover,
Avon,
Barkhamsted,
Birmingham,
Branford,
Bridgeport,
Bristol,
Broad Brook,
Cent r Brook,
Central Village,
Cheshire,
Chester,
Colchester,
Danbury,
Danielsonville,
Derby,
East Berlin,
East Canaan,
East Haddam,
East Haven,
East Norwalk,
Glastonbury,
Greenwich,
Guilford,
Hazardville,
Ivoryton,
Jewett City,
Lime Rock,
Long Hill,
Lyons Plains,
Manchester,
Meriden,
Miantis,
Mount Carmel,
Mystic,
Naugatuck,
New Canaan,
New Haven,
New London,
North Haven,
Niantic,
Norfolk,
Norwalk,
Norwich,
Plainville,
Plymouth,
Portland,
Poquonock,
Putnam,
Ridgefield,
Riverton,
Rockville,
Sandy Hook,
Stamford,
Scotland,
Skellon,
Simsbury,
Southington,
Stafford Springs,
Stratford,
Suffield,
South Manchester,
South Norwalk,
South Windsor,
Taftville,
Terryville,
Thomaston,
Thompsonville,
Wallingford,
Waterbury,
Watertown,
Wauregan,
Westport,
West Simsbury,
Westville,
Willimantic,
Winsted,
Windsor,

E. L. Pemberton.
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Wm. E. Parker.
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John B. Hardy.
Irving Watkinson.
O. W. Swift.
Arthur A. Deane.
W. F. Hubbell.
W. W. Milbrun.
Chas. O. Bigge.
C. S. Bodes.
Geo. C. Kirkham.
Frank F. Hanford.
A. A. Welles.
H. W. Lenk.
H. S. Wedmore.
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Eugene C. Newman.
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L. B. Sutton.
James W. Tabb.
F. G. Mogdey.
W. L. Munson.
Benj. D. Line.
Harry E. Stevens.
E. J. Thomas.
Walter Fitch Lester.
C. W. Cowles.
F. S. White.
E. B. Wilkins.
Frank Kernan.
David Flagg.
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F. L. Stephens.
W. A. Howell.
Sam'l C. Bull.
Geo. Weed.
F. W. Cunningham.
N. L. Bievyer.
Wm. T. Weed.
Frank H. Barnes.
H. T. Abel.
Geo. R. Foger.
Lerry H. Sikes.
Edwin S. Barrows.
H. B. Hoyt.
H. S. Powers.
Wm. C. Kendall.
A. B. Beach.
C. H. Townsend.
Jas. L. Dean.
A. H. Waite.

Ansonia—Dayton, L. A. W. rate $1.75.
Andover—Webster, L. A. W. rate $1.00.
Birmingham—Hofmann, L. A. W. rate $1.75.
Bridgeport—Wilson, L. A. W. rate $2.00.
Bristol—Gridley, L. A. W. rate $2.00.
Broad Brook—Parsons, L. A. W. rate $1.50.
Cheshire—Scouts (West Cheshire) L. A. W. rate $2.00.
Colchester—Colchester Inn.
Danbury—Turner, L. A. W. rate $2.63.
Danielsonville—Central, L. A. W. rate $2.00.
East Canaan—Warner, L. A. W. rate $1.50.
East Haddam—Gilston, L. A. W. rate $2.00.
East Haven—Bartlett.
Greenwich—Lenox, L. A. W. rate $2.50.
Lime Rock—Rocky Dell, L. A. W. rate $1.25.
Manchester—Cowles, L. A. W. rate $1.50.
Meriden—Winthrop.
Naugatuck—Naugatuck, L. A. W. rate $1.50.
New Canaan—Birdsall, L. A. W. rate $1.50.
New Haven—Tremont, L. A. W. rate $2.00.
New London—Crocker, L. A. W. rate $2.50.
Niantic—Niantic, L. A. W. rate $1.50.
Norfolk—Stevens.
Norwalk—Norwalk, L. A. W. rate $1.75.
Plainville—Wellington, L. A. W. rate $1.50.
Putnam—Bugbee, L. A. W. rate $2.00.
Rockville—Rockville, L. A. W. rate $2.00.
Sandy Hook—Sandy Hook, L. A. W. rate $1.50.
Stamford—Grand Union, L. A. W. rate $1.50.
Shelton—Hoffman, L. A. W. rate $1.75.
Southington—Bradley, 20 per cent discount.
Suffield—Suffield, 20 per cent discount.
Thompsonville—Thompsonville, L. A. W. rate $2.00.
Waterbury—Scoville, L. A. W. rate $2.50.
Wauregan—McKay, L. A. W. rate $1.50.
Westport—Westport, L. A. W. rate $1.50.
Willimantic—Windham, L. A. W. rate $2.00
Winsted—Winsted, L. A. W. rate $1.50.
Windsor—Windsor, L. A. W. rate $1.50.

Massachusetts Division Racing Board.

That members of the division may become better acquainted with the L. A. W. racing rules, the Board have purchased a quantity of them and copies may now be had by enclosing a stamp (two cent) to

H. W. ROMPSON, Chairman.

89 State street, Boston.

New York Division.

The Lindenwald Hotel at Kinderhook, formerly the League Hotel at that point, has had its license as League Hotel revoked, and the Kinderhook Hotel has been appointed in its place. Notwithstanding the demand of the Chief Consul, the proprietor of the Lindenwald has refused to return the certificate to be given down the League sign, and still persists in holding out to the wheeling public that his is the League Hotel and this tends to deceive and injure all wheelmen. Public attention is called to the action of the proprietor of the Lindenwald that all wheelmen may know that his representation that his is a League hotel is false, and that he is entitled to no right or privilege by reason of his claim.

C. H. LUSCOMB, Chief Consul.

New York, May 21, 1893.

New League Clubs.

498—Dacotah Cycling Club, No. Dakota.
499—Carondelet Cycling Club, Mass.
500—Hematite Bi Club, Ishpeming, Mich.
501—Ballston Spa Wheelmen, N. Y.
502—Eagle Cycle Club, Boston, Mass.

Michigan.

At the last meeting of the Board of Officers it was decided that the Division should run its own meet this year. I am pleased to state that the dates set are August first and second. The Race Committee has obtained official sanction for those dates. Through the energy of Mr. W. E. Metzger, the chairman of the race committee, and through the kindness of Chairman H. E. Raymond, we are included in the International circuit having obtained sanction to hold one International race of the above days.

As above stated, the Division holding its own meet, it is earnestly requested that each individual member will further the interest of the Division. The League ticket will as far as possible be a free pass. The committee's will be announced leter in these columns.

Fraternally, JOS. M. BRESLER, C. C.

Detroit, May 15, '93.

Michigan.

COPIES of the new Racing Rules can be obtained by applying to Mr. W. E. Metzger, 13 Grand River avenue, Detroit, or at this office.

Fraternally yours, JOS. M. BRESLER,
Chief Consul.

Detroit, May 13, '93.

Illinois Division.

I HAVE this day appointed the following Local Consuls:

Guy Blanchard,	Tamaroa.
A. C. Wier,	Cambridge.
	F. W. GEROULD C. C.

Chicago, May 18, 1893.

Georgia.

The members of the L. A. W. in Georgia held a meeting this day, and organized the Georgia Division. By-laws were adopted, and the following nominations were made, after which the meeting adjourned.

For Chief Consul—Samuel M. Whiteside, Savannah.

For Vice Consul—J. H. Williams, Augusta.

For Secretary-Treasurer—Charles M. Rushing, Savannah.

C. M. RUSHING, Sec.-Treas.

Savannah, Ga., May 8, 1893.

Alabama Division.

I HAVE appointed Mr. W. L. Baker, Jr., Box 143, Mobile, Ala., Local Consul for that city.

Very truly yours,
W. C. HARRIS, Jr., Chief Consul.

Birmingham, Ala., May 15, 1893.

California Division.

Gentlemen and members of the California Division:

I herewith submit my report as Chief Consul covering the three months since the commencement of the term of the present board of officers.

On account of the short days and wet weather of the winter season there has not been so much or as general riding as during the summer months, and coms quently there is little of active interest in this direction, outside of the road races, which are not within the province of this organization and which will doubtless be fully reported by those having them in charge.

The most important work thus far accomplished has been in the matter of separating the State into two divisions. For some years there has been a growing discontent in the Southern part of the State on account of their great distance from us, and our inability to give them the advantages which they thought they should have, and there seemed to be no other way than to organize two divisions. This matter was submitted to the National Assembly, which alone had the power in the form of a constitutional amendment, which after much correspondence and discussion was deemed the best way, although open to several objections. Your Vice Consul took up the matter actively and attended the meeting in Philadelphia in person.

The proposition received such general support throughout the State that the division was readily accomplished, it being finally allowed, especially for California, and not as a constitutional amendment of general application.

Incidentally Mr. Thayer is reported to have had a larger support from his consituents than the delegates from any other State, some of which had a membership about four times as great as ours.

There are required to be three times as many wheelmen as League members in the Southern Division, and it is confidently believed there that this action will lead to a large accession to the membership. I trust this will prove to be true.

The next matter of interest is that of road improvement, and this is rapidly coming to the front throughout the country as one of the principal objects of the League. Much has been done for the dissemination of education upon the subject by the publication and distribution of the magazine "Good Roads," and much more could be done by placing it in the hands of those directly interested. A petition has been in circulation for signatures to be presented to Congress, and if possible to obtain national legislation upon the subject. This has grown to monster proportions and must attract attention.

In our own State the Legislature of two years ago passed some amendments to the road laws which promised great future benefits. These laws went into effect January 1st of the present year. Your road committee had already compiled the new laws and had them printed in form for general distribution, intending to send them to the boards of supervisors in each of the fifty-four counties in the State, together with a concise description of the best methods of road making and repair for the guidance of those who should desire assistance.

Meantime the present Legislature met and we soon found that the new laws were not to be given a trial, if it was possible to effect their repeal. Among the beneficial features of the new law was the abolishing of the road overseer, the compulsory payment of a road tax in cash, instead of allowing it to be worked out as before. Road Commissioners were to be appointed, specifications drawn up for the work to be done, and bids called for to do the work, etc.

No less than three bills were introduced aiming at this law, one in the Senate and two in the Assembly, either of which if it became a law would have set road improvement back to the former undesirable state. As soon as we learned of this a committee was sent to Sacramento to protest. They secured the assistance of several gentlemen interested in the matter; and after several conferences with the committees, a substitute bill was adopted and passed by the Senate and House and was, at last advices, in the hands of the Governor. Several changes were made in the bill before its final passage, which your committee have not yet seen and are not now prepared to comment on.

In the matter of rights and privileges, a few matters have been brought to the notice of the committee, consisting in one case of the deliberate running down of a wheelman in the park by a man driving a team. Such a matter is not one which strictly comes within the duties of the League to pros ecute, since it is an assault which is punishable by the present laws like any other assault, however, if the offender could be found, the committee would assist in seeing that justice was done.

The same may be generally said relative to the stealing of wheels. They are property and the owner has his recourse in the same manner as if his watch had been stolen, but in the interest of all wheelmen we should be willing to assist in making this particular class of theft as dangerous and unprofitable as possible.

Another case is that of a wheelman arrested for failing to carry a light at night in conformity with an ordinance to that effect in the city of Oakland.

We have been asked to contest this, not because it is not proper that lights should be carried at night by wheelmen, but because it is special legislation for one class of vehicles. The committee is looking up authorities on the subject. If pushed, it will be more for the purpose of settling the point than to protect a cyclist in disobeying the ordinance.

It is the desire of your present board of officers, to prepare a road map for the use of the Division, and to this end they are now in correspondence with those Divisions which already have such maps, to obta n any points in the preparation which will be useful to us. It is our design when the season is further advanced, to obtain the fullest description possible of the roads of each country, and to prepare maps of a uniform or proportionate size, upon which the roads and their character shall be delineated, with all information obtainable and useful to riders, in which we are promised all possible assistance by Local Consuls.

Although the Division membership has nearly treibled during the past six months, it is believed that it can be still further increased and especially from the ranks of riders who have not hitherto joined us.

For the purpose of an active effort in this direction, it is particularly desirable to obtain a census of all wheelmen who are not members, and the Local Consuls have been requested to render all possible assistance. From some localities large lists of names have already been received with a promise of more, as soon as the roads are somewhat better.

In the matter of racing the interest has increased. Several new tracks have been constructed and are contemplated, and it now appears that the coming season will be an active one.

Your Racing Committee will make a more detailed report, but there is one point which I should perhaps mention, as it will, in all probability, come before the present assembly. This is the matter of the control of the Division meet by the Division officers. This control is assumed by all the larger Divisions in the east, as stated in letters from the Chief Consuls of several States, and this year the National Board will, for the first time, hold its own meet in Chicago. Whether it is desirable for this Division to hold its own meet or not, is a matter to be determined.

In conclusion, I would say that the prospects of the Division were never brighter than at present, and with one or two doubtful points settled, and all members working together in harmony for the general good, the present year should be by far the best the Division has ever known.

GEO. H. STRONG.

March 11, 1893.

Kentucky Division.

To Officers and Members of Kentucky Division, L. A. W.:

Gentlemen: In accordance with the method of notice for proposed amendments to the Division Constitution, I hereby serve notice that at the business meeting of the Division to be held at Harrodsburg, Ky., June 27 and 28 next, I will offer the following amendments, viz:

Section one, article three, to be amended by striking out the word "one" in the fourth line thereof, and inserting in its stead the word "two."

Section three, article three, to be amended by striking out the word "two" in the third line thereof and inserting in its stead the word "four."

The first section pertains to the election of Division Representatives and the second to Delegates to the National Assembly, and are proposed simply to make our Constitution conform to the National Constitution.

I will call the business meeting to order at 10 A. M. on the morning of June 27. After business the remainder of the two days will be devoted to pleasure and we are assured a royal good time. Lawson's tour will be a repetition of the delightful experiences of last year, and I have been requested by Mr. Lawson to extend an invitation to all to come to Louisville and make the tour with us. The tour through the Blue Grass country will be made in easy stages, the beginners setting the pace. We leave Louisville on the morning of Sunday, June 25, stop over night at Bardstown, 39 miles, and then to Harrodsburg, 41 miles next day.

Those who desire to make the tour should advise Chas. W. Lawson, 2310 W. Jefferson street, this city. A large party will be with us from Cincinnati and Covington headed by Edw. H. Crumbaugh.

Come join us.

Fraternally,
W. W. WATTS, C. C. Ky. Div. L. A. W.

Renewal List No. 2.

Including all renewals in May in first column and renewals to date in second column.

No. Calif.	200	218	W. Virginia	19	32
So. Calif.	25	30	Wisconsin	157	203
Colorado	81	99	Georgia	20	55
Connecticut	469	568	Montana	40	43
Delaware	5	7	N. Carolina	17	29
Dist. Co.	152	204	Utah	5	7
Illinois	734	839	Alabama	57	64
Indiana	150	248	Arizona	9	12
Iowa	120	147	Arkansas	18	18
Kansas	78	87	N. D.	15	19
Kentucky	155	194	S. D.	22	25
Louisiana	5	7	Florida	6	7
Maine	112	136	Idaho		
Maryland	289	322	Mississippi		
Mass.	1906	2412	Nevada	11	12
Michigan	219	286	N. M.	3	5
Minnesota	69	94	Oregon	10	12
Missouri	200	243	S. C.	14	15
Nebraska	47	59	Washington	78	84
New Hamp.	115	136	Wyoming	10	1
New Jersey	612	690	China		1
New York	715	1875	Bermuda	1	1
Ohio	608	1105	M. P.	8	1
Penn.	1009	1111	France		1
R. I.	210	254	Canada		1
Tennessee	21	40	England	1	1
Texas	50	58	Nova Scotia		1
Vermont	21	39			
Virginia	33	42			
				8915	12679

Renewals in May 1892, 2761.
Renewals in April and May 1892, 9612.
Renewals in May 1893, 8915.
Renewals in April and May 1893, 12679.

Applications, May, 1893.

No. California,	41	Texas,	17
So. California,	13	Vermont,	7
Colorado,	110	Virginia,	11
Connecticut,	58	West Virginia,	9
Delaware,	1	Wisconsin,	30
District Columbia,	15	Georgia,	5
Illinois,	125	Montana,	7
Indiana,	66	No. Carolina,	6
Iowa,	61	Utah,	11
Kansas,	35	Alabama,	21
Kentucky,	83	Arizona,	1
Louisiana,	0	Arkansas,	7
Maine,	49	North Dakota,	7
Maryland,	22	South Dakota,	14
Massachusetts,	830	Florida,	5
Michigan,	94	Idaho,	0
Minnesota,	40	Mississippi,	0
Missouri,	79	Nevada,	3
Nebraska,	39	New Mexico,	0
New Hampshire,	19	Oregon,	1
New Jersey	80	So. Carolina,	7
New York,	223	Washington,	3
Ohio,	368	Wyoming,	1
Pennsylvania,	361	Mar. Prov.	5
Rhode Island,	33	Oklahoma,	1
Tennessee,	2	Canada,	1
Total,			3037

Applications, May, 1891, 2071.
Applications, May, 1892, 2761.
Applications, May, 1893, 3037.
Applications, April and May, 1892, 4855.
Applications, April and May, 1893, 5253.

Applications for Membership.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III. of the Constitution, which is as follows:

SECTION 1. Any amateur wheelman of good character, eighteen years of age or over, shall, with the endorsement of two League members be eligible to membership in this League upon payment of the initiation fee and dues, as provided in this Constitution and By-Laws, and the By-Laws of his Division.

SECT. 3. The name of each applicant for membership must be published in the official organ, and unless within two weeks thereafter, a protest shall be filed with the Secretary, he shall become a member of the League.

Tickets will be issued fourteen days after the publication of names, and on the same date the applicant will be put on the mail list of this paper.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week. (When a holiday falls on Monday the list is closed on Saturday preceding.)

BOSTON, May 25, 1893.

Total 698.

ALABAMA DIVISION—3.

54060	Young, T. Sloan	Montgomery
061	Pierce, Arthur L.	Union Springs
062	Hayeraft, J. J.	Luverne

NORTH CALIFORNIA DIVISION—13.

54063	Strong, C. B.	Sacramento
064	Meadus, Ed A.	"
065	Mosser, I. S.	"
066	Heilbron Aug., Jr.	"
067	Bloodgood, F. D.	Watsonville
068	Cupid, A. W.	"
069	Jessen, George	"
070	Geary, Frank	Chelsea
071	Newby, R. F.	Dixon
072	Norman, T. W.	"
073	Bartels, F. F. Themalito	Oroville
074	Goldstein H. W.	"
075	Henderson, James Bx G	San Francisco

SOUTH CALIFORNIA DIVISION—9.

54076	McMahill, Ira B.	Alessandro
077	McCreq, J. E.	Colton
078	Wilson, S. C.	Perris
079	Obarr, O. W.	Riverside
080	Hodge, Nathaniel	"
081	Drew, S. G.	"
082	Rivera, Mrs. Syrian	Colton
083	Stamm, Fred	Ontario
084	Stamm, George	"

COLORADO DIVISION—9.

54085	Sperry, Chas. M.	Denver
086	Hill, Benjamin	Grand Junction
087	Hoffman, Fred O.	"
088	Galbraith, Mrs. Azel	Ft. Collins
089	Hopwood, Miss Mary A.	"
090	Handel, H. P.	Roxbury
091	Stewart, O. W.	"
092	Scott, Mrs. A. W.	"
093	Wills, E. H.	"

CONNECTICUT DIVISION—11.

54094	Carpenter, Harry C.	Seymour
095	Hodden, Jay C.	"
096	Hoffeen, Lewis C.	"
097	Hartman, Fred	Bridgeport
098	Newton, Chas. W.	Hartford
099	Potter, Alfred N.	"
100	Dixon, Hugh	Bridgeport
101	Martin, Mrs. L. H.	"
102	Smith, Charles A.	"
103	Wilbank, J. F.	"
104	Clark, John R.,	Fairfield
105	Down, A. H.	Hartford
106	Bloomfield, David	Meriden
107	Brow, Arthur E.	Southington

DISTRICT OF COLUMBIA DIVISION—2.

54108	Burrows, Arthur B.	Washington
109	Netherland, Wm. M.	"

ILLINOIS DIVISION—23.

54110	Landt, Anton	Chicago
111	Weiser, Joseph	"
112	Lindquist, Emil M	Highland Park
113	Williams, R. C.	Kankakee
114	Green, Orville C.	Blue Island
115	Chamberlain, Chas. C.	Clarinville
116	Peebles, E. M.	"
117	Land, Elias	Chicago
118	Killen, Mrs. Walter F.	"
119	Beale, Rolland R.	"
120	Sherman, G. L.,	Lincoln
121	Stein, C. F.	Mt. Carmel
122	Stein, George B.	"
123	Collyer, Chas. D. L.	"
124	Smith, Ora A.	Nebo
125	Schipper, Carl F.	Pekin
126	Vemess, Hal E.	Rockford
127	Arnold, C. B.	Sanders
128	Johnston, C. D.	Streator
129	Johnson, Chandler A.	Stillman Valley
130	Hodge, Geo. O.	Wenona
131	Kemp, Frank A.	Wyoming
132	Cox, Corbie	"

INDIANA DIVISION—3.

54133	Stahl, C.	Terre Haute
134	Strong, Frank N.	Shelbyville
135	Rabsch, Geo.	Terre Haute

IOWA DIVISION—10.

54136	Stone, Chas. F. M.	Little Rock
137	Ruhsman, W. F.	Iowa City
138	Wind, A. M.	Des Moines
139	Closs, Lawrence	Le Mars
140	Berner, Walter P.	"
141	Brown, Dr. A. L.	Perry
142	Wilson, I. K.	"
143	Scott, Geo. E.	Prairie City
144	Knapp, R. L.	Sidney
145	Payne, Arthur G.	What Cheer

KANSAS DIVISION—4.

54146	Sigworth, Lieut. John E. Fort	Leavenworth
147	Bowersock, Fred H.	Lawrence
148	Shaffer, Chas. C.	Milton
149	Kendall, D. A.	Topeka

KENTUCKY DIVISION—15.

54150	Lawliss, Ed. Cheapside	Lexington
151	Burchell, Roland R.	Danville
152	Nessinger, I. E.	Cecilian
153	Scott, J. W.	"
154	Van Fleet, Chas.	Dayton
155	Owen, G. W.	Ft. Garrott
156	Herms, Ed. F.	Louisville
157	Rubel, Robt. O.	"
158	Harding, H. C.	"
159	Edwards S.	"
160	Fegley, Oscar	"
161	Kampfmiller, Harrry	Louisville
162	Scott, Victor M.	"
163	Lemon, Braford	Louisville
164	Helm, Jno. M.	Mitchellsburg

MAINE DIVISION—23.

54165	Andrews, P. M.	Bangor
166	Kelly, John F.	Biddeford
167	Farraday, Thomas	"
168	Goth, Fred	Portland
169	Dennison, Walter	So. Paris
170	Kimball, Frank E.	"
171	Plummer, John F.	"
172	Cook, A. R.	Waterville
173	Herlist, P. P.	"
174	Gardner, F. B.	"
175	Dyer, Aubrey, J.	Lewiston
176	Goss, Wm. W.	Auburn
177	Briggs, E. L.	"
178	Sykes, Robt.	"
179	Brackett, Wm. H.	Bangor
180	Spinney, Fred W.	Calais
181	Belcher, D. B.	Farmington
182	Robinson, Wm. R.	Kennebunk
183	Butland, F. A.	"
184	Dennis, Arthur N.	Portland
185	Dubay, F. A.	Old Town
186	Lee, Frank Y.	Red Beach
187	Drummond, A. F.	Waterville

MARYLAND DIVISION—14.

54188	Delaplaine, W. T.	Frederick
189	Bullock, F. H. B.	Baltimore
190	Boyer, Wilson S.	"
191	Boyer, Thos. E.	"
192	Clotworthy, Hary L.	"
193	Donaldson, W. T.	"
194	Hall, Sidney,	"
195	Thomas, I. S.	"
196	Walter, Carl.	"
197	Wolfe, G. Herbert	"
198	Lewis, A. L.	"
199	Weil, Robert	"
200	Feard, Francis M. F.	"
201	Reisinger, F. L.	"

MASSACHUSETTS DIVISION—265.

54202	Pierce, William P.	Boston
203	Kline, John L.	Jamaica Plain
204	Goodman, Henry L.	Boston
205	Winters, Chas. B.	Dorchester
206	Drew, E. E.	Boston
207	Story, David T.	Allston
208	Rasch, B. J.	Boston
209	Fenn, Chas. J.	"
210	Ryan, W. E.	"
211	Bray, Frank J.	"
212	Badger, Jos. S.	"
213	Wylie, Emmons K.	"
214	Weiner, Rudolph	Boston
215	Hunt, Albert M.	Dorchester
216	Leonard, A. W.	Brockton
217	Farmer, Chas.	Cambridge
218	Chaplin, J. Chas.	Cambridgeport
219	Kelly, O. G.	"
220	Cunningham, Fred	Cambridge
221	Lunt, Frank M.	Cambridgeport
222	Mitchell, Geo. E.	"
223	Hannah, John H.	"
224	Hanna, W. S.	No. Cambridge
225	Stansfield, Bram	Haverhill
226	Townsend, Fred L.	"
227	Edgerly, Chas. A.	"
228	Fogel, Leo, B. C.	"
229	Dunton, Walter L.	"
230	Hyde, Russell S.	"
231	Evans, Wm. H.	Cambridgeport
232	Lounsbury, John N.	Cambridge
233	Taylor, Chas. G.	Cambridgeport
234	Barker, John A.	Cambridge
235	Marriott, Wm.	Highlandville
236	Wallidon, L. M.	Roxbury
237	Bryan, W. J.	Dorchester
238	Dean, H. F.	"
239	Clifford, R. H.	So. Boston
240	Locke, Fred L.	"
241	Benson, A. Byron	Fall River
242	Bradley, Ernest W.	Hyde Park
243	Dyer, Fred	"
244	Slocomb, E. F.	"
245	Blaisdell, E. W.	"
246	Williams, G. T.	"
247	Davis, W. S.	"
248	Cowell, F. M.	"
249	Beal, J. L.	Dorchester
250	Hill, B. B.	Quincy
251	Brock, Geo. M.	Newburyport
252	Healey, Thomas	"
253	Sallow, Chas. A.	"
254	Walch, H. S.	Lowell
255	Kennedy, Chas. S. L.	North Easton
256	Bullard, Samuel W.	Greenfield
257	Doane, John E. W.	Linden
258	Hubbard, John F.	"
259	Bartlett, Wm. G.	Malden
260	Carter, John	"
261	Bowler, Arthur A.	"
262	Berlo, John	Boston
263	Clapp, A. W.	"
264	Congdon, James	Everett
265	Herrick, Martin L.	Malden
266	Hitchcock, W. A. Jr.	"
267	McShane, P. J.	"
268	Walker, C. P.	"
269	Calahart, Phillip A.	Lawrence
270	Stiles, Frank H.	Wakefield
271	Hobbig, M. C.	No. Cambridge
272	Ham, Herbert H.	Worcester
273	Sanborne, Geo. O	"
274	Burgess, John A.	Wakefield
275	Cartwright, W. J.	Waltham
276	Cartwright, David J.	Dorchester
277	Collyer, Chas. H. Jr.	Roxbury
278	Gokey, Harvey N.	Allston
279	Whytal, C. R.	"
280	Richardson, Chas. A.	Arlington
281	Childs, Horace P.	Attleboro
282	King, Edw. E.	"
283	Cobb, Geo. L.	"
284	Fifield, Chas. E.	Amesbury
285	Campbell, W. S.	West Roxbury
286	Curley, Wm. E.	Boston
287	Cohen, Mark	"
288	Davis, O. S.	"
289	Green, Miss Julia	"
290	Hovestadt, Julius F.	"
291	Jackson, Lewis B.	"
292	Lincoln, Joseph	"
293	Lincoln, Hervey	"
294	Moses, Ralph A.	"
295	Miley, Roger E.	"
296	Matthes, Harry	"
297	Murphy, F. E.	"
298	Codman, Dr. Benj. H.	"
299	Cochran, Wm. A.	"
300	Patch, Charles E.	Boston
301	Packard, Samuel T.	"
302	Raphael, Edw.	"
303	Reilly, L. L.	"
304	Reynolds, Wilbur A.	"
305	Sanders, Henry M.	"
306	Stahl, Frank McIville	"
307	Sadler, Wallace E.	"
308	Southick, Theodore L.	"
309	Smith, Sumner	"
310	Titcomb, Charles D.	"
311	Whiting, Harry A.	"
312	Weimer, V.	"
313	Winkler, John J.	"
314	Ripley, G. N.,	Brookline
315	Chase, Walter G.	"
316	Smith, Chas. H.,	Brighton
317	Delory, Edward C.	Brockton
318	Emerson, Wm. B.	"
319	Price, Wm. G.	"
320	Silva, A. J.	Charlestown
321	Brown, Albert W,	"
322	Dalton, John	"
323	Silver, Mrs. Katie T.	Charlestown
324	Silver Manuel P., Jr.	Charlestown
325	George, Wilson S.	"
326	Emery, J. W.	Cambridge
327	Fonseca, Moses	Cambridgeport
328	Craig, W. H.	"
329	Cox, Fred E.	"
330	Campbell, Wilson	"
331	Roberts, Frank L.	Chelsea
332	Conner, H. W.	"
333	Kimball, F. W.	"
334	Tripp, S. Gertrude	Dorchester
335	Bolknap, Geo. H.	Dorchester
336	Allen, Henry E.	"
337	Healey, Frank G.	"
338	Sumner, Edward O.	"
339	Mann, Louis J.	"
340	Beal, Albert H.	"
341	Baker, F. J.	"
342	Walker, Nellie M.,	"
343	Walker, Mrs. E. L.	"
344	Barnes, Elmer E.	"
345	Parkinson, George,	"
346	Hubbard, Arthur W.	"
347	Pope, G. Edgar	"
348	Davis, George L.	Everett
349	Pettengill, Frank T.	"
350	Lee, Charles	East Boston
351	King, Chas. J.	"
352	Keith, Walter,	E. Bridgewater
353	Topham, George W.	Jamaica Plain
354	Crosby, Mary P.	"

54355	Fiedler, Miss E. J.	Jamaica Plain
356	Becker, C. J.	"
357	Richardson, Edwin F.	"
358	Marble, Henry	Fall River
359	Tarment, Thos. E.	Fitchburg
360	Harris, H. L.	Haverhill
361	Holyoke, Willie E.	Hudson
362	Clattenburg, Albert E.	Hyde Park
363	Woodcock, Jos. D.	Lawrence
364	Parker, Philip H.	"
365	Richardson, F. A.	Leominster
366	Porter, Geo. A.	"
367	Lancey, E. S.	"
368	Richardson, Harry T. B.	Lowell
369	Bradley, B. F.	"
370	Church, Austin K.	"
371	Colburn, Walter H.	Lowell
372	Fernald, H. C.	"
373	Greig, Alexander Jr.	"
374	Howard, Chas. H.	"
375	Johnson, Walter W.	"
376	Parker, Chevalier E. Jr.	Lowell
377	Swift, Lewis H.	"
378	Whittier, W. R. B.	"
379	Emerson, H. W.	Lynn
380	Rowell, B. W.	"
381	Flynn, Chas. J.	Malden
382	Bainster, A. W.	Mattapan
383	Hudson, Wm. J.	"
384	Stratton, Carrie E.	Malden
385	Newlands, Frederick J.	Medford
386	Belcher, Frank	"
387	Bowditch, Harold G.	"
388	George, Fred W.	Merrimac
389	Thompson, Elwyn W.	Methuen
390	Shaw, Arthur	Melrose Highlands
391	Banks, W. B.	Melrose
392	Hayward, Chas. D.	Newburyport
393	Radcliff, Fred G.	New Bedford
394	Vance, Mrs. J. E.	Neponset
395	Hannah, John H.	North Attleboro
396	Hanlon, P. J.	"
397	Hancock Edw. H.	"
398	Wood, W.	"
399	Harnden, Alfred N.	North Cambridge
400	Brown, Chas. H.	North Leominster
401	Tansey, Thos.	"
402	Metcalf, Walter H.	Norwood
403	Hodgkins, Eugene E.	Pigeon Cove
404	Burbank, Alfred S.	Plymouth
405	Craig, Chas. D.	"
406	Barker, Fred O.	"
407	Bowditch, Arthur L.	"
408	Nash, Alfred E.	Randolph
409	Bryant, Edward W.	Reading
410	Loring, Richard F.	"
411	Carney, Robert J.	Roxbury
412	Carter, Harry A.	"
413	Thomson, Chas. P.	Roxbury
414	Hall, Ernest W.	Salem
415	Towle, Eustis	"
416	Danton, Louis E.	"
417	Hall, Frank H.	"
418	Lewis, Clement J.	So. Boston
419	Spinney, Edwin R.	"
420	Allen, John C.	"
421	Jepsen, Jeppe C.	"
422	Holbeck, Harry F.	"
423	Wanneck, Joseph	"
424	Whiting, Wm. G.	"
425	Sallow, Chas. A.	"
426	Proctor, Miss Annie L.	"
427	Baldwin, Geo. E.	So. Framingham
428	Gleason, John A.	"
429	Gibson, Charles E.	"
430	Clark, Mrs. Geo. B.	"
431	Clark, Geo. B.	Somerville
432	Chapman, Alfred C.	"
433	Burrows, Francis H.	"
434	Berlo, John	Boston
435	Morse, C. H.	"
436	Morse, James A.	"
437	Wolfe, Frank E.	"
438	Lingar, Ernest	"
439	Hill, Lucius S.	"
440	Corbett, Theodore	"
441	Goldsmith, Levi W.	Springfield
442	Chapin, R. H.	"
443	Curtis, William	Stoughton
444	Mercer, Edward O.	Townsend Harbor
445	King, Mrs. Norman M.	Waltham
446	Chesley, Charles A.	"
447	Callahan, Louis P.	"
448	Conley, Jos.	"
449	Lynch, Edna I.	"
450	Etienne, Albert A.	Ware
451	Auger, Adolphe A.	"
452	Newton, Edward A	West Boylston
453	Seagrave, John E.	"
454	Keith, Guy B.	Watertown
455	Edwards, Fred W.	W. Chelmsford
456	Yerxa, R. A.	W. Somerville
457	Watkins, Henry S.	West Roxbury
458	Green, Allan S. L.	"
459	Karnshaw, H. P. J.	"
460	Metcalf, Frank M.	Worcester
461	Ware, Romondo C.	"
462	Rice, L. Bertrand	"
463	Stockwell, Frank E.	"
464	Allen, George W.	"
465	Sanders, Wm. H.	Westboro
466	Murphy, Edward T.	Whitman

MICHIGAN DIVISION—22.

54467	Jackson, Orrin D.	Bay City
468	Watrous, George	"
469	Dunlap, Joseph	"
470	Murray, Geo. A.	"
471	Chilvert, A. H.	Grand Rapids
472	Hubbard, Arthur J.	Ann Arbor
473	Seeley, Lewis G.	Battle Creek
474	Middlebrook, Chas. H.	Detroit
475	Shindel, Merritt E.	Escanaba
476	Barr, H. C.	"
477	Collins, Ellsworth H.	Owosso
478	Mathias, O. D.	"
479	McKenna, P. J.	"
480	McClellan, Dr.	"
481	McCourt, J. H.	"
482	Mangon, E. H.	"
483	Pillsbury, M. W.	"
484	Rooney, J. M.	"
485	Stevenson, H. M.	"
486	Gunzburg, Simon	Niles
487	Dallas, Chas. W.	Schoolcraft
488	Donaldson, W. D.	Vassar

MISSESOTA DIVISION—4.

54489	Kaplan, Louis M.	Adrian
490	Kaplan, Jay Gould	"
491	Webb, Joseph	"
492	Rompage, H. C.	So. Minneapolis

MISSOURI DIVISION—13.

54493	Renick, J. M.	Neosho
494	Jones, Frank	St. Louis
495	Le Broeq, P. H.	"
496	Jones, Harry	"
497	Harrison, H. S.	"
498	Cock, Arthur	Clinton
499	Cock, Lee	"
500	Schreiber, Walter	St. Louis
501	Collier, Frank	"
502	Green, T. S.	"
503	Knehn, Geo.	"
504	Kuhn, Louis	"
505	Moore, Harry	Webb City

MONTANA DIVISION—2.

54506	Lamme, Ed H.	Bozeman
507	Maxey, John	"

NEBRASKA DIVISION—7.

54508	Hewitt, F. W.	Bertrand
509	Blakeley, Chas.	Beatrice
510	Thrift, F. L.	"
511	Reavis, David D.	Falls City
512	Calhoun, C. F.	Springfield
513	Powell, A. C. Jr.	St. Edward
514	Disher, W. E.	"

NEW HAMPSHIRE DIVISION—5.

54515	Card, Joseph B.	Portsmouth
516	Maguire, Wm.	"
517	Potts, Frank A.,	"
518	Magridge, Benj. F., Jr.	"
519	Ryland, J. B.	Keene

NEW JERSEY DIVISION—6.

54520	Stephens, Robert	Camden
521	Randolph, Frank D.	Plainfield
522	Osmun, Albert B.	Morristown
523	Early, J. C.	Hightstown
524	Jones, Fred W.	Rahoken
525	Hawthorne, Harry	Newark

NEW YORK DIVISION—35.

54526	Linquist, Edw. F.	New York
527	Neumann, Robert F.	"
528	Straus, Moses	Auburn
529	Marshall, Fred W	Hudson
530	Klippel, Conrad	Ilion
531	Fairchild, Geo. C,	Oswego
532	Hill, Geo. W.	Warwick
533	Brill, Abe & S.	New York
534	Bencke, W. G.	"
535	Lambert, Julius J.	"
536	Price, Geo. W.	"
537	Raynor, W. Nelson	"
538	Rosenthal, Isaiah	"
539	Strasser, A. W.	"
540	Taylor, Frank C.	"
541	Wright, Geo. A.	"
542	Stage, Frank M.	Akron
543	Handley, Will	Albany
544	French, H. C.	Amsterdam
545	Hackett, Irene A.	Brooklyn
546	Dingens, C. L.	Buffalo
547	Lounsbery, John F.	Flatbush
548	Van Hoesen, E. H.	Lansingburgh
549	Cady, Geo. M. M. D.	Nichols
550	Louis, C. J.	Ogdensburg
551	Hall, Geo. W.	Ocean Park
552	Smith, Arthur G.	Poughkeepsie
553	Smith, Edwin P.	Rhinebeck
554	Gardner, Arthur B.	Staddam
555	Norwood,	Syracuse
556	Crowell, Geo. B.	Seneca Falls
557	Tripp, Wilbur J.	Rockland Lake
558	Ryan, Wm.	New Brighton
559	Barker, John A.	Seymour
560	Hill, James Alfred	Warwick

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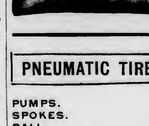
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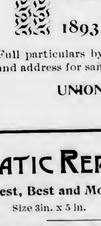
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LINSCOTT ROAD RACE.

Porter Wins the Race.

THROUGH a lapse in the management of the Linscott road race held last week Monday, the record prize was withheld and thirteen of the contestants were eligible to ride the course over again in order to try for record (1 h. 17 m. 11 sec). Hard luck and high wind prevented the riders coming nearer to this time than 1 h. 8 m. 45 sec, made by A. W. Porter, while the last man in (barring those who broke down) was 1 h. 19 m. 9 sec. Had the weather been favorable there is no doubt but that record would have been smashed.

The starters were G. L. Gary, J. P. Clark, E. J. Clark, J. Clark, W. G. French, E. H. Snow of the Press Cycling Club; P. J. McDuffee, E. G. Merrill, R. Mugridge of the Malden Bicycle Club; A. W. Porter, Waltham Cycle Club; G. M. Quinn, Chelsea; F. H. Pratt, Linden, and A. F. Wisner. The course was the same as that ridden originally.

French started in to do the pacing which office he performed during the most of the trip, all the men following him close up. Porter, Snow and Gary riding a waiting race. McDuffee and E. J. Clark collided and withdrew, Merrill's wheel broke, J. P. Clark punctured a tire and though he changed wheels he was forced to withdraw. Murridge's wheel also went back on him and not far from home J. P. Clark had trouble with his wheel and was out of it. Gary also came to grief near home and it spoiled his chance though he finished.

The finish was a splendid one. Porter came for the leader when nearing home and managed to cross the line about a foot ahead of French. The results are as follows:

1.—A. W. Porter	1	18	45
2.—W. G. French	1	18	45 2-5
3.—G. M. Quinn	1	18	46
4.—E. H. Snow	1	18	50
5.—James Clark	1	19	01
6.—F. H. Pratt	1	19	05 2-5
7.—Guy L. Cary	1	19	09

As no record was broken, the $100 diamond was not given to Porter. He gets the special time medal, of course.

Souvenir medals are to be presented to the first 35 men to finish in the race of Monday.

Racing at New Orleans.

THE first of the races for the Prial cup took place at New Orleans, May 13.

It was over a five-mile course from Claiborne street, on the left side of Canal street, to the first bridge at West End. The road was in excellent condition.

The following were the entries and handicaps: Albert C. Abbott, scratch, first; V. McKenny, 30 seconds, second; Peter Casse, 30 seconds, third; L. Trouard, 50 seconds, fourth; E. C. Stoddard, one minute, fifth; L. Huey, one minute, sixth; J. R. Sherwood, one minute thirty seconds, seventh; A. Dakin, one minute thirty seconds; J. B. Freret, two minutes, thirty seconds.

Young Casse won the race in 16m. 41 2-5s., actual time, beating Abbott, the second in, by almost half a minute. The boys went wild over him and nearly shook his hands off. He is only fourteen years old and is considered a wonder. It is predicted that he will eventually beat everything on wheels. The following was the actual time made:

Casse, 16.11 2-5; Abbott, 17.01 2-5; Trouard, 18.31 2-5; Huey, 19.01 2-5; McKenny, 19.01 2-5; Stoddard, 19.21 2-5; Dakin, 21.11 2-5; Sherwood, 22.11 2-5; Freret, 31.58 2-5.

Casse has to win one more out of the three races to get the cup.

The Surrey Cup Race.

AT the famous Surrey Oval, England, April 29th, the ten mile scratch race for the silver challenge cup, which must be won three times before it becomes the absolute property of the holder, was won by A. W. Harris, Leicester C. C.; M. B. Fowler, Catford C. C., second; and U. Lambley, Armoury C. C., third. Time, 29 minutes 3 1-5 seconds. The decision was a close one, the judge declaring Harris to have won, while a great many bystanders thought Fowler should have had the verdict. We think our English friends would find it wise to adopt the American plan of having three judges at the finish instead of being dependent upon one man's decision.

Springfield Road Race.

THE ten-mile handicap road race of the Massasoit Cycle Club took place May 19. Seventeen started. J. B. Lombard, a nine-minute man won in 39m. 43s.; F. E. Battery was second, his actual riding time being 34m. 15s. and he got the time prize. C. A. L. Wright was third in 37m. 24s.

A NOVEL RACE.

And the Cyclers Will Win!

ON June 13 two cyclists and two cow boys mounted on horses will start on a race from Chadron, Nebraska, to Chicago, Ill., a distance of some 500 miles. Buffalo Bill is to back the cowboys. General Miles of the Department of the Missouri, who knows something of the comparative capacity of horses and cycles for road work, laughs at the idea of any animal, however well fitted for such travel, doing 100 miles in twelve hours. The race will not be a relay race. The cowboys are to use the same horses, and the two wheelmen who start from Chadron will complete the entire distance themselves. "But even should the cowboys desire to take relays of horses they cannot hope to catch the cyclists, for one man is worth a dozen horses," says our correspondent.

RACING NOTES.

GROUND has been broken for Toledo's track on the exposition grounds.

A FIFTEEN-MILE handicap road race will be held June 3 by the Cambridgeport, Mass., club.

THE bicycle track, at Albany, N. Y., which was to have been laid out on the baseball park, has been abandoned for the present.

THE Clover Cycling Club of Philadelphia will have a road race over the five mile course, Haverford College to Bala, on to-morrow.

THE Covert road race proved such a success that the wheelmen are talking of conducting another road race to Olcott, open only to Lockport (N. Y.) riders this time.

TORONTO bicyclists are negotiating with the owners of the baseball grounds and the trustees of the Racing Association for the purchase of one of the finest bicycle tracks in America.

H. D. HUTCHINS, one of the racers of the Malden (Mass.) Bicycle Club, while taking a practice spin through Arlington, recently, was attacked by a huge mastiff. Hutchins kicked the beast twice, badly spraining his ankle. His racing wheel was somewhat damaged.

LAST week Herbert Vance, West Chester, Pa., rode from Catesville to West Chester, Pa., a distance of 14 1-2 miles in 53 1-2 minutes, lowering the record held by Otto F. Monahan, who recently made the trip in 70 minutes.

AT the annual meeting of the Columbia Cycle Club of Harrisburg, Pa., last week, it was decided to postpone action as to the summer race meet until the Legislature shall take action on the petition now being circulated by the cyclists.

KELLY and Draper of Philadelphia, winners of the one mile tandem championship of '91, will again be competitors for that honor at the international meet at Chicago, for which event they are having a special racing tandem built.

THE winners of the Arkansas City, Kan., 5-mile road race on May 5th were: C. S. Fisdale, first, time 22 1-2, medal; Harry Curry, second, time 23 1-2; Harry Simmons, third, time 24; Walter Price, fourth, time 24 1-2. Twelve started on a hilly and sandy road.

THE officers of the Eastern Connecticut Cycling League are arranging for a relay race between Rockville and New London, by way of Willimantic and Norwich, a distance of sixty miles. The race will take place early in June and each club in the League will furnish four riders.

THE sixth annual tournament of the South End Wheelmen of Philadelphia will be held on Saturday, June 24, on the grounds of the Tioga Athletic Association, following right in the line of the New York State Circuit, which begins at Buffalo on June 10 and ends with the Riverside Wheelmen's meet at New York on July 8.

THE directors of the Cycle Board of Trade Association, of Minneapolis, Minn., at a meeting last week voted to accept the contract with the Carnival Association for track privileges on their grounds. A mass meeting of the wheelmen and stockholders will soon be called for the purpose of discussing the contract and other matters relating to the association.

A HUNDRED mile relay bicycle road race between picked riders of the Bay City Club of San Francisco and the Acme Bicycle Club of Oakland took place last week. The Acme Club won in the exceedingly fast time of 4 hours and 48 minutes 51 3-4 seconds. The course was from San Francisco and Oakland via San Jose around the shores of the bay.

A BET of $100 was made a few weeks ago that John H. Witts of Fall River, Mass., could not ride from Tanner's cycle store on North Main street to the Taunton green in 55 minutes. The attempt was made and Witts made the distance in 52 1-2 minutes, thereby winning the wager and beating the best previous record of 59 minutes, made by George Brocklehurst.

THE Riverside Wheelmen will hold their third annual bicycle tournament on Saturday, July 8, at Manhattan Field, N. Y. The committee is putting forth its best efforts to make the meet this year eclipse anything of the kind ever held in this section of the country, and hope to have at least 20,000 people attend the tournament. It is the intention of the committee to invite all the crack racing men to participate in the ten-mile invitation race.

H. J. GETZ of Detroit, has issued the following challenge: In behalf of Messrs. W. C. Rands and F. H. Wherry, I hereby challenge any tandem team in Michigan to race for the amateur championship of the State, any distance from one mile up, and for a prize or prizes not less than $100 in value, nor more than $200. If preferable to either party, Mr. George McKay may be substituted in the place of Mr. Wherry. Challenge open for thirty days.

Additional racing news in main paper.



ABOVE we delineate the features of a typical American girl—one who is fond of outdoor life in all its phases. She boats, scoots, swims, plays tennis, and cycles, and the last is her favorite sport. Of course for all this sort of thing a girl must be suitably attired, and this young lady (who is a Boston girl by the way) finds the utmost freedom of action, together with the proper warmth and comfort in one of the ladies' sweaters just put on the market by the Holmes Company of this city. No necessity to speak of the excellence of the Holmes goods; they are acknowledged.

Retrospective.

As I sit at my desk and glance up at the walls of my eyden," my eyes fall upon a photo which has hung there a long time, which serves to keep alive in detail one of the happiest experiences of my life, and which also seems to possess a sort of weird fascination for my little cycling friend, who has just run in to tell me how much she likes and enjoys her new wheel.

A rather puzzled look overspreads her face as she looks up at the picture and asks, "When was that picture taken? Who are those people? What are they doing there? Where is that place? What kind of machines are those?" When she stops for breath, I answer: "In '86. The twelve good men and women are those who went on what was called "The Ladies Cape Ann Tricycle Tour." They are sitting for their pictures on Salem Common." This was the first tour awheel in which ladies took part, and was the first of a series of "Annuals." A jolly tour it was, never to be forgotten by the participants.

There is Mr. P. on a wheel, which has such a lop-sided appearance that one might be pardoned the fancy that he had broken one of his driving wheels, and had robbed a baby carriage to make his loss good. Next to this peculiar wheel which bore the euphonous name of "Coventry Rotary," stands a tandem, ridden by "Our Gildeon" and his pretty wife, who had never wheeled before, but who was literally "carried away" with the sport from the start, as her husband was one who never allowed any one to pass him on the road, although hard pressed by the man with the long legs and many medals, who rode with his wife the only other tandem in the party. How those "Pandemons" did scorch in friendly rivalry. The ladies on the single "Trikes."

"What are these?"

Oh, pardon, I forget; that was before your time. "Trike" was a pet name for our three-wheelers, our tricycles. Sturdy but wheels—we looked almost like squirrels in cages. Well, my dear, perhaps we did, but those men you see in the foreground seated near their beloved "ordinaries;" you certainly know what an ordinary is? Don't? Well, it was a wheel which men used to ride; very large in circumference on which the rider sat in delightful uncertainty, knowing it was but a question of time when he would go through a complex motion, termed a "header," which usually meant a scratched and bleeding face and a rent in a conspicuous part of his attire, if nothing worse.

Those men rather opened their eyes on that occasion when they saw how we rode in those cages.

Yes—they were heavy; the one on which you see me sitting weighed about ninety pounds, but it went up the hills, although I will confess to walking my pedals occasionally. That little bit of a woman in black, how did she get up the hills in that heavy side-steerer?

Oh, her husband, he who rode the 58-inch ordinary, pushed her up with one hand, while he rolled his own wheel with the other.

The comical incidents that occurred on that trip. Do you see that flaxen-haired lady on the left? And the benevolent looking gentleman near her? A well-meant offer of assistance on his part, pleased aquiescence on hers, a strong piece of string, which coupled their wheels, resulted in what was afterwards tersely described in a report, as

"A spill
On a hill
Didn't kill."

But, oh, how we laughed! That sweet-faced girl, who is she? That is Susie H., who was late at the place of meeting, and we, thinking she was not coming, started without her. She rode eighteen miles all alone, trying to catch us, and just as we were finishing our dinner at the Essex House, Salem, she walked in tired and hungry, but plucky, and with still grit enough to ride another ten miles if necessary (think of that, ye who are inclined to growl if your safety dips the scale at more than thirty pounds). And near her sits "Daisie," gentle faced "Daisie." It is years since we have heard anything from her pen, but we occasionally see her on her wheel.

Yes—that is our genial L. A. W. Secretary; we are afraid he finds his office chair more to his liking than his wheel, but he is just as genial as ever.

The young man with the bright eyes and smile; his nature was bright as his smile and his imperturbable cheerfulness under the most trying circumstances was almost as wonderful as his appetite.

The scholarly-looking man next him was at that time editor of *Outing*, which at that time had its home in Boston. The gentleman next me is our "enthusiast;" and he was just bubbling over with it and was never weary talking of the beauties of wheeling.

MERRIE WHEELER.

(To be continued.)

Information About the World's Fair for Prospective Visiting Wheelman

To the Public: Because of many misrepresentations and misstatements relative to Exposition management and affairs being in circulation through the press and otherwise, both in this country and abroad, and in reply to many letters of inquiry or complaint touching the same matters, it seems advisable that some official statement regarding them should be made to the public. Therefore I respectfully ask that the widest publicity be given to the following facts:

1. The Exposition was opened in readiness for visitors May 1.

2. An abundance of drinking water, the best supplied to any great city in the world, will be provided free to all. The report that a charge would be made for drinking water probably arose from the fact that Hygeia water can also be had by those who may desire it at one cent a glass.

3. Ample provisions for seating will be made without charge.

4. About 1,500 toilet rooms and closets will be located at convenient points in the buildings and about the grounds, and they will be absolutely free to the public. This is as large a number in proportion to the estimated attendance as has ever been provided in any exposition. In addition to these there will also be nearly an equal number of lavatories and toilet rooms of a costly and handsome character as exhibits, for the use of which a charge of five cents will be made.

5. The admission fee of 50 cents will entitle the visitor to see and enter all the Exposition buildings, inspect the exhibits, and, in short, to see everything within the Exposition grounds, except the Esquimau Village and the reproduction of the Colorado cliff dwellings. For these as well as for the special attractions on Midway Plaisance a small fee will be charged.

6. Imposition or extortion of any decription will not be tolerated.

7. Free medical and emergency hospital service is provided on the grounds by the Exposition management.

8. The Bureau of Public Comfort will provide commodious free waiting-rooms, including spacious ladies' parlor and toilet rooms in various parts of the grounds.

H. N. HIGINBOTHAM, President.

WHAT IS THE FUN

In Wearing Out One's Patience and Risking One's Neck On a "Cheap John" Bicycle.

As bicycling is the greatest fun in the modern world, so surely is a vexatious wheel the greatest bore in the modern world.

The greater the fun the greater the vexation when you can't take it, because your machine is off duty at the precise moment when you have yourself arranged to be off duty and over the hills with it.

Think of it a moment. You have been planning for a week or more your day. You have been living in the future. You have worked overhours when work costs five times as much vitality. You have hired a fellow to help you out. You have plotted to meet your best girl, and she, may be, has duplicated the expense of prearranging her holiday. The morning breaks, you are rigged and mount your wheel; as you inspect it nothing showed wrong, to be sure. All the way these cheap machines can sell themselves is to have "nothing show" on the surface. A bad iron, a flakey steel, a weak annealed joint, a cast iron, well polished and laquered show as well as the best.

But the reason why it isn't the best—this cheap machine that you "can defy any fellow to find out any difference between it and the fancy priced ones"— is just here. The machine breaks down on the first halfmile of your holiday. It gives out with no warning just as you meet the dear girl by her father's gate. Confound the thing! What is the sense in cheating a fellow's playday with a tie? And that is precisely what these cheap makers are doing who are "in the business for just as long as there is money in it," when they propose to quit it.

The pleasure of bicycling is undoubtedly the sense of personal freedom. You can defy gravity and break over the natural bounds of space. But a cheap machine is the meanest slave-master in all the world. It gives you a taste of freedom and then binds you in an exasperating powerlessness. The contrast is all the more vivid.

I would rather walk alone than walk beside a played out machine half a block. If there is anything very free in sitting on a stone wall five miles from town, waiting for a farmer to take you and your broken cheap thing back for a dollar, I don't want that kind of freeness, thank you! A man can run away from a bull dog or a vixen wife, but no fellow can make up his mind to run away from a cheap wheel that cost him "only $65," which has gone back on him off on a country road. Why, he can't quite throw over the stone wall even $65 worth. He can't quite make up his mind to pulverize the cast iron thing; $65 is too much.

And then, too, he is so mad at it, that there is a fatal fascination to spend $25 fixing it. Strange, but it is so. But most of all he can't abandon it, for he is mad at himself and wants to ease up on himself by working it off on some other fellow.

So he sits there on the wall, a slave, waiting for a farmer's potato cart. The fun of bicycling is getting there. A break down doesn't do it. The fun of this mechanism is ease and grace with power. Lagging chains, bent guards, stuck pedals and being winded generally are the farthest removed from the sense of ease and grace with power. A hen has wings, but she can't fly. A cheap bicycle has wheels but it can't ride. Yet it continuous, easy, tireless velocity. Think of a gray eagle's wings. That's the true type.

I began to learn a bicycle when 45 years old. Someone expostulated with me, wanting to know what the fun really was. I had experienced it for weeks before I tried to analyze it. I repeat, the fun lies in the things mentioned above. But if that be so, only a reliable and obedient machine can yield it to the full.

Reliable? That's another point by itself. This mere skeleton is a light thing on which to trust your bones outstripping a race horse, say on a coast down a two-mile hill, for instance. Your speed becomes awful; and that is what makes the pleasure so grand. It is skating made sublime.

Well, what is the sensation of a loose skate? That is the fear of a cheap bicycle. What is the feeling of a loose saddle girth when your Rosinante is booting it at full gallop, or an unbuckled snaffle? That's the fear which a cheap bicycle gives a man who weighs 150 pounds on a coasting flight. You are master of the machine, but the machine is not master of itself. Turning a wind in the highway you may land in the ditch. This frail mass of wire and steel may break in an instant, increased by the fearful momentum.

For my part I don't fancy the fear. I hate the thought of being jabbed by some of these fractured parts. I am not afraid of the hill, but I am afraid of the cheap work. The bicycle I use is better put together than my bones. Few men are anywhere near as perfect as this tested, warranted creation which I have ridden for a year now and never had to repair it. My left foot is lame a bit. There is nothing lame in my bicycle. Give me my money's worth. When I cannot buy the best, I'll walk. "Low price, small fun," say I.

HARKLEY HARKER.

"Michael," "Ariel" and Elliott Company, Limited.

See how this busy Elliott man
Each "Passing Hour" employs!
For when he is not whittling wheels,
He has some fun with the boys.

TOO LATE!

DEAR FRIEND ELLIOTT:

I have yours concerning the soft sprocket, and hasten to reply. We are too late! I had thoroughly sized up the soft sprocket before my first communication to you, and I have found from several years' experience with the "Colonels," (with all due respect) rear sprockets that the gentleman is already possessed of the rights to make a rear sprocket that will take care of itself. So you will at once appreciate that your horrible suspense was not warranted. However, one cannot be too sure about his suspenders, and a shingle nail or two is a very good pocket accessory.

But I *have* something to breathe into your ear; and never a word must get beyond our partner "Ariel." I want you, as you love me, to run right over to "Ariel's" house, tonight, and put him on to it. "Ariel" should come in with us, for there is even more in his "spherical sprocket" than you seemed to notice in your last letter. I am a bit nervous in writing this, for it seems to me that somebody is waiting in invisibility, back of my chair, to pounce upon the idea, the moment I put it on paper and bear it away to the patent office. And then! Oh! the s-i-s-i-o-n-s-s-s-s-$-$-$-$! We shall have to retreat to an island off the coast and invest the island with a cholera scare to keep the Chicago hotel owners from rending us "limb" from leg in their frenzy to purchase the "sole right." And then all the cycle papers will with great unanimity chronicle

"ANOTHER GREAT DEAL!"

And we will have a deal of a time with the cycling press telling that the great firm of "Michael," "Ariel" and Elliott (limited) of Brushville and Newton have closed with "Colonel Sellers" in the most stupendously startling and briefly consummated deal known to modern cycle manufacture or trade, the same being no less than the sale of earth rights of the great Elliott—sh-h-h-h!! I most let it out then!

Are you sure we are alone?

Well, of course! this is only a letter—I began to know how you felt when you were suspended!

No; there is no one looking over my shoulder, either, so here goes:

Didst ever hear of

A PLAIN BEARING

for bicycles, friend Elliott?

Hast not?

Well, then, it is the most wonderfully practical device in the bearing line that was ever invented by ingenious man. Why! bless your dear old waggish pen. Everything of the machine kind except these "tin wans" bicycles, is made with *plain* bearings. And its right you know. Even among owners of fast trotting horses, where it follows that no expense or investigation would be spared in the search for speed increasing devices, the *plain* bearing obtains in the construction of sulkies, the ball bearing showing no advantage.

All that is needed now, is to suddenly cause a stampede of "popular demand" for plain bearings. We will corner the plain bearing market. Figuratively, as it were, we will skulk out through the neighbors' back yards with a big bucket and gather them in, just as we used to do with the old bones that we sold to the junk man, in those sweet old bygones.

And when we have got all the *plain* bearings where we can put our fingers on them we will "influocence the popular demand," you know, so that it will scream for *plain* cycle bearings and *plain* sulky bearings.

This is just the ground floor of the scheme. You understand distinctly that we are to "influocence the popular demand." I have not worked out the details yet; and I am getting the grand, general outline to you at the earliest possible moment so that you can be putting in work at the details.

I feel reasonably certain that you will write me at once.

IMPERATIVE DISCLOSURE.

I feel impelled to tell you that your sulky business and your electric chronograph have all gone to thunder here in Connecticut; and it is time for you to climb to a high seat and pull some new business up after you. You see we sent a lot of farmer legislators up to Hartford, and they have made a law that stops all county pumpkin shows. These pumpkin shows would never pay without the horse trotting attraction; and as this new anti-pool bill knocks the horse trotting dead, you will observe what a pickle our Brushville folks are in.

Write soon.

Mike.

P.S.—We will make "Ariel's" sprocket oval instead of spherical, do you mind! and by "an ingenious device" we will skip the chain and let it run around the stomach of the oval. This will do for hill work. Then when we want a high gear, we will "touch" the "ingenious device" again, and our oval sprocket will describe our ellipse. By this construction we will get an oval gear, a round gear, an elliptical gear, high gear, low gear, and as you suggested, an infinite range of gear changes.

Remember me to "Ariel." I met him once and loaned him some safety pins. I feel obliged to explain that "Ariel" did not ask me for *safety* pins. It was at the Charter Oak races—ah! that I shall never see the "Willie's" and Aries" on that track again on account of this pool law—and our partner wanted some pins wherewith to pin his copy to the rail that serves in lieu of a desk for the reporters. You see I had my pocket half full of nice little safety pins, for it was tournament day with the Connecticut Division L. A. W.; and I used to be a thumper at punching tickets, and pinning on badges.

Didn't you know?

Why! bless you, yes! I used to be badge boy for—but never mind who.



C. J. IVES, Rochester's well-known racing man, has been engaged to travel for Rich & Sager Co., Rochester, manufacturers of the delightful Sager saddles, Beauty Baby Seats and Handy Parcel Carriers.

Mr. Ives has had many years of practical experience with the wheel, and his all-day rides have qualified him to be a competent judge of saddles, as much the life of a wheel as are pneumatics.



That Saddle Decision.

EDITOR BICYCLING WORLD: From an article published in the recent issues of some of the bicycle periodicals over the name of "The Garford Manufacturing Company, A. L. Garford President," we would judge that this company feels very sore over its recent defeat in the Circuit Court of the United States for the Eastern District of Pennsylvania by the refusal of the court to restrain the Bretz & Curtis Manufacturing Company from manufacturing the Solid Comfort Saddles, which the Garford Company claimed was an infringement of its patent.

The Garford Company evidently seriously objects to the bicycle periodicals and newspapers at large, publishing the information of this decision against them, which is not very strange, and not to be wondered at. But not satisfied to abide by the results of the decision of the Court, which the Garford Company brought upon itself by bringing its patent to the critical examination of a court of justice, it turns around personally upon the defendents, now that the Court refuses to grant its unjust request, and endeavors to ease its mind by venting its spleen in a personal attack upon the Bretz & Curtis Company.

We think that the animus of this attack is too well understood by the public to require any specific answer upon our part, but, in order that there may be no misunderstanding as to our position, we merely desire to calmly and advisedly inform the Garford Manufacturing Company, and its officers, that we have carefully noted its published remarks concerning the credibility, trustworthiness, and the alleged intent of our company in certain matters, and to advise them that any redress which we may desire by reason thereof will be summarily sought in the proper legal channels and not by an attempt through public journals to heap abuse upon the already much troubled minds of those who direct the management of the Garford Company.

It is furthest from the intention of the Bretz & Curtis Company to in any manner deceive the public, as the reputation which it has already been accorded by the public is to be maintained and, let it be understood, will be maintained at all hazards.

The Garford Company should know that it is useless to cry over spilt milk. The Court refused to enjoin the manufacture or sale of the Solid Comfort Saddles. The decision is just what we wanted, but not what the Garford Company wanted.

The plain facts, as they stand out in bold relief, are that the Circuit Court of the United States for the Eastern District of Pennsylvania, refused to hold that the Solid Comfort Saddle infringed Garford's patent, and in a decision by Judge Dallas, filed April 5, 1893, refused to grant a Preliminary Injunction against us as prayed for by the Garford Company, plainly stating that the Court perceive no reason which should induce it to grant such an injunction.

The Bretz & Curtis Manufacturing Company is doing a very increased business over the old stand and has facilities for filling all orders at the shortest notice. Yours very respectfully,

BRETZ & CURTIS MFG. CO.,
GEO. E. CURTIS,
President & Treasurer.

Another Victor Winner.

ON Friday, March 31st, F. H. Harvey of the Chesapeake and Century Clubs, broke the Maryland long distance record, doing 200 miles in 24 hours. He rode a regular Victor Flyer, and for the first 130 miles carried no pump. His route was from Baltimore to Washington, to great falls of the Potomac and back to Baltimore, making up the additional miles between Baltimore and Steelton. The road between Baltimore and Washington was in very bad condition and sandy. This record has been held by Louis Green of the Centaur Club for some time, he having made 181 miles in same time. Harvey was in good condition at the finish. He also holds the Maryland 25-mile track record.

Drowned in the Canal.

EDWARD HORAN, of Medina, N. Y., was drowned in the canal last week. He had ridden a wheel but about two weeks and rashly tried to wheel along the towpath of the canal. The wheel suddenly struck some obstruction, and before he could control it wheel and rider were thrown into the canal, which is very deep there. The workmen on the State scow hurried to the spot, but it was some minutes before the body could be found, and some time longer before a doctor could be obtained. In the interval nothing was done toward resuscitation by the men, and when the physicians arrived it was too late.

A TWENTY-MILE road race, open to Plymouth County, will be held under the auspices of the Bridgewater (Mass.) Cycle Club, at Bridgewater, Mass., Memorial Day.



Broad Tires.

THE following House Bill No. 827 has been passed by the Senate of Massachusetts as it was sent up to the latter body, with the exception that a section providing that the act should not apply to Suffolk County was expunged. The Bill as passed by the Senate reads:

An Act to regulate the width of tires on draught wagons.

Section 1. The wheels of all draught wagons or vehicles constructed during the three years next succeeding the passage of this act, with four wheels and without springs, passing upon or over any public highway, carrying a load of more than eighteen hundred pounds and less than three thousand pounds shall have tires not less than three inches in width; and if carrying a load of more than three thousand pounds and less than six thousand pounds, the said wagon or vehicle shall have tires not less than four inches in width; and, if carrying more than six thousand pounds, shall have tires not less than five inches in width; and, if said wagon or vehicle be hung on springs and carrying three thousand pounds or more the tires shall not be less than four inches in width. The wheels of all draught wagons, vehicles or tip carts of two wheels and carrying a load of two thousand pounds or less, shall have tires not less than four inches in width; and, if carrying a load of more than two thousand pounds, shall have tires not less than five inches in width.

Sect. 2. The provisions of the preceding section shall apply to all draught wagons or vehicles hereafter repaired to the extent of having a new set of wheels or fellows.

Sect. 3. The owner or owners, and also the drivers of a draught wagon or vehicle having wheels contrary to the provisions of the two preceding sections, who shall drive or suffer the same to be driven upon, or over any public highway, shall be punished by a fine of not less than five dollars and not more than twenty dollars for such offence.

Sect. 4. A city or town may pay to the owner, resident therein, of a wagon or vehicle, heretofore constructed, and not having tires in conformity with section one of this act, a bounty of fifteen dollars for altering such wagon or vehicle so as to conform with this act, within one year after its passage; ten dollars for so altering the same within two years, or five dollars for so altering the same within three years.

Sect. 5. On and after the first day of August, in the year eighteen hundred and ninety-six, the wheels of draught wagons and vehicles passing over any public highway shall have tires not less as prescribed in section one of this act.

Sect. 6. Any person violating the provisions of the preceding section shall be punished as prescribed in section three of this act.

Sect. 7. The secretary of the Commonwealth shall send to the clerk of each city and town a copy of this act. The clerk of each city and town shall send a copy of this act by mail, postpaid to every person and corporation in such city or town using wagons or vehicles in the course of business within the provisions of this act.

Sect. 8. This act shall take effect upon the first day of August, in the year eighteen hundred and ninety-three.

A Roadway for the Fair.

ARRANGEMENTS were completed at a meeting of the National League for Good Roads in New York, by Gen. Roy Stone, August Belmont, Chauncey B. Ripley, ex-Gov. George P. Wetmore, Augustus T. Gillender, and other members of the League, to make an exhibit of a roadway 50 feet wide and 1,000 feet in length at the World's Fair in Chicago.

The sum of $1,000 was appropriated for this purpose. The road will extend from the French colonies' exhibit to the live stock pavilion, and will show the various processes of road construction in France, Italy, Germany, and England, where the country roads are in fine condition. An illustration of the condition of the roads in this country after bad weather will be given by a wagon fast in the slough of a rough country road.

On the 15th inst. the headquarters of the League will be removed to Chicago, where Gen. Roy Stone, and Assistant Secretary T. P. Grace and his staff will have accommodation in the main Agricultural Building. On July 1 the League will receive an appropriation of $10,000 from Congress for the purpose of disseminating literature respecting road improvements.

A Good Roads Suggestion.

EDITOR BICYCLING WORLD: Viewing from my vantage the agitation for "Good Roads," and seeing the fruit that is being borne, I have come to the conclusion that it is about time for L. A. W. riders to do something I suggest. That each captain of L. A. W. clubs assume the commissionership of the roads in his riding district to the following extent: To send to the town commissioner of roads and bridges a report of the condition of roads, urging the immediate repair of such as need it most, and that he (the captain) show his willingness to help by appointing one of his members for each road or part of road to inspect same and remove all small and sharp stones from the road.

This seems a great thing to ask of a gentleman's son, but I will surprise you by saying that with an indifferent hockey stick I myself have removed all the stones from a piece of country road one-half mile long in fifteen minutes and will guarantee to do the same with a road one mile long in one hour. Now is the time for action. All who want good roads must jump in and take a hockey stick, and show how much they are willing to help. It is not hard work. Boys and men spent whole days on the ice with a hockey stick in hand, and one hour a day two or three times a month will do wonders.

I think I hear a reader say, "But he rides a pneumatic." I do not. I ride a cushion. But the pneumatic riders will appreciate what I have written most. Next will be riders of solid and cushion tires and then drivers of horses; for a small, round stone is as dangerous to one as to the others.

I shall continue to knock stones whether clubs or private wheelmen do or not, but I thought how quickly the stones could be removed from our roads if every man who rode a wheel should remove the stones from a mile of road.

Hoping that this seed will fall on receptive ground, I beg to sign myself,

Respectfully,
L. A. W. No. 25415.

A Protest Against Taxing Bicycles.

EDITOR BICYCLING WORLD: There has recently appeared in the newspapers a statement that the assessors of Lowell, Mass., and of Paris, France, have expressed their intention of placing a tax on bicycles. In behalf of thousands of riders, I beg leave to submit a protest against the taxation of bicycles.

Bicycles are merely machines by means of which muscular power can be used in locomotion to better advantage than in walking, and persons using their muscles in this way are, as the word velocipede expresses—swift footed.

Mechanicians estimate that six miles can be ridden on a bicycle with no greater expenditure of power than is required in walking one mile. The real value of the invention is so great that it is not strange that at first glance it should be thought to be a subject for taxation, yet it should be remembered that to the great number of riders it is a necessity as well as a luxury as a means of transportation.

This can be easily proved if a person will take the trouble to observe how many mechanics, clerks, and others go to their work on wheels. This is particularly noticeable in manufacturing cities and towns, where large numbers of men ride on bicycles to their places of business.

The bicycle is helping to solve the tenement-house problem, as it enables the workman to live in the suburbs where he has some of the advantages of country life, and yet he can ride to his work in the city. A tax on bicycles would be a burden placed directly upon thousands of the better class of mechanics to whom the machine has become a necessity—as much so as their tools or household effects which are exempt from taxation.

If the bicycle, which increases the amount of work that may be performed by the body, is a fit object to be specially taxed, then every other machine, device or tool which increases the amount of work that may be performed by muscular effort is a fit subject for taxation.

In the minds of some persons, and probably in the minds of the assessors, a bicycle is a bicycle, whether it be a poorly constructed, unsafe machine, the value of which does not exceed $10—or whether it be one of the most perfect make with pneumatic tires—the value of these tires alone being greater than the whole machine of another make.

On what principle of equity therefore, could the average assessor determine the taxable value of bicycles? It would be necessary for him to take a board of experts along with him to examine every machine, if it were to be taxed at its true valuation, the same as other property is, in theory taxed. It scarcely would be most unjust to have a fixed sum as a tax on every bicycle whether it be worth $10 or $150.

The better way for the assessors to spend their time would be in searching out the ownership of the stocks, bonds, and other personal property of the rich, rather than to spend their time harassing the poor man who possesses a bicycle as a means of locomotion from his home to his workshop.

It should be remembered that at the present time the question of the betterment of the highways is a paramount subject of discussion throughout the country, and anything that tends to improve the roads is considered worthy of special commendation. The bicycles as well as the bicycle riders have done much to promote the cause of better roads; the bicycles, because the wheels improve the roads; and the riders, because they are road inspectors and workers for road improvement. Therefore, instead of these useful machines being a subject of taxation, it would seem that it would be more equitable to pay a bounty to their owners because of the good work they are doing in the betterment of the highways.

Very truly yours, ALBERT A. POPE.

Boston, Mass., (P. O. Box B.)
May 8, 1893.



THE above cut illustrates the Hunt Toe Clip which has been on the market for the past two seasons, giving excellent satisfaction to both riders and manufacturers. It is adapted to either rubber or rat trap pedals. It prevents the foot from slipping ahead or sideways from the pedal, and does not pinch the toes as many others do. It is easy to adjust, strong and very light. No dealer should be without them. Sent postpaid to any address. The Hunt Mfg. Co., Westboro, Mass., will send upon application descriptive circular of their many styles of saddles, pedals, toe clips, tool bags, locks, etc.

VAN WAGONER seems to show up very well since he mounted a Warwick. On May 8th he reduced the record over the famous 73-4 miles of the Holyoke-Springfield course to 19 min. 40s., an reduction of over one minute. The previous record of 21.30 also held by a Warwick, has stood for over a year; and Van Wagoner's performance emphasizes the fact that on the Warwick he is well mounted.

THE proposed road race between the South End Wheelmen and the Wilmington Wheelmen will probably not take place. The former refuse to race before Decoration Day, on account of the danger of having their handicaps reduced in the Irvington-Millburn race, while the latter state they cannot get their team together after that date.

TELEMACHUS' TALKS

Chains of All Kinds and Gear Cases as Well—Nickel Plate and Blue Velvet.

A FEW weeks ago I had something to say on the subject of chains, that important part of the safety bicycle which is compelled to stand the brunt of the attacks on the safety. At that time my experience with the chain had only extended to the roller variety, and I had very little reason to find fault with it.

Since then I have been using a light chain (3-8 inches) on a 26-pound wheel, and am much more competent to speak of the qualities of the Humber pattern as opposed to the roller. Each has its good and bad points, and they may be summed up briefly thus: The Humber pattern is considerably lighter, some of the difference being in the chain and more of it in the sprocket wheels as usually made. A few firms bore holes in the teeth of sprockets for rollers, while others cut them out so as to make double teeth, thus getting them down to nearly the same weight as those for the Humber pattern. The latter will run more smoothly and give more satisfaction if it fits the sprockets properly, has not been run long enough to stretch, and is free from dust or mud and well oiled. Quite a number of big ifs, but very necessary for all that; the more it deteriorates from this idealstate the more discomfort will the rider endure; and when it has any one of these defects in an extreme state, or, still worse, all of them, something must be done at once. The roller chain will not run as slick as the ideal Humber pattern, but it can go down hill much more rapidly than the latter and still give satisfaction. It can be as dry as punk, as full of mud as the average relay run, and as much worn as is the subject of Tom Roe's ride, and still give fair satisfaction.

A week or so ago I started to take a ride, and had only gone about half a dozen miles when my chain began to give trouble; it cracked and seemed reluctant to pass over the sprocket wheels. I got down and examined the crank hanger bearings, the sprockets and most everything else thoroughly, but could find nothing wrong. After a while I located the trouble in the chain, and found that when no power was exerted there was no trouble, but the instant I pushed on the pedals there would be a noise. Arriving at my destination the chain was taken off and immersed in coal oil and left to soak for an hour or two. It was then oiled and put on, and the effect was marvelous; not a sound was heard out of it, and it was impossible to imagine anything running more smoothly than it did. Since then I have come to the conclusion that a Humber chain should be taken off, soaked in coal oil and then boiled in tallow at least once a week; oftener if anything is done on the week and the chain gets very dirty. Boiling in tallow is the most satisfactory way of putting a chain in shape that I know of, and I have tried oil, graphite and nearly every other lubricant known.

From the foregoing it will readily be seen why nearly every track wheel made is equipped with a Humber chain. It also shows that it is the better chain of the two when it is put on a wheel. The great point then is to keep it in its perfect condition, and until that difficulty is solved the average rider will be between the devil and the deep sea in his search after the best chain, now nothing to the Humber, wit its all around superiority, but occasional decided inferiority, and now to the roller which, if it is never as good as its rival, yet is still a possible to cope with it in badness.

The solution of all this is a chain case; not the average chain case, as it appears to us, dimly, at a distance of three thousand miles, with all its disadvantages of leaking, creaking, dinting, and heaven knows what else. No; the trend is toward simplicity, and the case we can take off our wheels the better pleased are we; and properly so if we do not have to use a monkey wrench to release and ride sans wrench, sans pump, sans everything, as some of the scorchers affect to do. Who does not pity a woman when contrasting her wheel, loaded down with mud guards, dress guards, chain guards, tangling rigging, and all the other paraphernalia which makes her wheel weigh so much, contrasting it with our own wheels, and then realize how she was in Chicago and that he hoped to race this season, but that he would not unless in condition.

Zimmerman in England.

THE American and English champion reached Liverpool on April 30th., accompanied by Mr. J. McDermott, his brother-in-law, and Mr. Charles Abel. He left New York on April 22nd, and had a splendid passage in the Cunard Liner "Aurania." The Americans were met on arrival by several members of the Liverpool Racing Club which gave him a dinner at the Feathers Hotel on Sunday night.

He intends to return to America by June 28th at the latest, in order to compete at Chicago. Asked as to his opinion of the N. C. U. Licensing Scheme, Mr. Zimmerman stated that he preferred to say nothing, but he volunteered the information that he has the strong support of the League of American Wheelmen, and all his expenses are being paid by the New York A. C., under whose colors he has always raced. He left Liverpool on Monday morning for Nottingham, his arrangements being still further modified. He is not going to Bordeaux, but may possibly compete at the Catford meeting.

One comes across some very curious persons in the world of cycling, and not the least curious one is he whose cycling history I propose to give a synopsis of. The young man in question first rode, I think, a Victor ordinary. Tiring of that he dropped out of cycling for a year or so, and got the fever again just when the Eagle craze was reaching its height. He placed his order for a 48 inch or 50 Eagle, nickeled from the rim to the top of the handle bar, and to match it he had made for himself a suit of blue velvet, which cost him, so I have heard, $30 or $50. With this wonderful outfit he proposed to enjoy himself and to give his fellow-townsmen a chance to admire him also, but alas! he got a fall from the Eagle, when learning, that unnerved him, and he never left at home on it. So a dicker was made with the dealer who had procured the wheel for him, and the next thing on the carpet was a full nickeled Light Champion, then in the height of its glory. This was better; he was at home once more, and for quite a while he was a proof of the adage that "a thing of beauty is a joy forever," it being a difficult matter to tell, as he spun along the streets or roads, which shone the more resplendent, his wheel or his velvet suit.

Everything comes to an end, however, and our friend tired of his glory, sold his wheel and quit cycling. A year or two later he had another touch of the fever, and fitted himself out again. This time it was a light Model E Swift, with cushion tires, weighing but 32 pounds, and it was the very ne plus ultra of cycling, as the pneumatic tire had just made its appearance and wheelmen were very skittish about it. This attack was not so virulent as the previous one, and did not last as long, so in due time the Swift passed from his possession and he took another rest.

Two more years rolled by, and the virus began to work again, and the blood to flow more feverishly. A fifth time he hied himself to the same dealer, and this time emerged with a Relay Columbia, every part nickeled except the rims, which were enameled a beautiful shade of blue. For this he planked down $175 in bank notes, and passed down to his tailors to get the suit of blue velvet which had been ordered to go with the wheel. This took more than half a hundred more, and then he was happy. To see him now, on one of his favorite runs, wheel, suit and man as immaculate as if just out of a band box, is worth going some distance to see. He is a fit companion to the other man I knew who used to ride to soup meeting on a 50-inch ordinary, in the middle of August, dressed in a white flannel suit (spotless everywhere) a "boiled" shirt and standing linen collar, and would never so much as turn a hair, although the perspiration ran off of the rest of us like water.

TELEMACHUS.

Was it a Joke, "Michael?"

EDITOR BICYCLING WORLD: It seems to me the cycling press lets an intolerable lot of nonsense get into its columns at times. In a letter by "Michael" April 21, he says "Upon examination it appeared that the rollers had worn nearly enough to compensate for the lengthening of the chain due to the wear on the rivets." Now any boiler of the kind "appeared" to Michael or anybody else, or at least if it did, all I can say is, then so much the worse for "Michael." On second consideration perhaps he meant it for a joke; if so I apologize. Truly,

R. P. SCOTT.

Cadiz, O., May 8, '93.

Chicago Banquets Osmond.

A BANQUET was tendered to Frederick J. Osmond, at the Wellington, Chicago, on May 13, by the Associated Cycling Clubs of Chicago. The affair was entirely informal and very enjoyable. Mr. Osmond expressed himself as highly gratified at the honor tendered him. W. M. Brewster, treasurer of the L. A. W., was the toastmaster. Among the addresses were the following: Address of Welcome, R. D. Garden; "The L. A. W.," Thomas F. Sheridan; "The Official Handicapper," S. A. Miles; "The Racing Board," J. M. Erwin; "The English Racing Man," F. J. Osmond; "The Chicago Clubs," T. L. Sloan; "The International Race Meet," F. W. Gerould.

Mr. Osmond's remarks were modest and to the point. He thanked the assembled wheelmen for the honor conferred on him, said he could hardly realize he was in Chicago and that he hoped to race this season, but that he would not unless in condition.

Zimmerman in England.

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He intends to return to America by June 28th at the latest, in order to compete at Chicago. Asked as to his opinion of the N. C. U. Licensing Scheme, Mr. Zimmerman stated that he preferred to say nothing, but he volunteered the information that he has the strong support of the League of American Wheelmen, and all his expenses are being paid by the New York A. C., under whose colors he has always raced. He left Liverpool on Monday morning for Nottingham, his arrangements being still further modified. He is not going to Bordeaux, but may possibly compete at the Catford meeting.

COMING EVENTS.

Clubs desirous of booming their race meets will be quoted special advertising rates upon application. You Reach Everybody in the Bicycling World.

Fixtures.

MAY.

27.—Cohoes, N. Y. Wheelmen Race Meet.
29-30.—Waltham, Massachusetts Division Annual meet.
29-30.—Worcester, Mass., Bay State B. C. Annual Meet.
29-30-31—Cumberland, Ga. Wm. U. Morgan.
30.—Cincinnati. Hanauer Road Race (Annual.)
30.—Rahway, N. J. Union Co. Roadsters Race Meet.
30.—Louisville, Ky. Ten-mile Handicap Road Race.
30.—Irvington-Milburn Road Race.
30.—Buffalo, N. Y. Martin Road Race.
30.—Chicago. Pullman Road Race.
30.—Rome (N. Y.) Cyclers Race Meet,
30.—New Haven (Ct.) B. C.'s annual meet.
30.—Winona, Minn., C. C. race meet.
30.—Cleveland, O., Wheel Club's second annual road race.
30.—San Francisco. Alameda B. C. Meet.
30.—Wilmington, Del. Warmo A. C. ten-mile road race.
30.—Toledo, O. Toledo League Wheelmen five mile road race.
30.—Taunton, Mass. C. P. A. & A. S.
30.—Meadville, Pa. Meadville.

JUNE.

3.—Ansonia, Ct. Ansonia Wheel Club.
3.—Buffalo. N. Y. State Circuit Meet.
3.—Milwaukee Wheelmen's Indoor Tournament.
4.—St. Louis. Inter-State DeSoto Run.
8.—Danville, N. Y. Bicycle Club.
10.—Buffalo, N. Y. Press Cycle Club.
10.—Holmes' Field, Boston. Harvard W. C. A.
13, 14, 15.—Birmingham, Ala. Birmingham Cycle Club.
14, 15—Memphis, Tenn. Memphis Cycle Club Meet.
16-17.—Syracuse. N. Y. State Circuit Meet.
17.—Herne Hill Track, London. N. C. U. Championships.
17.—So. Norwalk, Ct. Alpha Wheel Club's ten-mile road race.
17.—Lynn (Mass.) C. and A. C. Race Meet.
17.—Spencer, Mass. Spencer Bi. Club.
19.—Ilion, N. Y. Remington Cycle Club.
21.—Philadelphia. South End Wheelmen's Annual Meet.
24.—Newark to Princeton and return. Metropolitan A. C. C. Century Run.
24.—Louisville. Prince Wells' Ten-Mile Road Race.
24.—Orange, N. J. Athletic Club.
25-26.—Lawson's Second Annual Tour to Kentucky State Meet. Louisville to Harrodsburg.
27-28.—Kentucky Division Meet, Harrodsburg.

JULY.

1.—Brooklyn. K. C. W. Race Meet.
1.—Mercer, N. J. Mercer Co. Wheelmen.
1, 3.—Sarnia. Canadian Wheelmen's Asso. race meet.
1-3-4.—San Francisco, Cal. Bay City Bicycle Club.
3-3-4.—Annual Meet Missouri Division at Sedalia.
3-4.—Sandusky, Ohio Div. Annual Meet
3-4.—Sedalia. Missouri Division Annual Meet.
3.—Waco, Texas. Texas Division L. A. W.
3-4.—Hartford. Columbia C. C. Race Meet.
3-4.—Providence, R. I. Rhode Island Wheelmen.
3, 4.—Iowa State meet, Vinton Cycle Club.
3.—Reading, Pa. Penn. Wheelmen race meet.
4.—Waltham, Mass. Boston Press Cycling Club race meet.
4.—Milwaukee. Waukesha Road Race.
4.—Asbury Park Wheelmen's Race Meet.
4 —Tonawanda, N. Y. Tournament Tonawanda Bicycle Club.
4.—Saco Driving Park, Me. York County Wheelmen's Race Meet.
4.—Baltimore, Md. Baltimore Cycle Club.
4.—Cincinnati. Fourth Annual Road Race.
4.—California Division League Meet.
4.—Watertown (N. Y.) Cyclers Race Meet.
4. Cincinnati. Fourth Annual Foreman Road Race.
4.—Lake Walden, Mass. Suffolk Athletic Club.
4.—Waco, Tex. Texas Division L. A. W.
4. Skowhegan, Me.—Skowhegan Wheel Club races.
4-5.—Fort Scott. Seventh Annual Meet, Division. Address Henry E. Harris.
4-5.—Rockford (Ill.) C. C. race meet.
8.—Rockville, Ct. Eastern Conn. Cycle Club Meet.
15.—Newark, N. J. Atalanta Wheelmen 100-mile road race.
21-22.—Herne Hill Track, London. Cuca Cup 24-hour Races.
25-26—Fort Wayne, Indiana Div. Annual Meet.
28.—South Bend, Ind. South Bend C. C.
29—Asbury Park, N. J. Asbury Park Wheelmen.

AUGUST.

2.—Richfield Springs, N. Y. Wahontha Bicycle Club.
2-12.—L. A. W. Annual Meet, Chicago.
7-12. International Race Meet, Chicago.
12.—Alameda Cal. Alameda Bicycle and Athletic Club.
14-15.—Milwaukee Wheelmen's International Circuit Meet.
16-17.—Elyon. Wisconsin Division International Circuit Meet.
19.—Minneapolis. International Circuit Meet.
19.—Buffalo. Inter-club road race.
22. —Evansville, Ill. International Circuit Meet.
24 —Indianapolis. Zigzag C. C. International Circuit Meet.
26.—Cincinnati, O. Century C. C. International Circuit Meet.
26.—Philadelphia. Quaker City W. Annual Meet.
28-29—Columbus, O. Century C. C. International Circuit Meet.
30-31.—Cleveland O., Wheel Club International Circuit Meet.

SEPTEMBER.

2.—Birmingham, Ct. Crescent C. C. Race Meet.
4.—Waltham, Mass. Young Men's Asso.
4-5. Syracuse C. C. Race Meet.
4-5.—Charter Oak Park. Hartford Wheel Club's tour.
7.—Lynn, Mass. International Meet.
9.—Waltham, Mass. Associated Cycling Clubs.
13.—Maringo, Iowa. S. H. Rowlands.
13.—Passaic, N. J. Passaic Athletic Club.
12-13-14.—Springfield B. C. Tournament.
16.—N. Y. Metropolitan Association Inter. meet.
20-21.—Baltimore. International Meet, Maryland B. C.
23.—Philadelphia A. C. C. International Race Meet.
25.—Scranton, Pa. Scranton Bicycle Club.
30.—Brooklyn, N. Y. K. C. W. Race Meet.

OCTOBER.

2.—Sacramento, Cal. Capital City Wheelmen meet.
5.—St. Louis. Annual Fall County Tour.

NOVEMBER.

30.—St. Louis. Annual Paper Chase.



MRS. YOUNGWED—Tom and I had quite an argument over whether we should buy a biecyle or a trieycle.

Fond Father—How did you settle it?

Mrs. Youngwed—Compromised on a baby carriage.—*Buffalo Currier.*

THERE will be a large increase in the falling off of cyclists as soon as the good weather sets in.

"EVERY man to his trade" is the burden of the song of Sterling Elliott, in a recent article in this paper, in which, in his mind, he skins "Michael" alive, dissects his tenderest sensibilities, and rolls him in the salt of sarcasm. Why? Oh, "Michael" was rash enough to mention the fact that his chain and sprockets show wear after use.

WHILE I am not hampered with the remotest idea that "Michael" is at all incapable of defending himself, even from the shafts of "Elliottism," I want to suggest that the maker of "thin wooden wans" puts too much stress on the idea of "every man to his trade," which, with a more liberal translation, reads, "mind your own business."

Should this idea be followed to the extreme end, I am afraid that it would result in the establishment of a theory that a person can know only one thing; for instance, if a man knows how to build a bicycle, he necessarily can know nothing else.

IT is said that Mr. Elliott, by chewing a hickory shaving, can tell the exact age of the tree from which it came.

That branch of my education having been neglected, I have to acknowledge that I am unable to distinguish hickory from any other forest product except slippery elm bark. Still, I might be allowed to mention that I have been told that the most reputable class of hickory nuts grow on hickory trees, without having the batteries of an almanac-writer opened up in my direction. Mr. Elliott knows how to build bicycles, (this line at advertising rates). Michael may not; I have never seen any claim from him to that effect. If, in the course of human events, he happens to remark that some part of a measly bicycle wears out before another, it is rather rough to taunt him publicly with the fact that he has never served an apprenticeship in the combination rolling mill, rubber mill, blacksmith shop, and tannery, which, *under one roof* is popularly supposed to constitute a bicycle factory. (Excuse me, add a saw mill to the combination.)

I'm the man who with the push can ever stay,
I'm the man you don't meet every day,
I'm the man who wears bloomers, and—say
I'm the man that wrote——(at this point a brick struck him just abaft the leftear, saving his life.)

I AM on the line of the Boston-Chicago relay ride. It rained almost incessantly for three days. I am no weather prognosticator, but can give city promoters of relay rides a tip on the road question. You will not find the roads of Northern New York, Ohio, and Indiana, *dry*, to say nothing of other conditions, once in five years, on the first of May.

THE OLD BLOCK.

Another Run-In.

HERBERT W. MANN, residing in Oak street, Everett, Mass., while riding a bicycle in Malden square last week was run into by a team and thrown, his head striking the sidewalk, being badly cut, and he was picked up in an unconscious condition and taken to his home in the city ambulance. He regained consciousness later in the evening, and it is thought his injuries will not prove fatal.

Companions Wanted for a European Tour.

I INTEND to make a tour awheel through a portion of Europe this summer, with the idea of sampling the highways of the different countries, and of securing as much enjoyment from such a trip as possible. I desire congenial companionship and to have the way made easy by relief from the various details of travel incident to such a tour. If a party of ten can be secured Mr. F. A. Elwell, the well-known conductor of European cycling tours, will attend to all arrangements and personally conduct the party. We will leave New York July 1st on one of the splendid steamers of the French Transatlantic line, spend a week in Paris, then cross to Switzerland, Germany and Holland, spending fifty days on land, and enabling one to arrive back in New York the first week in September.

The cost would be about $325 for the round trip.

For particulars in regard to the tour address Mr. F. A. Elwell, 152 Pearl street, Portland, Me. I shall also be pleased to hear from any one wishing to join us. Early applications should be made in order to secure staterooms.

ISAAC B. POTTER,
Editor *Good Roads*,
Potter Building,
New York City.

INVENTIONS.

Last Week's Patents.

A LIST of recent patents, reported especially for the BICYCLING WORLD, by W. F. Anglinbaugh, patent attorney, Washington, D. C. Copies of these patents may be had of the above named attorney at twenty-five cents each.

497,453. Pneumatic Tire. Edouard Michelin, Clermont, Ferrand, France, assignor to Michelin & Co., same place. Filed Aug. 5, 1892. Patented in France Sept. 11, 1891, and in England Sept. 11, 1891.

497,464. Apparatus for Manufacturing Pneumatic Tires. Charles K. Welch, Coventry, England, assignor to the Pneumatic Tyre and Booth's Cycle Agency, Limited, Dublin, Ireland. Filed Jan. 7, 1893.

497,519. Handle for Bicycle Steering Bars. George E. Goddard, Brockton, Mass. Filed Sept. 16, 1892.

497,569. Bicycle Support. Charles M. Rider, Newark, Ohio. Filed May 4, 1892.

497,575. Pneumatic Tire. Leopold Holt, London, England. Filed Aug. 22, 1892. Patented in England Aug. 1, 1891.

497,634. Method of Repairing Pneumatic Tires. Robert Cowen, Cambridge, Mass. Filed Sept. 1, 1892.

The Latest Ideas.

Means for Repairing Cycle-Tires. Frank M. Hamman, Goshen, Ind., assignor to the Ariel Cycle Manufacturing Company, same place.



The herein described plug for repairing tires, said plug comprising a conical point *a*, tapering up to an annular groove *b* in the body of the plug, said groove having a wedge shape, and a head arranged to seat flush with the outer surface of the tire, said plug being of such a length that when in place the point *a* is substantially entirely through the tread of the tire, within the interior thereof, while the groove *b* is centrally within the thickness of said tread, substantially as specified.

Pneumatic Tire. Rudolph W. Huss, Chicago, Ill., assignor to Henry A. Lozier, trustee, Cleveland, Ohio.



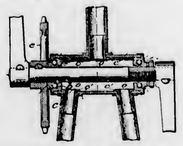
In a pneumatic tire, a reinforcing fabric from which the longitudinal or warp threads are omitted along the tread portion of the tire, substantially as described.

Elastic Tire. Andrew Hunter, Chicago, Ill., assignor of one-half to John W. Ward, Pottsville, Iowa.



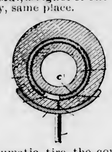
A tire for vehicle wheels comprising a tube of elastic material, and a continuous spirally coiled spring of a less diameter in cross section than the bore or opening of the tube and extending throughout the length of the tube, said spirally coiled spring being arranged to bear outwardly against the outer wall of the tube and to leave a continuous open space adjacent to the inner wall of said tube, substantially as described.

Crank-Shaft Bracket for bicycles, etc. Robert Perkins, Rockaway, N. J.



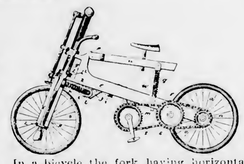
Crank-shaft bracket having a main horizontally disposed shaft-casing for carrying the crank shaft and its bearings, frame tubes provided upon the outer walls of said main casing having their lower ends abutting against the same, orifices provided in the main casing opposite the respective frame tubes of a diameter equal to the interior diameter of the frame tube, thimbles provided through the walls of the said main casing and into the interior of said frame tubes having the exterior surface of the walls of the barrel of the thimble snugly fitting and impinging against the interior surface of the walls of the frame tubes, and outwardly projecting flanges provided on the inner ends of the thimbles impinging against the interior surface of the walls of the main casing, the said parts brazed or secured together by other like means, forming one rigid whole substantially as described.

Pneumatic Tire. William S. Callaghan, Baltimore, Md., assignor of one-half to Chas. T. Holloway, same place.



In a pneumatic tire, the combination of an inner elastic tube; an outer elastic tube; and an impenetrable, non elastic cover inclosing the inner elastic tube, and having a split extending in a peripherical direction entirely around it on that side adjacent the metallic rim of the wheel, one edge only of the split being cemented or otherwise secured to one of the elastic tubes; the rest of the cover being unattached and loose, for the purpose described.

Bicycle. Joseph B. Okey, Indianapolis, Ind., assignor of one-half to James C. Hassey, same place.



In a bicycle, the fork having horizontal side arms at its upper end, and a steering-post above said arms, in combination with a divided prop mounted for vertical adjustment on the fork, and a yoke-handle pivoted to the legs of said prop, in front of the arms of the fork, terminating in a handle in front of the steering-post and having lugs or projections between its ends, adapted to engage the arms of the fork to hold the prop in or out of use, substantially as described.

QUERIES.

Under this head the BICYCLING WORLD *will be pleased to answer all questions bearing on cycling, so far as it may be possessed of the information. Address all communications, Editor* BICYCLING WORLD.

Rusty Pedals.—We will shortly illustrate the question you ask by means of instantaneous photographs. It is a good idea.

J. W. Sayle, Ottumwa.—Communication too late to use. Send promptly hereafter. Sorry.

M. L. Worrell, Selma, Ala.—Wants catalogues of all the racers in matinees and importers, we would suggest that a postal card addressed to each one would bring the desired results.

C. B. Bonny, Cleveland.—We have no "Publications for Lady Bicyclists."

C. D. Woods, 651 N. 44th St., Philadelphia.—1. The roads between Harrisburg and Pittsburgh are rideable but are not first-class. See Pennsylvania Road Book. 2. Can anyone give him information about Nova Scotia roads?

L. A. W. 22,371.—Take the roads to Newark awheel, or take the New Jersey Central to Elizabeth. At either of those places anyone can direct you to Hilton, Irvington or Milburn.

L. A. W. 10,915.—The machine named is a first-class one and bears a good reputation.

H. C. Stoddard, Villisca.—An order on a store for groceries is equivalent to cash, and cannot be offered as a prize in a race held under L. A. W. rules.

Cyclist v. Locomotive.

IT is perhaps a remarkable feat on the part of a new locomotive of the London and North-Western Company to run six hundred miles in twenty-four hours, but it pales somewhat when compared with the accomplishments of the bicycle. If a man can ride over four hundred and twenty miles in twenty-four hours, it hardly seems gigantic for a locomotive to run six hundred. The locomotive has the advantage, of course, that it can go on doing its six hundred day after day, but it is at the disadvantage, again, of not being able to talk about it, and that is where the cyclist has the pull.—*Manchester (Eng.) Evening News.*

A Suggestion Which Should Be Heeded.

The coming parade of the Massachusetts Division, L. A. W., will be viewed by many thousands of spectators, and it is safe to assert that the positions assumed by the riders in that parade will have a great influence for the benefit or detriment of cycling.

However necessary it may be to hump the back in a race, such a position in a slowly moving parade is not only useless but very unsightly. Would it not be well for clubs aspiring to parade prizes to bear this in mind?

While we are on exhibition, at least, let us sit up like men and not lend ourselves as proofs of the Darwinian theory.

Consul for North Cambridge.

SPECIAL.

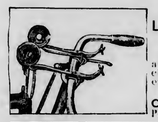
In this Department, 25 cents a line. ☞*Cash must accompany the order.*☜

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C. H. LAMSON, 203 Middle St., Portland, Me.
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Luggage Carrier
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Convenient, durable, noiseless, cheap. $1. Sold everywhere.
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The Latest L. A. W. Badge
Official Pneumatic Tire.
Solid Gold, - - $3.50
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Any bicycle dealer will order you one. We have L. A. W. badges from 25c. up.
Discount to dealers.
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196 Broadway, - - New York City

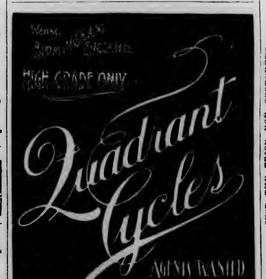
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Club. Class. Society.
Designs on Application.
3 WINTER STREET,
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These Are Delightful Evenings to Ride.
Add to your pleasure by using
The Red Star Solid Illuminant
(Patent pending).
In your Bicycle Lamp.
Can be used in any bicycle lamp made.
PRICE 50 CENTS.
If the roads are dusty be sure and use
THE RED STAR CHAIN LUBRICANT,
For it makes a glossy, smooth surface on which the dust cannot remain. Put up in stick form.
PRICE 25 CENTS.
For sale by all dealers.
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Take one with You
to the World's Fair.
They're the only practical camera for the purpose. No bulky glass plates—no troublesome holders—no need of hunting up a dark room. With our special Columbian spools of film, containing 200 exposures, you can have your Kodak loaded before leaving home and can then "*press the button*" as often as you like while at the Fair without the necessity of reloading.
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Special attention given to investment securities.



KALAMAZOO TROUSER GUARD.
PRICE,
15 cents.



We hope to
dle if it isn't the
neatest thing
out.

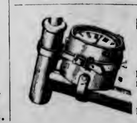


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Be sure to send for free samples and measure blanks. Club Uniforms a specialty. L.A.W. Coats, $8; Knee Breeches, $4. Punnett's celebrated Jersey Cloth Knee Breeches only $4 a pair. Bicycle Caps, Sweaters, Monograms, etc. Be sure to write now.
R. A. PUNNETT,
Tailor and Athletic Outfitter,
98 and 100 West Ave., Rochester, N. Y.
All strictly first-class work at moderate prices.
U. S. Representative of "KAUFMAN," who is coming soon.



Levy's Cycle Clock
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Speed Calculator.
Warranted good time keepers. Price, $2.25 from cycle dealers or
SIMON C. LEVY,
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Price $2.50
Agents Wanted
Jones' Suspension
Bicycle Saddle.
Simplest, Cheapest, Neatest and Best.
For Carrying Children on Ordinary Safety Bicycles.
☞For Sale by all Dealers. Manufactured by
A. H. GOETTING, Springfield, Mass.

"FAULTLESS" TROUSER GUARDS.



A. Rimby & Co., 900 Oxford St., Philadelphia, April 27, '93.
I never realized the *discomfort* produced by "*shuckies*" until I came across the "Faultless" Trouser Guards. I advise every rider to try them. Think they are the most comfortable as well as the most effective of all trouser guards.
AMOS RIMBY, JR.
Mailed on receipt of price, and satisfaction GUARANTEED.
CHAS. SULZNER, Sole Manfr. 1026 Cal'a Ave., Phila.

PATENTS Procured in the United States and Foreign countries. Trade marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. W. E. ANDERSON, Mechl. Engr. Metcalf Building, 908-24 G st., N.W., Washington, D. C.



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SECOND-HAND
BICYCLES
Of every description in exchange for New VICTORS, RALEIGHS, EXCELSIORS etc. etc.
Highest prices allowed.
Send for Bargain List and Catalogue of new wheels.
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The Midget is the scorchers' friend, and the only vest pocket kit that meets the requirements of all pneumatics.
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THE FAVORITE ROUTE
BETWEEN
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AND BETWEEN
New York and Philadelphia,
And all points in Interior Pennsylvania.
THE SCENIC LINE
To Buffalo, Niagara Falls and the West.
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Train consists of Baggage Car, Buffet Drawing Room Smoker and two Drawing Room Cars. Fare $5.00, including seat in Drawing Room Car. Number of passengers limited to seating capacity of cars.
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Superb Equipment, Excellent Train Service, Fast Time, and Courteous Employees make the
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THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.
BICYCLES CARRIED FREE
FAST EXPRESS TRAINS
With elegant PALACE PARLOR and SLEEPING CARS to and from
BOSTON and CHICAGO
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via NIAGARA FALLS
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THE ONLY LINE running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes and Burlington, Vt.
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BOSTON AND MONTREAL,
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For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad and at
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BETWEEN THE
EAST, WEST, NORTHEAST and SOUTHWEST.
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WEST SHORE RAILROAD
(The first road out of New York to carry bicycles free in the baggage cars of its company.)
Special attention is invited to the fact that all through trains connect with those of the *Fitchburg Railroad*, the only road in New England carrying wheels free.
The following meets are to be held on the line of the West Shore Railroad, and wheelmen will receive special attention enroute thereto:
May 30. Martin Road race, Buffalo, N. Y.
June 10. Circuit races, Press C. C., Buffalo, N. Y.
June 16-17. N. Y. Div. Meet L. A. W., Syracuse, N. Y.
June 19. Remington Bicycle Club Race Meet, Ilion, N. Y.
June 21. Albany County Wheelmen Race Meet, Albany, N. Y.
July 1. Kings County Wheelmen Race Meet, Brooklyn, N. Y.
July 5. Riverside Wheelmen Race Meet, New York, N. Y.
Remember this line traverses the historic and picturesque West Shore of the Hudson River, skirts the foothills of the Catskill mountains and passes through the beautiful valley of the Mohawk.
Elegant Drawing-room and Sleeping Cars run daily between Boston, New York, Newburgh, Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Detroit, Cleveland, Toledo, Chicago and St. Louis.
Special trains exclusively for wheelmen are being arranged for, to run from Boston and New York to the National Meet of the L. A. W. and International Races at the World's Fair in August. These trains will be connected with cars enroute off the line of the Fitchburg and West Shore Railroads. For particulars, time table, etc.,
Address, C. A. SHEEHAN, Agt. Gen Pass. Department, 5 Vanderbilt Ave., N. Y.
Or A. A. SMITH, N. E. P. A., 300 Washington St., Boston, Mass.
C. E. LAMBERT, Gen. Pass. Agent, New York City.

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Wanted in Trade.



Energy, intelligence and attentive interest for a satisfactory equivalent. An agent in each town and city where we have none, and where an appointment would not interfere with established arrangements. Is there a Columbia agent in your town? If not, and you are in a position to sell bicycles, write us.

Columbia bicycles are greatest in demand. For fifteen years they have stood at the head. The people believe in Columbias and want them. They give value received. Columbia bicycles always sell at list price; there is no discount to the trade; no reductions or deviations except to agents. But one agent in a town.

The Pope Mfg. Co. has the largest and best equipped bicycle factory in the World, the finest building devoted to the bicycle business; a large force of trained clerks; systematic, honorable, and business-like methods; hundreds of successful agents; briefly, everything necessary for a prompt and effective carrying on of the manufacture and sale of bicycles.

We solicit correspondence from parties located in unoccupied territory, who have in mind the opening of permanent business relations, and an active representation of Columbia bicycles.

Pope Manufacturing Co.,

Boston, Mass.

Address Agency Department.

They Buy Columbia Bicycles.

Out of 225 participants already heard from in the Boston-Chicago Relay ride, 77 rode Columbias. The next largest number of any one manufacture was 19.

Could there be any better proof of Columbia popularity?

Pope Mfg. Co.,

Boston. New York.
Chicago. Hartford.

Our New Tire

The Wizard.

AMONG the tires we offer for general sale is our new tire, to be known as . . . . .

The "WIZARD."

It is a single tube tire, similar in construction to the regular Columbia tire, with red rubber tread, and is intended especially for use of repairers and for changing over to pneumatic tires at a reasonable expense. It has our special recommendation as a thoroughly reliable and well constructed single tube tire, and is warranted as to material and workmanship. It is without doubt the best tire on the market for the price, which is the lowest we have ever offered a pneumatic tire.

Correspondence solicited from manufacturers and large repairers.

HARTFORD RUBBER WORKS COMPANY,

HARTFORD, CONN.

Where is the

Bicycle I Want?

Right here—the reliable Hartford—the leading wheel for the money—Catalogue free.

HARTFORD CYCLE CO.,

HARTFORD, CONN.

The BICYCLING WORLD AND L.A.W. BULLETIN

Founded 1877

Volume XXVI. Number 13. BOSTON, FRIDAY, JUNE 2, 1893. 50 Cents a Year. 5 Cents a Copy.

WHY RIDE A VICTOR?



Because you will ride the best and get $150 worth in the deal.

Because Victor Bicycles are built in the only complete bicycle factory in the world where every part of the wheel is made from top to bottom.

Because the Victor Pneumatic Tire leads in easy riding and quick repairing—an inner tube removable through a hole in the rim. No fuss, no worry, no repair shop to mar the pleasures of riding.

This is a Victor year. Are you in it?

OVERMAN WHEEL CO.,

BOSTON. WASHINGTON. DENVER. SAN FRANCISCO.

The Magic Wheel.

I WONDER not the Arab shields
His steed beneath his roof;
Of kinship to his master's heart
He gives abundant proof.

When proudly on his willing back
His master dear he bears,
A cord unseen unites the twain,
The horse man's reason shares.

Though not a word the rider speaks,
Each impulse o his will,
In leaps electric thrills the beast
His purpose to fulfil.

From earliest youth my heart has cried,
"Give me such pleasure keen!"
But still, in answer to my prayer
No prancing steed I've seen.

But lo! when sorest is my need,
To cheer my riper years
In beauty 'fore my ravished eyes
My "winged horse" appears.

A courser fleet—of temper tried—
And all my pulses thrill
As swift he bears me o'er the road,
Obedient to my will.

No groom he asks—no food requires—
For self he takes no thought;
To find his life in saving mine
The spirit he has caught.

How he interprets all my moods
Not clearly is revealed;
Responsive to my lightest touch,
From curious eyes concealed.

When spreading landscapes court my gaze,
He gently glides and slow;
While I enjoy each bird and flower,
And watch the streamlets flow.

I speak no word to change his course,
But when I'd cease to linger,
He flies to north or east or west,
At motion of my finger.

If clouds arise and through the air
The threatening raindrops plash,
To bear me safely to my home
He speeds with lightning dash.

Of friendship firm—devotion pure—
He gives abundant proof;
So, like the Arab with his steed,
My "cycle" shares my roof.

MARY WHITNEY MORRISON,
Editor "Songs and Rhymes for the Little Ones."
G. P. Putnams' Sons.

Quick Tire Repair.

LAST week a contemporary suggested an excellent means of filling and repairing the cuts which the present looseness of the roads, and the consequent freedom of sharp, unkind flints, produce in the outer covers of pneumatic tires. Occasionally these gashes are altogether beyond the healing powers of solution, be it never so tacky, and our contemporary suggested the filling of the wound with cotton wool soaked in the solution, and well tamped into the gaping wound.

Since reading the above we have tried it, and find it to answer admirably. The openings can be packed quite hard with the blunt end of a pen-knife; but if the cut is of any size, we would advise the addition of a patch of thin rubber after the vehicle in the solution, used with the cotton wool packing, has been allowed time to evaporate —*Cyclist.*

The Mile in Two Minutes—But in America!

THE cutting of the nine-mile record on Saturday week and Vogt's subsequent reaping of all the path times between two and ten miles surely points to the fact that with happenings of this description so early in the season we are on the eve of yet another wholesale upheaval of records. The man who at this period of last year would have prophesied the attainment of a mile in two minutes would have been regarded as something more than sanguine, but the pointers of to-day may certainly be taken as suggesting that the English record for 1,760 yards lineal will, before September wanes, stand close, if, indeed, it be not inside, even time A mile in two minutes or less is the goal upon which English racing cyclists have set their eyes, and good luck, coupled with Herne Hill and Hillier pacing, may see it effected ere the season of '93 has vanished into the limbo of the past. It is to be done, and English cyclists ought to do it.—*Cyclist.*

DETROIT'S RACES.

Herrick Fails to Break the 25-mile Road Record.

THE five, ten, fifteen and twenty-mile bicycle road records were broken by F. H. Herrick in the fourth annual road race of the Detroit Bicycle Club last Saturday, but his desperate effort to smash the 25-mile record ended in failure, owing to the lack of wind.

The race was run over the Belle Isle course and was participated in by forty local wheelmen. The track was in fair shape and ran five laps to the mile. Ten thousand people witnessed the contest.

Herrick's time in the race was as follows: First five miles, 15m. 47s.; second five, 14m. 25s.; third five, 14m. 25s.; fourth five, 14m. 57s.; 25 miles, 1h. 21m. 54s. He was scratch man.

The course has been officially surveyed and is declared full length by L. A. W. officers.

W. C. Rands, who made the record of 1h. 15m. 59s., was entered, but did not run owing to the heavy handicap.

Cottereau Beats Stephane.

PARIS, May 28, 1893. The third international bicycle race from Paris to Bordeaux was ridden yesterday, and was won by Cottereau, who beat Stephane by two yards.

Hickory TRADE MARK

Not Sold Out.

Our entire output for 1893 is not sold and we are not declining to accept orders, b
are taking all we can get, and still have a few blank pages in our order book.

There are numberless machines on the market, but the HICKORY is sufficient
popular to compel us to run our factory night and day to supply the demand.

Everything desirable in a safety bicycle is found in the HICKORY.

Send for a Catalogue.

Hickory TRADE MARK **Hickory Wheel Co.** Newton, Mass. Hickory TRADE MARK

THE REMINGTON.

3 PATTERNS FOR 1893.

Light Roadster, Actual Weight, 32 lbs. **Roadster, 44 lbs. Ladies Wheel, 42 lbs.**

PRICES, $140.00.

Material, best obtainable. Workmanship unsurpassed. Mannesmann Tubing. Warwick Hollow Rims, and a variety of the best pneumatic tires to select from.

REMINGTON ARMS CO., 315 BROADWAY, NEW YORK.

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[Mention This Paper.]

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CATALOGUES READY. SENT UPON APPLICATION.

LOVELL DIAMOND CYCLES.



WEIGHT 31 LBS.

Our Best Efforts Combined in Our '93 Models.

THE RESULT: Not a Semblance of ANTEDILUVIAN IDEAS.

Improved Columbia Pneumatic Tire.



WEIGHT 37 LBS

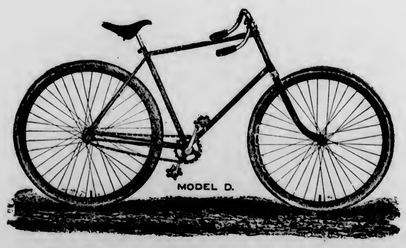
Pneumatic Tires, $115.00, $100.00, $85.00.

Cushion Tires, $105.00, $90.00, $75.00

JOHN P. LOVELL ARMS CO., Manufacturers, BOSTON, MASS.

CONSIDERABLY HEARD OF AND CAN BE HEARD OF EVERY DAY.

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ARIEL CYCLE MFG. CO.,

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"The Winton is a Winner."



WINTON LIGHT ROADSTER.

. . . HIGHEST GRADE THROUGHOUT. . . .

No Agency complete without this Distinctive and thoroughly First-Class Machine.

Winton Roadster, all on, 40 lbs., price $150.
Winton Light Roadster, stipped, 30 lbs., price 150.
Winton Ladies', improved design, 38 lbs., price 150.
Winton Racer, nothing like it, 20 lbs., price 160.

Easiest running bearings in the world. True double diamond frame. Winton perfect pneumatic tires.

If there is no agent in your place, know all about us by asking for a catalogue.

THE WINTON BICYCLE CO., CLEVELAND OHIO.

110 PERKINS AVENUE.

UDELL WOODEN WARE CO., St. Louis, distributing agents in Texas and Missouri, except Kansas City.



The LEAGUE CHAINLESS SAFETY.

High Grade in every respect and guaranteed. No dirty chain to soil the clothing.

Bevel gears accurately adjusted on ball bearings, encased in neat aluminum dust caps and running in oil.

Every Advantage Over Chain and Sprocket.

SEND FOR CATALOGUE.

THE LEAGUE CYCLE CO.,

30 UNION PLACE, - - HARTFORD, CONN

When the Pyramids Have Crumbled

Into dust, when the hills and mountains have been levelled with the sea, when the stars have paled with age, when the moon is dark and the sun is cold, there will still remain one indestructible everlasting witness of man's handiwork on earth,

TOURIST BICYCLES

They are comparable only to revolving ages, to the CYCLES of endless time.

THEY ARE MADE TO LAST.

GEORGE R. BIDWELL CYCLE CO.,

308-310 West 59th Street, New York.

Factory: Colt's West Armory, Hartford, Ct.

THE SINE QUA NON

Of a pneumatic tire is the FABRIC.

There are other FABRICS besides

The Bidwell Constrictive Fabric,

But after a little use they burst and vanish into thin air like the

Baseless Fabric of a Vision.

The Bidwell Constrictive fabric CAN NOT burst, it accommodates itself to the pressure contained in it. In one instance it was ridden 250 miles without any rubber shoe to protect it. It is always a genuine pneumatic. Our pamphlet,

"Air; Its Hard and Soft Side,"

will tell you how a pneumatic tire ought to be made.

GEORGE R. BIDWELL CYCLE CO.,

308-310 West 59th Street, New York.

HIGHEST GRADE

EXCELSIORS

Few more good agents wanted in



New England, Middle and Southern States.

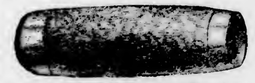
Racers. Road Scorchers. Light Roadsters. Ladies'.

Weights, 25, 30, and 35 lbs.

LIVING DISCOUNTS TO LIVE AGENTS. SEND STAMP FOR ENCYCLOPEDIA OF CYCLERS' WANTS, NOW READY TO MAIL.

SUNDRIES.

ACKNOWLEDGED LARGEST SUNDRY HOUSE IN THE UNITED STATES.



"Z. & S." Stocking Supporter, "Z. & S." Bundle Carriers, Wrenches, Grips, Locks, Cyclometers, Tire Tape, Rubber Solution, Graphite, Oilers, Enamel, Bags, Safety Stands, Gloves, Stockings, Caps, Sweaters, Nipples, Balls, Cork Handles, Rims, Saddles, Bells, Lamps, Horns, Whistles, Pumps, Guards, Screw Drivers, Drinking Cups, Leggings, Shoes, Jersey Suits, etc., etc.

HOWARD A. SMITH & CO., NEWARK, N. J.

RUDGE SCORCHER NO. 1.
Weight 28 pounds.



Has Past Experience Demonstrated

That Many "So Called" Highest Grade Safeties Are Failures?

If so, would it not be better to sell a line of cycles that have a reputation for being Reliable, that are Reliable?

To control the sale of a line of wheels of merit is the chief source of profit in a cycle business. The live dealer or agent—the first in the field—GETS THE PROFIT. The other fellow gets—"LEFT."

Rudge Cycles

Are not only well known by name, but have a reputation for being

Reliable—Giving Entire Satisfaction.

They are made in Peoria, under our own supervision, from finished bearings, forgings, etc., direct from the parent Rudge factory. We have 11 styles for ladies and gentlemen.

Write for catalogue giving particulars. *Agents Wanted.*

ROUSE, HAZARD & CO., 9 G St., Peoria, Ill.

GEO. M. HENDEE, Springfield, Mass., Gen'l Agent for the New England States.

FREEHOLD, N. J. APRIL 17th 1893.

PHELPS & DINGLE MF'G CO.,
GENTLEMEN:

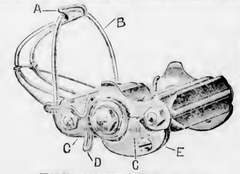
Having thoroughly tested your Ideal Tires at Savannah, Ga., I have decided to ride them this season.

Kindly fit me out with what I will need for my European Trip, and oblige,

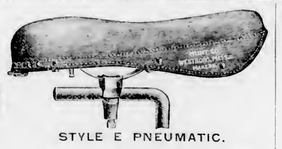
Yours very truly,

W. W. Zimmerman

Manufactured by **The PHELPS & DINGLE MFG. CO., Passaic, N. J.**



THE HUNT TOE CLIP,
Adapted to rubber or rat-trap pedals. The best thing yet produced.



STYLE E PNEUMATIC.



Road Saddle, Style M M. Special Top No. 8.



Scorching Saddle, Style M. Special Top No. 6.



Road Racer, Style N N. Special Top No. 12.



Track Racer, Style N. Special Top No. 15.



Square and Round Tool Bags of different sizes.

Send for Illustrated Circulars, Prices, etc.

HUNT MFG. CO.,
WESTBORO, MASS.
Licensed under Garford Patents.



THE GOOD POINTS OF THE
Weston Fork Clyclometer
WILL APPEAL TO YOU AT SIGHT.
Be sure and see this elegant instrument before purchasing. Price $8.00.
FRANK C. WESTON, BANGOR, ME.
N. B.—I want one agent, exclusive, in every town and city in the U. S.

Why Not Use

A hose-pipe tire, when by buying the "Deerhound" you can get . . . . .

All the Riding Advantages of a Hose-pipe Tire

Such as resiliency and light weight, and at the same time practically have an inner tube tire? We have perfected arrangements so that by a method of weaving duck we are enabled to make a hose-pipe tire which can be cut, inner-tube inserted, and laced, when on the road, and require no more time, nor as much, as it takes to repair the regular inner-tube tire. The outfit consists of a hose-pipe tire made extra strong, and inner-tube to use . . . . .

In Case the Tire Punctures Beyond Repair,

a thread to lace it, and is sold complete, two tires, one inner-tube, and lacing for . . . . . **$12.00.**

WE GUARANTEE AGAINST BURSTING

If you cannot get it of your nearest repairer, we would be pleased to send it to you at this price, express paid, upon receipt of the money.

Boston Woven Hose & Rubber Co.,
275 DEVONSHIRE S., BOSTON.
205 Lake Street, Chicago. 943 N. 2d Street, St. Louis. 14 Fremont Street, San Francisco.

THE
BICYCLING WORLD.

Published Every Friday
—BY—
THE WHEELMAN CO.
Incorporated under the Laws of Massachusetts.
167 OLIVER STREET,
BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Alfred Bassett, Box 5267, Boston, sending their old address as well as their new, and their League number.

TO OUR ADVERTISERS:

Copy for new advertisements must be handed in by Tuesday morning to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN CO.

Postage stamps will not be accepted hereafter in payment for advertisements or Subscriptions. Checks, Money Orders or Postal Notes only will be taken.

C. W. FOURDRINIER, Editor and Manager.

EDITORIAL STAFF:
J. S. DEAN. JAS. W. CARTWRIGHT, JR.
H. CROWTHER.

BOSTON, JUNE 2, 1893.

"Climbing."

"Climbing."

Yes to "the Mountain Top."

We have struck a gait and we are issuing . . . . . .

43,800

Copies this week, and it is still on the climb. The Hill Cycle Co. told you results of their test advertisement and it WAS STARTLING. Now comes another advertiser who will speak over his signature very soon in this space as to . . .

RESULTS.

He says now: "The results from our small advertisement in your paper were astonishing, and it will give me pleasure to furnish you with particulars later, which cannot but be of great value to you and cause you satisfaction. I put the same advertisement in other papers, and so the information I shall give . . . . . .

Will be Comparative."

In a few weeks at the latest we shall give the "particulars."

Boston Wheelmen, Notice.

WARNING.

We are in receipt of a communication from the Boston Water Board stating that last Sunday two cyclists, B. K. Jeffrey and W. E. Gallison, of Chelsea, were arrested for fast riding at the reservoir. As there is no city ordinance regulating cycles the Board will have one passed at once.

We are sorry to print this but we have time and time again raised the voice of warning and now there is no knowing to what extent we may have our privileges restricted.

We hope the Transportation Committee of the L. A. W. will put in good work and head off the chance of the Trunk Lines charging for the transportation of cycles during the World's Fair at Chicago. At a recent meeting of the Central Traffic Association a resolution was introduced providing that during the Fair bicycles shall not be transported in baggage cars. The matter was not settled, but a committee was appointed to consider the question and gather expressions of opinion from the various lines. The committee is expected to report at the next meeting of the Association.

In case the L. A. W. Transportation Committee has not noticed this fact, we hope that prompt action will now be taken so that no special discrimination will be made at that time, or at any rate that some special arrangement be made for the transportation of cycles on trains. It would be a most serious matter if the proposed resolution prevailed. Every influence possible should be brought against this proposed action of the C. T. A.

THE proposed taxation of bicycles is attracting general interest throughout the country, considerable attention being devoted to the subject by the lay press. Of the many articles which have appeared none have been more fair and logical than an editorial in *Harper's Weekly* of last week, which is so comprehensive and unbiased that we reproduce it entire. Utopia is evidently nearer than had been imagined when the bicycle receives such fair handling by so high an authority.

We understand that the assessors of Lowell, in Massachusetts, and of Paris, in France, are about to levy a tax on bicycles. Just why the assessors in two such different communities as Lowell and Paris should have arrived at a determination to put a special tax on bicycles at the same time we do not know, but we are ready to protest against the action no matter what may be the reason that led to it. If the proposed tax be on account of the fact that some unskilful and some selfish and reckless wheelmen make the roads unsafe for riders, drivers and walkers, then the tax would be most unfair, indeed, for it would not bear evenly upon those who would have to pay it. The great majority of wheelmen are careful, considerate, and courteous, and live up to the rule of the road both in letter and in spirit. They should not be made to suffer because a few men are careless. The better plan would be to suppress the offenders by suitable punishment—a punishment that suits the crime.

If, however, the assessors in Lowell and in Paris mean to put a tax on bicycles merely because bicycles are property, and if they mean also to tax all other kinds of property whatsoever, then the proposition is another matter, and we are by no means sure that it should not be advocated instead of protested against. But it is not at all likely that in either place the taxation laws are so rational as to tax all property, so that the burden should rest equally on everything. When that time comes, Utopia will have arrived also. Under present circumstances bicycles are not more suitable for special taxation than the tools of a man's trade, the books in a library, or, indeed, the shoes on his feet. The larger number of bicycles, no doubt, are used purely for pleasure and for exercise, but there are a very great many used by working men—mechanics, clerks, lawyers, doctors, and merchants—to take them to and from their places of business. That is not the case to a considerable extent in great and populous cities where the streets are crowded with traffic, but in other places where the roads are suitable the bicycle is in very general use. It is probably in more general use as a means of transportation apart from pleasure in Washington than anywhere else. It has been stated that a wheelman can do six miles over a good road with as little effort as would be required to walk one mile. If this be true, then with a bicycle almost any man, however hard his work or long his hours, could actually live in the country if there were a good road between his home and his place of business. The miles of good roads in this country are not yet enough to give rise to the fear that everybody will move out of town, so as to ride to business on bicycles. But if this mileage of good roads is greatly increased in the near future and we hope and believe that it will be we shall owe a deep debt of gratitude to the bicycle riders of the country. It was the wheelmen who started the present movement for better roads; they have been the most zealous road inspectors we have ever had, and the awakening sense of the people to the importance of improved highways has been mainly their work. So we think that the tax assessors had better let the bicycle riders alone for the present at least, for the wheelmen still have much work of public importance before them.

DO we deserve the statement made above that the great majority of wheelmen are careful, considerate and courteous, and live up to the rules of the road in both letter and spirit? Let us hope so, at least. But whether due to the fact that it is simply thoughtlessness or recklessness, there is no doubt but that at the present time there is an unusual and unfortunate increase in the number of accidents throughout the country caused by pedestrians being run down by the scorching brigade. From all points come reports of accidents of this nature, more or less serious, and in New York the matter has reached such a point that the Board of Aldermen has in consideration an ordinance that will properly restrict the speed of the bicycle.

The bicycle has come to stay, and it is destined to prove an important factor in solving the problem of local transit in this latter part of the nineteenth century. But we can no longer ignore the fact which must be evident to every thoughtful wheelman that a strong prejudice is gradually arising which cannot but operate against that spread of the sport, which, under proper conditions, should prevail. When wheelmen, by reckless and foolhardy riding, not only maim but cause actual loss of life—as was unfortunately the case recently—they will have no one to blame but themselves if legal enactments restrict their privileges and curtail their rights.

Let the hoodlum and the fool be put down with a strong hand.

ANOTHER SPECIAL OFFER.

Bicycling World and L. A. W. Bulletin Reduced to 50 cents per Year.

(This does not include L. A. W. membership or renewal to same.)

Every New Cash Subscriber Can Have a Chance to Secure a

HIGH GRADE BICYCLE FREE OF CHARGE.

The winner can have choice of any bicycle of any make which is advertised in the columns of the BICYCLING WORLD between May 11 and Aug. 11, 1893.

Cut out this coupon, or else copy same *verbatim* on a sheet of paper, and enclose with the subscription price of paper.

COUPON.

WHEELMAN CO., 167 Oliver Street, Boston.

Enclosed find 50 cents, for which send me the BICYCLING WORLD AND L. A. W. BULLETIN for one year to following address:

Name, _____

_____

I ride a _____ make of wheel. I guess that the greatest number of machines, of any one make, ridden by those sending in new subscriptions (which will be sent in for the BICYCLING WORLD in response to this offer) between May 12 and Aug. 11, will be _____ machines.

THE SCHEME:

The new subscriber who guesses *the nearest* to the true figures will get a High Grade Bicycle. No matter whether the estimate is above or below the figures, *THE NEAREST WILL WIN.* In case of a tie, priority of date of estimate will determine the winner.

IN A QUIET WAY.

Timely Trade Topics Told To Interested Riders.

PRICES on riding suits, sweaters, etc., are no longer 'way up in the clouds as they used to be at one time. I can remember the day when it took all of a twenty-dollar bill to purchase a riding outfit of the simplest kind, and then you only had a coat and knee breeches, but nowadays a ten-dollar bill will equip the average rider from top to toe. Jordan, Marsh & Co. of this city are furnishing a first-class sweater for $2.50, and a complete suit, consisting of riding coat and reenforced knee breeches at only $5.50 per suit. As they give prompt attention to mail orders no one need be without a riding suit, while, of course, they furnish better goods up to $12 per suit, which is their highest price.

Wheelmen throughout the country who are about equipping themselves with riding clothing are recommended to drop a postal card to Jordan, Marsh & Co., Boston, for prices and specifications.

A SPECIAL despatch to one of the Boston papers from South Framingham states that a representative of the Hickory Wheel Company has been examining the plant of the Dwight Printing Co. in Ashland, as well as the plant of the Para Rubber Shoe Co. at South Framingham itself, with a view to the removal of their present plant from Newton. The business of the company has increased so very much of late that larger premises are an absolute necessity, and the Framingham sites seem to have offered the greatest number of advantages. The plant of the Dwight Printing Co. embraces 175 acres of land and several stone buildings, while the Shoe Company's place is also a large one. The wooden wheel has evidently come to stay.

THE Ariel Cycle Mfg. Co. has made a new deal in Boston. Mr. E. H. Wilcox having spent several days here last week, placing an agency with Bradlee Hastings, 110 Oliver street.

Mr. Wilcox is always as full of interesting talk as an egg is of meat, and I notice that he has not only not lost any of his versatile information since his change from the Stover Company, but has picked up a bit more. Of one thing he was very, very positive, and that was that the Ariels were going to take here in New England.

ANOTHER visitor to Boston last week was Mr. Geo. S. Macdonald, the manager of the Raleigh Cycle Company, who took a little run up here on business and was shown some of our delightful riding suburbs before he went back to Gotham. Mr. Macdonald tells me that the Raleigh business has increased so much since they opened the American branch that the present factory at Greenwich and Bank streets, New York city, is entirely too small for them and that they will probably establish their factory in one of the suburbs of that city, retaining their wholesale office in New York, which in itself will be on a much larger scale than at present. They propose to increase the capacity of the new factory to at least five times the size of the present one, and will in addition open a Western branch.

Mr. Moorhead, the Works Manager, who has been in Chicago since May 1, arranging for their exhibit, returns to New York this week, and after deciding on all the details of the new deal, will sail for England on the 10th.

THE Bretz & Curtis Mfg. Co. are doing a very large business in their "Solid Comfort" saddles, Mr. Curtis telling me recently that they were badly behind on their orders, although they hoped to be able to catch up within the next two or three weeks. His experience with the saddle business this year has been so satisfactory that they propose enlarging the plant for their manufacture and making a strong bid for the '94 trade.

Mr. Curtis hints at a lady's saddle which is to be that dream of the inventor of all ages—the perfect thing. Much do I hope that he will find his wishes realized, and if he does, as I told him, he is going to supply lots of those saddles to interested riders throughout the country.

THE question:

DEAR "Q. T." Can you please give me answers through your columns if possible, to the following questions?

1 (a) Has Helical tubing proved a success? (b) and Is it stronger than weldless in like weights?

2 Would a 32 pound machine constructed of Helical tubing be strong enough for 190 pound rider? Yours truly, THEO BRYANT.

N. B.—I ask you your opinion of the above as you see I live in the far West and have never seen any of the above machines nor anybody that has seen them. T. B.

THE ANSWER:

Replying to your favor of the 11th, we take pleasure in answering your inquiries as follows:

First: Has Helical tubing proved a success and is it stronger than Weldless in like weights? Ans. Helical Tubing has been subjected to repeated dynamic tests and continuous road work for the past 18 months. It has been proved to be 20 per cent. stronger at exactly half the weight of the best weldless steel tube.

Second: Would a 32 pound machine constructed of Helical Tubing be strong enough for a 175 pound rider? Ans. The Premier Cycle Company inform us that they are selling this machine at this weight, complete with guards and brake, to many riders of from 200 to 225 pounds weight, and in no instance have the machines failed to withstand the extra strain. They claim that their 32 pound machines constructed of Helical Tubing is as strong as any machine manufactured, regardless of weight, and the statement would appear to bear them out in this claim.

Yours truly, PREMIER CYCLE COMPANY,
["Q. T."] H. C. Douglas, Sec.



THE BICYCLING WORLD last week contained a brief report of the action of the Western Passenger Association, which has agreed upon making a uniform charge for the carriage of bicycles during the World's Fair, and a League member in Michigan having written for information on the subject the following explanatory letter may be interesting:

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO.

General Passenger Department.

CHICAGO, ILL., May 8, 1893.

DEAR SIR: Replying to your favor of 4th inst., would say that all the lines, members of the Western Passenger Association, have agreed upon a uniform charge, during the World's Fair period, for handling bicycles and baby carriages in baggage cars, to take effect May 15th, and it is quite probable that all the lines in the Central Traffic Association (east of Chicago and west of Buffalo and Pittsburg) will take similar action at a meeting to be held within a few days. It will therefore be seen that it is quite impossible for any individual lines to act independently.

There was a proposition before the Western Passenger Association to not carry bicycles at all in baggage cars, but it was my opinion that it would be more desirable to carry the bicycles but to make a reasonable charge therefor, and finally that opinion prevailed. Yours, of course, aware that during the World's Fair period, it is quite probable that baggage cars will be loaded with trunks, etc., and there will not be so much room for bicycles as in ordinary times,—hence the action taken. Yours truly,

GEO. H. HEAFFORD, G. P. and T. A.

As there are a number of railroads which have always stood by wheelmen in this matter of free carriage of wheels, it will have considerable effect if riders throughout the country will remember these roads in making their arrangements for travel to and from Chicago, and not only patronize them themselves but influence their friends to do so wherever possible.

The Fitchburg Railroad, in New England, the Philadelphia and Reading, the Baltimore and Ohio and the West Shore roads, together with some others in the Middle States all carry wheels free, and besides offer special inducements to cycling Columbian tourists.

As, however, the capacities of all the roads will probably be severely taxed at certain seasons during the summer I would advise that early arrangements be made by wheelmen in parties.

It is more than a matter of regret for me to have to express my sympathy with Mr. H. L. Saltonstall, the generous donor of the Saltonstall Trophy for competition at the International races at Chicago, during the League Meet in August, for his present trouble in the failure of the brokerage firm of W. L. Patton & Co., of which he was a member, and all of his friends express the hope that he will soon find a way to extricate himself from his business difficulties and get on his feet again.

My valued St. Louis correspondent has been reading upon the saddle question of late, what I recently said about saddles having evidently made an impression (or perhaps the saddle he has been using was the immediate cause of the "impression").

Says he, in a confidential letter, last Saturday:

DEAR ARIEL:

I have what I presume is the best bicycle saddle on the market. I have ridden it three times; not over ten miles each time; and the leather has stretched about an inch each riding. Leather will stretch, as you know, if you wear shoes!

And I rise to inquire if some inventor among the L. A. W. cannot devise a woven wire seat for a bicycle saddle which will at once be "unstretchable;" afford perfect ventilation; and not wear the clothing too much?

Surely among all the Yankees, with their proverbial inventiveness, this ought not to be an impossible problem. All that I will ask for my suggestion is that when he gets the seat invented, he will send me one, postage prepaid, and accept my gratitude! "W. B."

Woven wire makes a splendid mattress; why not a comfortable saddle?

Well ——. Do you know I'd rather some other fellow would ride the first one on a lengthy tour. It might pan out all right, and then again it might not.

Same old chestnut!

Daniel Mangum, a Danbury, Ct., blacksmith, is the inventor of an oddly-constructed tricycle which he confidently claims is capable of a speed of 100 miles an hour. It works upon the principle of the ordinary tricycle, but is operated by hand power. Its owner is trying to induce some of the local wheelmen to enter a race with him.

Daniel should apply for license to the cash prize league and scoop some of the capital prizes to be hung up at their prospective races this summer.

They say that since Jerry Simpson, the sockless Kansas statesman, has had his bicycle stolen he proposes joining the L. A. W. Mr. Simpson is, in fact, a member of the Hyde Park Cycling Club and has been a wheelman for two years but in all that time he has never ridden in a bicycle suit, although he states that he would not have hesitated to have defied public opinion and purchased knickerbockers had he so wished.

Such a costume, however, would have seriously affected his popularity unless, indeed, he were to become a racing man and could have a legitimate excuse for discarding the stockings.

A Connecticut paper recently gave space to the following paragraph:

The cycle for which the South Norwalk Hardware Company is agent weighs only 36 pounds, but will carry a full grown man without any danger of the machine breaking.

Just think of that! A bicycle weighing only 36 pounds and yet capable of carrying a full grown man! What a novelty in cycling construction it must be!

Many and many a time I wonder if the average wheelman ever stops to consider the growth of cycling. I don't believe that he does, or certainly we would not be in receipt of letters like the following.

To the BICYCLING WORLD: Would it not be a good departure for the paper to undertake the following enterprise which would, I am sure, be a convenience warmly appreciated by all L. A. W. clubs?

Publish a directory of club names with their secretary's address, thus: —— Bicycle Club, ——, Secretary, ——.

Why not make this a permanent feature? It would be of great value to clubs wishing to communicate with other similar organizations.

There are probably at least a couple of thousand clubs in the country and to give space to the names and addresses of them all would require a good many more pages of the BICYCLING WORLD than the author of the idea would be willing to pay for.

I have preached many sermons on the correct position in riding, supplementing as much as possible the efforts of physicians and others who have for a long while been pointing out the dangers incidents upon the hump-backed or scorchers attitude, but I don't know that anything more forcible and direct has ever been printed than the following from the Boston *Sunday Herald*:

Have you a bicycle? Of course; who has not a wheel, in these days, provided nature has given him legs and arms? But having this means of exercise and add to physical development, why should a fellow upset the benefit it does him by crouching over, bending his back into an arc, and crowding his lungs into his stomach. Such figures as some of the wheelmen make of themselves can only be compared to an inch worm on the march. The inch worm doubles up precisely like the bicycle rider, only he doesn't undo himself, and the worm must to get its second wind. If the sport and pleasure of wheeling is to improve our B. A. A. young man hygienically; he must not attempt holding his nose on a level with his knees as that position is lacking in grace and dangerous in its ultimate effect to his vital organs.

It wont have any effect however. Not all the preaching in christendom ever succeeded in eliminating or even modifying evils of this sort which are born of an insane desire to ape the flyers.

Sometime ago I incautiously committed myself to the statement that I proposed giving the disc wheeled safety which Mr. W. W. Stall had imported, a practical trial, but I can't make up my mind to do it.

Mr. Stall has been very good indeed in the matter, and was lavish in his promises of putting the machine at my disposal whenever I wished, but when I went up last week and he trotted it out for me to ride I had to take water. Now this was not due to the fact that I am so much of a novice as to be unable to manage even an untried novelty like the disc wheel, but simply and solely because Mr. Stall had taken advantage of the large area of surface presented by the discs to emblazon thereon in big white letters, sundry and divers advertisements of W. W. Stall and his wheels, and as my prices for turning myself into a peripatetic advertising medium are too high for Mr. Stall to meet without putting a mortgage on his business, I concluded that discretion was the better part of valor.

And this is why I am unable to lend my testimony to the practical value of the device.

In the BICYCLING WORLD of April 14th appeared a cut of Villeve's new tire, which, singularly enough, is almost the replica of the tire invented by one of the prominent saddle manufacturers of the country, and upon which he has been credited letters patent. The tire is one of the simplest and best that I have come across, and will, I think, become exceedingly popular.

I understand that the two parties have pooled their issues

Waltham has gone wild over its new track, and so great is the growing enthusiasm over all things that pertain to cycling in that city that even one of the Chinamen who runs a wash-shop there brought up the rear of the recent procession of "navvies" who were sent out to begin the work on the track, with a green umbrella. The Chinamen of Waltham are devotees of the sport and they manage to master the mysteries of the machine despite the torments that the small boys of the city subject them to every time that they appear on the streets for practice. The Waltham papers say that they have progressed so far now in the art that they are able to fly from their tormenters and practice in the quiet of the country roads.

Speaking of Philadelphia entertainments S reminds me of the Pen and Pencil Smoker which was held last week to celebrate the opening of the new annex to the Pen and Pencil Club, the journalists' association of the Quaker City, and at which Mr. R. H. Kain, cycling editor of the *Record* and a prominent member of the Century Wheelmen, of that city, gave a three round boxing exhibition with Prof. Clark. Clark was seconded by no less a personage—in the pugilistic world—than Fitzsimmons himself, while Dan Dawson looked after Kain. Later on Clark and Kain gave a representation of the Sullivan-Kilrain fight, which was received with loud applause.

Dick is one of the cleverest amateur boxers I know of, and could probably give points to any cycler in Philadelphia except George Gideon, who is no slouch himself in that line.

Having recently made my debut in knickerbockers, I had registered a solemn vow to herald their superiority over the ordinary tight-fitting knee-breeches to the readers of the WORLD.

Those who have not tried them can have no conception of their immense superiority in the one vital point of comfort alone. It entirely does away with the necessity for garters or stocking supporters of any kind and entirely obviates the binding and tightness over the knees which have always greatly inconvenienced the average rider. By simply rolling the top of the stocking down until it comes below the knee and then buckling the knee band of the knickerbockers snugly around the leg, perfect freedom of action is attained.

There is no tightness, no binding, nothing to prevent the freest motion of the leg; and altogether my first experience was such a delightful one that I then and there swore off knee breeches at once and forever.

Although it has been a great many years since the bloomer, as an article of cycling dress, first made its appearance in this country (Kennedy Child having been the first to wear them at the St. Louis meet, I believe, as I stated not long since in this column) it has taken some time for that prejudice which always accompanies a radical change in manners, dress or customs to wear itself out, and even now the knickerbockers are only known in the larger cycling centres.

The one thing necessary to become a convert is to wear them once, and take my word for it they will be a steady article of dress.

D. H. Lewis, who has just returned from his honeymoon trip, was the recipient of an extraordinary wedding present from two of his friends last week.

An express agent called at his office and announced: "We have a pair of kids for you, Mr. Lewis; where shall I take them?"

"What!" demanded the alarmed bridegroom, "A pair of kids? I don't own, neither do I wish to own, a pair of kids; what are you giving me?"

"Well, we have a pair of beauties, and they are noisy, too, so the agent requests that you claim them immediately," returned the express agent

"I'll come down and see about it," said the much frightened and perplexed editor, and he put on his hat and walked down to the Adams' Express office, where a small crowd of cyclists were admiring a beautiful pair of young goats in a crate. One was pure white and the other a decided black and a stout bicycle crate housed them. Collars on their necks announced their names, "Well, I'll be blessed!" ejaculated the now amused Lewis. "Send them up to the house; I'll take them, and the Mrs. will have to adopt them I guess." Was the editor's remark as he made his way to a convenient cigar stand to set up the cigars.

"Now I'd like to know who swiped that pair of kids and sent them to me; and somebody will be claiming them in the near future, sure!"

The crate and goats came from Rockaway, N. J., and was posted all over with Liberty placards, and as "Senator" Morgan and Stillman G. Whittaker are said to have been down there last week, another cruel joke is charged up against them. In the meantime the kids are feeding on surplus copy, old shoes and tomato cans in Lewis' yard, and Mrs. Lewis just dotes on the pair of little strangers now dependant upon her husband for support.

ARIEL.

Union Ahead Again!



First Blood.

THE

Linscott Road Race

(FINAL.)

Won by ARTHUR PORTER on the . . . .

UNION P. D. Q.

FITTED WITH THE

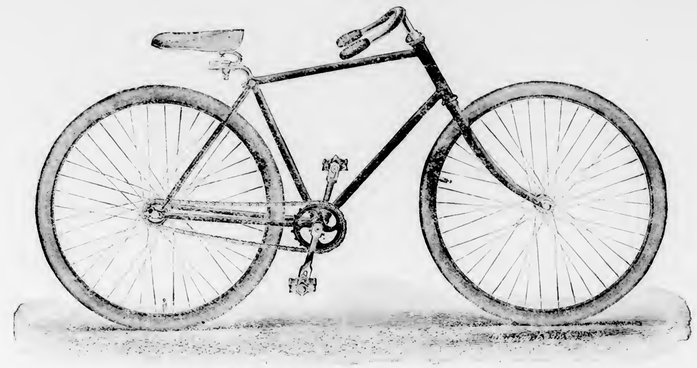
Airtite-Dunlop Tire.

When grit and go are found combined
With perfect wheel and purpose true,
That racer won't be left behind
Who rides the UNION P. D. Q.

Union Cycle Mfg. Co.,

HIGHLANDVILLE, MASS.

P. S.—We can now promise prompt delivery of these splendid road wheels.



CRESCENT No. 2. $100.

ITS EQUAL FOR THE MONEY IS NOT MADE.

30 INCH WHEELS.
1 3-4 INCH W. W. W. PNEUMATIC.
43 LBS. ALL ON.
40 LBS. STRIPPED.
STOCK GEAR 57 INCHES.
SPECIAL GEAR 54 AND 60 INCHES.

WE HAVE NOT ADVERTISED THE CRESCENT AS WE COULD NOT KEEP UP WITH OUR ORDERS. NOW WE ARE IN A POSITION TO SHIP ON RECEIPT OF ORDER.

CATALOGUE NO. 27 FREE.

WESTERN WHEEL WORKS

CHICAGO, ILL.

SOLE EASTERN AGENTS.

R. L. COLEMAN CO.,

35 BARCLAY STREET,
NEW YORK.

AIR RESISTANCE.

Why Pneumatic Sulky Wheels Should be Spoked with Hickory instead of Wires.

Much has been said and written on the subject of air resistance as it effects the spokes of a sulky wheel. It is well known that when a horse approaches the much-longed-for two minute gait the air resistance becomes very great.

Imagine yourself standing on the street in a wind which was blowing thirty miles an hour, almost a hurricane. The two minute horse faces exactly this much air resistance, for it matters not whether the air or the horse is moving. It is of the greatest importance that horse, driver and sulky should present the least possible front to this air resistance.

In moving any object rapidly through water you will notice that the water does not close in directly behind it, and if the object be moved at such a rate as the trotting horse travels, there will be formed an open space of a few inches which the water has not had time to fill. It is this well understood principle which has caused builders of fast water craft to give as much attention to the stern as to the bow of any vessel from which speed is expected.

Although invisible to the eye, exactly the same thing takes place behind any body which is rapidly moved through the air. In bicycle racing a second-rate man would stand a good chance to beat the fastest rider if the latter could be induced to take the lead to the home stretch.

The serious disadvantage of having to "make the pace" is an axiom among racers, even though the rider who gets the advantage cannot bring his body within less than seven or eight feet of the "pacemaker."

Step on to the track immediately after the passage of a fast express train and you will find a distinct current of moving air even after the train is a thousand feet away.

Now for the application of these well established laws:

The edge of a sulky wheel (the tire) is the part which meets directly the air resistance, and in doing so becomes "pacemaker" for what is directly behind and within it. Therefore, it follows that the least air resistance would be met by that wheel whose spokes were not spread out sidewise, but were narrower than the tire which immediately precedes them.

The tire we *must* have, together with whatever of air resistance it causes, but if we add to this, spokes which, instead of coming through the same space, project sidewise and meet still other air than that displaced by the tire, then we have still other and added resistance. In view of these very obvious and easily demonstrable facts it is to be regretted that any could have been so thoughtless as to have proclaimed exactly the opposite, based on the misleading fact that a hickory spoke is larger than a wire one and even forgetting that there are but a third as many of them. *Our* earnestness in the matter is still further emphasized by the fact that a wire wheel can be made for much less cost than a hickory one, but our long experience with wheels tells us that even to supply a temporary demand it is not wise for us to put out wheels which we know are not best for the purpose.

STERLING ELLIOTT.

The Warwick Cut In Prices.

The change in prices announced by the Warwick Cycle Mfg. Company last week has created a great deal of excitement, says an interview in the Boston *Herald*.

In an interview with N. D. Bill, who is for the present in charge of the Warwick's business, he said: "The change in the price is only temporary, and as soon as our present stock of wheels is gone we shall return to the old price. No, I do not think that there will be any lower price for high grade wheels next year, and when we go to work on the 1894 model we shall do so with the expectation of getting the present standard price for it."

Mr. Bill would say nothing about the company's condition other than that its obligations would be met as they became due.

Treasurer White of the Overman Wheel Company said that his company would make no change in the price, for the present, at least. Regarding the idea that the present cut was the beginning of an era of low prices on standard wheels, he said that if there were no extensive changes made for the new models for next season, there would be a reduction in price, but in no measure so large as the present one. The present sale, from the large number of wheels offered, he thought, showed it be from other causes than those which would legitimately lower the price.



See page 241 for our Special Offer. Every new subscriber has a chance to secure a high grade bicycle free.

TWO NEW STARS.

Nelson and Gary Surprise the Talent at Waltham—Massachusetts' Pride.

Massachusetts smiles and the Associated Cycling Clubs of Boston and vicinity shake hands with themselves.

And all on account of the eleventh Annual Spring Meet of the Division and the new track at Waltham.

After much trial and tribulation, and many discouragements in the shape of the weather, the sanction and so on, Waltham's racing path was christened on Decoration Day before an audience of at least 12,000 people who thronged the grand stand seats and bleachers, overflowing into the field and taking up every available inch of room that was to be had. In addition, the surrounding hills were lined with the usual crowd of dead-heads.

The track, which has been illustrated in the columns of the WORLD, is a three-lap, beautifully located and splendidly built and equipped, and, although not at its best in these races, owing to the delays caused by the weather, gave sufficient evidence of its being destined to prove one of the fastest in America.

A number of spills occurred, but no one was seriously injured.

Two large surprises developed themselves when Nelson of Springfield captured first prize in the one-third mile race, beating Tyler, Taylor, Berlo and McDuffee; and when Gary, by a magnificent burst of speed in the one-mile open, beat Tyler, Taylor, Nelson and Berlo, whereat the Press Club went crazy. Gary timed his spurt with excellent judgment, and beat Tyler by a length, Taylor getting himself pocketed at the beginning of the last lap, thus killing *his* chances. It must be said that both Tyler and Taylor are by no means in form as yet, both men having done very little actual hard work.

The two-mile team race was one of the most exciting events of the day. Teams of three men from the Suffolk Athletic Club, Press Cycling Club and the Malden Bicycle Club competed for the prize, a piano. Gary succeeded in crossing the tape first five out of the six times. He crossed first in the final lap, with McDuffee second and Burnham third. The Malden team won.

AT THE THEATRES.

On Monday evening the various clubs formed a theatre party and visited the Bowdoin Square Theatre to witness "Monte Cristo," with Mr. James O'Neill in the dual role of Edmond Dantes and Count of Monte Cristo; while at Waltham the Park Theatre was crowded, the Press Cycling Club's Minstrels repeating their entertainment of last winter.

THE BIG PARADE.

1726 wheels were in line when the parade moved at 10.15 A. M. on Tuesday. The route was Dartmouth street, Columbus avenue, West Chester park, Westland avenue, Back Bay Fens, Commonwealth avenue, Arlington street, commencement up Commonwealth avenue, West Chester park, Huntington avenue, to the Mechanics building.

The parade was led by mounted policemen and two buglers, and comprised all the prominent clubs of Massachusetts together with the Rhode Island Wheelmen and some other out-of-town representatives. The Massachusetts Club captured first prize for the best appearance, with second place to the Somerville Cycle Club and third to the Malden Club. The Press Cycle Club took the prize for the largest number in line, with 130 men.

THE BALL.

The closing event of the Meet was a grand ball given at Mechanics Hall. The march was started at 8.30 P. M. with upwards of two hundred couples, who, together with many others, danced the programme through. An exhibition of trick riding was given by Gustave Marschner, whose feats, on both the ordinary and the safety, were received with applause.

THE RACES.

Summary of events:

One mile novice—First heat, C. G. Williams, Waltham, first; Frank Mayo, Chelsea, second; A. C. Dodge Malden, third; time, 2m. 39 1-5s. Second heat W. G. French, P. C. C., first; Ned Mansfield, Waltham, second; Henry Keene, Chelsea, third time, 2m. 42 2-5s. Third heat, W. Coleman, Boston, first; J. A. Farrell, Cambridge, second; J. McLaughlin, Waltham, third; time, 2m. 48s. Final heat, Frank Mayo, first; A. C. Hodge, second; W. G. French, third; time, 2m. 46 3-5s.

One-third mile, open—First heat, E. A. Nelson, S. B. C., first; G. F. Taylor, W. C. L., second; P. J. Berlo, third; time, 48s. Second heat, H. C. Tyler, S. B. C., first; E. A. McDuffee, Malden, second; T. L. Connolly, Malden, third; time, 47 1-2s. Final heat, A. E. Nelson, first; George F. Taylor, second; H. C. Tyler third; time, 2m. 46 2-5s.

One-mile handicap—First heat, James Clark, Boston (60yds.), first; E. A. McDuffee, Malden (25yds.), second; W. G. French, Boston, (100yds.), third; time, 2m. 25s. Second heat, H. W. Robinson, Waltham (100yds.), first; J. F. Clark, Boston (50yds.), second; Frank Mayo, Malden (110yds.), third; time, 2m. 23 1-5s. Final heat, H. W. Robinson, Waltham (100yds.), first; James Clark, Boston, second; J. L. E. Wellman, Malden (110yds.), third; time, 2m. 25s.

Two-mile team race—Malden Bicycle Club, E. A. McDuffee, F. J. McDuffee, E. G. Merrill, first; 50 points; Press Cycling Club, Guy L. Gary, J. P. Clark, E. P. Burnham, second, 25 points; Suffolk Athletic Club, P. J. Berlo, D. and F. L. Connolly, third, 09 points.

One-mile, three-minute class—First heat, C. F. Bertram, Roslindale, first; T. M. James, Cambridgeport, second; F. L. Roberts, Chelsea, third; time, 2m. 47 1-5s. Second heat, H. A. Adams, Worcester, first; C. S. Walker, Malden, second; Sol Mansfield, Waltham, third; time, 2m. 42s. Third heat, A. C. Dodge, Malden, first; W. H. Saunders, Boston, second; L. E. Wellman, third; time, 2m. 41 1-5s. Fourth heat, C. G. Williams, Waltham, first; E. H. Snow, Boston, second; W. G. French, Boston, third; time, 2m. 49s. Final heat, H. A. Adams, Worcester, first; C. G. Williams, Waltham, second; A. C. Dodge, Malden, third; time, 2m. 42s.

One-mile 2.30 class—E. A. McDuffee, Malden, first; James Clark, Boston, second; Ed A. Nelson, third; time, 2m. 42 2-5s.

One-mile open—Guy L. Gary, Boston, first; H. C. Tyler, S. B. C., second; George F. Taylor, W. C. C., third; time, 2m. 38s.

Two-mile handicap—H. W. Robinson, Waltham, 290yds., first; D. Connolly, Malden, 90yds., second; James Clark, Boston, 190yds., third; time, 5m. 6 1-5s.

Worcester's Races.

FAVORED by bright weather the Bay State Club's race meet at Worcester on Monday and Tuesday was a successful one. The parade was not very large, upwards of one hundred and fifty wheels being in line, but the racing was good. Windle beat Johnson in the one mile open, while Nelson captured the half-mile over both Windle and Johnson.

The results were:

SUMMARY—MONDAY:

One mile novice—First, E. D. Ballard; second, J. J. Casey; third, R. Fankel. Time 2.42 2-5.

Half-mile open—First, E. A. Nelson; second, J. S. Johnson; third, W. W. Windle. Time 1.08 2-5.

One mile, 3 minute class—First, H. A. Adams; second, G. Hugo; third, H. E. Caldwell. Time 2m. 53 2-5 sec.

One mile club championship—First, B. L. Livermore; second, E. G. Ballard; third, J. Wilson. Time 3 minutes. Declared no race. Time limit 2.55.

Run-off—One mile open—First, W. W. Windle; second, J. S. Johnson; third, G. C. Smith. Time 2.27 4-5. B. L. Livermore finishing in 2.31 2-5.

One mile, open to Massachusetts and Connecticut only—First, E. A. Nelson; second, E. A. McDuffee; third, A. W. Warren. Time 2.46 4-5.

One mile tandem, open—First, A. B. Rich and H. C. Wheeler. Time 2.53.

One mile, championship of Worcester County—First, H. A. Adams; second, B. L. Livermore; third, L. Pantzer. Time, 2.40 2-5.

One mile, open, handicap—Final: First, Geo. Hugo, 175 yards; second, John Paulson, 150 yards; third, W. W. Teele, scratch.

SUMMARY—TUESDAY:

One mile, 2.40 class—A. W. Warren, H. W. C., Hartford, first; F. Howard Tuttle, S. A. C., Springfield, second; Chas. L. Nelson, S. B. C., Springfield, third. Time, 2.36 2-5.

Half-mile, handicap—Geo. A. Banker, P. A. C., Pittsburgh (15 yards) first; H. C. Wheeler, S. W. C., New Haven (10 yards) second; A. B. Warren, H. W. C., Hartford (34 yards) third. Time 1.07 1-5.

Half-mile open for boys—Albert O. Hodden, Worcester, first; Leon Bliss, Holyoke, second. Time 1.22 1-5.

Mile, open to Massachusetts riders only—W. W. Windle, B. S. B. C., Worcester, first; R. S. Williamson, S. B. C., Springfield, second; Bert L. Livermore, B. S. B. C., Worcester, third. Time 2.37 1-5.

Half mile tandem—Won by A. B. Rich, P. A. W., Philadelphia and H. C. Wheeler, S. W., East Orange; A. W. Warren, H. W. C., Hartford and Wm. Harding, H. W. C., Hartford, second. Time 1.29 1-5.

Two mile team relay race—Won by Hartford Wheel Club. Time 6.35.

Two mile handicap — A. B. Rich, P. A. W., Pittsburgh (2c. mich first); R. S. Williamson, S. B.C., Springfield (10 yards) second; A. H. Raven, Turner's Falls (80 yards) third. Time 8.18 1-5.

One mile open—Won by A. H. Daven, Turner's Falls; no second and third prizes.

One mile consolation race — F. Baron Stowe, Conway, first; Ludwig Forster, H. W. C., Hartford, second; A. S. Jones, C. B. C., Hartford, third; B. Zalamea, H. W. C., Hartford, fourth; W. Keave, W. A. C., Worcester, fifth. Time 3.05.

Irvington-Milburn.

IT was the fifth annual 25-mile handicap road race held over the course, and the Metropolitan Association of Cycling Clubs were the promoters. Between 5000 and 6000 persons witnessed the race. The road was in perfect condition, and the contest was the best ever held there. Of the 149 entries, all but 14 started.

Carl Von Lengercke of the Atalanta Wheelmen of Newark won the race, with C. H. Collin of the Roseville Athletic Club second. E. V. Miller of the Vineland Wheelmen and F. N. Mosher of the Riverside Wheelmen had a desperate struggle for third place, but Miller was beaten out by an inch.

Great interest was centred in the race between W. Murphy, H. J. Hall, Jr., F. Hawley, and R. W. Steves, the two minute men; Waller, Wells, and Kluge, with one-minute handicap; Munger and Hazelton, with 30 seconds, and Hoyland Smith, scratch Both of the Murphys rode well. Charley made the best time of the day, and also broke the course record of 1h. 17m. 11s., held by Hoyland Smith. Murphy covered the distance in 1h. 15m. 10s. Harry Hall, Jr., and W. F. Murphy pushed C. M. Murphy closely for the course record, the two finishing in 1h. 15m. 10 2-5s. and 1h. 15m. 10 3-5s. respectively. Honors are easy between H. J. Hall and W. F. Murphy as to the second best time, both coming under the previous record for the course. The same may be said of Messrs. C. H. Collin, E. L. Blauvelt, F. J. Titus, D. McLean, A. Johnson, J. Bensinger, F. Hawley, W. H. Wells, and F. Waller, all of whom rode in better time than the previous record.

A large number of the contestants were completely prostrated at the conclusion of the race, C. M. Murphy being quite sick.

At the finish the men found it hard to get through the crowd, which had closed in around the tape. Hoyland Smith, having had a breakdown, came along in 32d position, and, after crossing the tape, a wheelwoman tried to pass across the road, and, as a consequence, the entire bunch of men collided with her.

Finish.	Name.	Handicap. m.	Actual Time. h. m. s.
1	C. Von Lengerke	7	1 25 31 1-2
2	C. H. Collin	3 1-2	1 19 47
3	F. N. Mosher	6	1 21 55
4	E. V. Miller	3	1 24 55
5	A. H. Barnett	7	1 26 57
6	A. Sturzinan	7	1 27 15
7	C. M. Murphy	1	1 17 10
8	E. L. Blauvelt	1-2	1 20 15
9	H. J. Hall, Jr.	1	1 17 10 3-5
10	W. F. Murphy	2	1 17 10 3-5
11	F. J. Titus	3 1-2	1 20 05
12	D. McLean	1	1 19 53
13	A. Johnson	3 1-2	1 20 05
14	J. Wells	6	1 25 55
15	J. Bensinger	2	1 17 55
16	H. D. Bryan	8	1 29 25
17	F. Hawley	2	1 18 00
18	T. M. Davidson	8	1 30 10
19	T. L. Walsh	1	1 22 20
20	F. J. McMahon	8	1 30 55
21	E. G. Hoppe	5	1 24 35
22	W. H. Wells	1	1 16 45
23	F. Waller	1	1 16 45
24	A. M. Laggren	8	1 30 45
25	L. A. Geyler	3	1 20 45

The Pullman.

THE Pullman road race, started at 8.48 A. M., was run to-day in brilliant sunshine and balmy air, and M. Nelson, of the Columbia Wheelmen, won. He ran over the seventeen miles of the course from Van Buren street and Michigan avenue in 55.41. Nelson is a good rider, who has not been heard of much as a racer. He is well-known and popular among the men of his club, and the victory all belongs to the Columbia, for another Columbia man, M. Nessel, won the time prize.

Nessel's time was 55.17. M. Nelson, the winner of the race did 55.41; G. L. Emerson was third in in 55.48; O. Peterson fourth in 55.54 and O. L. Leonhard fifth in 56.09; Chas. T. Knisely's time was 56.11 2-5.

The crowd of spectators at the start and finish were far up in the thousands. As the course has been changed since last year, comparison is difficult with preceding records.

The finish was marred by an accident that will temporarily disable George K. Barrett. He started from the two-minute mark and came in well among the leaders. As he neared the tape a rider cut across the track and struck Barrett's machine a side blow. Rider and wheel were thrown to the ground and Barrett was unable to rise unassisted. He was helped to the club house headquarters in the Hotel Florence. His disability will, however, be but temporary.

Another incident, resulted directly in J. F. Gunther, a dark horse from the Lincoln Cycling Club, losing the race. Gunther was leading Nelson by about four wheel lengths when he was seen to veer suddenly to the left. Friends shouted, but Gunther leaped from his wheel, thinking he had crossed the line. Before he realized that the tape was two rods further on, Nelson whisked by and captured first place. Gunther was motioned to by Trainer Stockpole and thought he was beckoned to alight. Instead, the trainer was waving his hand in encouragement.

Union County Roadsters.

THE fifth race meet of the Union County Roadsters was held on their new quarter-mile track in Rahway, N. J., on Memorial Day. The track was in record breaking condition.

Several accidents occurred to mar the day's pleasure, but none resulted seriously. Summaries:

One mile novice, run in four heats—Final heat won by C. Eliz; Edgar Serrell second. Time 2.55.

Half-mile safety, handicap—Won by W. L. Ferguson, 90 yards; A. Thompson, 70 yards, second; L. A. Coyt, 50 yards, third. Time 1.10.

One mile safety—Won by George Tomkin, Kings County Wheelmen; T. F. Goodman, second; J. C. Earwetta, third. Time 2.46 2-5.

One mile safety, boys, 17 years or under—Won by J. A. Powell, New York A. C.; T. F. Goodman, second; T. A. Cummings, third. Time 3.03.

One mile safety, handicap—Won by Charles Brown, 90 yards; L. Coyt, 90 yards, second; A. Thompson, third. Time 2.30 4-5.

One mile safety, Union County Roadsters' spring championship, for members only—Won by A. C. Watson; Thomas Black, second; N. H. Mooney, third. Time 2.33 2-5.

Zimmerman Scores.

On Sunday, May 28th, at Paris, within three hours after Zimmerman landed direct from London, he won the 5000 metre and 1000 metre races at Buffalo Velodrome, defeating Voegt, champion of Scotland (the man who lately broke records on Herne Hill track) and DuCros the champion of Ireland and DerVil the champion of France.

Zimmerman tries for the mile record on Herne Hill track at London to-morrow.

ZIMMERMAN WINS AGAIN.

PARIS, May 30.—A. A. Zimmerman, the noted bicyclist of the New York Athletic Club, easily won the mile amateur bicycle race at the Buffalo Velodrome to-day, but failed to lower the record. He will start back for London to-morrow.

Morgan & Wright,

Patent ~ Pneumatic ~ Tires.

Do you want to know about the Morgan & Wright tires? It is easy to find out all about them. How to repair them, how to take care of them and hints on how to use any pneumatic tire, that it may give you the very best service. A full list of our prizes offered to the riders of our tires in 1893 is as follows:

PRIZES FOR 1893.

For greatest mileage made on one set MORGAN & WRIGHT TIRES during 1893. Rider to make his own repairs.

1st Prize, Cost Value, . . . $100
2d Prize, Overcoat, . . . 45
3d Prize, . . 1 Set M. & W. Tires

For most meritorious single ride. Distance, weather and character of roads to count.

1st Prize, Cost Value, . . . $50
2d Prize, Cost Value, . . . 25
3d Prize, . . 1 Set M. & W. Tires.

For fastest mile made in competition.

Prize, Cost Value, . . . $50

For best time made in road race. Distance 10 miles.

Prize, Cost Value, . . . $25

Best time made in road race. Distance, 25 miles.

Prize, Cost Value, . . . $25

These prizes to be competed for under the rules of the L. A. W., and prizes to be such as will be acceptable to the Racing Board.

All trials for prizes must be made with MORGAN & WRIGHT TIRES.

Contest closes December 25, 1893, and prizes will be awarded as soon thereafter as the judges may decide.

Note These Facts.

We solicit the good will of riders and buyers generally, and offer the following facts in our favor:

1st. THE MORGAN & WRIGHT TIRE is distinctly an American invention, and does not in any way copy or infringe upon other Tires.

2d. We were the first makers in the world to sell a perfect Tire at a popular price, our price for 1892 being from 50 to 200 per cent. lower than others.

3d. Notwithstanding our low price we have faithfully and honestly backed up our goods, and made all repairs without charge.

4th. The MORGAN & WRIGHT TIRE started 1892 with at least thirteen competitors, and within the year every one of these competing Tires had to be entirely remodeled or were withdrawn from the market as failures, with the exception of three.

5th. This present season, having reduced our process of manufacture to absolute perfection, we are enabled to reduce our price of 1892.

6th. Our Tires for 1893 are made of the finest materials obtainable, and the integrity of our concern is pledged to sustain our goods in every way.

7th. Our plant has been remodeled throughout, and the capacity is treble that of 1892. All orders will have prompt attention.

A Pointer or Two.

Our Tires have our firm name in raised letters moulded on the casing. Look for this in buying a Morgan & Wright Pneumatic.

Don't buy an imitation; rest assured that the skill and experience, which have brought the MORGAN & WRIGHT TIRES to their present perfection, will be exercised in keeping them ahead of mere copyists.

SEND FOR CATALOGUE.

Morgan & Wright.

331-339 West Lake St.,
CHICAGO, ILL.

[Mention BICYCLING WORLD.]

In Central New York.

THE fifth annual meet of the Rome cyclers was held on Decoration Day. Clubs from Syracuse, Utica, Rion, Watertown, and other places were represented. Brisk showers during the forenoon prevented many expected visitors from attending.

The twenty-mile road race to Oriskany Monument and return was one of the events. Nine riders entered, and the race was won by Arthur Ferris, Utica Cycling Club, in 1.18.00. The roads were heavy.

There were seventeen events contested. The best time was made in the one-mile three-minute class. Frank J. Jenny, Utica Athletic Association, won in 2.31.

The most important event, the one mile safety for the championship of Central New York, was declared off. C. A. Benjamin, Syracuse Athletic Association, being thrown from his wheel on the home stretch, and the judges could not decide which of two other contestants got in first.

The parade prize given the club having the largest number of cycles in line was won by Syracuse Athletic Association. A two-mile handicap race was won by E. C. Bald, Press Cycling Club of Buffalo.

Syracusans Ride.

THE Century Cycling Club of Syracuse, N. Y., held its ten-mile road race Tuesday afternoon of last week in spite of the discouraging weather, and the record of 35.30 made by Weed last season was beaten by both Wells and Hancock, the former lowering it to 34.40 and Hancock coming in a second later. The race was run without mishap except to Pendergast, whose wheel gave way and forced him to quit. Strong stopped with him, but the others all finished well bunched showing that the handicaps were well calculated.

	Handicap.	Time.
Cole	3 min.	38 58
Wells	Scratch	34 40
Hancock	Scratch	34 41
Wood	3 min.	35 44
Morrell	2 min.	36 37
French	3 min.	38 55
Dickinson	6 min.	41 57
Weed	Scratch	38 00

Wilmington Beats the South End Wheelmen.

THE long talked-of road race between the South End Wheelmen of Philadelphia and the Wilmington (Del.) riders was run last Saturday and the Wilmingtonians conclusively proved their superiority.

The teams consisted of five men each. Wilmington's team being Messrs. Merrihew, Elliott, Booth, Pyle and Wenzel. South End's was composed of Messrs. Marriott, Dampman, Paradise, Courtney and Wilson. The race was started from Wilmington and finished at Darby, a distance of nineteen miles.

The two teams got off at 3.27, and Messrs. Merrihew, Elliott, Booth and Pyle, of Wilmington, crossed the line almost together at 4.39.24 1-5; an hour and six minutes for the distance. The other men finished as follows: Marriott, South End, 4.40 1-5; Courtney, S. E., 4.42.22 1-5; Wenzel, Wil., 4.44; Dampman, S. E., 4.44.35 1-5; Paradise, S. E., 4.45.32 1-5; Wilson, S. E., 4.48.11 2-5. Wilmington thus won by a score of 36 points to South End's 16.

The Stall Road Race.

STALL'S road race, which took place Saturday, May 27, was a great success. It was the first one over the course and of the twenty-one entries, all started and twenty finished.

The race was open to Taunton, Fall River, and New Bedford riders and was run from one and one-half miles east of Taunton to Slade's Ferry bridge, Fall River, a distance of 15 11-16 miles. Jno. Witts of Fall River had ridden ober the course against time in 53 1-4 minutes.

Results:

1.—Harry Laws, New Bedford, 56.04. 2—Leon Moran, Taunton, 56.58. 3—Peter Fagan, Taunton, 58. 4—F. C. Nichols, Fall River, 51.04. 5—W. E. Braley, Fall River, 57.55. 6—H. L. Marble, Fall River, 57.14. 7—Geo. A. Benoit, Fall River, 60.35. 8—Alton Thurston, Fall River, 58.11. 9—Jno. Ramsbottom, Fall River, 56.13.

Witts broke a pedal early in the race and had to drop out. The following six men finished inside his record with Nichols leading and winning the cup in 51.04; Geo. Brocklehurst, 52.12; W. L. Wilcox, 53; Wm. F. Brocklehurst, 53.08; C. E. Wood, 53.12; Dennis Daley, 53.14.

Canastota's Relay.

THE relay bicycle race between members of the Canastota (N. Y.) Cycling Club took place Thursday afternoon of last week, a distance of 23 1-4 miles. The two sides were captained by Wm. Westbury and E. B. Roberts.

The time occupied by Westbury's men in covering the ground was one hour and 59 minutes, while Roberts' riders made it in two hours and 20 minutes. The weather was disagreeable and the roads muddy, and a heavy shower took place during the progress of the race. Several accidents delayed the riders more or less.

All who participated in the race enjoyed a banquet Thursday evening at the expense of the losing side.

Down in Maine.

THE annual spring meet of the Maine Division, League of American Wheelmen, was held at Norway, Decoration Day, under the most propitious auspices as to weather and attendance. The principle cities of Maine were represented. The forenoon was spent in a pleasant call on Lake Pennesseewassee, followed by a grand parade through the principal streets of the Twin Villages.

The afternoon races were the great feature.

Summary:

The novice was won by James Barlour, of Auburn; W. Dennison, of South Paris, second; H. L. Barr, of Lewiston, third.

L. P. Swett, of Norway, won the championship of Maine, beating Lissomb by a few inches.

In the attempt to break the State record, Lissomb won by a foot. Time 3m. 15s.

In the one-mile handicap Swett won easily, having a start of 100 yards given him.

Two-mile handicap was won by A. J. Dyer, of Portland. Time 5m. 39 1-2s.

The last race was contested by two members from each of the following clubs: Malden, Mass., York County, Lewiston, and Auburn, Norway and Portland. Lewiston and Auburn won, with Malden second and Norway third.

Norwood's Races.

THE third annual bicycle races of the Norwood Bicycle Club were held in that town on Memorial Day.

In the boy's race Roy Barrett finished in 3m. 42s.; Arthur C. Morse, second and Bernard Roby third.

Three-mile handicap—Louis Lavine won in 8m. 11 1-2s.; Charles Ellis second and Walter Young, of Foxboro, third.

Nine-mile safety—Louis Lavine first in 27m. 14 1-2s.; Joseph Gethro second and John Foster third.

One-mile safety—Fred Foster won in 3m. 19 1-2s.; John Foster second and Charles Ellis third.

By The Sad Sea Waves.

THREE thousand spectators were present on Decoration Day afternoon at the semi-annual meet of the Asbury Park Wheelmen. The races were spirited. Summary:

One mile novice—Won by P. M. Haveland, Red Bank Cyclers; Murray second. Time 2.56 1-2.

One mile safety handicap—Won by Horace A. Allen of Point Pleasant City; George Walters, Kings County Wheelmen, second. Time 2.30 4-5.

Two mile safety, handicap—Won by Horace A. Allen; Fred Frick, Red Bank Cyclers, second. Time 5.28.

One mile safety—Won by Horace A. Allen; Harry W. Smith, East Orange Club, second. Time 2.45.

One mile safety—Won by George D. Walters; Fred Frick second. Time 2.36 1-5.

One mile championship of Monmouth County—Won by Harry B. Morton, Asbury Park Wheelmen; M. P. Haveland, second. Time 2.52.

Consolation race, one-third mile—Won by D. A. McFarland, Elizabeth Wheelmen.

Van Wagoner Breaks Record in the Martin Road Race.

W. VAN WAGONER, of the Springfield Bicycle Club, broke the amateur 25-mile road race record in the Martin Road Race, at Buffalo, on May 30. Over the regular surveyed course he made the run in 1 hour and 14 minutes. He was the scratch man in the race, which was witnessed by 20,000 persons.

The finish was as follows:

First, W. R. Blake, Rovers Bicycle Club, Tonawanda, handicap 9 minutes, finished in 1 hour, 19 minutes, 30 seconds; second, A. B. Gochler, Ramblers, Buffalo, handicap 8 1-4 minutes, in 1 hour, 19 minutes; A. E. Weining, handicap 10 minutes, finished in 1 hour, 21 minutes, 45 seconds.

Connecticut Road Record Broken.

THE third annual road race of the Ansonia (Ct.) Wheel Club, five miles, eleven men, was run Decoration Day and won by F. H. Steinman, breaking by 20 seconds the record of the State made by Spencer last year. Spencer, the scratch man, rode in 16m. 13 3-4s.

Lynn Road Race.

IN the bicycle road race of the Classical High School Athletic Association of Lynn held last Friday afternoon, Charles Baker won the time prize, a gold medal, covering the distance, 6 1-2 miles, in 19m. 23s. The winners of the other prizes were: Everett Hoyt, first; Charles Baker, second; Oliver Newhall, third; J. M. Barnett, fourth.

Minor Decoration Day Events.

AT the annual spring carnival of sports on the Bergen Point Oval by the New Jersey Athletic Club, there were two cycling events, as follows:

Two mile handicap, contested in one heat —L. L. Clarke, New Jersey A. C., 160 yards, and Louis Hunter, New Jersey A. C., 140 yards, had an exciting struggle for first place, Clarke winning by spurting on the home stretch, his time being 5m. 31 4-5s., and his lead about a dozen feet. William A. Whelpley, Greenwich Wheelmen, 160 yards, finished third.

Two mile handicap, open to residents of Hudson County—There were three competitors. Louis Hunter, New Jersey A. C., 60 yards, finished first in 5m. 46 1-5s., with C. D. Collins, Bayonne, 80 yards, second, and Frederick Shafto, Hudson County Wheelmen, 60 yards, third. The latter took a header on the third lap.

At the Berkeley Oval (New York) games of the Archdiocesan Union Track and Field Tournament, the bicycle event was a Three-mile handicap—Won by N. C. O'Connor, Xavier A. A., 300 yards; A. E. Stilger, Spalding L. C., scratch, second; C. J. Leonard, Spalding L. C., 300 yards, third. Time 8m. 52 4-5s.

On the grounds of the Young Men's Literary Union of St. Patrick's Church in Brooklyn, the one mile tandem was won by Daniel Toal and William McGinley, with M. D. Teylin and Samuel Toal, second. Time 2m. 15s.

At the Patchogue (L. I.) grounds of the Young Men's Institute Athletic Association the chief event was the two mile bicycle race for the championship of Suffolk County, for a solid silver cup, presented by the Hon. Edwin Baily. C. H. Lush of Amityville, H. K. Smith of Patchogue, and Elliott Young of Orient were the contestants. Lush won in 6m. Young was second. Other events were:

One mile safety—Won by J. Croker. Time 2m. 55s. C. H. Lush was second.

One mile safety—Won by Nathaniel Roe. Time 2m. 59s.

Quarter-mile safety—Won by H. K. Smith. Time 43s.

Half-mile safety—Won by N. Roe. Time 1m. 20s.

The first bicycle and athletic meeting of the season for Philadelphians took place at Neshaminy Falls.

Final, 1 mile handicap—Won by Howard T. Wunder, scratch; R. Solts, 85 yards, second; H. R. Buttscher, 50 yards, third. Time 3m. 11 3-4s.

Amherst's Cyclists Win in the N. E. Intercollegiate A. A. Games.

AT the Worcester, Mass., oval, last Wednesday week, Amherst beat Dartmouth, Brown and Williams in the bicycle race, the summary being:

Two-mile safety (record 6m. 22 4-5s., made May 25, 1892, by G. D. Pratt, Amherst)—First, E. M. Bliss, Amherst; second, G. D. Pratt, Amherst; third, M. Hoyne, Williams. Time 5m. 50 3-5s., a new record.

AT Belton, Tex., on May 24, in the half-mile bicycle race at the fair grounds Walter Lee was first, John Harvey, second and Will J. Russell, third. Time 1.40 1-4. In the mile race Walter Lee was first, John Harvey, second, and Felix Hubbard, third. Time, 3.32 1-4.

ERRATUM: In the account of the run-off of the Linscott road race last week the types made us credit the time as 1h. 58m. 45s. It should have been of course, 1.18.45.

A CYCLE club has been formed in Winchendon, Mass., under the name of Monomonne Wheelmen. The club starts with twenty members.

THE Evansville (Ind.) Cycle Club has adopted club colors of black and yellow.

THE Chesapeake Wheelmen of Baltimore, Md., celebrated their fifth anniversary by a moonlight ride and banquet at Halstead's last week. There were 41 members present.

IT is said that a gang of bicycle thieves are operating in Western Pennsylvania, working many different towns. In Pittsburg recently there were twenty wheels reported as stolen in one week.

CHARLES E. FORBES of Bridgeport, Ct., was run into by a team last week and badly injured. It is thought that the horse trampled upon him. The driver of the team did not wait to ascertain the extent of Mr. Forbes' injuries, but drove rapidly on.

Bicycles At Auction.

ON Saturday, June 10, 1893, at 1110 Chestnut street, Philadelphia, Pa., will be sold at auction a large number of High Grade Safety Bicycles.

THOS. BIRCH'S SONS, Auctioneers,
1110 Chestnut St., Phila., Pa.

A Necessary Article of Dress.

THE man who wears stocking supporters to hold up his hose while riding cannot do better than invest in a pair of the Willard & Everett supporters. They are an improvement over the old supporter inasmuch as they cross between the shoulders thereby preventing all uncomfortable slipping which was a fault with the old supporter. They are moreover well made, and retail at the moderate price of 50c. and ought to prove popular. They can be ordered by mail of WILLARD & EVERETT, 221 Tremont Street, this city.

WANTED

25 Pneumatic Tire Machines
FOR RENTING
At the World's Fair, in exchange for
ANY NEW WHEEL.
What Have You
TO OFFER?

RALPH TEMPLE,
Manufacturer of the **American Centaur.**
U. S. Agent for the Royal Limited and Halladay-Temple Scorcher.
Chicago, 158 22d Street.

SHEPARD, NORWELL & CO.

OUTFITS FOR
Wheelwomen.
BICYCLE HABITS
AND
Perfect Travelling COSTUMES.

These garments are made to measure from the

Celebrated Cravenette Goods,

Absolutely dust and water proof, and warranted to neither spot nor shrink when exposed to rain.

These garments are tailor-made and finished with thoroughness, in styles to suit individual tastes.

Bicycle Skirts.

We are making Cyclestrienne Skirts for wheelwomen, especially designed by one of the pioneer lady cyclists of this country,

Mrs. Mary Sargent Hopkins,

Lecturer and writer on "Wheeling for Women," who will give all interested parties the benefit of her judgment and experience.

This skirt incorporates all the merits, besides possessing novel and original features, the result of valuable experiments, and looks equally well as a wheel or street costume, a feature which will be readily appreciated by all lady cyclists As a travelling costume this habit is without a peer, and will be found invaluable to tourists.

We have in stock complete outfits, including Bicycling Hats, Shoes, Equestrian Tights, Etc., and all accessories to a perfect wheel costume.

Orders taken for costumes for ladies' wheel clubs.

☞ **Mail orders and inquiries will receive prompt attention.**

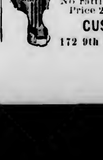
Shepard, Norwell & CO.,
Winter St., BOSTON, MASS.

A BAD WHEEL

Is frequently blamed when all trouble could have been avoided by oiling it properly with a "PERFECT" POCKET OILER. Regulates the supply of oil to a nicety. Thoroughly tight; neatest, cleanest and best oil can in the world. Price 25 cts. each. Handsomely nickeled.



One half Size.



BETTER THAN TOOL BAGS.

Two size holders. Smaller size for above oiler, larger size for pneumatic pump. Easily attached to any wheel. No rattling. Handsomely nickeled. Price 25 cts. each for either size.

CUSHMAN & DENISON,
172 9th Avenue, New York.

This Space is NOT occupied by The American Dunlop Tire Company,

BUT DID YOU

HEAR THAT GUM DROP?

Worcester, Mass., May 4th, 1893.

"One of my customers dropped his Weldless Premier--$115.00 grade--off the back piazza of his house. It fell thirty-five feet, striking a concrete walk. The machine does not appear to be injured."

Very truly,

H. D. STONE.

PREMIERS are BUILT to RIDE,

But if our Customers want to use them as Foot Balls, Battering Rams, Pneumatic Guns, or other weapons of off-or-de-fense, we will cheerfully guarantee them for that purpose. You can't "faze" a Premier, although they are the lightest wheels made.

. . . . ART CATALOGUE, TWO STAMPS. . . . .

PREMIER CYCLE COMPANY,

New York.

PNEUMATIC TIRES ARE NOT A NECESSITY IF YOU ARE IN THE HABIT OF RIDING A ROAD ROLLER OR A HAY WAGON. BUT IF YOU ARE THE HAPPY POSSESSOR OF A CARRIAGE OR BUGGY YOU SHOULD SEND FOR A DESCRIPTIVE CIRCULAR OF THAT LUXURIOUS NECESSITY THE DUNLOP.

AMERICAN DUNLOP TIRE CO.

160 FIFTH AVE., NEW YORK CITY.

DON'T BE FOOLED



Into buying a Bicycle as high grade because it is listed at $150. See our Model A, 27 lbs., list $150; Model B, 33 lbs., $125. Write us for catalogue. We are also fully equipped to do first-class repair work. Don't be robbed, but send your work to us. We make a specialty of fine work for dealers and agents. Old machines changed over into Cushion and Pneumatic Tires.

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Artistic Souvenir of Washington.

13 Beautiful Full Page Illustrations of Public Buildings at the National Capitol. ∴ ∴

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"CUT" PRICE BARGAINS IN

Sweaters, Duck Pants, and Bicycle Pants.

ALL WOOL, ENGLISH GOODS, White, Black, Blue. Others sell for $3.50. We sell for $2.63. Send bust measurement.

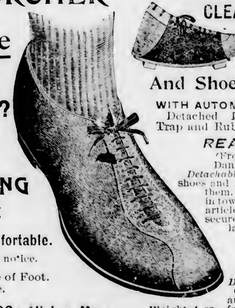
ANOTHER BIG "CUT"—DUCK PANTS FOR $1.25. This is away under all others. Send waist and length measure. Third big "Cut"—BICYCLE SUITS—L. A. W. Gray, Blue, Black, and Light Gray—$5.50 and $6.50. This is the bargain to take advantage of. Send coat and pants size. We are manufacturers' agents and guarantee every article we sell. ☞Write us and save money.

THOS. W. FARNSWORTH, 89 and 91 Summer St., Boston.

N. B.—We fit out entire clubs. N. B.—We do it cheap. N. B.—We pay the freight.

$2. SCORCHER Shoe $1.

DETACHABLE CLEAT



Why wear BROGANS?

You want light wheels. Why not light shoes?

—OUR— GLOVE FITTING HORSEHIDE SHOE

Is Stylish. Neat, Comfortable.

Sizes, 3 to 11. Ladies take notice.

Send Money and Size of Foot. Postage free.

DETACHABLE CLEAT CO., Allston, Mass.

And Shoe Protector,

WITH AUTOMATIC SOLE CLASP

Detached Instantly. For Rat-Trap and Rubber Pedals.

READ THIS:

(From an agent.)

Danville, Ky., May 26, 1893.

Detachable Cleat Co.:—Received shoes and am highly pleased with them. Now almost every rider in town wants a pair. They are articles that sell on sight. I have secured 6 orders, 1 pair are for ladies. Yours respectfully,

E. H. STAN—

L. A. W. 19743.

ANOTHER.

Calais, Me., May 26, 1893.

Detachable Cleat Co:

Cleats came to hand O.K. and are perfectly satisfactory. Yours truly,

D. & F. H. MOORE.

Weight, 4 oz.

CARDS

Write For Samples And Prices.

THE CHAMPLIN PRINTING CO.

25 West Gay St., - - Columbus, Ohio.

$20 OXFORD Buy Direct and Save 50 Per Cent.

All riders anywhere cannot now afford to pay double the money for an elegant Oxford made from selected tubes, plated, enameled to the finest degree, ample in guarantee, strong, durable and accurately fitted, while makes and finishes our Wheel a pleasure instead of bad work; material as used in the highest grades; each wheel guaranteed. Write today for our illustrated FREE catalogue.

DEPT. S—OXFORD MFG. CO. 339 WABASH AVE. CHICAGO.



The Boston Bicycle Club.

FIFTEEN years ago this spring the Boston Bicycle Club had a picture taken at the Chestnut Hill Reservoir, and in order to commemorate that event the members resolved to have another photo taken at or near the same spot as originally. Alas! only one of the original party was in evidence—"Papa Weston," the father of the club and the father of American cycling. He appears in the front and at the extreme right of the picture as you look at it, while Mr. J. S. Dean, an old member of the club, stands next to Weston. The other members of the party were Capt. Kendall, Messrs. Rothe, Hill, Fourdrinier, Crowther, Cartwright, Nickerson, Frederick Whitney, E. F. Myers, H. W. Robinson, H. L. Soule.

FACTIONS.

Direct Spokes—Likewise Tangent—Pneumatic Tires—Also Elliptical Sprockets.

BY "MICHAEL."

FIFTY YEARS AGO,

Here in Brushville, as my father is wont to relate, the village boys of that period were divided into two factions. How they came to be divided thus, my beloved dad, who was one of those boys, has never been able to make clear; and I doubt very much, if there is, in the realm of thought, sufficient wisdom to clear up that point. The boys of the "North End" hated the boys of the "South End," and lost no opportunity that favored forays of deviltry one party against the other. In winter they snowballed each other after the most approved science of snowball warfare; using water-soaked and frozen ammunition; so that black eyes and smashed noses were not infrequently recorded. They tore up each others snares and stole the baits from each others skunk traps. In the swimming season if a "North End" party disported itself at the swimming pool without the precaution of a guard (and this did happen once but only once) a "South End" skirmish line was ready to drive off the bathing parties' raiment; and when it was finally secured by an ambassador from the swimming pool, whose state dress would hardly meet our present race track requirements (inasmuch as it was only a flour barrel with the heads out) the raiment was quite likely to be in that condition, that all boys reared in the glorious country will understand.

I dwell feelingly upon this because, some thirty-five years afterward, I myself one day sat beneath a birch beside our river for half an hour, vainly trying by the aid of my chattering teeth and my cold-benumbed fingers to untie the knots that some young contemporary devil of mine had tied in my shirt sleeves—wetting the knots after they were tied. I am glad my dear dad was a boy once, and that I too have experienced

THE SAME GENIUS.

I think this same genius has attended Brushville all down through the years—that is, so far as her boys are concerned.

It was only six years ago that those young men also possessed wheels, built tangent, precipitated themselves into a clique that could not see any good or have any human feeling for us whose wheels were built on the direct spoke principle. And perhaps we reciprocated!

A little later the split was

ON SPRING FORKS;

and we had the spring fork coterie taking all their runs by themselves. We who rode stiff forks were just as exclusive, and wheeling life in Brushville was pleasant that season.

Then a pneumatic tire came. A stiff forker owned it.

He condescendingly let all the spring forker faction try the new fangled thing; and the universal verdict from that party was, that the spring fork is just as good, with no punctures to look out for. One night the pneu. was left for a few minutes unguarded, and after that its breath failed it. We stiff forkers found a pin in the poor things lungs the following morning; and of course we fastened the crime upon "that spring fork gang."

All these matters are old now; their leaf is torn from the calendar; and we are fresh and peppery for the latest.

The cyclers of Brushville are split again; and do you wonder? It is

THAT ELLIPTICAL SPROCKET.

We have one agent here in the village who "handles" a wheel fitted with an elliptical sprocket.

There is also another wheel handler in our midst who gets mad if you mention the elliptical. This last man tells you the thing is jerky; that it destroys all ankle action effect; that it is dead wrong in principle, because steam engines are not built that way. Of course this man has his following and has let his customers try the elliptical; but after some of them have twisted and jerked and wrenched their wheels into all sorts of terrible mechanical monstrosities they have one and all gone back to the round sprocket, and just to prove that a round sprocket is superior to any elongated contrivance the whole anti-elliptical clique has gone about climbing never-before-climbed hills on *fifty-four* gears.

For a while I was almost carried away with the wave this anti-elliptical crowd were proving things; but since the other guy began to get in his work also I declare I am in a state of fidgets to know which platform has the strongest plank in it.

THE OTHER MAN

Goes at it this way: He says (and so by the way do *all* the elliptical crowd) that "our company owns this elliptical sprocket, and the reason the other fellow is mad is because his concern will have to pay blank dollars per every one that his concern puts out. He tells you the thing is jerky; and so it will be if it is not made a true ellipse." And so *this* fellow goes on with his smooth talk. His following stick to their elliptical sprockets and swear there is nothing like them; "they go up hill so much better," they say, and not a wheel has been wrecked by the undue strain.

WHAT'S ONE TO DO

In such a case? I do not want my wheel all wrenched apart and mangled by one of these "smashed circles." Neither do I want any of that anti-elliptical crowd to take me out and beat me up the hills with their *fifty-four* gears.

But then, there is the elliptical following; they too, go up the hills so much better than before, on their *sixty-threes*. I am something of a bird at hills myself and I hate to be "done" by my own class.

Ah! indeed, what is one to do? Is there not some one reader who loves "Michael" enough to drop a line to me, care of the BICYCLING WORLD, and help me out of this? (Sterling Elliott might forward "Ariel's" address to "Michael" and let the two talk it out on paper.—ED.)

I would not dare to have it come direct to me here in Brushville, because our assistant postmaster belongs to the anti-elliptical party; and if the word should favor the elliptical his feeling is so intense I am quite sure he would feel it right through the envelope.

When Will Riders Learn Care—Another Fatality.

CLIFF RENNE, aged sixteen, of Calais, Me., was thrown from his bicycle while coasting around a corner and received injuries which resulted in his death. At the time of the accident his injuries were considered of a trivial nature and young Renne was about as usual during the evening. Before retiring he complained of a headache and in the morning was found dead in his bed, death having resulted from the rupturing of a blood vessel in his head.

Retrospective.

[CONCLUDED.]

APROPOS of enthusiasm let me read a few lines which caught my eye in a recent cycling paper anent the old times. "We who know the exhilaration of cycle riding are rather too much inclined to believe that the cycle has become as widely and familiarly known as thousands of other articles designed for use and beauty. * * * We have come to believe that this is not so. * * * It is unfortunate that the increased commercial life of cycling has damped the ardor off if it has not entirely killed off, many enthusiasts and missionaries, who in early days were as bent on placing men on wheels as preachers of the Word are upon bringing men back to the narrow path. We know of localities where we think one good old-fashioned enthusiast could mount scores of men and women on cycles. * * *" The old-fashioned enthusiasm is not dead by any means, but I am very much afraid that the new fashioned kind would die an early death, if women were obliged at the present time to meet with all the unpleasantness which beset the path of the early wheelwoman, to say nothing about the weight of the wheels and the clumsiness of the whole outfit.

But think a moment before giving expression to your extreme wonder and disgust at women being so foolish.

Had it not been for those old "cages" as you call them, and for the pioneer work which the women did, who rode them, in breaking down adverse public opinion, you would not now be enjoying your dainty safety followed only by admiring and approving glances. It is not so very long ago either since I could count on my fingers the number of women who wheeled, but what we lacked in numbers we made up in enthusiasm and determination.

What would you say, my girl, to a walk of five or six miles, consequent upon a "buckled wheel?" "What's that?" "Well, it is a wheel (remember wheels were very large in those days) bent into a great variety of curves and shapes, resulting from running one wheel suddenly into the gutter, or turning a corner too fast at foot of decline, giving the machine a sudden wrench, precluding the possibility of riding it again, until it had visited the repair shop. A broken axle was of frequent occurrence, necessitating a call for storage in the nearest barn, a break in the steering gear, going down hill, which if it resulted in nothing more serious than some ground and lofty tumbling afforded material for the amusement of the spectators, the sneers of the women, and the jeers of the small boy.

These were but trifles among the difficulties which beset the path of the woman, brave enough to ride a tricycle in those days, but sometimes I question if we did not enter into our sport with fully as much fervor and anticipation of good times as does the hypercritical novice nowadays, who talks so learnedly of the merits of the different makes of wheels, their respective tires, etc., etc., who sometimes wants her wheel with that dreadful adjustment of handle bar like brother Jack's, who apes the racing man, and who seems to think the sole aim and end of cycling is to make the distance between two given points in the shortest possible time, irrespective of how such a spectacle may strike the beholder, ranking health, beauty and grace, subservient to "get there."

No! I know you don't ride that way, and I hope you will never be tempted into so doing.

You want to know how far we went on that famous tour, and how long we were gone? We rode 100 miles and made the distance in four days, twenty-five miles per day. Slow riding you say. Yes, the riding might have been slow, but the fun was not by any means. It was not in mere riding we found all our pleasure. The frequent stops by the wayside, drinking in the golden beauty of the scene (it was in October), the good comradeship, the merry jest and quip, the appetites on which good digestion waited, the jolly evenings in the hotel parlors, where we danced and sang the hours away, the sweet and sound sleep which followed, are only delightful memories now!

Heavy and cumbersome as you were, blessed be your memory, good old Trike, for without you we never could have been enjoying our fairy safeties to-day. Although it has been the greatest source of wonderment to me, why the woman's safety could not have evolved much sooner than it was. Such a little thing to drop that frame, allowing a woman to mount and dismount decorously and gracefully.

In thinking over what has been done in the past few years, we fall to wondering what a few more years will bring forth—but that is "another story" as R. K. says.

"MERRIE WHEELER."

Salem Will Not Tax Wheels.

THE assessors in Salem, Mass., have given up the idea of taxing bicycles this year. They claim that there are not enough of them in the city to pay them for their trouble.

THERE has been a deal of squabbling among bicycle riders of Albany, N. Y., over certain events in connection with the recent relay race. Charges and counter-charges have been made, and a considerable ill-feeling developed. One of the couriers claims that the man who was to bring the message to him deliberately passed him by in a carriage and not on a bicycle. In return the accused takes an affidavit before a notary public that he did not use a carriage. He claims the man he passed was off his post, and rather than wait he rode on to the next relay.

Inventors, Lead Sprockets and Scorchers.

BY STAMSON.

I'VE seen him again, "Michael;" he came slowly over the studio threshold, as great personages will (although this one cannot weigh over 117), with such a wise expression on that you could scarcely see through the mask of wisdom enthroned upon his face.

There was just a glimmer of recognition in his eye as he slightly returned my greeting, then came that air of absent-minded—dazed and far-away look that is supposed to savor of great inventive minds, as in a dignified way he totally ignored my choicest and lightest up-to-date wheels all in a bright and shining row, and after a bit of eloquent silence seemed to focus his eagle eyes upon some part of an old high wheel crock that was in a back corner, only waiting for the junk man's coming.

Do you wonder that the fellow's actions cut me deep and hard, going back on all those featherweight, polished pets of perfection that represent—er—large expenditures of gray matter and greenbacks, and in which I take much pride and pleasure in handling?

But I should introduce him. He was the same chap whom I mentioned last summer as having invented the machine that would "do a mile on minute" an' go as easy uphill as down." That's him. He is hard o' hearing, and said but little, but made up for it largely by looking so wise that no one had the courage to break into his reveries in any way.

I could see, though, by the way he took measurements about that old crock that something was on his mind, and I am in a sort of mild agony lest he brings out some sort of an ordinary that will possibly run in either direction, and hurt the sale of my glimmering specimens of perfect cycle mechanism.

He did not remain long, however, and now, after several days have slid back in a dizzy whirl into that great unreturnable past, and which we shall no more see again than we shall in this life engage in wars on the planet Mars, I feel comparatively safe and hope for the best.

His friend was in the other day and said that the power mechanism he had gotten up was of so much more account than anything ever heard of heretofore that the patent office folks wanted a thousand dollars to put it through for him, and the raising of the money was causing all the delay.

That frightened me afresh; wouldn't it you, "Mike," and you, "Ariel," and you, "X. C. C." and you, Elliott?

We'll have to scrub around and find some word to take the place of "revolutionize," when the new power comes out, for no such tame, commonplace term will have any place at all in that great day.

I hope that the new combine—"Ariel," "Michael," Elliott, *et al* (Limited)—will bring out a special 'Tourists' Sprocket that will bring unending joy to the mass of cyclers whence'er they go awheel, and one that will not sing too loud a song as we journey along, lest it rival the birds and running brooks.

One of lead, though, could not be noisy, and must lead, while all others would naturally follow.

I hasten to hope that "my inventor" will pardon me for mentioning this sprocket matter so nearly in connection with his power mechanism, but, of course, "the combine" could not possibly compete with him!

The days are approaching when your injudicious rider, instead of buckling on his armor, as did the knights of old, strips himself and wheel of about all he can get off, and goes forth to the boiled lobster act, coming home too much a wilted wreck to truthfully say that he has really enjoyed his outing at all.

It is a pleasure, though, to note that down here in the woods where nutmegs grow, the old scorchers of '92 already show a tendency to ride with more deliberation and return in a much more normal condition than was usual with them in their frenzied outbursts last season.

They affect light or medium weight mounts, of course, but I find they absorbed a degree of good sense with the ozone of the past year, which is commendable.

The "Scorcher's Pose Imitated.

AN inexcusable and very prevalent habit of wheelmen in this section of the cycling universe is that of adjusting wheels with low "drop" handle bars and with seats high and far back.

This combination makes the rider's spinal extremities cap an incline of about forty-five degrees—a pose more ridiculously popular than beautiful. This propagating habit mingling with humanity a class of freaks as numerous as the locusts and as ungodly in appearance as were the once giddy maidens attired in hoopskirts.

When asked their reason for such a posture, this inevitable reply confronts us:

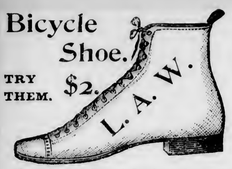
"Oh! you get so much better purchase."

I would suggest that if these enthusiasts would purchase a volume on physiology, a pair of hand-iron shoulder braces and put them both to their respective uses, that perhaps their machines would receive a readjustment, their pleasure of riding would be doubled and their physique would be a subject of much more admiration.

HOLLIS CORBIN, L. A. W. 24,278.

St. Johns, Mich., April 24, 1893.

Bicycle Shoe.



TRY THEM. $2.

Made of the best Dongola Leather and warranted. Delivered free to any part of the United States on receipt of **$2.00** cash, money order or postal note. If not satisfactory we will refund the money or give you a new pair. They are unequalled as an easy walking, Police, or Letter Carrier's Shoe. Sizes 1 to 5, or 5 1-2 to 11.

HUB SHOE CO.,
101 Bedford St. Boston, Mass.

RED CROSS REPAIR OUTFIT



These metallic cases are nickel plated and are very neat and attractive. Can be conveniently carried in the pocket or placed in the tool bag. Each case contains a double tube of Red Cross Cement, a roll of our Pure Gum Patching, a sheet of Friction Cloth.

Ask your dealers for them or we will send prepaid to any address upon receipt of regular price, 75 cents each.

A. W. BETTS & CO., Toledo, O.



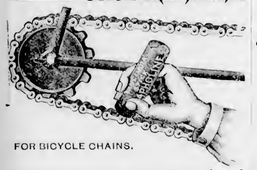
The Chicago Grip

For Tangent and Direct Spokes. For sale by all dealers, or sent post-paid for

75 CTS.

AVERY & JENNESS,
3756 Madison Ave., CHICAGO, ILL.

USE **EAST INDIA STICK GRAPHOLINE**



FOR BICYCLE CHAINS.

The only chain lubricant that gathers no dust. Is easily applied, being manufactured in sticks three inches long. It protects the chain from rust, dust, mud and wear. Price 25 cents, by mail.

PRINCE WELLS
KENTUCKY BICYCLE AGENCY,
26 Fourth Ave. LOUISVILLE, KY.
East India Stick Grapholine

Sold in the East by the
American Ormonde Cycle Co., New York, N. Y.
Gormully & Jeffery Mfg. Co., New York, N. Y.
L. A. Lozier & Co., Cleveland, Ohio.
A. W. Gump & Co., Dayton, Ohio.
Hay & Willits, Indianapolis, Ind.
Geo. Worthington & Co., Cleveland, Ohio.
Gormully & Jeffery, Chicago, Ill.

PRICE BY MAIL, 25 CENTS.

CHALLENGED!

The World. To beat the workmanship, material, design or finish of

WARWICK CYCLES.

WARWICK CYCLE MFG. CO., = Springfield, Mass.

GET A CATALOGUE.

SINGER CYCLES.

GUARANTEED.

We fully guarantee All our Cycles, not for twelve months only, but for a life time. We are interested in our products beyond one year, whether the factory serial number remains intact or not, and should a defect make its appearance at any time in material or manufacture of a Singer Cycle, we are ready to make the defective part or parts good to our customer.

SINGER & CO., 6 and 8 Berkeley St., and 2 Warren Avenue.
BOSTON, MASS.

LIBERAL DISCOUNTS TO RELIABLE AGENTS.

MATERIALLY MATED.



HOLBEIN SWIFT, 30 lbs. stripped.

~~SWIFT~~ By Name.
By Nature SWIFT.

CATALOG FREE.



LADY'S SWIFT, 34 lbs. complete.

COVENTRY MACHINISTS' CO.,
BOSTON. CHICAGO. SAN FRANCISCO.



D. & R.

Special Cycles.

D. & R. Special Light Roadster, weight 30 lbs. Fitted with racing saddle and drop racing bars, weighs 28 1-2 lbs.

We want a few more good reliable hustling agents. We've just caught up with our orders and can supply wheels promptly.

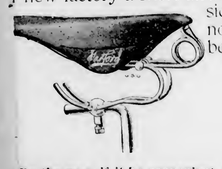
BETTER ORDER NOW.

RIDERS—We will take a limited number of second hand wheels as part payment for these popular wheels where we are not represented by a local agent.

Dean & Rogers Cycle Co.,
TAUNTON, MASS.

ELYRIA is twenty-six miles

west of Cleveland on the Lake Shore and Michigan Southern Railway. Passengers traveling this route will notice our new factory a short distance east of the depot on the north side of the tracks, and seeing it will not be surprised at our claiming to be the . . . . . .





LARGEST SADDLE MAKERS IN THE WORLD.

By the way, if it be convenient stop over a train. We are always pleased to show our new plant, and our visitors so far have enjoyed seeing the building of bicycles reduced to a science.

GARFORD MFG. CO.,
RESPONDENCE SOLICITED. ELYRIA, OHIO.

This is the lightest "Road Wheel" made. Was ridden on country roads over 1,000 miles, and stood the test perfectly.

KEATING.



KEATING.

MODEL D.

As a hill climber it stands at the head. Hollow Rims, Bidwell Tire, Fine Finish.

You miss it if you do not see, and that means purchase. Guaranteed for any weight rider.

KEATING WHEEL CO., Holyoke, Mass.
1775 Broadway, New York. 145 Columbus Ave., Boston, Mass.



COMING EVENTS.

Clubs desirous of booming their race meets will be quoted special advertising rates upon application. The Road Records throughout the Bicycling World.

Fixtures.

JUNE.

3.—Ansonia, Ct., Anson's Wheel Club.
3.—Buffalo, N. Y., State Circuit Meet.
3.—Milwaukee Wheelmen's Indoor Tournament.
4.—St. Louis, Inter-State Desoto Run.
8.—Jeanville, N. Y., Bicycle Club.
10.—Buffalo, N. Y., Press Cycle Club.
10.—Holmes' Field, Boston, Harvard W. C. A.
10.—Columbia Cycle Club of Hartford, Ct., 24 annual 20-mile road race.
10.—Mt. Vernon Wheelmen, New York, 15 mile road race.
13, 14, 15.—Birmingham, Ala. Birmingham Cycle Club.
14, 15.—Memphis, Tenn. Memphis Cycle Club Meet.
14-17.—Syracuse, N. Y., 8 th Circuit Meet.
15.—Herne Hill Track, London, N. C. U. championships.
17.—So. Norwalk, Ct., Alpha Wheel Club's ten-mile road race.
17.—Lynn (Mass.) C. and L. A. C. Race Meet.
17.—Spencer, Mass., Spencer Bi. Club.
19.—Ilion, N. Y., Remington Cycle Club.
21.—Philadelphia, South End Wheelmen's Annual Meet.
21.—Newark to Princeton and return. Metropolitan A. C. C. Century Run.
21.—Louisville, Prince Wells' Ten-Mile Road Race.
21.—Orange, N. J., Athletic Club.
21.—Keystone Bi. Club races at Pittsburg, Pa.
23-26.—Lawson's Second Annual Tour to Kentucky State Meet, Louisville to Harrodsburg.
27-28.—Kentucky Division Meet, Harrodsburg.

JULY.

1.—Brooklyn, R. C. W. Race Meet.
1.—Mercer, N. J., Mercer Co. Wheelmen.
1-3.—Sarnia, Canadian Wheelmen's Assn. race meet.
1-4.—San Francisco, Cal. Bay City Bicycle Club.
1-3-4.—California Div. Meet, San Francisco.
2-3-4.—Annual Meet Missouri Division, at Sedalia.
2-4.—Sedalia, Missouri Division Annual Meet.
3.—Waco, Texas. Texas Division L. A. W.
3-4.—Hartford, Columbia C. C. Race Meet.
3-4.—Providence, R. I., Rhode Island Wheelmen.
3, 4.—Iowa State meet, Vinton Cycle Club.
4.—Reading, Pa. Penn. Wheelmen race meet.
4.—Waltham, Mass. Boston Press Cycling Club race meet.
4.—Milwaukee, Wauksesha Road Race.
4.—Asbury Park Wheelmen's Race Meet.
4.—Tonawanda, N. Y. Tournament Tonawanda Bicycle Club.
4.—Saco Driving Park, Me. York County Wheelmen's Race Meet.
4.—Baltimore, Md. Baltimore Cycle Club.
4.—Cincinnati, Fourth Annual Road Race.
4.—Watertown (N. Y.) Cycling Race Meet.
4. Cincinnati, Fourth Annual Poorman Road Race.
4.—Lake Walden, Mass. Suffolk Athletic Club.
4.—Waco, Tex. Texas Division L. A. W.
4.—Skowhegan, Me.—Skowhegan Wheel Club races.
4.—Eckhart (Ind.) Wheelmen tournament.
4.—Passaic Cycle Club of Paterson, N. J., at Clifton, N. J.
4-5.—Fort Scott, Seventh Annual Meet, Division. Address Henry E. Harris.
4-5.—Rockford (Ill.) C. C. race meet.
5.—Rockville, Ct. Eastern Conn. Cycle Club Meet.
5.—N. wark, N. J. Atalanta Wheelmen 10-mile road race.
21-22.—Herne Hill Track, London. Cinder Cup 24-hour Race.
23-26.—Fort Wayne, Indiana Div. Annual Meet.
28.—South Bend, Ind. South Bend C. C.
29.—Asbury Park, N. J. Asbury Park Wheelmen.

AUGUST.

2.—Richfield Springs, N. Y. Waiontha Bicycle Club.
5-12.—L. A. W. Annual Meet, Chicago.
7-12.—International Race Meet, Chicago.
12.—Alameda Cal. Alameda Bicycle and Athletic Club.
14-15.—Milwaukee Wheelmen's International Circuit Meet.
16-17.—Ripon, Wisconsin Division International Circuit Meet.
19.—Minneapolis, International Circuit Meet.
19.—Buffalo, Inter-club road race.
22.—Evansville, Ill. International Circuit Meet.
21.—Indianapolis, Zigzag C. C. International Circuit Meet.
28.—Cincinnati, O. Century C. C. International Circuit Meet.
28.—Philadelphia, Quaker City W. Annual Meet.
28-29.—Columbus, O. Century C. C. International Circuit Meet.
30-31.—Cleveland O., Wheel Club International Circuit Meet.

SEPTEMBER.

2.—Birmingham, Ct. Crescent C. C. Race Meet.
4.—Waltham, Mass. Young Men's Asso.
4-5. Syracuse C. C. Race Meet.
4-5.—Charter Oak Park, Hartford Wheel Club's tour.
7.—Lynn, Mass. International Meet.
9.—Waltham, Mass. Associated Cycling Clubs.
13.—Maringo, Iowa. S. H. Rowlands.
13.—Passaic, N. J. Passaic Athletic Club.
12-13-14.—Springfield B. C. Tournament.
16.—N. Y. Metropolitan Association Inter-meet.
20-21.—Baltimore, International Meet, Maryland B. C.
23.—Philadelphia A. C. C. International Race Meet.
25.—Scranton, Pa. Scranton Bicycle Club.
30.—Brooklyn, N. Y. R. C. W. Race Meet.

OCTOBER.

2.—Sacramento, Cal. Capital City Wheelmen meet.
5.—St. Louis. Annual Fall County Tour.

NOVEMBER.

30.—St. Louis. Annual Paper Chase.

Record Breaking Begins in England.

AT Herne Hill, London, on May 8th, R. Vogt, the Scotch champion, maden successful onslaught at the records. From a standing start he went for the 10 mile record, and on the way took unto himself all but the one, two and four mile records on the way.

The following are his times:

Miles.	M.	S.
2	4	17 2-5
3	7	13 2-5
4	9	13 1-5
5	12	11 3-5
6	14	11 4-5
7	17	12 1-5
8	19	09 4-5
*9	22	07 2-5
*10	24	31

Windle 4.28 3-5, Zimmerman 1.37 2-5 and J. S. Johnson 1.31 flat., are still ahead on the 2-mile record; while Zimmerman still holds the 4-mile record at 9.11 flat as will be seen by the starred times. Vogt now holds the World's amateur record for those distances.

And yet some say a board track is not fast. We congratulate the Herne Hill management upon the success of their new venture.

THE Mount Vernon Wheelmen, of New York, will hold a fifteen-mile road race on the old Rye-Harrison course of the New York Athletic Club, June 10. Teams will consist of five men each.

F. HOWARD TUTTLE, the handsome six foot cycler of Chicago will appear on the path again this season. His first appearance was at the Colones, N. Y., meet last Saturday. Tuttle is justly a popular wheelman.

EIGHT bicycle riders of Jacksonville, Ill., held a relay ride May 17 between Jacksonville and Winchester. They had to contend with bad roads and an adverse wind, but made the trip of thirty-five miles in 2.21, somewhat less than schedule time.

THE female bicycle tournament, six days, between female riders closed May 21 at the Second Regiment armory, Helen Baldwin, of San Francisco, being declared the winner. Lilly Williams was second and Louise Armando third. Baldwin scored 467 miles and three laps, Williams being five miles behind her.

THE Keystone Bicycle Club, of Pittsburg, will hold a race meeting June 24. Secretary McGowan states there will be at least 12 events, which will comprehend a quarter, a half, and a one-mile novice, one and handicap races. Besides these nine events there will be specials in the way of two-mile and tandem races.

GRANT BELL, of San Jose, Cal., rode an "ocean bicycle" in the bay near the narrow gauge mole, Oakland, May 14, in a race against Charles Martin, who was in a row boat. Bell won. The "ocean bicycle" is the invention of Colin Thompson, who says that the invention can be perfected in time so as to be utilized as readily as a road bicycle.

ACCORDING to the Lowell, Mass., *Star*, that paper offers a prize of a $10 bill to the Lowell bicyclist who can make the fastest run between Lowell and the Boston & Lowell depot at Boston. If this be true then the competitors may have to answer a few uncomfortable questions from the L. A. W. Racing Board. The best time up to the date of the offer was 1 hour, 50 minutes.

THE twenty-five-mile bicycle race to San Mateo, Cal., May 13, was a great success. F. C. Reynolds, who had eight minutes' start, won the first prize and Walter Terrill finished second. He had five minutes' start. The wheelmen were given a ball in the evening by Maurice Clark, the proprietor of the San Mateo Hotel. Reynolds made the journey in one hour, twelve minutes and twenty-six seconds.

UNDER the Khedive of Egypt's patronage a bicycle tournament was run at Cairo, April 23. Thanks to the initiative of Prince Ibrahim Pacha Rachid, cousin of the Khedive, a course has been prepared at the Casino at Heliopan les Bains, Cairo; the Cambridge (England) Cycling Club had a representative in the person of Sidney Williams. The Alexandria Cycling Club carried off the honors by winning two events out of three.

THE Bay City Wheelmen, of San Francisco, Cal., are about to build a five-lap track. It will be 426 feet long from the outer edges by 250 feet wide, and 1,056 feet in circumstances, measuring it 18 inches from the curb. The straight stretches are only 186 feet long, and there is quite a long parabolic curve in the approaches to the sharp turns where the high banks are. These long approaches have a radius of 147 feet, and the sharp turns are reduced to a 75-foot radius. On the finishing straightaway run the width is 20 feet, and on the curves on the back stretch 25 feet. There is not a foot of the track where the width is on a dead level. It will cost $5,000 and it will be used for the first time July 1, 3 and 4, on the occasion of the Division Meet.

THE Third Annual Road Race of the St. Louis Wheelmen took place at Forest Park in that city, May 20th. The distance (five circuits) was 17 1-2 miles. Out of the 26 entries 21 started and the first five to finish were: First, Carroll P. Mulkey, North St. Louis B. C., time, 1 h., 4 min., 30 sec.; second, Gus Loeffel, St. Louis C. C.; third, H. W. Upmeyer, South Side C. C.; fourth, A. L. Jordan, St. Louis C. C.; fifth, W. P. Laing, St. Louis C. C. The Time Prize Medals were won as follows: First, W. P. Laing, St. Louis C. C., 1 h., 20 sec.; second, A. L. Jordan, St. Louis C. C., 1 h., 37 sec.; third, H. W. Upmeyer, S. S. C. C., 1 h., 50 sec.

ON May 18 the St. Augustine (Fla.) Cycle Club and the Florida Cycling Association held jointly a race meet at South Beach. Results as follows:

Half-mile open—L. C. Menager, first; Geo. Adams, second. Time 1:27 2-5.

One-mile novice—E. J. Lloyd, first; T. S. Sprague, second. Time 3.11.

One-mile open—H. Meiswinkel, first; H. Snow, second. Time 3.33.

Three-mile State championship—B. F. Mayo finished first, but was ruled out on ground that he did not turn around the stake. This gave the race to G. N. Adams, Menager, the other contestant, fell and did not finish. Time 10.01.

Quarter-mile open—L. C. Menager, first; H. Lynn, second. Time 37 2-5.

THE wheelmen of Elkhart, Ind., will hold a meet on the morning of July 4th at the grounds of the Elkhart Driving Park and Fair Association. The events will be a five mile handicap, two mile handicap, one mile scratch, one mile scratch for the championship of Elkhart county, and quarter-mile scratch, local dash. Elkhart is an enthusiastic bicycle town, and this will be the first meet of any importance ever held in that city, as it had no place heretofore suitable for races, but the completion of the track and grand stand of the above mentioned association furnishes a fine place for a successful meet. The prize list will be large, and entry blanks will be furnished upon application to R. C. Barney, Elkhart, Ind.

Improvement of Roads.

SAYS an exchange: "The movement for the improvement of roads should have the sympathy and the assistance of every man, woman and child in the country, but if any one class more than another should give aid to the movement it is the bicyclers and handlers of well-bred trotters. With good roads hundreds would drive good horses where now but few feel that there is sufficient pleasure or profit in owning a horse that can show fair speed. In many sections of the country the horse that can trot inside of three minutes is not worth any more for ordinary driving than one that cannot show better than a six-minute gait. The roads are in such miserable shape that one cannot drive with comfort at any speed, and consequently many dollars are taken away from the value of the faster horse, while the slow one does not receive any benefit.

"Wheelmen and railroad men are giving their assistance to the movement because both classes see that they will be immediately benefited by any improvement in the highways; how much more then should the breeder or owner of fine stock lend a hand in the direction of a movement that will surely enhance to a very large amount the value of his property, and give so great an impetus to the breeding of a better class of horses for general driving. Many of the breeders in the Eastern States have already identified themselves with the movement, and it is to be hoped that their Western colleagues will not be backward in doing all in their power to help forward such a worthy design."

Celebrating Improvement of Streets.

THE Maryland riders celebrated on the 19th the success of the Baltimore wheelmen in securing asphalt surface for new streets in that city. Clubs from all over the state were in evidence and it was estimated that over 2,000 wheelmen were in line.

The display was fine in every respect. All the wheels were decorated and all were illuminated, except those of the Marshal, deputy Marshal, aides, and infantry corps. Street cars were taken off the avenue, and, as Broadway has a steady rise, the hundred thousand spectators had a full view of the parade.

A Mile in Thirty-two Seconds.

ON Tuesday, May 9th, the Empire State express, the celebrated fast train on the New York Central Railroad, swung along at the rate of 103 miles an hour for a short stretch, doing one mile in 35 seconds, topping the previous best records for speed, but marvelous as this was it was the next day eclipsed by the same train which, when near Crittenden reeled off a mile in 32 seconds, a speed nearly as great being kept up until Forks Station was reached.

This is equal to 112 1-2 miles an hour, the velocity attained being simply tremendous, although the passengers on board the train state that it flew along with the same steadiness that accompanies a slower rate of speed, there being no unusual jolting or swaying.

The best previous record was the celebrated run of Engine 385 on the Philadelphia and Reading Railroad on Nov. 8, 1892, when one mile was made in 27 seconds.



Tom Roe's Ride Postponed.

Owing to the roads over which Tom Roe will make the first week of his trip being well-nigh impassible it has been decided to postpone his start until a better state of things prevails. The newspapers promise a large crop of record fiends who will go out to reduce Tom's time to Chicago, and in view of this fact it is considered wise to wait until weather and roads are more propitious. The recent relay ride has shown that more mud than glory is the reward of riders in this unsettled season and the wisdom of postponing a trip of such magnitude is, under the circumstances, not to be denied.

The "League Wheel" Chainless Safety.

THE League Cycle Co., of Hartford, Ct., appear in our advertising columns this week, and it will be of interest to our readers to give some of the special points of the new comer. We cannot do better than use their own words in description.

"We have geared back of axle in rear hub, the joint revolution of the two rear gears, producing a forward pressure, assisting the rider, as there is not as much power required as by the dragging tendency of chain and sprocket.

"The chain and sprocket being on one side of machine there is more of a pressure on bearings on that side than on other side, consequently bearings wear unevenly, while with our wheel, being geared from centre of machine, there is a more even pressure on bearings.

"The gears are encased in neat aluminum dust caps, which also serve the purpose of oil reservoirs, each wheel is well oiled and gear is constantly lubricated.

"Gears are accurately adjusted on ball bearings, a micrometer adjustment in rear allowing of a take-up of 1-1000 of an inch of wear.

"As for the wear of our gears, we claim that they will outwear the rest of machine, which is more than can be claimed for wheels with chain and sprocket.

"We can build as light a machine as anybody but have decided it to be the best policy to turn out a wheel fully equipped weighing 38 pounds, and when stripped to weigh about 30 pounds.

"We shall make a special effort later in the season to get a few ladies' wheels in the market.

"For tires we use the famous Gormully & Jeffery, either smooth or corrugated at the option of the rider.

"No trouser guards are required with our wheels, which, in our opinion, is worth at least $25 per year especially to business men.

"We manufacture only a high grade wheel in every respect, the best workmen being employed and best material used in construction.

"All our parts made to our own drawings as specially adapted to our wheel."

The officers of the League Cycle Co. are all well known business men in Hartford: President, H. C. Dwight, the head of the firm of Dwight, Skinner & Co., leading wool merchants; Secretary and Treasurer, R. S. Gladwin, of the firm of Gladwin & Morse, real estate and investment brokers; Vice-President, Leander Hall, Superintendent Hartford Hospital; Manager, A. H. Parker, for the past fourteen years with the Pope Mfg. Co.

The concern enters the field with every promise of success which we most sincerely trust it will attain.

Those of our readers who want to purchase a new mount should avail themselves of the offer of the Buffalo Wheel Co. in our "For Sale and Exchange" column. The Niagara Wheel is second to none on the market to-day.

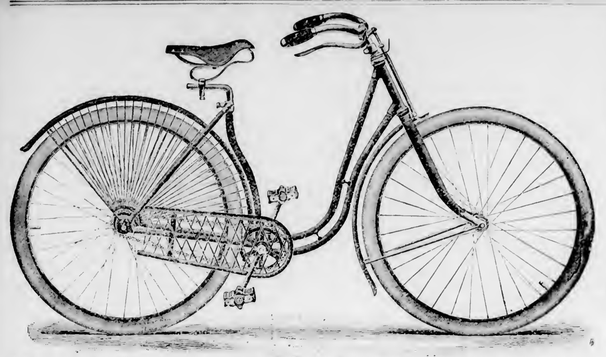
THE Surbridge Mfg. Co., of Hagerstown, Md., bicycle makers, with a capital stock of $50,000, has erected four buildings near Hagerstown. The main building is of brick and has three floors, with 4,000 square feet of working space.

LOST strayed or stolen, a '92 pattern Liberty bicycle with Bidwell tires, number on handle bar 436, frame number 4751. A liberal reward will be paid for recovery of same, or address wanted of Lloyd Rogers a light haired young man who represents himself to be a repairer. Address Prince Wells, Louisville, Ky.

THE chain lubricant made by the Red Star Mfg. Co. is especially adapted for use on dusty roads. As it is not a grease it does not cause the chain and sprocket wheel to become sticky and dusty, but creates a smooth, glossy surface on which the dust will Lot remain. It is put up in stick form, and is very handy and convenient

C. F. EDGE of Lowny Hardman Co., Atlanta Ga., rode from that city to Chicago, through rain, mud and rocks, a distance of 875 miles, and all the accident he had was a broken link. He says "the Model D Keating which was the wheel he rode, is good for any weight rider, over any roads, and is the best hill climber he was ever on."

ISAAC BAIRD, the Southern champion who has season created a sensation by defeating the best road riders in Ireland in the 14, 25 and 50-mile road handicaps, has ordered a 21 pound '93 A. Raleigh on which he will ride in future. W. J. Baird, his brother, who is also very speedy, has likewise ordered one of these machines.



It has been demonstrated to the satisfaction of the Best Posted Wheel Dealers in America that

MONARCH BICYCLES

ARE UNSURPASSED.

. . . FOUR STYLES . . .

Proper Weights. Rigidity and Beauty.

What Do You Think of the Ladies' Monarch

Active Agents Wanted in Open Territory.
Write us for Terms and Catalogue.

MONARCH CYCLE COMPANY, 42, 44, 46, 48, 50 and 52 N. Halsted St., **CHICAGO, ILL.**

W. W. STALL, AGENT, 509 Tremont St., Boston, Mass. H. H. KIFFE CO., AGENTS, 173 Broadway, New York City.

The Facts In Relation to the RANKIN 25-MILE ROAD RACE,

Which took place in the vicinity of Providence, R. I., on April 29:

It has been claimed that Monte Scott, the fastest rider in Rhode Island won the race on the G. & J. Tires. This is not a fact. The race was won by Crandall, who has not had the riding experience of Monte Scott, and he won the race on the celebrated

TILLINGHAST PNEUMATIC TIRES.

The TILLINGHAST PNEUMATIC TIRE CO., 59 Clifford St., Providence, R. I.

Those illuminated guarantees

Everybody who makes wheels guarantees them. Yes; the **"Imperial"** is guaranteed the same as all the rest. The same, did we say? No, better than all the rest.

We perhaps don't spend so much money on fine stationery. We put all the more into the wheel. Have all the less to make good.

The **"Imperial"** Bicycle Factory takes up 200,000 square feet of floor space, and is the *Finest High-Grade Bicycle Plant in the country.*

The **"Imperial"** guarantee is printed on plain paper, but it (with the wheel) is worth more than any other *to you.*

Get a catalogue.

AMES & FROST COMPANY,
302 & 304 Wabash Avenue,
CHICAGO.

SOMETHING ENTIRELY NEW.

. . . THE . . .

BICYCLE ROAD WATCH AND HOLDER.

NICKEL.

An Ornament to Any Bicycle.



Every Rider Should Have One.

Fine Cut Pinion Movement and Warranted a Good Time-Keeper. Dust Proof Case with Beveled Face Glass and Hinged Back.

The Holder is adjustable to fit any make Bicycle, and can be attached to Post or Handle Bars or any other part of Machine.

The Watch can be quickly and easily detached without removing the Holder, and can be adjusted to any position or angle by means of set screw in Holder.

Price of Watch and Holder Complete, $2.50.

FOR SALE BY ALL BICYCLE DEALERS.

MANUFACTURED BY

E. N. Welch Mfg. Co.,
FORESTVILLE, CONN., U. S. A.

The Steed I Ride.

Of snowy white is the Arab steed;
His mane like the ocean's foam;
And proud his step, and fierce his eye;
And the desert wide his home.

Like a cyclone blast, the wild mustang
Sweeps o'er the Western plain,
Swift bearing the brave upon his back,
And chafing at bit and rein.

But naught care I for the Arab steed
With his pawing, prancing pride;
Nor the fleet mustang; for what are they
Compared with the steed I ride?

There was never a steed like the one I ride;
We dash over hill and dale;
A flying leap to the saddle seat,
We are off like a winter gale.

Up hill he speeds and dashes down
And over the plain he goes,
With the speed of the wind; for the steed I ride
No weariness ever knows.

The Arab horse and the mustang fleet
The long, fast journeys feel;
But nothing can tire the steed I ride,
For I ride on a Warwick Wheel.

For The Young Fry.

ROUSE, HAZARD & Co., Peoria, Ill., are supplying juvenile cycles promptly, notwithstanding there is a scarcity of these machines in the market. Their 26-inch high grade, all ball bearing Nonpareils are exceptionally desirable wheels for boys, and light weight gentlemen's use, and are offered at very low prices.

THE Washington Souvenir issued by H. S. Owen Mfg. Co. of Washington, D. C., is one of the most dainty and valuable little handbooks issued on the National Capital. It contains 23 half tone views of all the principal public buildings in that city, and the descriptive letter press accompanying same is concise and well written. The cover is presented in two colors most artistically.

Dry Riding in St. Louis at Last.

EDITOR BICYCLING WORLD: By the kindness of Hon. M. J. Murphy, Street Commissioner, and Mr. P. R. Fitzgibbon, Superintendent of Sprinkling, we are to have this season the following streets left dry to us until 9 A. M. and after 5 P. M.: St. Charles St., Third to Fourteenth; Pine St., Twelfth to Grand; Locust St., Fourteenth West; Ewing Avenue, Locust South; Garrison Avenue, Locust to Easton; Grand Avenue.

Major Murphy has met us cordially with an evident kindly feeling toward the wheelmen, and desire to be of service to them. Since these rules were made, he and Mr. Fitzgibbon have shown that these were not empty promises, but made to be fulfilled. It should be remembered, when there are occasional breaks from the rules, as there doubtless will be, that the drivers and inspectors are sometimes careless and neglect their duty. In such cases the wrong will be promptly righted upon being reported to the undersigned.

If the work goes on as it has begun, the wheelmen of St. Louis will be indebted to these gentlemen for the best riding season they ever had.

J. R. BERTIS,
M. J. GILBERT,
W. G. SIMONS,
Street Sprinkling Com. L. A. W.

THE WORLD'S FAIR.

Final Arrangements for the Sale of Tickets via the B. & O. R. R.

For the benefit of those desiring to attend the World's Fair the Baltimore & Ohio Railroad will sell Excursion tickets to Chicago and return, at all stations on its line, at low rates. Tickets will be on sale until November 1st, and will be valid for return journey until November 15th, 1893. They provide for a reduction of 20 per cent. below regular rates. These tickets will be valid only for continuous journey. Tickets at higher rates will be sold that will permit holders to stop over at Baltimore, Washington, or any other point, going and returning.

Besides the opportunity of visiting Washington, a privilege afforded by no other route, tourists via the Baltimore & Ohio Railroad will traverse the historic Potomac Valley, the theatre of the war between the States. At Cumberland they will be offered a choice of routes, via Pittsburgh, or across the Alleghany mountains, 3,000 feet above the level of the sea and via Deer Park and Oakland, the famous summer resorts. The scenery along the Baltimore & Ohio route is the most picturesque in America. Pullman accommodations may be reserved in advance of journey. For rates and information apply to nearest B. & O. ticket Agent, or Chas. O. Scull, General Passenger Agent, Baltimore, Md.

A GREAT EXHIBIT.

One Exclusive Privilege of Which Every Advantage Is Being Taken.

While the World's Fair fever is at its height, it may be well to say a word regarding one of the largest exhibitors and their display.

Messrs. Adams & Sons Company, manufacturers of Adams' Pepsin Tutti-Frutti, were granted the exclusive chewing gum privilege, and have spared no pains or expense to make their exhibit one of the sensations of the Fair. Large booths, erected by them, may be seen all over the grounds in each one of which their goods are artistically displayed.

It was the popular impression some time ago that the business of the above-named house had reached the zenith, but the possibilities of their growth seem to be unlimited. Since the introduction of their brand of Pepsin Tutti-Frutti, its medicinal qualities have recommended it to public favor, and their output has necessarily been greater than ever before.

The granting by the World's Fair Directors to this house of the exclusive privilege in their line is simply another tribute to the great merit of their manufacture.

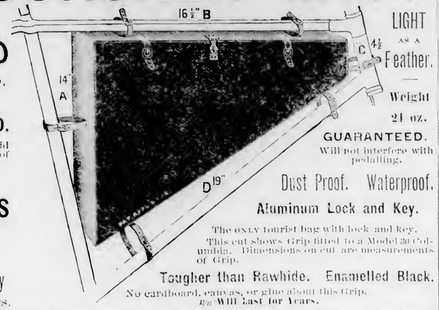
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Write the *H. S. Owen Mfg. Co., Washington, D. C.* Give a description of your old wheel and see what they will allow you in trade. Get their souvenir catalog.

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PRICE $2.50 POST-PAID. —OR— Sent C.O.D. all charges paid with privilege of examination.



LIGHT AS A Feather. Weight 21 oz.

GUARANTEED. Will not interfere with pedalling.

Dust Proof. Waterproof.

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The ONLY tourist bag with lock and key.
This cut shows Grip fitted to a Model 30 Columbia. Dimensions on cut are measurements of Grip.

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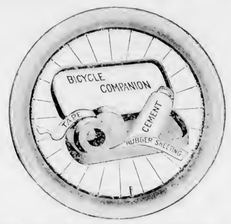


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Which contains everything you need for repairing. Always handy, fits the pocket, and *absolutely necessary to every* owner of *every* wheel.

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BALDWIN'S ADJUSTABLE CHAIN



A is the slotted parallel side link. B is the barrel stud connecting the parallel side links to each other through the central block C. H is a section of barrel stud, dotted lines showing the cut out for adjustment. E is a sufficient enlargement of the slot in each side link to allow of the removal of the link over the head of the barrel stud, in order that the stud may be removed from the central block, or may be reversed in the slot of the side link. The reason for this reversal of the stud arises from the fact that as the chain wears in use, it lengthens and thus loosens, rattles and no longer fits the sprocket wheels. The manner in which the invention provides for retightening the chain and making it again fit the sprocket wheels, is seen by reference to B, wherein F² are flat parallel slots, in which fit the inner edges of the side links A, sufficiently close to prevent the stud B from turning while in use, thus making the wear all come on the *long* bearing in the central block. G G are rounded slots, about one thirty-second of an inch in depth, to receive the inner end of the side link A, when the chain is new, and before it is slackened by wear.

When the chain has become slack by use, one or more of the barrel studs may be turned half way over, so that the unslotted side will bear against the inner edge of the side link A. Each barrel stud thus turned shortens the chain the depth of the slot G, and tightens it to that extent, thus restoring the chain to its former "pitch," and making it fit the sprocket wheels the same as if did when new. D is a section of the chain showing the method of assembling.

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BICYCLE BELL.
PRICE $1.00
WEIGHT, 1 & 1-2 OUNCES.
The Neatest, Lightest and Handsomest Bicycle Bell in the World. Sound musical and far reaching. No Iron. No rust. No rattle.

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If not for sale in your town, send price and size of bar, and receive one by return mail.

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"Perfectos."

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Have you had an opportunity of seeing the 1893 line? If there is no agent in your city, write us and we will talk business to you. Good agents always in demand.

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There is but one Liberty patented Hub.
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It is the value you receive when purchasing a Liberty that makes them sell at $150.
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Liberty Cycles are $150—wheels at $150 price—not $100 wheels without merit or lasting qualities for which the first asking price is $150.
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MOST RIGID FRAME on the Market.

STRONGEST Light Wheel Made.

Good Bearings. Graceful Lines. Elegant Finish.

Roy Keator won the medal for the fastest time and most meritorious ride between Cleveland and Chicago in the great Relay Race. He rode a

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Sager's Spring Saddle, 1 lb., 10 oz.

While on Earth Ride One.

The Saddle is one of the most important parts of a machine, and the best is none too good.

The Sager Saddles alone have the three necessary qualifications.

They are Light.
They are Strong.
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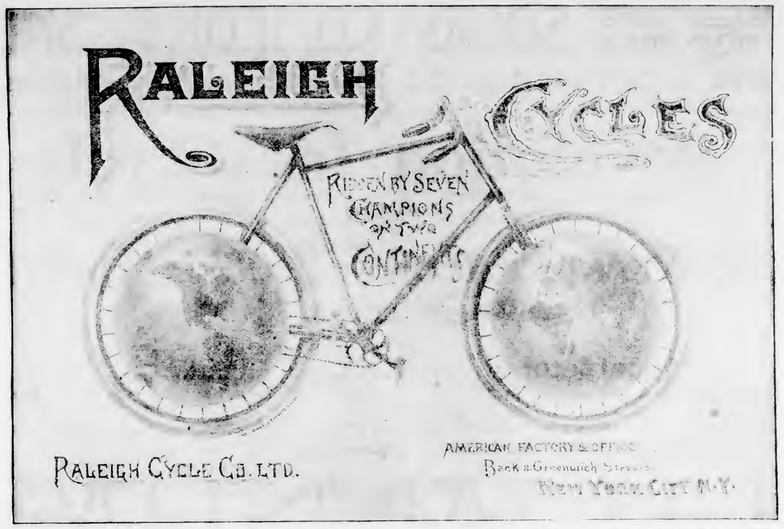


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The only Racing Saddle furnished with tilting adjustment and take-up.
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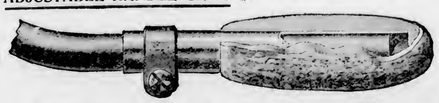
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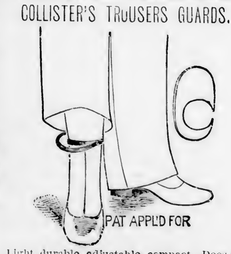
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VIRGINIA—Chief Consul, Dr. Frank R. Steel, 721 Main street, Richmond. Secretary-Treasurer, J. Hugh Henry, 110 Bute street, Norfolk.

WEST VIRGINIA—Chief Consul, Jason C. Stamp, 1311 Market street, Wheeling. Secretary-Treasurer H. Ribeldafer, 11 S. York St., Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 382 East Water street, Milwaukee. Secretary-Treasurer, F. J. Moraweiz, 1619 Wells street Milwaukee.

WYOMING—Chief Consul, Frank Vreeland Cheyenne.

WASHINGTON—Chief Consul, W. A. Van Epps, Olympia. Secretary-Treasurer, J. A. Drain, Spokane.

MARITIME PROVINCES—Chief Consul, Fred L. Temple, 128 Prince William street St. John, N. B.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C., England.

Annual Meet At Chicago.

The dates selected by the National Executive Committee for holding the annual League meet and International races are August 5th to August 12th, inclusive.

GENERAL COMMITTEE.

Thomas F. Sheridan, Chairman Lock Box 951, Chicago. F. W. Gerould, T. L. Sloan, C. E. Randall, J. O. Blake, R. D. Garden, Wm. Herrick, C. F. Stokes, A. J. Marritt, F. G. Gere, H. G. Rouse, A. A. Billingsley.

This committee to have general supervision of the annual meet under the direction of the National Executive Committee.

RACE AND TRACK COMMITTEE.

Frank W. Gerould, 168 Madison street, Chicago; R. D. Garden, N. H. Van Sickles, and J. M. Erwin.

This committee to have general charge of the construction of the track, running of the races and arrangement of events, under the direction of the International Race Committee.

PRESS COMMITTEE.

Samuel A. Miles, *Referee*, Chairman, Caxton Building; L. J. Berger, *Bearings*; W. Wardley, *Cycling Life*; M. A. Lane, *The Post*; F. E. Spooner and H. H. Wylie, *Sportsman's Review*.

This committee to have charge of the news and promoting the general interests of the meet.

HOTEL COMMITTEE.

Charles E. Randall, Chairman, 1747 Champlain avenue; L. B. Taylor, W. A. Leonard. All communications for this committee should be addressed to W. A. Leonard, Sec., 168 W. Madison street, Chicago.

This committee to have charge and arrange for hotel accommodation during the League meet and International races.

TRANSPORTATION COMMITTEE.

J. O. Blake, Chairman, No. 85 Madison street, Chicago.

PRIZE COMMITTEE.

William Herrick, Chairman, 293 Wabash avenue, Chicago.

RECEPTION COMMITTEE.

R. D. Garden, Chairman, 291 Wabash avenue, Chicago.

ENTERTAINMENT COMMITTEE.

A. J. Marritt, Chairman, 296 Wabash avenue, Chicago.

RUNS COMMITTEE.

C. P. Roots, Chairman, Caxton Building, Chicago.

PRIVILEGES COMMITTEE.

F. W. Gerould, Chairman, 168 Madison street, Chicago.

More Records.

THE whole list beats record again this week with 921, and Massachusetts takes one more record with 353.

Racing Board Matters.

Mr. Albert Mott, 2231 Madison avenue, Baltimore, Md., is hereby appointed official referee for Maryland, under Rule G, Clause 1, of Racing Rules.

Mr. D. F. Frierson, care Hummel's drug store, Charleston, S. C., is hereby appointed additional handicapper for District No. 3.

Mr. W. S. Campbell, having returned all of the medals won by him in championship events last season, is hereby reinstated and suspension on him officially removed.

Rule D, page 12, of the Racing Rules has been changed to read as follows:

"Tracks shall be measured on a line drawn 18 inches out from a well defined, fixed, and continuous inner curb or pole, and no record shall be allowed on a track otherwise measured."

A careful reading of this rule demonstrates the fact that the words "at least" in original wording leaves open for measurement to a most easy method of record breaking.

SANCTIONS GRANTED.

July 3—Harrisburg W. C., Harrisburg, Pa.
July 4—Meadville Driving Park Co., Meadville, Pa.
July 4—J. M. Smith, New Castle, Pa.
July 4—Penn Wheelmen, Reading, Pa.
June 12—B. & O. Pattern Makers, Bay Ridge, Md.
Sept. 27—Penn Wheelmen, Reading, Pa.
June 17—Park Avenue Wheelmen, Philadelphia, Pa.
June 2—Inter-Academic A. A., Philadelphia, Pa.
May 17—Dr. Lamyer School, Philadelphia, Pa.
Sept. 2—Norristown Wheelmen, Norristown, Pa.
July 1—Susquehanna Wheelmen, Harrisburg, Pa.
May 14—University of Wisconsin, Madison, Wis.
May 30—Quincy Bicycle Club, Quincy, Ill.
May 30—Arkansas City C. C., Arkansas City, Kansas.
May 30—Monticello Cycling Club, Monticello, Ill.
June 2—Iowa Inter-Collegiate B. B. Assn., Des Moines, Iowa
June 3—Dakota Cycle Club, Grand Forks, So. Dakota.
May 30—Emerald Association, Lansingbourgh, N. Y.
May 30—Los Angeles Athletic Club, Los Angeles, Cal.
Sept 4—Los Angeles Wheelmen, Los Angeles, Cal.
June 8—Y. M. C. A. Wheelmen, Glen Falls, N. Y.
June 3—N. Y. A. C. Travers, Island, N. Y.
May 27—Union School, Newark, N. J.
June 17—Irvdonia Athletic Club Irvdonia, N. Y.
May 30—Utica Cycling Club, Newport, N. Y.
Sept 4—New Jersey State Fair, Seward, N. J.
July 1—South Orange Field Club, So. Orange, N. J.
June 22—Orange County Wheelmen Goshen, N. Y.
May 30—Mercer County Wheelmen Trenton, N. J.
May 30—Archdiocesan Union Berkeley Oval, N. Y.
May 11—Magnolia Cycle Club, Houston, Tex.
May 19—Central City Cycle Club, Macon, Ga.
May 30—Queen City Wheelmen, Knoxville, Tenn
June 14 15—Tenn Div meet under auspices of Memphis Cycle Club, Memphis, Tenn.
June 27 28—Ky. Div. meet under auspices of Harrodsburg Cycle Club, Harrodsburg, Ky.
Aug. 15-16—Versailles Fair and Trotting Association, Versailles, Ky.
May 18—Carolina Cycle Club Wilmington, N. C.
May 25—Case School Athletic Assn., Cleveland, Ohio.
May 27—Cambridge Fair Assn., Cambridge, O.
May 29—Sarrett Wheelmen, Sarrett, Ind.
June 3—West High School, Cleveland, O.
June 16-17—Virginia Wheel Club, Roanoke, Va
June 22—Muskingum County Wheelmen, Zanesville, O.
July 27—Tuscarora Cycling Club, Wallseeth, Ohio.
June 17—Multnomah Amateur Athletic Club, Portland, Ore
June 12—Cochran Park, Trenton, N. J.
June 7—East Orange Cyclers, East Orange, N. J.
May 25—Gulf City Cycle Club, Mobile, Ala
July 4—Rollstone Cycle Club, Fitchburg, Mass.
May 30—H. E. Palmer, Local Consul, Natick, Mass.
May 30—Greenfield Athletic Club, Greenfield, Mass.
June 10—Thornton Academy & Biddeford High School Spec, Maine.
Aug 17—Boston Caledonian Club, Boston, Mass.
June 17—Hyde Park Vet. Firemen's Association.
June 17—Frank Cook, Lewiston, Maine.
June 26—Columbia Bicycle Club, North Attleboro, Mass.
May 27—Green Mountain Trotting Park Assn., Barre, Vt.
June 24—Y. M. C. A. Athletic Club, Lowell, Mass.
June 27—Patterson Wheelmen, Baltimore, Md.
Aug. 12—Ancient Order of Foresters, Ridgewood Park, L. I.
June 21—Maryland Division, Baltimore, Md.
June 15—Pottsville Wheelmen, Phoenixville, etc.

SPECIAL PERMITS.

Penn. Wheelmen, Reading, Pa., an international event, Sept 27, the chief meet for that day now being included in the circuit.

Waltham Cycle Club, Waltham Mass., June 17, a team race, points at finish only to count.

Harrodsburg Cycle Club, Harrodsburg, Ky., permission to hold open entries to the handicap events to June 27 and 28, the day of the meet. This is granted owing to a postponement which gives the Kennedy Division but a short time to prepare for its meet, and is agreeable to arrangement with the handicapper.

Park Avenue Wheelmen, Philadelphia, Pa., to handicap a special race by seconds on June 17.

H. E. RAYMOND.

Wisconsin.

Daubs Hotel at Watertown, Wis., is hereby appointed L. A. W. hotel for that place. Division and visiting members will receive 20 per cent. discount from regular rates. Fraternally,

FRANK J. MORAWETZ, Sec.-Treas.

Kansas Division.

I have appointed Mr. W. A. Bryan, Local Consul for Dexter. HENRY E. HARRIS, C. C.

Ft. Scott, May 22, 1893.

Kansas Division Renewals.

Up to May 17th but 89 members of the Division had renewed. Local Consuls must see every member within their jurisdictions at once, and secure and send in their renewals without delay. Secretary-Treasurer Rawley has mailed to each member the proper blank, and consuls can obtain a further supply by addressing him at Girard. This matter is of the utmost importance, and neglect of duty by consuls will result in the choice of others for their positions.

I trust I shall not be obliged to bulletin this matter again. HARRY E. HARRIS, C. C.

Ft. Scott, May 22, 1893.

Kansas Division.

I have appointed Mr. H. E. Rubin Local Consul for Junction City, vice H. S. Hale, removed to Kansas City, Mo. HENRY E. HARRIS, C. C.

Ft. Scott, May 25, '93.

Maritime Provinces.

I HEREBY appoint Wm. Carson, L. A. W. No. 47396 Local Consul for St. Stephen, N. B.

Yours fraternally, FRED R. TEMPLE.

St. John, N. B., May 25, 1892.

Georgia.

MR. J. H. WILLIAMS, Augusta, is appointed Vice Consul of this Division for the unexpired term ending Dec. 1.

The following gentlemen have been appointed as the State Racing Committee: W. Edwin Gray, Chairman; John W. Golden and R. L. Codding, Savannah. The following Local Consuls have been appointed:

C. W. Sansser,	Savannah.
Geo. W. A. Jones,	Columbus.
Asher A. Bivins,	Macon.
C. L. Elliott,	Brunswick.

Renew—Iowa Division—Renew.

ONLY 69 renewals in from this Division. This must be improved on. This was to be the banner year for the Iowa Division; but if the old members do not renew we shall once again fall in the rear of the procession. Remember our Road Book will be out July 1, and if you don't renew you will not get a copy free. When you do renew send in an application to keep E continuous.

Fraternally, FRED BEACH, C. C.

Muscatine, May 26, 1893.

Virginia Division.

I have appointed Dr. Edmond T. Baker, Local Consul for Richmond.

FRANK R. STEELE, Chief Consul.

New League Clubs.

503—New Castle Cycle Club, Pa.
504—Kenton Wheel Club, Covington, Ky.

Iowa Division.

The following additional hotels are appointed: Decorah, Stiles Hotel: rate $1.25 per day; meals 35 cents.

Indianola—Central House—Rate $1.50 per day; meals, 35 cent.

Sioux City—Hotel Oxford—Rate $1.50 per day; meals, 37 1-2 cents. FRED BEACH, C. C.

Muscatine, May 23, 1893.

Connecticut.

The following Local Consuls have been appointed:

Clinton,	A. H. Stevens.
Milford,	Wm. B. Bush.
Moodus,	L. G. Mitchell.
Seymour,	Edward Holbrook.
Southport,	E. L. Wells.
West Hartford,	M. S. Buckland.
West Winsted,	Wm. B. Phelps.
Wethersfield,	T. E. Dannery.
Unionville,	Wm. B. Guy.

The following L. A. W. hotels have been appointed:

Clinton—Bacon House—L. A. W. 33 per cent discount.

Milford—Milford House—L. A. W. $2.00.

Moodus—Mackenmodus—L. A. W. $1.25.

West Winsted—New Beardsley House—L. A. W. $2.00.

Unionville—H. E. Hawes'—L. A. W. $2.00.

Fraternally, A. H. SCHUMACHER, C. C.

Hartford, Conn., May 27, 1893.

Kentucky Members Attention!

Do you know the State's enviable position in percentage list of renewals in the past? Well it is something of which we may well be proud, and its prestige in that respect should not be lost. Renew at once. Even if you do not ride as much as formerly; even if business cares are more numerous and your time at a greater premium than it has ever been, still your patriotism and State pride should urge you to renew promptly. Let every man renew and send with the renewal one new member. It is in itself a stroke for road improvement. Remember the meet at Harrodsburg, June 27-28. The party of tourists leaving Louisville will number at least 100. Register your name at once that arrangements for accommodation may be completed.

Truly, ORVILLE W. LAWSON, Sec.-Treas.

Applications, May, 1893.

No. California,	41	Texas,	17
So. California,	13	Vermont,	7
Colorado,	110	Virginia,	11
Connecticut,	58	West Virginia,	9
Delaware,	1	Wisconsin,	39
District Columbia,	15	Georgia,	5
Illinois,	125	Montana,	7
Indiana,	66	No. Carolina,	6
Iowa,	61	Utah,	11
Kansas,	35	Alabama,	21
Kentucky,	83	Arizona,	1
Louisiana,	0	Arkansas,	7
Maine,	49	North Dakota,	1
Maryland,	22	South Dakota,	11
Massachusetts,	830	Florida,	5
Michigan,	94	Idaho,	0
Minnesota,	40	Mississippi,	0
Missouri,	79	Nevada,	3
Nebraska,	39	New Mexico,	0
New Hampshire,	10	Oregon,	1
New Jersey	80	So. Carolina,	7
New York,	223	Washington,	3
Ohio,	368	Wyoming,	1
Pennsylvania,	361	Mar. Prov.	5
Rhode Island,	33	Oklahoma,	1
Tennessee,	2	Canada,	1
Total,			3037

Applications, May, 1891, 2071.
Applications, May, 1892, 2764.
Applications, May, 1893, 3037.
Applications, April and May, 1892, 4855.
Applications, April and May, 1893, 5253.

Applications for Membership.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the Constitution, which is as follows:

SECTION 1. Any amateur wheelman of good character, eighteen years of age or over, shall, with the endorsement of two League members be eligible to membership in the League upon payment of the initiation fee and dues, as provided in this Constitution and By-Laws, and the By-Laws of his Division.

SECT. 2. The name of each applicant for membership must be published in the official organ, and unless within two weeks thereafter, a protest shall be filed with the Secretary, he shall become a member of the League.

Tickets will be issued fourteen days after the publication of names, and on the same date the applicant will be put on the mail list of this paper.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after the hour must go over to the list of the following week. (When a holiday falls on Monday the list is closed on Saturday preceding.)

BOSTON, June 2, 1893.

Total 921.

ALABAMA DIVISION—8.

54798	Lohman, C. T.	Birmingham
759	Roberts, Ed H.	Talladia
760	Lampley, Ira	"
761	Searcy, E. J.	"
762	Belknap, W. C.	Mobile
763	Barry, Jas. A.	"
764	Chamberlain, T. H.	"
765	Roberts, Chas.	Birmingham

NORTH CALIFORNIA DIVISION—15.

54766	Hancock, J. F.	San Francisco
767	Hancock, V. A.	"
768	Simmons, E. W.	Calistoga
769	Lozzan, J. A.	"
770	Brooks, Elment	Santa Rosa
771	Baird, A. K.	"
772	Ellis, W. T.	Marysville
773	Fetraw, David E.	"
774	Flint, J. H.	"
775	Miller, T. C.	"
776	Parker, Wm. E., Jr.	"
777	Weber, John J.	"
778	Wedhelmer, Samuel E.	Mountain View
779	Robertson, A. B.	Orange
780	Hawley, A. E.	Santa Ana

SOUTH CALIFORNIA DIVISION—8.

54781	King, T. H.	Los Angeles
782	Patrick, W. M.	"
783	*Patrick, Mrs. W. M.*	"
784	Bassett, Eugene	"
785	Ellis, Lula T.	"
786	Hunter, Jay E.	"
787	Heath, Frank C.	San Diego
788	Wills, Laurence C.	"

COLORADO DIVISION—6.

54789	Kahn, Lee	Leadville
790	Keator, Bruce S.	Pueblo
791	Penn, A. J.	Alamosa
792	Newton, E. A.	"
793	Brown, Fred L.	Golden
794	Havener, John	Ft. Collins

CONNECTICUT DIVISION—21.

54795	Butler, Arthur S.	New Haven
796	Bronson, Dr. T. S.	"
797	English, John H.	New Haven
798	Gormly, J. Edward	"
799	Hammond, A. L.	"
800	Hickey, Thos. F.	New Haven
801	Johnson, Elmer	"
802	Kirby, John Burgess	New Haven
803	Nettleton, Fred	"
804	Osterweis, Max L.	"
805	Palmer, Wm. C.	"
806	Spencer, Otis G.	"
807	Diamond, Samuel S.	Bridgeport
808	Irwin, Robt. J.	Broad Brook
809	Kenyon, Fred H.	Hartford
810	*Fazon, Mrs. Walter C.*	Hartford
811	Pearce, Walter	"
812	Perkins, Chas. W.	New Britain
813	Hunter, F. W.	Plantsville
814	Doyle, Edward M.	Saugatuck
815	Leeb, J. A.	Westport

DISTRICT OF COLUMBIA DIVISION—1.

816	Stern, A.	Washington

ILLINOIS DIVISION—39.

54817	Bock, E. C.	Chicago
818	Boswell, D. E.	Evanston
819	Jones, Wm. N.	Carlyle
820	Hanson, Richard M.	Chicago
821	Diamond, S.	"
822	Herron, Jas. H.	"
823	Hinkley, F. J.	"
824	Milford, E. Rossiter	"
825	Strassner, F. L.	"
826	Bigger, Hugh	Danville
827	Turnbull, W.	"
828	Axe v. Fred R.	Peoria
829	Coleman, W. H., Jr.,	"
830	Day, Philip R.	"
831	Gough, Robt. P.	"
832	Miller, John L.	"
833	Riffenberick, Andy P.	"
834	Stewart, Andrew T.	"
835	Shaw, Otis D.	Blackburn
836	Goss, Emmett S.	Cairo
837	Benson, Robt. L.	Chicago
838	Barr, A. W.	"
839	Cross, Emmett S.	"
840	Pierce, C. H.	"
841	Van Kirk, R. L.	"
842	Cook, John	Colchester
843	Fairchild, E. R.	Danville
844	Osgood, Chas. D.	Marseilles
845	Eshbaugh, J. P.	Oregon
846	Smith, Wm. F.	"
847	Ward, Chas. J.	"
848	Weaver, Phineas C.	"
849	Bergquist, R. J.	Princeville
850	Friedman, J. C.	"
851	Graves, C. C.	"
852	Harrington, C. F.	"
853	Simmons, W. H.	"
854	Grimsith, Frank	Rock Island
855	Brown, Joe	Troy

INDIANA DIVISION—7.

54856	Carter, J. H.	La Porte
857	Peterson, Gust H.	"
858	Weaver, Albert	Auburn
859	Kellar, W. H.	Corydon
860	Deal, W. H.	Frankfort
861	Lloyd, Alphonzo	Marion
862	Neibeker, S. A.	"

IOWA DIVISION—20.

54863	Munger, I. E.	Muscatine
864	Hilsinger, Geo. E.	Grinnell
865	Hartley, Dr. A. D.	"
866	Hoyt, E. H.	Lamont
867	Durkee, Raymond W.	Muscatine
868	Gillwen, Edwin J.	Stuart
869	Gillette, A. A.	"
870	Sullivan, John H.	Shenandoah
871	Wilson, Carl S.	Waterloo
872	Hammond, Chas. E.	Clinton
873	Hiner, C. W.	"
874	Carpwater, Frelk.	"
875	Howes, W. H.	"
876	Hall, Will E.	"
877	Johnson, Tobias J.	"
878	Kirkham, James	"
879	McCormick, Robt. R.	"
880	Mooney, Jno. F.	"
881	Roberts, Louis B.	"
882	Weston, Clarence	"

KANSAS DIVISION—10.

54883	West, H. E.	Ft. Scott
884	Gartner, John M.	Junction City
885	Frey, William	"
886	Shane, D. E.	"
887	Barnes, A. L.	"
888	King, Dr. R. L.	"
889	Darlell, H.	Topeka
890	Buchwalter, A. C.	"
891	Simmons, Chas.	Wellington
892	Wood, E. N.,	Leavenworth

KENTUCKY DIVISION—20.

54893	Smith, Robt. S.	Mt. Sterling
894	Mallon, James G.	Harrodsburg
895	Beechers, A. L.	Catlettsburg
896	Gorey, W. E.	Frankfort
897	Tandy, C. H.	Hopkinsville
898	Yates, T. G.	"
899	Schlosser, Peter	Louisville
900	Schaffer, Ben	"
901	Kritzky, Chas. A.,	Louisville
902	Kapfhammer, Joseph	"
903	Fraden, George	"
904	Portwood, John B.	"
905	Pehoore, R. F.	"
906	Schlicht, P. J.	"
907	Whitney, Roland L.	"
908	Whitney, Logan R.	"
909	Silverers, U. B.	"
910	Seaton, W. H. Jr.	"
911	Westley, E. R.	"
912	Sherrick, C. H.	Ludlow

MAINE DIVISION—21.

54913	Bamford, Chas. E.	Saco
914	Littlefield, Edward D.	"
915	Small, H. F.	Auburn
916	Peay, W. E.	Lewiston
917	Towle, Ora	Auburn
918	Bartlett, C. Edward	Eliot
919	Prine, Horatio N.	Portland
920	Partridge, Frank R.	Augusta
921	Blackington, C. H.	"
922	Lewis, A. L.	"
923	Maher, Benedict F.	"
924	Shorey, Chas. E.	"
925	Southard, F. E.	"
926	Wing, Wm. W.	"
927	Whider, Julian	"
928	Wright, Frank G.	"
929	Keyes, Edward L.	Calais
930	Short, A. D.	"
931	Gould, John R.	Hallowell
932	Perks, William S.	Houlton
933	Hume, Frank M.	"

MARYLAND DIVISION—6.

54934	Perine, M. David	Baltimore
935	Weeks, J. C.	"
936	Womble, Robert B.	"
937	Parrish, Chas. H.	"
938	Shaffer, Frederick L.	"
939	Schaum, Wm Andrew	"

MASSACHUSETTS DIVISION—353.

54940	Hemingway, Geo. F.	Boston
941	Swift, George A.	"
942	Neil, D. O.	"
54943	MacMillan, A. M.	Boston
944	Stevens, Percy	"
945	Lauson, Geo. W.	"
946	Henry, Geo. S.	"
947	Sheffield, W. H.	"
948	Brownlie, L. J.	Mattapan
949	Saben, H. M.	Boston
950	Fisher, L. F.	"
951	Babcock, G. L.	"
952	Samuelerson, W.	"
953	Wellington, R. S.	"
954	Pressey, A. K.	Terrace Newton
955	Burns, Harry	Boston
956	Lamson, Edwin J.	Cambridgeport
957	Simonds, Harry F.	Boston
958	Belcher, Wm. F.	Cliftondale
959	Whiton, Geo.	Boston
960	Nash, Geo. W.	Chelsea
961	Schultze, A. R.	Roxbury
962	Saunders, Nathan F.	Boston
963	West, Willis A.	"
964	Smith, Wm. A.	"
965	Atwood, Reginald F.	"
966	DeGrasse, John	"
967	Berry, Alonzo	"
968	Brazier, Waldo P.	"
969	Wheelock, Chas. C.	Dorchester
970	Downey, Geo. E.	Boston
971	Crawford, L. W.	"
972	Fitzpatrick, E. H.	"
973	Robbins, Geo. L.	Braintree
974	Kehew, Alfred R.	Cambridge
975	Gilbert, Charles	Cambridgeport
976	Smith, Jas. A.	Somerville
977	Kehew, Edw. L.	Cambridgeport
978	Gilbert, K.	Cambridgeport
979	Lowry, James	Boston
980	Dana, Ernest C.	Everett
981	Dwen, James B.	Boston
982	Stevens, Elmer Warren	Topsfield
983	Saunders, Fred B.	Ipswich
984	Burry, A. J.	Medford
985	Kimball, H. H.	Boston
986	Hayford, Chas. E.	Cambridgeport
987	Tobey, Nathan P.	Cambridgeport
988	Lubris, Ernestine G.	Cambridge
989	Brockelbank, Llandall,	Boston
990	Wilson, C. J.	Roslindale
991	Burkett, John W.	Boston
992	Cross, Edward W.	Clinton
993	Wolfson, Solomon	Roxbury
994	Cullen, John	Hyde Park
995	Cullen, Frank	"
996	Clark, Robt. G.	Dorchester
997	Brownell, Thos. J.	Dorchester
998	Smith, Fred P.	Jamaice Plain
999	Green, A. L.	Chelsea
55000	Hall, Edmund H.	Fall River
001	Mercer, Harry P.	Fall River
002	Darling, Fred	Franklin
003	Dupre, Jos.	"
004	Hutchinson, Joseph Jr.	"
005	Allen, Chas. L.	Fitchburg
006	Rideout, Herbert W.	"
007	Hager, W. S.	W. Gardner
008	Merrifield, A. J.	Gardner
009	Taylor, Herbert A.	E. Templeton
010	Williams, J.	S. Gardner
011	Hobson, J. G	Haverhill
012	Brown, John C.	Jamaica Plain
013	Gates, Henry K.	Everett
014	Hooke, Geo. T.	"
015	Darling, Walter S.	Franklin
016	Knight, Wesson S.	Boston
017	Johnson, Frank W.	Mattapan
018	Bruce, Edward	"
019	Connolly, Percy L.	Wollaston
020	Bourne, W. J.	Dorchester
021	Adams, Geo. A.	Attleboro
022	Hall, Wilfred	"
023	Wadsenthin, S. C.	"
024	Clark, Fred H.	Dodgeville
025	Bowker, Henry H.	Everett
026	Hess, J. George	Malden
027	Dame, Percy L.	Newburyport
028	Ingalls, Frank H.	"
029	Edson, C. H.	Campello
030	Holmes, Ernest	Brockton
031	Howard, Fred C.	Stoneham
032	Bowser, Horace F.	"
033	Delaney, Mrs. A. H.	So. Framingham
034	Poole, John F.	So. Weymouth
035	Reed, Harvey D.	So. Weymouth
036	Russell, C. C.	Springfield
037	Lindsey, Wm. M.	Taunton
038	Hartshorne, Frederic S.	Wakefield
039	Hill, Ralph W.	Waltham
040	Bradstreet, W. D.	"
041	Dean, Bradford	"
042	Hayden, H. W.	"
043	Cotter, John J.	Whitinsville
044	Smith, Thos. F.	Grafton
045	Harris, Henry J.	Worcester
046	Norton, George C.	"
047	Gates, Clarence	"
048	Gale, A. L.	"
049	Hodnig, M. C.	"
050	Adamson, H. W.	"
051	Nystrom, John W.	"
052	Randall, Harry F.	"
053	Gray, W. E.	"
054	Richardson, M.	"
055	Wood, Chas.	"
056	Haigh, John W.	Boston
057	Frederick, Frank B.	Dorchester
058	Shaw, G. Edgar	Brockton
059	Brooks, Frank E.	Reading
060	Schindler, L. M.	Arlington
061	Atwood, Geo W.	Abington
062	Rhodes, Walter	Andover
063	Gombley, Geo. E.	Abington
064	Dickerman, Olin D.	"
065	Patten, Geo. W.	Amesbury
066	Bowker, Harriet W.	Arlington Hts
067	Brockway, Clarence M.	"
068	Butler, H. Leeman	Boston
069	Starnes, E.	"
070	Bullock, W. Otis	"
071	Colby, Irving A. J.	"
072	Cutler, Mrs. W. F. C.	"
073	Child, Dudley R.	"
074	Carlisle, W. A.	"
075	Canley, Edward	"
076	Clough, E. H.	"
077	Cook, Richard M.	"
078	Durgan, Joseph L.	"
079	Doleman, D. Currie	"
080	Davidson, Colin C.	"
081	Earsy, Henry A.	"
082	Faelton, Carl	"
083	Harriott, John	"
084	Gian, L. O.	"
085	Heiderman, L.	"
086	Heiderman, Henry	"
087	Helderman, Joseph S.,	"
088	Hoeft, Jno. Chas.	"
089	Jackson, J. L.	"
090	Johnson, Chas. W.	"
091	Keane, John A.	"
092	Kenney, P. C.	"
093	Keating, John	"
094	Langcrihy, F. D.	"
095	Lanning, Herman J.	"
096	Lavers, Henry	"
097	Lamarine, A. J.	Waltham
098	Locke, E. W.	"
099	Mealley, Chris F.	"
100	Malcolm, Arthur W.	"
101	McKay, Hiram	"
102	*McKay, Mrs. Hiram*	"
103	Monroe, E. S.	"
104	McDonough, Thomas F.	"
105	Streit, Rodolphe,	"
106	Prince, Wm. R.	"
107	Parnham, F. L.	"
108	Pastene, Jerome J.	"
109	Pendleton, Jno. C.	"
110	Taylor, H. C.	"
111	Robson, Chas.	"
112	Stoddard, Geo. H.	"
55113	Sprague, Chas H.	Boston
114	Schneider, Chas.	"
115	Stevens, Geo. M.	"
116	Smith, L. F.	"
117	Smith, A. F.	"
118	Twichell, J. Sumner	"
119	Smith, John J.	"
120	Seribner, Frank A.	"
121	Vinton, Charles S.	"
122	Nazro, Julius M.	"
123	Wood, Maynard A.	"
124	Stone, Harry D.	"
125	Canning, Joseph C.	Brighton
126	Barnes, Fred W.	Boston
127	Clark, Alonzo H.	Brockton
128	Belcher, Melvin W.	"
129	Howard, Fred E.	"
130	Smith, Loring	"
131	Bird, W. S. T.	"
132	O'Reilly, John J.	"
133	Guinasso, Frank A.	"
134	Caldwell, A. F.	"
135	Sargent, Chas S., Jr.	Brookline
136	Conover, James H.	"
137	Castle, W. H.	"
138	Brennan, Thomas F.	Cambridge
139	Keefe, Thomas	"
140	Davis, Chas. E.	"
141	Margot, Frederick E.	Cambridgeport
142	Young, Agusta,	Charlestown
143	White, John A.	Chelsea
144	Smith, C. C.	"
145	Gilson, Wm.	Chicopee
146	Willis, M. Sumner	Dedham
147	*Shurtleff, Mrs. S. Abbie*	Dorchester
148	Weaver, Mrs. A. B.	"
149	Lincoln, Robert DeB.	Dorchester
150	Colin, Stanley H.	"
151	Phelps, J. Frank	"
152	Pennington, Fred E.	East Boston
153	*Taylor, Miss J. Annie*	East Boston
154	Hinn, Eli N.	St. Louis
155	*Lee, Mrs. Chas.*	"
156	Hollerrieri, F. J.	"
157	Hall, John Jr.	"
158	*McCoar, Mrs. E. B.*	Everett
159	Wood, Franklin B.	"
160	Scollin, Geo. F.	E. Saugus
161	Scollin, John E.	"
162	Burgess, Chas. A.	Hopedale
163	Bolsin, Edwin C. W.	Holyoke
164	Boughton, Willard 2nd	Hyde Park
165	Wheeler, Walter S.	"
166	Sampson, H. P.	"
167	Freeman, Chas. S.	Hyde Park
168	Lord, Walter E.	Ipswich
169	Buckley, Edmund	Fall River
170	Buckley, Geo. D.	Fitchburg
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172	Oliver, Frederick Wm.	Jamaica Plain
173	Wing, Chas. E.	Freestown
174	Howland, Dr. O. S.	Gloucester
175	Bannelord, Wm. H.	Jamaica Plain
176	Fair, Geo. W.	Natick
177	Tilton, Berton S.	"
178	Gamlis, E. N	Newton
179	Childs, Edwin O.	"
180	Woodman, Wm. F.	Newton Centre
181	Parks, Wm. A.	Newton
182	McAdams, Allen W.	Newtonville
183	Dierig, Conrad A.	Lawrence
184	Hoeckrath, John W.	"
185	Hauser, Frank W.	"
186	Wolfe, Alfred C.	"
187	Murphy, Thos. H. L.	Lowell
188	Hiltz, Geo. S	"
189	Dailey, Fred	"
190	Foster, W. R.	"
191	Haworth, John H.	"
192	Chase, Wm. 2d W.	"
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194	Putnam, A. W.	Lynn
195	Vaughan, Henry	"
196	Sprague, E. B.	"
197	Caron, J. N.	"
198	Fogg, C. Everett	"
199	Olin, Frank G.	"
200	Melcher, N. E.	"
201	Bates, Wm. D.	"
202	Morey, Fred W. Jr	"
203	*Lord, Miss Emma J.*	"
204	Vandell, R. A.	Malden
205	Workman, M. S.	"
206	Perkins, A. F.	"
207	Shackford, Ernest T.	"
208	Mees, Henry A.	Mansfield
209	Collins, A. E.	Marblehead
210	Jackson, Henry D.	"
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212	Heard, Joel E.	"
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225	McGrath, Philip F.	"
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228	Shaw, Carl	"
229	Campbell, David	"
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232	Donovan, J. J.	"
233	Phillips, Geo.	"
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242	Hunt, Perce F.	"
243	*Ryan, Bertha A.*	"
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246	Smith, C. H. 17 Clinton	"
247	Robertson, David	"
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250	Donnell, Eugene D.	"
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259	Donovan, Wm. J.	"
260	Crowley, Wm. J.	"
261	Dillaway, Frank H.	"
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264	Blaney, John S.	"
265	Phillips, Leonard H.	Swampscott
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267	Feeney, Fred J.	Waltham
268	Ryan, Henry M.	"
269	Olmsted, D. W.	"
270	Boggs, Walter H.	"
271	Weed, Chas. V	"
272	Mann, Richard	Watertown
273	Movers, Wm. B.	"
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275	Orrill, A. W.	W. Somerville
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277	Coggeshall, John W.	Woburn
278	Cutter, Roland N.	Winchester
279	Marsh, Wilder	"
280	Sanford, Chas. B.	Worcester
281	Sanford, Wm. H.	"

55282	Green, Everett E.	Worcester
283	Monilton, B. B.	Boston
284	Hill, C. S.	"
285	Northrup, D. W.	"
286	Buck, B. E.	Cambridge
287	Bowden, Wallace E.	Lynn
288	Prentiss, H. Lindsey	Reading
289	Gooding, H. H.	East Somerville
290	Lakman, Robert E.	Lynn
291	Hughes, George F.	Somerville
292	Nott, Charles E.	Wakefield

MICHIGAN DIVISION—10.

55293	Smith, G. B.	Lansing
294	Emery, A. M.	"
295	Rasecun, W. B.	"
296	Higby, S. D.	"
297	Lang, Geo. E.	Carleton
298	Helfrech, Wm.	Ishpeming
299	Peters, A. Otto	Carleton
300	Striggow, Lewis J.	Holly
301	Campbell, John James	Imlay City
302	Rorland, Will	"

MINNESOTA DIVISION—10.

55303	Bellinger, George H.	Duluth
304	Horton, L. E.	"
305	Leach, Frank F.	"
306	Mann, Frank A.	Minneapolis
307	Florence, Geo. W.	"
308	Ambrose, Claude	"
309	Nilson, Gust	"
310	Allen, Chas. H.	"
311	Breckenridge, Will M.	"
312	Lightfoot, John	Fergus Falls

MISSOURI DIVISION—17.

55313	Roseberry, Beal	Maryville
314	Hood, Wm. H.	"
315	Pickerel, R. T.	"
316	Andrews, Chester	"
317	Eaton, Chas.	St. Louis
318	Handley, Daniel	"
319	Lydick, Milt C.	"
320	Mertes, E.	"
321	Gnether, Orlando H.	"
322	Burgess, Chas. A.	"
323	Dougherty, Ed L.	"
324	Franenthal, B. W.	"
325	Lemon, R. S.	"
326	Lydick, B. D.	"
327	Lindemann, Hy	"
328	Neumann, Fred H.	"
329	Stern, Harry L.	"

NEW HAMPSHIRE DIVISION—4.

55330	Goodhue, Charles	East Rochester
331	Hutchins, Eugene L.	"
332	Nute, W. H.	"
333	Morrill, Lewis S.	South Danville

NEW JERSEY DIVISION—30.

55334	Dodd, Wm. B.	Bloomfield
335	Barker, Caleb	East Orange
336	Baker, Herbert S.	"
337	Doremus, Fred H.	"
338	Hoffman, Jas. W.	"
339	Franklin, Benjamin W.	"
340	Gregg, Harry W.	"
341	Hiscox, Chas. C.	"
342	Hawley, Irad	"
343	Irving, Lewis M.	"
344	Lloyd, Wm. R.	"
345	Munn, Walter T.	"
346	Silvey, Wm. W.	"
347	Thompson, Gustavus W.	"
348	Thompson, Norman F.	"
349	Varian, Arthur	"
350	Wallin, Lindley D.	"
351	Birch, Edw.	Elizabeth
352	Fogg, C. Edward	"
353	Gilbert, Clinton	"
354	Gilbert, W. W.	"
355	Bates, Wm. D.	"
356	Gardliner, J. H.	"
357	Gillmor, Edward	Montclair
358	Roberts, Frederick E., Jr.	"
359	Parker, Alfred J.	Newark
360	Thompson, John S.	"
361	Parker, Arnold A.	Paterson
362	*Farrar, Catherine*	"
363	Edson, J. Linn	Plainfield

NEW YORK DIVISION—81.

55364	Wilcox, Fred P.	Albany
365	Purchase, Henry D.	"
366	Moon, John D.	"
367	Wage, Arnold Edwin	Albion
368	Medberry, Allen	Ballston Spa
369	Sherman, Dr. F. J.	"
370	Wiley, Walter H.	"
371	Eryer, Ira B.	"
372	Sherwood, John L.	"
373	Brown, Frank H.	"
374	Hutchins, John N.	"
375	Morse, M. E.	"
376	Cline, Chas.	"
377	Van Buren, Chas.	"
378	Wimsey, Frank D.	"
379	Clute, Chas. A.	"
380	Quinn, Wm. H.	"
381	Mosher, Edgar	"
382	Bonner, George	"
383	Orms, Wm.	"
384	Ralphs, John J.	Brooklyn
385	Carpenter, James H.	Corning
386	Sulke, Julius J.	"
387	Klock, Willard G.	Canajoharie
388	Murray, Wm. M.	Palatine Bridge
389	Markey, Geo.	Elmira
390	Holmes, Chas. W.	Mechanicville
391	Reed, John M.	Romulus
392	Van Vleck, Harry W.	Rome
393	Dougherty, Wm. J.	Yonkers
394	Delaroff, Arthur L.	New York
395	Flanders, John	"
396	Fowler, Arthur A.	"
397	Oestreich, Chas.	"
398	Smith, Myron L.	"
399	Spencer, Ralph S.	"
400	Schaefer, J. Louis	"
401	Taylor, Valentine	"
402	Ulings, Chas. J.	"
403	Bruning, Henry C.	Brooklyn
404	Delany, J. J.	"
405	Horseman, Henry W.	"
406	Hollis, George A.	"
407	Hollis, Miss Emma J.	"
408	Wilcox, Arthur H.	Bainbridge
409	Willsey, A. G.	Germantown
410	Kline, Albert	"
411	Plattner, W. B., M. D.	Irvington
412	Walter, T. H. Jr.	Luzerne
413	Lawrence, E. H.	Lexington
414	Van Valkenburgh, Geo. B.	New Rochelle
415	LeCount, Josiah	New York Mills
416	Gladwin, F. A	"
417	Weller, W. E.	New Hartford
418	Davis, R. E.	Oneonta
419	Sees, Willis H.	"
420	Jennings, B. R.	Richmond Hill
421	Wright, W. G.	Sag Harbor
422	Allred, Richard T.	"
423	Eaton, Wm. S.	Southampton
424	Halsey, Hugh M. D.	Sterlington
425	Carpenter, Geo. T.	"
426	Ford, Harry	Syracuse
427	Klock, Edward M. Jr.	"
428	Trowbridge, Miles L.	Watervliet
429	Joslin, Chand E.	West Troy
430	Tilley, John	Warwick
431	Compton, W. C.	"
432	Servin, John M.	"
433	Tate, Hiram	"
55434	Hardell, Chas. A.	Utica
435	Butler, C. M.	"
436	Downer, Wm. T.	"
437	Kloss, Wm. J.	"
438	Fuller,

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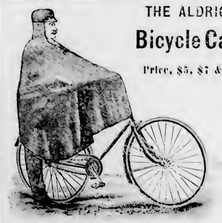


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(Postage stamps will NOT be received in payment.)

30,000 SOLD LAST YEAR



[Patented Aug. 4, 1891.]

KEY IS HELD FAST WHEN UNLOCKED.



BROSNAN
Cycle Lock.

(Pat. April 26, '92.)

Cannot be cut or picked; safe, attractive, light; it is adjusted permanently on the fork below the rim; when you dismount press the spring, the bolt catches between the nipple or spokes, (the wheel is locked), and cannot be ridden or rolled away until unlocked with the pocket key. Lock by mail, $1.25. Discounts to dealers and clubs.

BROSNAN CYCLE LOCK CO.
210 High St., Holyoke, Mass.

GOOD AGENTS WANTED FOR
Royal Limited
— AND —
Temple Scorcher.



Riders—We take in EXCHANGE second-hand Pneumatic Tire Wheels. STATE CONDITION and make of your machine.

RALPH TEMPLE'S CYCLE EXCHANGE,
158 Twenty-Second St., - CHICAGO.

For Baseball and Footballists. Athletes, Cyclists. Horseback Riders. Boxers and Oarsmen's use.

ANTI-STIFF.

PRICE, 25c. & 35c. Per Box.



Trainer's Size, $1.00.

STRENGTHENS THE MUSCLES.

E. FOUGERA & CO., Agents U. S.
30 N. William St., New York.

Delivered Free--A Sweater

Don't pay local dealer 50 per cent. profit. We sell at wholesale prices and pay charges. Our new "Novelties" are conceded by athletes to be perfect sweaters. Write to-day for catalogue of prices. Free.

Common Sense and Fashion Decree
White Duck Pants,

the thing for Tennis, Yachting and Athletics this season. They are the coolest and most stylish garment made for Sporting. Harvard and Yale wear our pants. Send leg and waist measure and receive perfect fit and best quality. Price $1.75. Best quality Leather Belt 50 cts. We pay postage.

H. S. LOMBARD,
Sporting Clothing and Yachtmen's Outfitter.
Sole Manufacturer. 46 to 52 Clinton St., Boston, Mass

Bicycle to be
Given Away.

Union
Pneumatic,
1893 Pattern.

Full particulars by mail. Send your name and address for same on a postal card to . .

UNION, Box 2118,
Boston, Mass.



PNEUMATIC REPAIR OUTFIT

The Largest, Best and Most Complete Outfit

On the market. Size 8in. x 5 in. Liberal discount to dealers.

STOKES MFG. CO., Cycling Outfitters.
223 Wabash Avenue, - - - - - - - - Chicago

PNEUMATIC TIRES. CORK HANDLES. TIRE CEMENT.

PUMPS.
SPOKES.
BALL PEDALS.
ADHESIVE TAPE.
PATCH CLOTH.
ENAMEL.



RIMS. (Hollow or solid)
BICYCLE HORNS.
Mould Work Solicited.

Send for Catalogue and discounts.

ELASTIC TIP Co.,

BOSTON, MASS., 370 Atlantic Avenue.
CHICAGO, ILL., 154 Lake St.
SAN FRANCISCO, CAL., 14 Fremont St.

SPECIAL.

In this Department, 25 cents a line. ☞Cash *must accompany the order.*☜

☞Postage stamps will not be accepted hereafter in payment for advertisements or subscriptions.

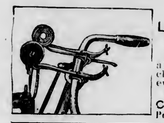
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L. A. W. Badges.



The Official Design in SOLID GOLD. Send for Catalogue to

C. H. LAMSON, 203 Middle St., Portland, Me.
The Original Inventor and Maker.



LAMSON'S
Luggage Carrier
NO. 1.

Convenient, durable, noiseless, cheap. $1. Sold everywhere. Made by

C. H. LAMSON,
Portland, - Maine.

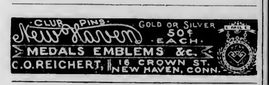


The Latest L. A. W. Badge
Official Pneumatic Tire.
Solid Gold, - $3.50
Gold Plate, larger, 2.00

Any bicycle dealer will order you one. We have L. A. W. badges from 25c. up. Discount to dealers.

DURYEA JEWELRY CO.,
194 Broadway, - - New York City

JOHN HARRIOTT
PRIZE
MEDALS, PINS.
Club. Class. Society.
Designs on Application.
3 WINTER STREET,
BOSTON, MASS.



These Are Delightful Evenings to Ride.
Add to your pleasure by using
The Red Star Solid Illuminant
(Patent pending).
In your Bicycle Lamp.
Can be used in any bicycle lamp made.
PRICE 50 CENTS.

If the roads are dusty be SURE and use
THE RED STAR CHAIN LUBRICANT,
For it makes a glossy, smooth surface on which the dust cannot remain. Put up in stick form.
PRICE 25 CENTS.
For sale by all dealers.

THE RED STAR MFG. CO.,
Factory, Long Island. P.O. Box, 1092, New York



Price $2.50
Agents Wanted
Jones' Suspension Bicycle Saddle.

Simplest, Cheapest, Neatest and Best.

For Carrying Children on Ordinary Safety Bicycles.

☞For Sale by all Dealers. Manufactured by

A. H. GOETTING, Springfield, Mass.

KODAKS.

Take one with You
to the World's Fair.

They're the only practical camera for the purpose. No bulky glass plates—no troublesome holders—no need of hunting up a dark room. With our special Columbian spools of film, containing 200 exposures, you can have your Kodak loaded before leaving home and can then *"press the button"* as often as you like while at the Fair without the necessity of reloading.

Eastman Kodak Co.,
Send for Catalogue. Rochester, N. Y.

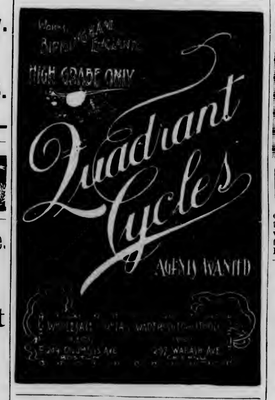
HODGES & DOANE,

Bankers and Brokers,

53 State Street, - Boston, Mass.

Orders executed for stocks and bonds in Boston and New York markets.

Special attention given to investment securities.



KALAMAZOO TROUSER GUARD.



PRICE,
15 cents.

We hope to die if it isn't the neatest thing out.

KALAMAZOO CYCLE CO.
Kalamazoo, Mich.

REAL BICYCLE UNIFORMS.



Be sure to send for free samples and measure blanks. Club Uniforms a specialty. L.A.W. Coats, $8; Knee Breeches, $4. Pumett's celebrated Jersey Cloth Knee Breeches only $4 a pair. Bicycle Caps, Sweaters, Monograms, etc. Be sure to write now.

R. A. PUNNETT,
Tailor and Athletic Outfitter,
98 and 100 West Ave., Rochester, N. Y.

All strictly first-class work at moderate prices. U. S. Representative of "KAUFMAN," who is coming soon.



Levy's Cycle Clock
AND
Speed Calculator.
Warranted good time keepers. Price, $2.25 from cycle dealers or

SIMON C. LEVY,
1817 Ridge Ave.,
Philadelphia, Pa.

FROM GEORGE F. TAYLOR.

Boston, May 26, 1893.

DETACHABLE CLEAT CO., Allston, Mass.

Gentlemen:—Received "Racer" shoes ordered by me, and find them entirely satisfactory. For lightness and strength they are *par excellence*.

Very truly, GEORGE F. TAYLOR.





A New racing shoe. Weight, 5½ oz. All Solid Leather Tapered Cleats, which don't break off; cated pedal quickly. To introduct them we make

SPECIAL OFFER!

We will send a pair of these shoes, paying every express charges,

C.O.D. at the regular price $3.50

Remember, it does not cost you a cent to see these shoes, because

WE PAY THE FREIGHT.

Discount to Agents.
Send size of foot.

DETACHABLE CLEAT CO. ALLSTON, MASS.



Universal Support, 14 oz. TAYLOR MF'G. CO. Oranston, R. I.
PRICE $1.50, POST-PAID.

"FAULTLESS" TROUSER GUARDS.



Office of A. G. Speier & Son, Philadelphia, April 24, 1893.

Mr. Chas. Sulzner, *Dear Sir*:—It gives me great pleasure to speak a word or two in favor of your "Faultless" Trouser Guards. I have used them for several months, and can say that they eclipse anything I have ever seen for the same purpose, and I have found them perfectly satisfactory in all particulars, as well as neat, inexpensive and small in size. Yours very truly,

WM. G. SPEIER, Treas. Century Wheelmen.

Mailed on receipt of price.

CHAS. SULZNER, 1026 Col'a Ave., Phila.

PATENTS

Procured in the United States and Foreign countries. Trade marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. W. E. AUGHINBAUGH, McGill Building, 908-24 G st., N.W., Washington, D. C.



WANTED
SECOND-HAND
BICYCLES

Of every description in exchange for NEW VICTORS, RALEIGHS, EXCELSIORS etc. etc.

Highest prices allowed.

Send for Bargain List and Catalogue of new wheels.

White Cycle Co.
29 S. WARREN ST.,
TRENTON, N. J.

TRADE-MARKS. COPYRIGHTS

Solicitor of U. S. and Foreign Patents.

ATLANTIC BLDG., WASHINGTON, D.C.

Send sketch of model for free examination as to patentability.



Reading Railroad System.

THE FAVORITE ROUTE
BETWEEN
Boston, Philadelphia, Baltimore, Washington,
AND BETWEEN
New York and Philadelphia,
And all points in Interior Pennsylvania.

THE SCENIC LINE

To Buffalo, Niagara Falls and the West.

☞WHEELS CARRIED FREE.

I. A. SWEIGARD, Gen. Manager. C. G. HANCOCK, Gen. Pass. Agent.

Limited Train ▲ ▲
FOR NEW YORK
Via BOSTON AND ALBANY R. R.

A limited train of Drawing Room Cars only will leave Boston at 12 noon, due in New York at 5.40 P. M.

Train consists of Baggage Car, Buffet Drawing Room Smoker and two Drawing Room Cars. Fare $6.00, including seat in Drawing Room Car. Number of passengers limited to seating capacity of cars.

A. S. HANSON, General Passenger Agt.

City Office, 232 Washington St., } BOSTON.
Station, Knecland Street, }

FITCHBURG RAILROAD

Superb Equipment, Excellent Train Service, Fast Time, and Courteous Employees make the

Hoosac Tunnel Route

THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.

BICYCLES CARRIED FREE

FAST EXPRESS TRAINS

With elegant PALACE PARLOR and SLEEPING CARS to and from

BOSTON and CHICAGO
and BOSTON and ST LOUIS,
via NIAGARA FALLS

without change.

THE POPULAR ROUTE for all points in Northern New York, Vermont and Canada.

THE ONLY LINE running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes and Burlington, Vt.

THE PICTURESQUE ROUTE from Boston to St. Albans, St. Johns, Ogdensburg, Ottawa, Montreal and Quebec.

ELEGANT PALACE SLEEPING CARS to and from

BOSTON AND MONTREAL,

without change.

For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad and at

250 Washington Street, or
Fitchburg Railroad Passenger Station, BOSTON.
J. R. WATSON, General Pass. Agent.

The Favorite Route of Wheelmen
BETWEEN THE
EAST, WEST, NORTHEAST and SOUTHWEST.
—THE—
WEST SHORE RAILROAD

(The first road out of New York to carry bicycles free in the baggage cars of its company.)

Special attention is invited to the fact that all through trains connect with those of the *Fitchburg Railroad*, the only road in New England carrying wheels free.

The following meets are to be held on the line of the West Shore Railroad, and wheelmen will receive special attention enroute thereto:

June 10. Circuit races, Press C. C., Buffalo, N. Y.
June 16-17. N. Y. Div. Meet L. A. W., Syracuse, N. Y.
June 19. Remington Bicycle Club Race Meet, Illion, N. Y.
June 21. Albany County Wheelmen Race Meet, Albany, N. Y.
July 1. Kings County Wheelmen Race Meet, Brooklyn, N. Y.
July 5. Riverside Wheelmen Race Meet, New York, N. Y.

Remember this line traverses the historic and picturesque West Shore of the Hudson River, skirts the foothills of the Catskill mountains and passes through the beautiful valley of the Mohawk.

Elegant Drawing-room and Sleeping Cars run daily between Boston, New York, Newburgh, Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Detroit, Cleveland, Toledo, Chicago and St. Louis.

Special trains exclusively for wheelmen are being arranged for, to run from Boston and New York to the National Meet of the L. A. W. and International Races at the World's Fair in August. These trains will be connected with cars enroute off the line of the Fitchburg and West Shore Railroads. For particulars, time table, etc.,

Address, C. A. SHEEHAN,
Agt. Gen. Pass. Department,
5 Vanderbilt Ave., N. Y.
Or A. A. SMITH, N. E. P. A.,
300 Washington St., Boston, Mass.
C. E. LAMBERT, Gen. Pass. Agent, New York City.

Nichols Miss Adelaide A

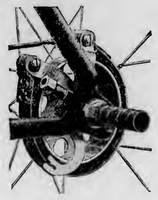
Cornerstones of Columbia Excellence



THE COLUMBIA PNEUMATIC

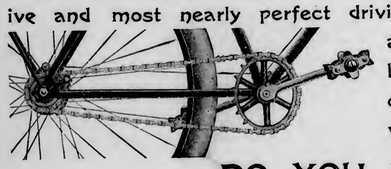
Holds the wind, the faith of the user, and the guarantee of the Pope Mfg. Co. . . .

THE COLUMBIA BAND BRAKE



Much improved over all other brakes of this pattern. The strongest and easiest-working brake made, and does away with the danger of damaging the tire. . . . .

The COLUMBIA BALL PEDAL, the ELLIOT SELF OILING CHAIN, and the ELLIPTICAL SPROCKET make the most effective and most nearly perfect driving mechanism to be found on any wheel. . .



THE COLUMBIA BICYCLE AS A WHOLE

Columbia excellence includes every part and attribute of a perfect bicycle-frame, finish, beauty, strength and speed. . . . .



DO YOU RIDE THE COLUMBIA?

Pope Mfg. Co.

BOSTON NEW YORK CHICAGO HARTFORD

Our New Tire

The Wizard.

AMONG the tires we offer for general sale is our new tire, to be known as . . . . . .

The "WIZARD."

It is a single tube tire, similar in construction to the regular Columbia tire, with red rubber tread, and is intended especially for use of repairers and for changing over to pneumatic tires at a reasonable expense. It has our special recommendation as a thoroughly reliable and well constructed single tube tire, and is warranted as to material and workmanship. It is without doubt the best tire on the market for the price, which is the lowest we have ever offered a pneumatic tire.

Correspondence solicited from manufacturers and large repairers.

HARTFORD RUBBER WORKS COMPANY,

HARTFORD, CONN.

He Knows Hartfords Are Reliable

PITTSBURG, PA., May 5, 1893.

Hartford Cycle Co., Hartford, Conn.:

Gentlemen—We have opened our branch store in the East End, and it give me pleasure to say the first new wheel which was sold was a HARTFORD, pattern "D."

So far this season we have not had one of your '93 patterns come back for repairs of any nature whatever, and our sales have already equalled the total for 1892, as your records will show.

We hope to continue on the same line, and remain

Very truly yours, J. A. JOHNSTON.

HARTFORD CYCLE CO.,

HARTFORD, CONN.

8 550 a. 5

The BICYCLING WORLD AND L. A. W. BULLETIN

Founded 1877

Volume XXVI. Number 14. BOSTON, FRIDAY, JUNE 9, 1893. 50 Cents a Year. 5 Cents a Copy.

"Cheap Bicycles."

The dealer who has both an asking and a selling price for his goods plays upon the bargain hunters's credulity.

The bicycle market is being flooded with cheap goods.

Why are these sold at "greatly reduced prices?"

It is simply because they are low grade and are worth no more.

The makers of these bicycles know that they are not worth more than the price for which they are willing to sell them.

Steinway pianos are not cheapened by imitations sold at one-quarter their price.

The same is true of Brewster wagons.

Victor Bicycles rank with Steinway pianos and Brewster wagons.

Cheap bicycles are like the Frenchman's razors, made to sell and not to use.

The man who sells a bicycle cheap does not do it because he loves the dear public and wants to give them a part of his money.

It is a great argument for the quality of Victors that we are able to maintain our prices and constantly increase our trade.

We Are Doing Just That.

OVERMAN WHEEL CO.,

BOSTON. WASHINGTON. DENVER. SAN FRANCISCO.

HERE AND THERE.

Guess. Guess. Our scheme s working and the guessers multiply, but as before stated, we have room for more. We can now give you the Bicycling World for 50c. per year, and you have a chance at a high grade bicycle. See page 265 for particulars.

THE question of better roads will be publicly discussed at a mass meeting of bicycle riders to be held in Milwaukee on July 15, at some hall yet to be designated.

YOU cannot own chickens or bicycles in Northampton, Mass., without paying a tax on same. We wonder what connection there is between chickens and bicycles?

THE bicycle riders who are going from Kansas to Chicago will be led by two picked men, one 6 feet 5 inches tall, and weighing 125 pounds, and one a foot shorter and 200 pounds heavier.

OSMOND is of course the subject of much gossip nowadays. He still refuses to make any definite promises as to his racing plans, and further rumor hath it that he will join the band of Benedicts soon after his return to England in the fall.

CHARLES H. PEARCE left his home in Danbury, Ct., Thursday, last week, for a bicycle ride. He failed to return, and Thursday a farmer found his wheel in a lonesome piece of wood at Neversink Lake, ten miles from Danbury. Pearce was recently married. Foul play is feared.

BICYCLE RIDING does not appear to be conducive to amiability. No sooner does a man bestride the wheel than he gets his back up.

THE relay fever has struck the runners and on Decoration Day fifteen men ran in relays from New Haven to New York in 9h. 35m. The distance is 76 miles.

WE are going to have good old "Bob Garden" in the East. He is to make his headquarters at Hartford in the employ of the Pope Mfg. Co., with which concern he has been so many years connected. The West loses, the East gains.

THREE hundred wheelmen participated in the Union run of Milwaukee Wheelmen; the run was to Whitefish Bay. The clubs were Milwaukee Wheelmen, Mercury Cycling Club, Telegram Cycle Club, and Comet Cycling Club.

THE young lady bicyclists of Sharpsburg, Pa., have decided to organize themselves into a club. A meeting will be held within a few days, when organization will be effected. The large number of ladies who are possessors of wheels in that vicinity it is thought justifies the organization.

THREE small boys were arraigned in the Lee Avenue Police Court, Williamsburg, N. Y., the other day charged with being highwaymen. It is charged that they held up Wm. Morrow, twelve years old, of No. 233 Clifton place, while he was riding his bicycle at Bedford avenue and Hewes street on Monday evening. They threw him from the wheel, struck him on the head, and one of them mounted the bicycle and rode away. They were arrested while trying to sell the wheel to a Grand street dealer two hours later.

THE attempt to make May 31 Wheelmen's Day at the Chicago Fair was a dismal failure. It was like Hamlet without the melancholy Dane. The day was appointed without any conference with the L. A. W. Division or the local wheelmen. The wheelmen will have "a day" in August and it will be an eye opener.

SEVERAL young men from Hartford rode down to Rocky Hill, Ct., to attend the supper at the Methodist church, Thursday evening, on bicycles. While they were inside having a pleasant time with the girls some one cut holes in the rubber tires of two of the vehicles and spoiled them. A reward of $25 is offered for information that will convict the fellows who did the work.

"THE old soldiers of Des Moines, Iowa, are expressing great indignation over the proposed bicycle races and other sporting events arranged for Decoration Day. They think this day should be held sacred to the memory of the brave men who fell in defence of the nation's honor." And really when one comes to think of it, isn't cause for "indignation" well founded?

THE following item taken from a Connecticut exchange will, if it meets the eye of "Papa" Weston, make him smile. "Papa" was for years a strong advocate of the "sociable," that now obsolete machine. It will amuse readers to note also what the writer says about the "20 miles an hour speed." "Half a century ago tricycles were manufactured to carry two persons, and often-times, on good roads, speed of 20 miles an hour was attained. Why don't they make similar machines now, so that a man and his wife could ride out together, side by side?"

THE species of bicyclist that affects low handles and crouches over his machine is known, it is said, as "a scorcher," on account of his speed that burns the road. But to the judicious observer a rear view of man and machine thus arranged is as the sight of a broiled chicken, one that tastefully served costs about $1.25 in the restaurant.

THERE has been formed by the staff and employees of the Overman Wheel Co. an Athletic Association known as the "Victor Athletic Company." It has secured good grounds within a few minutes' walk of the centre of the town. A quarter-mile bicycle track will be built, and this, with base ball, tennis, rifle and trap shooting will be the leading sports. The company has been incorporated under the State laws of Massachusetts with the following officers: A. H. Overman, President; C. L. Pepper, Vice-President; W. S. L. Hawkins, Treasurer; E. F. Russell, Secretary.

THE world circuit cyclers, Messrs. Allen and Schantaban, were met at the Cyclers' Rest on the Lancaster pike, Philadelphia, June 3, by a detachment from the West Philadelphia Cyclers and several other clubs in the city. Messrs Allen and Schantaban arrived on Monday night at Downington and proceeded on their journey yesterday. They were saluted by cheers and a fireworks display when met on the pike. The West Philadelphia Cyclers accompanied them to the Market street ferry, where they departed for Haddonfield, N. J. Messrs. Allen and Schantaban have been on a three years' trip around the world.

Not Sold Out.

Our entire output for 1893 is not sold and we are not declining to accept orders, but are taking all we can get, and still have a few blank pages in our order book.

There are numberless machines on the market, but the HICKORY is sufficiently popular to compel us to run our factory night and day to supply the demand.

Everything desirable in a safety bicycle is found in the HICKORY.

Send for a Catalogue.

Hickory Wheel Co. Newton, Mass.

THE REMINGTON.

3 PATTERNS FOR 1893.

Light Roadster, Actual Weight, 32 lbs. Roadster, 44 lbs. Ladies Wheel, 42 lbs.

PRICES, $140.00.

Material, best obtainable. Workmanship unsurpassed. Mannesmann Tubing. Warwick Hollow Rims, and a variety of the best pneumatic tires to select from.

REMINGTON ARMS CO., 315 BROADWAY, NEW YORK.

SEND FOR CATALOGUE. WORKS AT ILION, N. Y. [Mention This Paper.]

A HARVEST FOR ENERGETIC AGENTS.

CATALOGUES READY. SENT UPON APPLICATION.

LOVELL DIAMOND CYCLES.



WEIGHT 31 LBS.

Our Best Efforts Combined in Our '93 Models.

THE RESULT: Not a Semblance of ANTEDILUVIAN IDEAS.

Improved Columbia Pneumatic Tire.



WEIGHT 37 LBS

Pneumatic Tires, $115.00, $100.00, $85.00.

Cushion Tires, $105.00, $90.00, $75.00

JOHN P. LOVELL ARMS CO., Manufacturers, BOSTON, MASS.

Latest and Most Improved Design.

Strictly First-Class in Every Detail.

Puritan

TRADE MARK

High Grade Bicycles. 32-lb. Scorcher, $135.00

Agents Wanted in Unoccupied Territory.

O. J. Faxon & Co., Manfrs., Boston, Mass.

"The Winton is a Winner."



WINTON LIGHT ROADSTER.

. . . HIGHEST GRADE THROUGHOUT. . . .

No Agency complete without this Distinctive and thoroughly First-Class Machine.

Winton Roadster, all on, 40 lbs., price $150.
Winton Light Roadster, stipped, 30 lbs., price 150.
Wintor Ladies', improved design, 38 lbs., price 150.
Winton Racer, nothing like it, 20 lbs., price 100.

Easiest running bearings in the world. True double diamond frame. Winton perfect pneumatic tires.

If there is no agent in your place, know all about us by asking for a catalogue.

THE WINTON BICYCLE CO., CLEVELAND OHIO.

110 PERKINS AVENUE.

UDELL WOODEN WARE CO., St. Louis, distributing agents in Texas and Missouri, except Kansas City.



The LEAGUE CHAINLESS

SAFETY.

High Grade in every respect and guaranteed. No dirty chain to soil the clothing.

Bevel gears accurately adjusted on ball bearings, encased in neat aluminum dust caps and running in oil.

Every Advantage Over Chain and Sprocket.

SEND FOR CATALOGUE.

THE LEAGUE CYCLE Co.,

30 UNION PLACE, - - HARTFORD, CONN

A Revolution In Bicycles.

ST. LOUIS REFRIGERATOR & WOODEN GUTTER CO.

ST. LOUIS.

Manufacturers of BICYCLES.

INCORPORATED 1873. CAPITAL STOCK, $500,000.

The last in the field to manufacture, we leap to the front in one bound. Having discovered a process for making aluminum stronger and more elastic than steel, we will, in the course of the next 60 days, offer to the public our . . .

LU MI NUM

. . . High Grade Bicycles . . .

There will be no brazed joints to give out. They will never tarnish, and the frame will last a life-time. Watch this page for further particulars, and secure agencies.

HIGHEST GRADE

EXCELSIORS

Few more good agents wanted in



New England, Middle and Southern States.

Racers. Road Scorchers. Light Roadsters. Ladies'.

Weights, 25, 30, and 35 lbs.

LIVING DISCOUNTS TO LIVE AGENTS. SEND STAMP FOR ENCYCLOPEDIA OF CYCLERS' WANTS, NOW READY TO MAIL.

ACKNOWLEDGED LARGEST SUNDRY HOUSE IN THE UNITED STATES.



SUNDRIES.

"Z. & S." Stocking Supporter, "Z. & S." Bundle Carriers, Wrenches, Grips, Locks, Cyclometers, Tire Tape, Rubber Solution, Graphite, Oilers, Enamel, Bags, Safety Stands, Gloves, Stockings, Caps, Sweaters, Nipples, Balls, Cork Handles, Rims, Saddles, Bells, Lamps, Horns, Whistles, Pumps, Guards, Screw Drivers, Drinking Cups, Leggings, Shoes, Jersey Suits, etc., etc.

HOWARD A. SMITH & CO., NEWARK, N. J.

MODEL
D SYLPH.
WEIGHT,
30 LBS.



"Trifles Don't Count."

No, neither does a drop of water, but trifles make a perfect cycle just as drops of water make an ocean. An ounce is a trifle, but take it away from useless places and put it where it is needed, it saves you a bad fall, a weary walk and a costly bill.

TRIFLE NO. 1—The Tubular Hub.

This is of best cold drawn tubing instead of a forging, and is very light, while it is so strong that it cannot be twisted or sprung. No bearings out of line in these hubs to make your wheel run hard and wear rapidly.

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Everyone admits the loss by chain friction, besides the noise and weight. We decrease the weight, stop the noise and almost annihilate the friction. We require no gear case.

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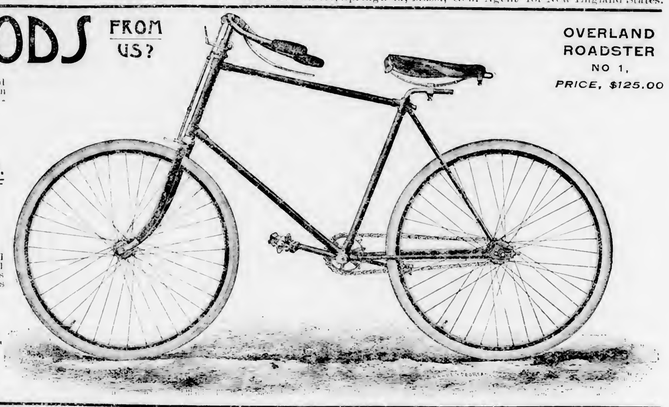
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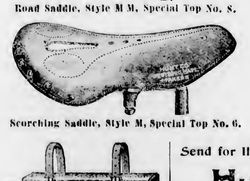


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But be sure your choice is a good one. The WESTON FORK CYCLOMETER will serve you faithfully and well. Many special and exclusive features. Be sure and see it before purchasing. Price $8.00, sent anywhere post-paid.

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A hose-pipe tire, when by buying the "Deerhound" you can get . . . . .

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Such as resiliency and light weight, and at the same time practically have an inner tube tire? We have perfected arrangements so that by a method of weaving duck we are enabled to make a hose-pipe tire which can be cut, inner-tube inserted, and laced, when on the road, and require no more time, nor as much, as it takes to repair the regular inner-tube tire. The outfit consists of a hose-pipe tire made extra strong, and inner-tube to use . . . . .

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THE
BICYCLING WORLD.

Published Every Friday

—BY—

THE WHEELMAN CO.

Incorporated under the Laws of Massachusetts.

167 OLIVER STREET,
BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5265, Boston, sending their old address as well as their new, and their League number.

TO OUR ADVERTISERS:

Copy for new advertisements must be handed in by Tuesday morning to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN Co.

☞ *Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken.* ☜

C. W. FOURDRINIER, Editor and Manager.

EDITORIAL STAFF:

J. S. DEAN. JAS. W. CAETWRIGHT, JR.
H. CROWTHER.

BOSTON, JUNE 9, 1893.

A GOOD deal of a stir has been created among cyclers and the trade because of the reduction in price of the '94 output of a manufacturer, and the matter has been magnified so far as its expected results are concerned beyond what is warranted.

Among the wild rumors afloat is, that a break in prices all along the line would follow. This rumor is not warranted by the facts. The reduction was made for business reasons best known to the manufacturer making the reduction and is not a sure indication that prices will drop "all along the line."

It would be foolish for this paper to assert that prices in the far or near future would not be modified, but the present tendency is to hold prices stiff and the rider who expects to buy any make of wheel for the new price quoted by the concern making the reduction, during the present season is likely to find himself greatly disappointed. At present the indications are that the near future will not see any general reduction, rumor to the contrary, notwithstanding.

A GREAT wave of complaint comes to us through the columns of our exchanges at the reckless manner in which certain riders dash through the crowded thoroughfares of our cities, and we are sorry to say it is not without foundation. The New York papers are especially stirred up over the killing of a young girl a week ago by a rider, and they all demand that prompt means be taken to protect the rights, limbs and lives of pedestrians. There is no reason for this state of affairs if riders would only use common care. The city streets are no places to scorch any more than they are for the use of speeding horses, and we fear that the only way this reckless class of riders can be taught a lesson is by arrest and punishment. Luckily the reckless rider is in a minority, but they are numerous enough, offensive enough and careless enough to cast a grave cloud on the reputation of cyclers generally. We owe it to the sport not to raise one note of protest when these fellows are brought up short and with a round turn, we have no patience with them and no sympathy when they find themselves in trouble.

ANOTHER case in point as to the result of the thoughtless action of a comparatively few riders is that of the action of the Boston authorities in controlling the use of the Reservoir drives by cyclers. For years we have been allowed the use of these drives, and the authorities have kindly gone so far as to erect places at the rendezvous for resting cycles against, and in fact they have allowed other and special privileges which are now likely to be withheld, and all because a few rattled brained, hunched up fellows want to show off their speed to an admiring (?) crowd. It is about time for decent cyclers to lend their aid and influence in crushing out this reckless element, and every rider who has the good of the sport at heart will do all he can to bring these law breakers to justice.

Let all decent wheelmen join us in the crusade against the scorching hoodlum who is a menace to our privileges on the driveways of our beautiful public parks.

"RIDING to the grand stand" is a habit among the specially fresh racing men. Show us the man that thus makes an exhibition of himself, and we think in many cases he is a safe man to rule of the track, especially if his exhibitions are such as to endanger others in the same event. One of the most dangerous habits is for the easy winner to cross the tape "hands off." It makes no difference whether the man has a safe lead or not, the contestant who thus indulges in his whim for making an exhibition should be promptly disqualified. In this connection we notice with pleasure that at the Knoxville, Tenn., races on Decoration Day A. M., Ross was ruled out for indulging in the luxury of finishing a race hands off. All honor to the officials who had sand enough to take this extreme measure. Another bad trick among riders, both veterans and novices, is the habit of looking backward. A few examples should be made of these men, and then accidents on the track would not be so prevalent.

NEWS from Worcester comes to the effect that Windle had been asked to resign his membership from the Bay State Club. The despatch is printed elsewhere.

Nothing could show a more deplorable state of affairs than this. The spectacle of a League Club, as the Bay State Club claims to be, pretending to own a racing man and control absolutely his movements is not, to say the least, edifying. We realize how impossible it is for a man in ordinary circumstances to race, train, and travel without pecuniary assistance, but it is evident that in this case at least a species of slavery is attempted. The Bay State Club seems to have made a mess of things generally this year. Its opposition to the Waltham races resulted in its own meet being a fizzle, and its action in the Windle squabble does not reflect much credit upon it. So far as Windle is concerned he will find several clubs doubtless ready and anxious to enroll him as a member with the "assistance" that goes with it.

IT has been the fashion during the past years to make assertions that a successful bicycle meet equal to those held at Springfield and Hartford could not be held in Boston and vicinity, but if the croakers could have been present at the Massachusetts Division race meet held at Waltham, May 30, they would have gone home satisfied that their claims were without foundation. Between 13,000 and 14,000 people were present and the editor of this paper in speaking to Mr. Brown, the energetic secretary of the Springfield Bicycle Club, remarked that the assemblage present was every whit as large and enthusiastic as ever assembled on the Springfield track, in fact the number astonished the most enthusiastic believers in the success of the venture.

The races were run off with a snap and much credit is due to the management therefore, considering the enormous difficulties encountered by the enterprising proprietor, Mr. Bradstreet, in getting the track ready. It was in the most excellent condition and all the arrangements were better than could have been expected. It is true that the crowd rather got away from the police and surged on to the track, but no one can be reasonably blamed for this. Nothing but praise and credit can be said of the management.

In the future all the outs will be corrected and none of the audience will be permitted on the infield. A picket fence will be put up in place of the slat fence used on the 2¾ls so that it will be impossible for the spectators to get out upon the track hereafter. It is expected and promised that the track will be in perfect condition at the Waltham Cycle Club meet, June 17, and everything tending to make the running of the races on that occasion satisfactory in the highest degree will be done.

We congratulate Waltham, and we congratulate Boston, and sincerely trust that the enterprise of Mr. Bradstreet in building this splendid track will meet with substantial reward. Evidently the "effete East" is still in it as far as interest in cycling is concerned.

AT the late meeting held in Rome, N. Y., an accident occurred by which one of the contestants, Mr. C. A. Benjamin, fell just before crossing the tape, at the time he was in the lead. Two of the competitors, Messrs. Higgins and Helfert passed over Mr. Benjamin's body and finished the race. The reports state that the officials declared the race off. We think there must be some error in this report.

The rule is that any rider falling within ten feet of the starting line the competitors shall be called back and the race started over again. But if at any time thereafter an accident occurs then the riders who finish the race shall be entitled to the prize. Of course it is very hard luck, when a man has practically won the race, to fall and lose it, but there is no rule known by which an accident such as that described and reported at the Rome races which will justify the officials in calling a race off. Of course, if the race between Helfert and Higgins was at a dead heat, then the judges could compel the race to be run off between these two men. But as far as Mr. Benjamin is concerned, hard as it may seem, he is out of it entirely.

We have no personal feeling in this matter, but simply wish to call attention to what is the proper ruling in cases of this kind.

THE Chattanooga (Tenn.) *Times* is responsible for the statement in consequence of the claimed "snubbing" southern wheelmen received at Philadelphia on the negro question in February, it is the intention of the south to form a separate league. The southern wheelmen were not snubbed, they came into the convention like men, fought for the anti-negro question like men, were treated like men and took their defeat like men. It is in bad taste for the *Times* to growl about a "snubbing" which did not take place.

A Reply to "Expert."

EDITOR BICYCLING WORLD: The conservative policy which induces you to open your columns to the very remarkable letter signed "Expert" in last week's issue, may well be your excuse for publishing this communication in answer to it.

I have a word to say on the other side of the question, and without referring now to the motive which is so apparent to one who reads between the lines of "Expert's" letter, I will begin by saying that the tone and bungling, not to say ignorant manner with which he handles the subject *belies* his claim to the "somewhat extended experience" to which he certifies.

His skill is the skill of a bungler and his is the hand of an assassin

Most prominent among the errors (?) in which he fails is that of assuming that the rate of income shown by Good Roads report for the entire year, is the rate of income upon which the management relies in the future conduct of business.

From President Burdett's report I glean the following facts, all of which have been ignored by "Expert" in his remarkable communication:

1. The earnings of the advertising department of Good Roads have shown a steady increase throughout the fifteen months, such increase being from $705.88 the first month to $2301.41 in the last month, the latter sum being more than three times the former.

2. That while the rate of increase throughout the year has increased in this remarkable way, the rate of disbursements has remained about the same. As the magazine began with the entire League membership on its rolls, and, with the exception of a few thousand outside subscribers, its burden of expense in this department has been about constant.

3. That the amount earned in the first four months of '93 is more than twice the amount earned in the first four months of '92 and exceeds the latter sum by over four thousand dollars.

4. That the magazine has already taken a lending position, and that its success has been exceptional in the history of publication.

5. That the money invested in the establishment of Good Roads Magazine as *capital* was mainly invested in the first year of the publication, as is always the case in such ventures, and that the present monthly deficit, if any, is so slight as to be easily within the power of the League to handle it and is therefore insignificant.

"Expert" is evidently blind to these facts. His "somewhat extended experience" has not yet taught him the elements of business computation.

He assumes that the money spent in the establishment of the Roads Bureau is a part of the annual expenditure, and that an established publication which shows most excellent gains in every department of its income, and commands a circulation which reaches within the best families of the country, has no market value worthy to be regarded as an offset to the capital invested.

As a League member, and feeling a deep interest in this work which the League has taken up, and which has done more to dignify the organization than any work to which it might turn its attention, I respectfully protest against these silly and malicious attacks against Good Roads.

Every loyal League member should resent the suggestion that Good Roads was established for the purpose of yielding profit into the League Treasury. Let it once be noised abroad that the League's work for Good Roads is tied to a scheme for pecuniary profit, and that work becomes forever dead. We are an organization numbering many thousands, and our equipment in point of numbers and financial strength is amply sufficient to sustain and put forward the work which we have undertaken. If we believe that the work needs a little more zealous help and a little stronger support, let us show our loyalty by a mutual determination to stand by the ship and carry it successfully through its troubled waters.

Everywhere we are seeing the good results of the League work for better roads.

Everywhere and by everybody this work is commended and encouraged. It may be that the dollar which "Expert" pays as a yearly membership due gives him the right to make this malicious attack, but it is neither sensible nor becoming, and I am not surprised that he elected to conceal his identity behind a nom de plume.

L. A. W. 51,458.

THE meet at Waltham was so successful that the Associated Cycling Club of Boston and vicinity is now living on "Easy Street."

THE Rusk Guards have organized a cycle corps with 15 men at Milwaukee, Wis. The Rusk Guards will be the first company in the State having a cycle corps.

THE Malden Bicycle Club since May 15 has won 20 prizes and two team races. E. A. McDuffee of the club thinks he can knock off a number of seconds before fall from the 25 miles record.

NEARLY 400 Philadelphia wheelmen have entered for the sixth annual century run from Newark to the Quaker City. With the New Jersey and New York contingent added it is expected that over 600 cyclists will respond to the bugle call "to wheel" at 4 o'clock A. M. on the morning of June 10 in Newark.

ANOTHER SPECIAL OFFER.

Bicycling World and L. A. W. Bulletin Reduced to 50 cents per Year.

(This does not include L. A. W. membership or renewal to same.)

Every New Cash Subscriber Can Have a Chance to Secure a

HIGH GRADE BICYCLE FREE OF CHARGE.

The winner can have choice of any bicycle of any make which is advertised in the columns of the BICYCLING WORLD between May 14 and Aug. 11, 1893.

Cut out this coupon, or else copy same *verbatim* on a sheet of paper, and enclose with the subscription price of paper.

COUPON.

WHEELMAN CO., 167 Oliver Street, Boston.

Enclosed find 50 cents, for which send me the BICYCLING WORLD AND L. A. W. BULLETIN for one year to following address:

Name, _____

_____

I ride a _____ make of wheel. I guess that the greatest number of machines, of any one make, ridden by those sending in new subscriptions (which will be sent in for the BICYCLING WORLD in response to this offer) between May 12 and Aug. 11, will be _____ machines.

THE SCHEME:

The new subscriber who guesses *the nearest* to the true figures will get a High Grade Bicycle. No matter whether the estimate is above or below the figures, *THE NEAREST WILL WIN.* In case of a tie, priority of date of estimate will determine the winner.



WELL, Philadelphia is to have a cycling show again in 1894. At the last meeting of the Associated Cycling Clubs a committee of five was appointed to make all preparatory arrangements necessary for holding the cycle show. This committee will at once take steps toward securing promises from the various manufacturers and dealers to exhibit their wares, and will make the necessary arrangements for a proper place in which to hold the exhibition. A final report was submitted by the committee in charge of the last cycle show, showing a loss of $420 to the Association.

I am pleased to be able to say that Mr. Thos. Hare to whose success so much of the former show is due will have charge of the '94 exhibition.

THE Quaker City is also going to be represented on the International Circuit at the same meeting of the A. C. C. which appointed a cycle show committee to take charge of the race meet on the International circuit, to be held in this city in September, D. R. Perkinpine, Oxford Wheelmen; C. A. Dimon, South End Wheelmen; A. H. MacOwen, Pennsylvania Club; J. R. Artman, Quaker City Wheelmen; P. S. Collins, Century Wheelmen.

I feel sure that with these gentlemen running things the race meet will prove an unqualified success provided the weather be anything like respectable. But I want to add one thing, Mr. D. R. Perkinpine, Jr., has my sincere sympathy. He will know why before he is through with his job.

ANOTHER international circuit tournament will be held on Wednesday, Sept. 27, at Reading, Penn., by the Penn Wheelmen, the leading club of that city, and all who have been fortunate enough to be entertained by them know what a good time all will have who get there.

Captain Fred Hill is working up a scheme for the Pennsylvania Bicycle Club tour to Boston, and arranging it so that a number of members of the party will secure their summer vacation at the time of the trip, and go on from Boston to Narragansett and Bar Harbor, Maine. Lee R. McKinstry, the Secretary of the club, will very likely form one of a party of three for the latter point.

If this trip materializes and the gray coats and silver keystones of old "Pennsy" are seen on Boston's splendid roads I am more than sure that the club will carry back with it to its southern home a delightful memory of the trip, if I could bespeak for those who are fortunate enough to come north a warm and hearty welcome from some; nay all, Boston's wheelmen and clubs.

FROM all over the country at this season of the year come requests innumerable from the clubs who are running tournaments this season to be given extended notices of their schedules, events and prizes. Now it must be evident to a sensible reader that it is impossible for the BICYCLING WORLD to give extended notices of all these affairs. We realize, of course, that as the organ of the League we are read by thousands of rural wheelmen who never see any of the other cycling papers at all. The BICYCLING WORLD could easily devote two or three pages to notices of these tourneys. So I would respectfully inform promoters of race meets during the season of '93, that the BICYCLING WORLD will be glad to quote them special advertising rates upon application.

It used to be a trite saying that if you "see it in the *Sun* it is so," but I want to tell tournament "inducers" it is through these columns they reach over 41,000 members of the L. A. W. in addition to a good many thousand other riders. N. B. Same in this will hold good to owners of stolen wheels who may be desirous of endeavoring to recover their machines.

ONE by one the old timers come to the surface again, drifting back into cycling. W. Byrd Page, ex-champion high jumper of the world has lately joined the League again. Mr. Page is an ardent wheelman, having done a great deal of his training on his bicycle and he still rides.

He is now connected with the Penn. R. R. Co., at Altoona, Penn., where he is taking charge of the cycling department of an athletic club in that city. Mr. Page's assistance was extremely valuable in compiling road books of Pennsylvania and New York Divisions, he having traversed a great deal of the ground personally, sending in the reports for the routes.

ANOTHER prominent application for membership in the L. A. W. is Mr. E. O. Duxbury, the captain of the Union Velocipede d' Amateurs of Paris, France, and a very prominent amateur of that country, who is now a permanent resident of New York.

He is a very speedy man, and intends to be heard from on the track this season.

FROM over the ocean over many thousand miles of sea comes a catalogue of Vachto Brothers' Bombay cycle mart; among the wheels catalogued in this East Indian firm's line are the G. & J. Ramblers.

From other lists are learned that the price of one of the time Ramblers is 325 rupees and that the prices of sundries range from one to fifty rupees according to the wares. It may interest my readers to learn that the catalogue in question was printed at the offices of Gul Afshan & Varta Mala, Kalbadevi Road, Bombay.

IT wasn't, however, a bad exemplification of cheek which I heard of last week in connection with a well known cycling paper.

It seems that one of the large advertisers of the country, who has been utilizing columns of the BICYCLING WORLD for that sale of his goods which is sure to follow the use of these columns, was solicited by cycling paper in question to extend to it a share of the firm's advertising patronage, and although the said firm repeatedly declined with thanks, the paper still hung on. Finally the firm wrote to the advertising manager of the paper asking why he should pay them any of its good money when it was getting all the results possible from the WORLD, but if it imagined this business-like view of the matter would stump the advertising manager it did not know him. He replied promptly: "Well, you see it gives your firm tone to be represented in our columns." But he did not get the ad. all the same, and so the poor firm lacks "tone."

THE subject of shrinkage of track is one I fear has never received adequate attention. I was present at a consultation recently held in regard to a certain track which saw the light first this year of grace, at which a trainer who was present in company with his principal (the former having been invited to give expert testimony based upon experience) gravely announced that sufficient allowance must be made in securing the accurate measurement of the track after its expansion or shrinkage of the pole, according as the weather might be wet or dry. So I wish to particularly impress upon the minds of all present and prospective record breakers that they exercise sufficient watchfulness in this matter particularly to prevent the possibility of any of their laurels being snatched from them by claim that the track had shrunk and they therefore had not ridden the full distance claimed.

A RECENT newspaper clipping giving an account of a musicale given the Elizabeth (N. J.) Wheelmen, at their cosy club house in that city recalls an incident at a similar entertainment under the auspices of that organization given some years back.

It appears that Dr. G. Carleton Brown (now second Vice-president of the League) was down on the programme for a flute solo, and when his turn came and he stood up before the audience in his graceful manner and attempted to "oblige," for some reason or other the music would not come. The harder he blew the less sound there was. The meanwhile the doctor was becoming more and more embarrassed under the pressure of repeated applause from his audience, but it was no use the flute solo had to be given up as a bad job, when it was found that part of the instrument (the hind axle I think it was) had gone wrong. By the way L. A. W. has an Executive Committee whose musical talent is away up in G. Dr. Brown being a fine pianist and performer on the flute, while Colonel Burdett and Mr. Sheridan both possess excellent tenor voices.

YOU may talk about pure amateurism as much as you please, but the Harvard University Association practice what they preach every time. At the fourth annual spring meet which is to be run on Holmes field, Cambridge, to-morrow, June 10, the prizes are all medals of gold, silver and bronze to the first, second and third men, good except in the team of inter-scholastic races, where three silver cups will reward the winners.

WE have a country editor posing as authority on the pronunciation for the word "bicycle." This is what the quill pen driver says on the subject:

A bicycle is not a "bi-sickle as commonly called. It is a bi-sickle with the accent on the second syllable. It will be so called throughout the endless cycles of time.

THE *Irish Cyclist* in a late issue among its "gottings," "jotted" the following:

"The League of American Wheelmen is now in the rather uncomfortable position of owning a professional as member, yet being unable to get rid of him. T. Roe, who has lately joined the new Cash Prize League, purchased a life membership in the L. A. W. years ago for two pounds—the League being short of funds in those days—and no matter what evil thing this gentleman may do or not do, he is a member of the amateur governing body as long as he lives."

I should suppose that Mr. Macredy was a too well-posted man to have been led astray by the lapses of the rash and ignorant American cycling scribes. Any membership in any organization—even life membership—must of necessity be based upon the observance of such organization's rules and regulations; and I can assure the *I. C.* that any violation of the laws of the L. A. W. would be visited by prompt and immediate expulsion, whether the party was a life member or not. ARIEL.

The "Cash League" Schedule.

THE National Cycling Association concluded its business June 2 by adopting the following official schedule for the season: July 3 and 4, New York; July 6 and 8, Brooklyn; July 13 and 15, Philadelphia; July 20 and 21, Troy; July 22 and 24, Boston; July 26 and 27, Buffalo; July 30, St. Louis; Aug. 5 and 6, Milwaukee; Aug. 12 and 13, St. Louis; Aug. 17 and 19, New York; Aug. 24 and 26, Boston; Sept 2 and 4, New York; Sept. 7 and 9, Brooklyn; Sept. 11 and 16, Philadelphia; Sept. 21 and 23, Brooklyn; Oct. 1, 4, 5 and 7, St Louis; Oct. 14 and 15, Milwaukee; Oct. 19 and 21, New York; Oct. 26 and 28, Boston.

The rules of the National Cycling Association require that the 39 days' races shall not be run for less than $500 per day. New York has given notice that it will offer not less than $1,000 per day for its meetings. The Boston races may be run at Waltham.

Windle Asked to Resign.

THERE is trouble in the ranks of the Bay State Club, of Worcester, because W. W. Windle has been asked to resign. It seems that the club feel that Windle was under obligations to it, and so when on the first day of the last meet Windle beat J. S. Johnson, great expectations were raised as to the outcome of the second meeting which was to take place on the second day's races. So when the mile open on the second day was called and it was seen that Windle was not on the line with Johnson and the other fast men, the crowd called loudly for him. He was obstinate and the managers of the club were angry. The race resulted in a fizzle and the crowd was disgusted.

The reason assigned in the resolutions requesting Windle's resignation is that by refusing to start in the mile open Memorial Day he seriously compromised the interests of the club in the eyes of the public.

Judge J. S. Dean.

GOVERNOR RUSSELL has appointed and the Council has unanimously confirmed J. S. Dean Associate Justice of the South Boston District of the Municipal Court of the City of Boston. Those who know Mr. Dean know him to be one of the most able young lawyers in the city of Boston, and this appointment is but one step upward toward the upper rungs of the ladder, which Mr. Dean will surely reach if he live.

Mr. Dean is a veteran in cycling. He is the oldest member in the L. A. W. His ticket is now 102, but by the failure of J. G. Dalton to renew 101 that places him number 1. The first one hundred numbers are always reserved for National L. A. W. officers. Mr. Dean is also one of the oldest members of the oldest club in America, the Boston Bicycle Club, and has for many years been connected with the staff of the BICYCLING WORLD.

The Transportation Committee will do its Duty.

A COUPLE of weeks ago we called attention to the fact that a movement was on foot by the railroad companies to charge transportation on cycles going to the World's Fair. We are happy to say that the following from Chairman Mott will make cyclers feel easier on that score:

EDITOR BICYCLING WORLD: Don't be misled by what Baggage Agents' Associations *recommend* but notice what the governing Traffic Association *finally* do.

This committee is alive and active and have done an immense amount of work. It has friends "at court" in the different traffic associations, and they are personally interviewed and will look out for our interests. There will be no charge for bicycle carriage to the World's Fair. You can nail that statement down with a railroad spike.

Yours, ALBERT MOTT.

TOM ROE

Will ride from New York to San Francisco on a

Union P. D. Q.

He chooses the

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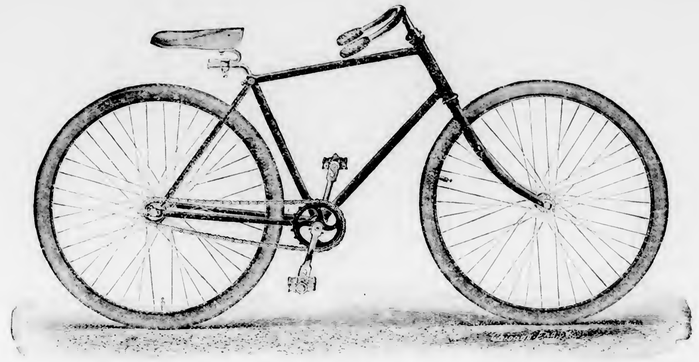
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Zig Zag Club Road Race.

THE ZigZag Club, Indianapolis, Ind., held their third annual 25-miles handicap road race on Decoration Day. The first five finished as follows: C. G. Crawford, 17:10; 1.40 m. handicap, first; L. S. Hill, 17:13; 1.40 m. handicap, second; E. L. Dynes, 17:17, 1.25 m. handicap, third; William McCain, 17:30, 1.20 m. handicap, fourth; F. E. Hunter, 17:35, scratch, fifth.

Knoxville, Tenn.

Quarter-mile—H. B. Roney, first; C. F. Spence, second; C. R. Ogden, third. Time 38 seconds.

Half-mile—W. P. Biddle, first; P. B. Parke, second; H. B. Roney, third. Time, 1.20 1-5.

One mile Queen City Championship—W. B. Biddle, first; P. B. Parke, second; C. R. Ogden, third. Time, 2.55 1-5.

One mile—W. P. Biddle, first; W. J. Everett, second; Herman Hashrich, third. Time, 3.01 1-2.

Five miles, open—W. P. Biddle, first; Herman Hashrich, second; P. B. Parke, third. Time 17.39.

ROME, N. Y.—May 30th the following events were run at Rome, N. Y., under the auspices of the local club. Twenty-mile road race summary in order of finish:

	HANDICAP.	TIME.
1. A. F. Ferris, U. C. C.	scratch	1:18:14
2. Emil George, U. A. A.	3 min.	1:20:35
3. E. P. Hinds, O. C.	4 min.	1:20:22
4. F. W. Bletzer, Ham A. C.	scratch	1:25:40
5. H. K. Weatherbee, Rd Sp.		1:27:51

Mile novice—F. J. Jenney, U. A. A., first; A. F. Ferris, U. C. C., second; Clint Bishop, Watertown C., third. Time, 2.40.

Mile open—E. C. Bald, Press C. C., Buffalo, first; John Wilkinson, S. A. A., second; B. C. Betner, Genesee B. C., Rochester, third. Time, 2.35 1-2.

Half-mile Central N. Y. championship—H. S. Higgins, Rome C., first; W. H. Bex, S. A. A. second; A. S. Hammes, U. A. A., third. Time 1.17 1-2.

Mile, 3 minute class—F. J. Jenny, U. A. A., first; J. A. Newhouse, Rochester A. C., second; B. C. Betner, Genesee B. C. Rochester, third. Time 2.31 1-4.

Mile, Central N. Y. championship; declared off on account o accident.

Two mile handicap—E. C. Bald, Press C. C., Buffalo, 35 yards, first; M. F. Dirnberger, Press C. C., Buffalo, 70 yards, second; W. A. Ackley, O. C. C., 70 yards, third. Time 5.08 3-4.

Mile, 2.40 class—M. F. Dirnberger, Press C. C., Buffalo, first; B. C. Betner, Genesee B. C., Rochester, second; G. W. Chadwick, S. A. A., third. Time 3.22 1-2.

Mile tandem—A. S. Hammes and Jenney, U. A. A., first. Ferris and Heffert, U. C. C., broke tandem, did not finish. Time 3 min.

Mile Central N. Y. Team—Bex, S. A. A., 6 points; Martin, U. C. C., 5 points; Carroll, S. A. A., 4 points; Eysaman, U. C. C., 3 points; Davis, U. C. C., 2 points, Chadwick, S. A. A., 1 point. Total S. A. A., 11 points; Utica C. C., 10 points. Time 2.45.

Half-mile open—E. C. Bald, Press C. C., Buffalo, first; M. F. Dirnberger, Press C. C., Buffalo, second; W. J. Heffert, C. C. C., Syracuse, third. Time, 1.10.

Three-mile open—M. F. Dirnberger, Press C. C., Buffalo, first; W. H. Bex, S. A. A., second; Howard Cady, Syracuse, third. Time 9.25 1-2.

CINCINNATI, O.—The Hanauer 12 1-2 mile team road race took place at Cincinnati, O., May 30. There were twelve starters, three each from the Comet, Crescent, North Side and Kenton Clubs.

Owing to the bad condition of the roads caused by the recent heavy rains, only the following riders finished the race, the others having met with accidents which caused them to drop out at various points:

Charles E. Tudor, of the Crescents, finished first, in 42m. 19 3-5s.

Charles H. Roth, of the same club, second, in 42m. 21s.

Wm. A. Smith, of the North Sides, third, in 43m. 45s.

H. E. Anderson, of the Crescents, fourth, in 44m. 15s.

Wm. Robertson, of the North Sides, fifth in 50m.

The Crescent Wheelmen, therefore, win the team trophy, valued at $60, which is to be contested for annually.

YOUNGSTOWN, O.—The results of first eleven men in the 12 1-2 mile handicap road race at Youngstown, O., on May 30, were as follows:

		Handicap.	H.	M.	S.
1	Roy Chamberlain	13	1	17	29
2	V. S. Reed	5 1-2	1	10	45
3	R. E. Caldwell	12	1	17	47
4	C. H. Stein	3 1-2	1	9	20
5	Phil Reese	12	1	18	37
6	J. Clyde McKee	2	1	9	24
7	W. J. Schloll	9	1	16	30
8	Geo. Phelps	2 1-2	1	10	3
9	T. L. Ward	3 1-2	1	11	30
10	S. C. Allen	9	1	17	13
11	L. H. Bannister	scratch	1	8	17 1-2

SAGINAW, MICH.—The Saginaw (Mich.) Club held a 12-mile road race May 30. The first five men to finish were as follows:

1	R. E. Newton	36.18	24.18
2	J. Nevin	37.35	31.35
3	A. W. Sanborn	39.52	31.52
4	J. Boergert	37.52	32.51
5	A. C. Perrin	36.15	33.15

COLUMBUS, OHIO.—Five thousand people witnessed the Columbus Cycling Club's races at Franklin Park in that city May 30.

One-mile handicap—C. Baker, 25 yards, first; J. G. Gattrall, 75 yards, second; A. L. Baker, scratch, third. Time 2.30 1-2.

One-mile 2.50 class—P. O. Key, first; W. A. Fell, second; F. R. Eddy, third. Time 2.42 1-2.

Half-mile handicap—C. Baker, 10 yards, first; J. G. Gattrall, 35 yards, second; F. Fishback, 45 yards, third. Time 1.12 2-5.

One-mile open—A. L. Baker, first; Con Baker, second; B. Fishback, third. Time 3.03 2-5.

Five-mile handicap—B. Fishback, 600 yards, first; J. E. Gattrall, 500 yards, second; A. L. Baker, scratch, third. Time 13.00

COHOES, N. Y.—The races May 27 at Cohoes, N. Y., resulted as follows:

Mile novice—H. W. Bullock, A. C. W., first; A. S. Lee, unattached, second; A. S. Hart, Schenectady B. C., third. Time 2.52.

Mile novice, Cohoes Wheelmen — Bartley Cooney, first; George Slingerland, second; Edward Kerr, third. Time 3.17.

Mile handicap, 22 starters—F. Sternberg, Lenox W., 120 yards, first; F. H. Tuttle, Syracuse A. A., 20 yards, second; L. E. Coyle, Bergen County (N. Y.), 150 yards, third. Time 2.22.

Half-mile open—First heat—J. S. Johnson, C. C., Syracuse, first; C. M. Murphy, K. C. W., second; J. Wilkinson, Syracuse A. A., third. Time 1.25.

Second heat—F. H. Tuttle, Syracuse A. A., first; W. Tuthills, C. C. C. Syracuse, second; H. C. Wheeler, Savannah (Ga.) Wheelmen, third. Time 1.13.

Final heat—J. S. Johnson, first; F. H. Tuttle, second; H. C. Wheeler, third; J. Wilkinson, fourth. Time 1.11 3-4. Last quarter in 29 3-5.

Mile handicap, Cohoes Wheelmen—O. H. Munroe, scratch, first; Geo. Slingerland, 20 yards, second; Bart Cooney, 20 yards, third. Time 3.06.

Mile championship, Cohoes Wheelmen—O. H. Munroe, first; Bart Cooney, second; R. E. Ellenwood, third. Time 3.31 1-2.

Five-mile open—W. W. Taxis, Park Avenue W., first; H. C. Wheeler, Savannah, second; C. M. Murphy, K. C. W., third. Time 15.42.

Two-mile team (two men in team)—Syracuse A. A., first; Pittsfield Y. M. C. A., second; Bergen County W. (N. J.), third; Cohoes Wheelmen, fourth. Time 6.50. On last lap Tuttle was thrown.

Mile tri-county championship—O. H. Munroe, C. W., first; Walter Pleavyer, A. C. W., second; H. W. Bullock, A. C. W., third. Time 2.46 1-2.

MADISON, WIS.—The annual road race of the Madison (Wis.) Cycling Club was won by C. S. Berryman this morning (May 30). The distance was over a six mile course. The finish together with the handicap was as follows: C. S. Berryman, 2m., first; time 12m. 40s. E. W. Kingsley, 1m., second; time 13m. 50s. F. S. Horner, 5m., third; time 22m. 55s. E. M. Hurst, 2m., fourth; time 24m. C. B. Chapman, scratch, fifth; time 13m. 5s. D. D. Warner, scratch, sixth; time 20m. 3 1-4s.

OSHKOSH, WIS.—The road race May 30 between Oshkosh and Neenah, Wis., a distance of 13 1-2 miles, was won by Charles Barnett in 54m. 50s. Edward Eldredge was second in 55m.; A. W. Anderson, third, in 56m. 45s.; Allie Faul, fourth, in 56m. 58s. Law, who was leading until two miles out of Neenah, claims a foul. Law has entered a protest. If necessary, another race will be run.

JACKSON, MICH.—The handicap 12 miles road race held at Jackson, Mich., resulted as follows:

	Handicap.	Time.
1	B. Cowley	42.30
2	E. Quirk	48.30
3	H. Watkins	44.30
4	W. Tinker	47.
5	A. Loomis	48.45
6	H. C. Beecher, scratch	44.

(The above time is not corrected for handicaps.)

CHICAGO, ILL.—Statistics in the Pullman race will be entertaining, and so we give them.

Year.	Entries.	Starters.	Prizes.	Value.
1887	41	35	20	$ 700
1888	86	71	20	850
1889	123	71	21	1125
1890	186	129	31	1425
1891	226	184	30	2200
1892	387	248	48	3000
1893	350	304	52	3100

PLACE WINNERS.

Year.	Name.	Handicap.	Club.	Time.
1887	H. R. Winship	8.30	Owl	1.02.55
1888	A. E. Lumsden	11.00	Ft. Dearborn	54.47
1889	F. Bodach	11.00	Aeolus	1.09.13
1890	C. T. Kuiseley	10.00	Chicago	56.00
1891	E. M. Barrette	10.00	Chicago	
1892	J. B. Woollas	6.00	Lake View	53.40

TIME WINNERS.

Year.	Name.	Handicap.	Club.	Time.
1887	H. R. Winship	8.30	Owl	1.02.55
1888	H. R. Winship	2.30	Ft. Dearborn	53.30
1889	A. E. Lumsden	scratch	Chicago	57.48
1890	A. E. Lumsden	scratch	Chicago	56.38
1891	N. H. Van Sicklen	scratch	Chicago	50.17
1892	H. R. Winship	1.15	Chicago	54.28

BUFFALO, N. Y.—In the Martin road race at Buffalo, N. Y., May 30, the position of the first ten men was as follows:

1 W. R. Blake, R. B. C., Tonawanda, 9m., 1h. 19m. 39s.

2 A. B. Goebbler, R. B. C., 8 1-4m., 1h. 19m.

3 A. E. Welnig, R. B. C., 10m., 1h. 21m. 48s.

4 J. S. McFarland, B. A. C., 6m., 1h. 19m. 10s.

5 W. F. Buse, R. B. C., 5m., 1h. 18m. 10 1-4s.

6 John Pensegres, Columbia C. C., 10m., 1h. 23m. 32s.

7 E. P. Lamort, C. B. C., 8m., 1h. 21m. 41s.

8 H. F. Tastor, Fredonia A. C., 9m., 1h. 22m. 47s.

9 W. Van Wagoner, Springfield B. C., scratch, 1h. 11m. 10s.

10 L. A. Callahan, P. C. C., 7m., 1h. 21m. 19s.

ANSONIA, CT.—The Ansonia (Ct.) Wheelmen held their third annual race meet at the Derby track June 3. J. S. Johnson scooped two firsts. Winsche didn't ride because his wheel went astray somehow. Summary:

Mile novice, open—W. F. Parker of Meriden, first; J. M. Lowden of Ansonia, second. Time 2m. 44 1-5s.

Half mile open—J. S. Johnson, first; G. A. Banker, second; H. C. Wheeler, third. Time 1m. 17s.

One mile, local championship—I. N. Spencer of Ansonia, first; S. J. Harvey of Ansonia, second; F. H. Steinman of Ansonia, third. Time 2m. 42s.

Mile handicap, local—Steinman, first, 4 yards; Spencer, second, scratch; Harvey, third, 40 yards. Time 2m. 37 2-5s.

Mile, open—G. S. Johnson, first; A. B. Rich, second; Nelson, third. Time 2m. 28s.

Mile for riders over 35 years old—E. A. Wyant, first; E. H. Lyman, second; John Haley of Ansonia, third. Time 15m. 15 4-5s.

Two mile handicap, open—W. H. Glenny, Jr., of Yale, first, 180 yards; F. H. Tuttle of Syracuse, second, 140 yards; E. G. Coombs of Pittsfield, third, 200 yards. Time 4m. 54 3-5s.

Mile, club championship—Spencer, first; Harvey, second; R. A. Wood, third. Time 2m. 59 3-5s.

Mile, open, 2.35 class—W. C. Marmon of Boston, first; A. W. Warren of Hartford, second; F. Y. Brown of New York, third. Time 2m. 45 2-5s.

Mile, handicap, club race—Spencer, scratch, first; Harvey, 40 yards, second; Lowden, 50 yards, third. Time 2m. 45 3-5s.

DETROIT, MICH.—Highland Park, Detroit, was the scene, May 30, of the Diamond Wheelmen's tournament, and the attendance, 2000 in number, were very enthusiastic. Results:

One mile novice—Shaffer, first; Straight, second; Culver, third. Time 2.46 1-3. Six contestants went down in a heap on the first quarter.

Quarter mile, club—Cooper, first; Stuber, second; Vincent, third. Time 38s.

Half mile handicap—Johnson, scratch, first; Heazlet, second; Herrick, third. Time 1.26.

Half mile handicap—Cooper, 35 yards, first; Patterson, second; Howland, third. Time 1.32 1-2

Mile handicap—Stuber, 40 yards, first; Joseph, second; Howland, third. Time 2.24 1-5.

Two mile handicap—Cooper, scratch, first; Howland, second; Roller, third. Time 5.22 1-2.

Half mile, club—Stuber, first; Ward, second; Cuson, third. Time 1.19 2-5.

One mile club handicap—Stuber, first; no handicap given. Roller, 100 yards, second; Phillips, 20 yards, third. No time given.

Five miles handicap—No handicap given. Phillips, first; Stuber, second; Herrick, third. No time given.

PORTSMOUTH, N. H.—The bicycle interest in Portsmouth, N. H., this year is something marvelous. A new club has been organized, the Centaur Road Club, which promises to keep up the interest in a commendable way. This club held its first race on June 1st at 2 P. M. Notwithstanding the early hour a great deal of interest was taken in the event, a quarter mile scratch. There were ten entries and all were good riders. The men were well bunched till near the tape. J. F. Turner led off with one of his phenomenal sprints, and he was closely followed by J. B. Card, a powerful rider, finishing in the order named in 37s., Card being 2-5ths of a second behind. The time made was good, considering the heavy side wind, and in view of the fact that the winners are comparatively new riders. The Centaur Road Club is to be congratulated on its first race.

DETROIT, MICH.—F. H. Herrick made a gallant effort to capture the 25 mile road record, but he failed. The course was over the Belle Isle course, 5 mile circuits, and Herrick's time in the race was as follows: first five miles, 15m. 45s.; second five, 16m. 25s.; third five, 31m. 25s.; fourth five, 14m. 57s.; 25 miles, 1h. 21m. 54s. The first eight in the race finished as follows:

		Allowance.	Time.
		m.	h.m.s.
1	Fred Werner		1.16.41
2	W. J. Helson	7	1.18.01
3	John Schaefler	6 1-2	1.17.36
4	Theo. Oehlis	6 1-2	1.16.41
5	John Fry	3	1.16.42
6	W. H. Mahs	2 1-2	1.16.23
7	A. W. Olson	2 1-2	1.16.29
8	F. H. Herrick	scratch	1.14

CLEVELAND, O.—The 23 1-2 mile handicap at Cleveland, O., May 30, resulted as follows (first ten men only given):

		Handicap.	Time.
C. G. Merrills, C. W. C		14	1.16.35 3-4
D. Folsom, jr., Dayton		15	1.18.20 3-4
J. A. Haas, C. W. C		15	1.20
W. J. Crocker, S. B. C		17	1.21.20
E. C. Chandler, C. W. C		15	1.20
F. H. Penniman, C. W. C		15	1.21.55
C. Miller, C. W. C		11	1.16.55
W. F. Merrifield		18	1.23.56
Chas. Hyppers		16	1.21.58
P. H. Spicer, Akron		15	1.21

TIME WINNERS.

T. C. Collings, C. W. C	6	1.12.46
A. N. French, L. C. C	3	1.13.28
Alex Winsche	6	1.13.12
T. C. Collings (turn)	6	42.05

WINONA, MINN.—The Winona Cycle Track Races May 30 at Winona, Minn., were attended by a large number of wheelmen from all over the State. The events and winners were as follows:

Road race, one-half of a mile, won by H. Haich of St. Paul in 26.05. Secil of Toledo was thrown on the return trip and fractured his elbow.

One-mile novice—H. P. Davidson of St. Paul, first; N. Steffer, Winona, second. Time 3.00.

One-half of a mile, open, three heats—Otto Neuman, Winona, first; E. Bird, St. Paul, second. Time 1.12 1-5.

One-mile, three minute class—E. Bird, first; Thos. L. Bird, second. Time 2.39 2-5. E. Bird's time breaks the State record of 2.56 made by Lyon.

One-half of a mile, 2.40 class — Otto Neuman, first; O. W. Harrison Minneapolis, second. Time 1.12 2-5.

One mile, 3.20 class.—A. Blaurock, first; M. Benson, second. Time 2.47 1-5.

One mile, 2.40 class.—Otto Neuman, first; Harrison, second. Time 2.43 3-5.

One mile, open—E. Bird, first; Harrison, second. Time 14.14.

KANSAS CITY, MO.—The first road race over a five mile course out and back was given in Kansas City, May 30. The firs, five men in were:

1	W. P. Graefer	29.30
2	H. Wood	33.01
3	A. L. Brunner	32.10
4	E. S. Hall	32.12
5	C. Rebenscheid	32.16

C. Kinderyatter was the first scratch man to finish (11th) in 36.20.

READVILLE, MASS.—The Hyde Park (Mass.) Revers held a race meet at Readville, June 3, and considering the good sport offered the attendance was very slim. The local cracks, Berlo, P. McDuffee, Porter and Robinson didn't get a place. E. W. McDuffee rode splendidly but his handicaps were too heavy.

One mile novice—Robt. Urquhart, Dorchester, first; Geo. W. Craven, Lynn, second; F. A. Brunnuill, W. C. C., third. Time 2.40 3-5.

One-half mile handicap—Final heat: D. Connolly, 35 yds., first; W. S. Reynolds, 60 yds, second; P. G. Alexander, 35 yds., third; James Clark, 30 yds., fourth. Time 1.07 1-5.

One mile, 2.50 class—Final heat: W. S. Reynolds, first; A. A. Farrell, second; E. H. Snow, third. Time 3m.

One mile handicap—Final heat: L. A. C. Kelly, 150 yds., first. Geo. Cravens, 100 yds, second; D. Connolly, 60 yds., third; James Clark, 50 yds., fourth. Time 2.24 2-5.

One mile, championship, Hyde Park — H. Elliott, first; A. Corbett, second; G. Walters, third. Time 3m.

GRAND RAPIDS, MICH.—The results of the road race between Grand Rapids and Plainfield, Mich., May 30, with exact time were as follows: C. A. Letts, Grand Rapids, 56.03; F. A. Richmond, Grand Rapids, 55.10; G. A. Beelby, Grand Rapids, 57.20; W. H. W. Pelfler, Ft. Wayne, 56.42; Wm. Hurlburt, Detroit, 54.30; F. W. Casterline, Battle Creek, 57.32; C. S. Jones, Battle Creek, 57.35; L. C. Quinman, Saginaw, 57.45.

WABASH, IND.—The Wabash (Ind.) Cycling Club held a 12-mile handicap road race May 29. Results first five men: Urban (45s. handicap) 30m. 12s.; Klinger (scratch) 46m. 25s.; Harris (3m. handicap) 41m. 16s.; Foster (4m. 30s. handicap) 41m. 45s.; Levering (3m. 30s. handicap) 42m. 54s.

CAMBRIDGEPORT, MASS.—The Cambridgeport (Mass.) Cycle Club held its 15 mile road handicap race June 3.

The starters and their handicaps follow: Ed. Kelsew, 6m.; Frank Lynch and J. A. Smith, 4m.; Fred P. Cook, 3m.; Al Kelsew, Charles Kelsew, 2m.; Tommy James, Fred Stobart and Ed Hinecon, scratch.

Ed Kelsew was the winner of the race, finishing in 47m. 20s and the others finished in the following order: Lynch, 48m. 10s.; Charles Kelsew, 47m. 8s.; Cook, 48m. 9s.; James, 45m. 10s.; Smith, 48m. 40s.; Stobart, 49m. 10s.

COVINGTON, KY.—The eight miles road race held at Covington Ky., May 31, resulted as follows:

E. H. Willis, Newport, first by four inches; H. J. Rando, Newport, second; C. H. Longley, Newport, third; Ed. Groninger, Covington, fourth; H. M. Sidwell, Newport, fifth. E. E. Schneider, the last man in, captured a box of pretzels and a bottle of catsup. Willis' time was 32m. 41-2.

DES MOINES, IA.—The ten mile road race of the Des Moines Wheelmen took place May 30. The first five to finish were:

Race positions.	Handicap.	Actual Time.
E. Sutherland	8.00	41.20
2—Perkins	7.00	39.45
3—Hodge	8.20	42.50
4—Witter	6.30	42.15
5—McCarthy	10.00	38.55

TOLEDO, O.—The Toledo (Ohio) 10-mile road race, May 30, resulted as follows for first eleven men:

	Actual Time.	Cor. Time.
T. Peterson, T. L. W	36.20	41.20
H. F. Miller, T. L. W	37.50	43.50
E. Torgler, T. C. C	36.00	40.00
A. McMillan, T. C. C	37.35	42.30
H. F. Wallace, T. L. W	40.00	46.00
Chas. Krueger, T. L. W	39.18	44.18
W. A. McBeth, T. L. W	40.04	45.04
Harry Wheeler, T. L. W	39.10	45.10
L. G. Perrin, T. C. C	37.20	39.20
Frank Rigby, T. C. C	35.20	37.20

RACING NOTES.

JUNE 16-17 are the dates for the meet at Roanoke, Va.

A RELAY ride, 28 miles, between Lock Haven, Pa., and Williamsport, was made May 30 in the 46 1-2s.

IN the relay ride May 30 from Green Bay to Fond du Lac, Wis., the distance, 73 miles, was ridden in 4h. 43m.

THE West Virginia Division L. A. W. will hold its annual meet at Wheeling some time in August. Exact date not yet decided on.

ON Saturday, June 17, the *Town Tattle* of Elizabeth will hold a twenty-mile road race for Union County, N. J., wheelmen only.

THE Albany (N. Y.) County Wheelmen, of Albany, N. Y., have completed a very attractive programme to be run off on July 4th and 5th.

THE relay ride from Bangor, Me., to Portland Me., 133 miles, took place June 3d. The distance was made in 10h. 52m. or 1h. 8m. ahead of schedule time.

RIVERSIDE WHEELMEN.—By an oversight the annual race meet of the Riverside Wheelmen July 8, of New York, have been omitted from the fixtures. Next week it will appear in the fixture column.

ZIMMERMAN went for the French mile record the other day. He made the distance in 2.45, which beats the amateur record of that country, but falls short just one second of the best professional, 1.46, held by Fournier. His pacing was faulty.

PARKES H. SERCOMBE of Milwaukee met with hard luck in the Pullman race at Chicago Decoration Day. After catching the 300 men who started in front of him, and after having secured a good lead and still going strong he turned a corner at full speed and ran into an open ditch, disabling his machine and bruising himself considerably.

WHEN finished the Chicago track will be one of the finest tracks in the world. It is practically completed now and by August the surface will be as smooth as science and care can make it. The banking is carefully calculated and is made with a view to produce the highest speed and greatest safety. Don't worry about the Chicago track; it will be unapproachable.

J. F. GUNTHER, of the Lincoln Cycle Club, of Chicago, had the Pullman race well in hand and was leading Nelson handsomely when he took the signal of his trainer and stopped two rods short of the finish. Nelson passed him and won, hence the Lincolns and Gunther are kicking themselves. The Three C's are also unhappy; they expected much and didn't get it, therefore the members wear crape on their hats.

IN the one mile Central New York championship, at Rome, N. Y., Decoration Day, C. A. Benjamin's bicycle slipped from under him, within 20 feet of the wire, and he fell to the ground. H. S. Higgins of Rome, and W. J. Heffert being directly behind, rode over him and were in a heap. Benjamin was quite seriously injured, and Higgins suffered a sprained wrist. The race was declared off, and will be run some day before July 1, date to be decided by the riders. Mr. Benjamin thinks he is injured internally. Several ladies fainted when the accident occurred.

"On the sights at the Irvington-Milburn race, none was more prominent than G. Minturn Worden, who drove there with a spanking pair of bays, hitched to a drag. To make it more conspicuous, the harness was trimmed with white. "Pop" himself was resplendent in a holiday suit and silk hat. Another inspiring sight was the Liberty Band, composed of the employees at the factory of Wilson, Myers & Co., of Rockaway, headed by Robert Perkins, the superintendent. they made the welkin ring with merry tune at every opportunity.

The Ormonde Company were not asleep either, for on the flag stretched over the tape at the start and finish was emblazoned in large letters, "Ormonde Cyclers." On a tally-ho the K. C. W. boys were wildly enthusiastic, as is their rule on this annual occasion. Others noticed on the road were Howard A. Smith, O. S. Bunnell, Elliott Mason, Elliott Burriss, A. Edmond Hilditch, W. F. Smith, jr., C. J. Woods, M. L. Bridgman, Tom Crichton, Harvey Du Cros, Kirk Brown and five or six thousand other prominent cyclists. E. A. Camlin of Rockford, Ill., won the county road race of six and three-fourths miles in 24m. 24s., over six competitors."—*N. Y. Recorder.*

Morgan & Wright.

Patent - Pneumatic - Tires.

Do you want to know about the Morgan & Wright tires? It is easy to find out all about them. How to repair them, how to take care of them and hints on how to use any pneumatic tire, that it may give you the very best service. A full list of our prizes offered to the riders of our tires in 1893 is as follows:

PRIZES FOR 1893.

For greatest mileage made on one set MORGAN & WRIGHT TIRES during 1893. Rider to make his own repairs.

1st Prize, Cost Value, . . .	$100
2d Prize, Overcoat, . . .	45
3d Prize, . . .	1 Set M. & W. Tires

For most meritorious single ride. Distance, weather and character of roads to count.

1st Prize, Cost Value, . . .	$50
2d Prize, Cost Value, . . .	25
3d Prize, . . .	1 Set M. & W. Tires.

For fastest mile made in competition.

Prize, Cost Value, . . .	$50

For best time made in road race. Distance 10 miles.

Prize, Cost Value, . . .	$25

Best time made in road race. Distance, 25 miles.

Prize, Cost Value, . . .	$25

These prizes to be competed for under the rules of the L. A. W., and prizes to be such as will be acceptable to the Racing Board.

All trials for prizes must be made with MORGAN & WRIGHT TIRES.

Contest closes December 25, 1893, and prizes will be awarded as soon thereafter as the judges may decide.

Note These Facts.

We solicit the good will of riders and buyers generally, and offer the following facts in our favor:

1st. THE MORGAN & WRIGHT TIRE is distinctly an American invention, and does not in any way copy or infringe upon other Tires.

2d. We were the first makers in the world to sell a perfect Tire at a popular price, our price for 1892 being from 50 to 200 per cent. lower than others.

3d. Notwithstanding our low price we have faithfully and honestly backed up our goods, and made all repairs without charge.

4th. The MORGAN & WRIGHT TIRE started 1892 with at least thirteen competitors, and within the year every one of these competing Tires had to be entirely remodeled or were withdrawn from the market as failures, with the exception of three.

5th. This present season, having reduced our process of manufacture to absolute perfection, we are enabled to reduce our price of 1892.

6th. Our Tires for 1893 are made of the finest materials obtainable, and the integrity of our concern is pledged to sustain our goods in every way.

7th. Our plant has been remodeled throughout, and the capacity is treble that of 1892. All orders will have prompt attention.

A Pointer or Two.

Our Tires have our firm name in raised letters moulded on the casing. Look for this in buying a Morgan & Wright Pneumatic.

Don't buy an imitation; rest assured that the skill and experience, which have brought the MORGAN & WRIGHT TIRES to their present perfection, will be exercised in keeping them ahead of mere copyists.

SEND FOR CATALOGUE.

Morgan & Wright.

331-339 West Lake St.,

CHICAGO, ILL.

[Mention BICYCLING WORLD.]

The Press Cycle Club Races.

The Committee on the Press Cycle Club, of Boston, met last Tuesday and arranged a programme of races for the Fourth of July tournament, which is to be held at Waltham. The races will be: One mile novice, one mile open, one mile, 3 minute class, team race, one-third mile open, two-mile handicap.

Application has been made for a mile race for the state championship. There will also be a one-mile race for the world's record.

Waltham, June 17.

THE Waltham (Mass.) Cycle Club proposes to repeat the triumph and success of the Decoration Day meet on June 17. Entries close at midnight June 10 and the list of entries so far include all the local as well as many of the national favorites. The list of prizes, $2,000 in actual value, offered, is equal to anything offered in this vicinity. The track will have several changes made suggested by experience, and we do not hesitate to say that on June 17 those who visit the track on that occasion will say that the changes leave nothing to desire. The capacity of the grand stand is to be increased by 500 seats. There will be no passing to and fro by the occupants of the outfield and bleachers, the track at the finish will be widened, a high picket fence will be erected, and no one allowed in the infield, the bleachers will be enclosed, and in fact everything will be done by that energetic proprietor, Mr. Bradshaw, to make the arrangements perfect. Just keep your eye on Waltham for the 17th and go there unless you want to miss one of the events of the season.

A. C. C. of Boston.

THE Executive Committee of the Associated Cycling Clubs of Boston and vicinity met June 3 and chose officers and appointed committees for their road race, which is to take place on Saturday, June 24, distance 25 miles.

Entries close on Saturday, June 17, with J. S. Dean, 28 State street, by mail. The captains of clubs who intend competing in the race controlled by this association shall, on or before June 17, furnish to the president of the association a list of five men forming his team.

It was voted to purchase two silver shields for the two winning teams, six gold medals for the three men in each team, and also gold medals for the fastest time in each race. It was voted to start the unlimited race at 3 P. M. sharp, and the limited race 20 minutes later, each club to start five men, and the club having the most men in it first wins.

A new 25-mile course starting from the Faneuil House, Brighton, to South Natick and return, will be laid out.

Road Books.

EDITOR BICYCLING WORLD: In the first edition of the New York Division road book, a route was given from North Adams to Albany, of which the note was made that it was "said to be so good as a whole and free from hard hills that a seasoned rider could cover almost the entire distance without dismount." The second edition contained the same route and note, and just after its publication I happened to cross this alleged route at Berlin, and was told that it necessitated the crossing two mountains (as was apparent from a glance at the lay of the land) and was practically impassable for a wheelman except on foot for a considerable distance. I reported this to our Road Book Bureau, with the suggestion that it would be better to get a revised report on it, at the same time sending in a description of a route down the Lebanon Valley, from Lebanon Springs to North Petersburg, which made a particularly attractive addition to the Berkshire Hill riding district. My route does not appear in the latest edition of the New York book, but the original one does in substantially the same form as before; and as a result, I concluded to explore it with a party of friends on our Decoration Day trip this year. None of us had ridden for less than seven or eight years—in fact, I think all four are entitled to the "veteran badge," so that we may fairly be called seasoned riders; but I am sure none of us would like to undertake the impossibility of riding the entire distance, no matter how many dismounts we might be allowed. We were warned so positively off the mountain west of Berlin that we avoided that, coming into the Lebanon Valley by way of Stephentown; but we did take the Berlin Mountain, 2800 feet high, with almost no grading, between Berlin Village and Williamstown; and we can all make affidavit that it is as much as a man wants to walk up without pushing a wheel, far less ride it. The rest of the route is over good roads, but most of it is so hilly that a moderately green hand could not pretend to ride more than half of it. This is a minor instance of what any one will find who tries to check the accuracy of road book routes, and perhaps explains why so few even in the small percentage of wheelmen who do any touring seem to take any real interest in these books, except as something that is thrown in free for their League dues.

It is not fair to blame the compilers of the books altogether; for they have a most laborious task to accomplish with a very meagre allowance of funds; hardly more than is enough to meet the mechanical cost of printing the books, and which leaves them nothing to provide the machinery for keeping up a record of corrections, such as is absolutely necessary to make the books of any real value, but the material for which League members will certainly not take the trouble to furnish if it is to receive no attention, as in my case.

I can quite easily understand how my memoranda may have got lost in the long time which has elapsed between the two latest editions of our book; or how its compiler should have been utterly unable to have all such matter rearranged, with the small means at his disposal. But the whole thing illustrates the wastefulness of our methods, and the folly of having the working force of the League broken up into a lot of Divisions, among which its income is distributed, to be frittered away all over the country in maintaining a system of Lilliputian polities. For the representative government of the League, we need the Divisions; but such work as this of road books ought to be done on a sufficiently large scale to be done properly, and enough of the money retained at headquarters for it to do it with.

The first editions of the road books were really splendid pieces of work, in the way of mapping out the ground that had to be covered, and one of the best was the N. Y. book—got up largely, by the way, by the same efficient officer who now has the bureau in charge, which shows that it is not a question of ability, but of the latter ones having more repetitions, and therefore of no value whatever.

Thoroughly good work on this line would be of very great value in connection with the road improvement agitation, and well worth spending on it some of the thousands that are going out for that purpose, as knowing where good work was most needed; but it can only be got by totally different methods from those which we now employ.

E. J. SHIVERICK.

[As Mr. Shriver very properly intimates this matter of accuracy in the question of road books is one difficult to achieve. The work done by these gentlemen in compiling them is mammoth and their time is given freely. We therefore should be reasonable in our criticisms and not be hypercritical.—ED.]

WE had the pleasure of personally congratulating Ned Oliver on the birth of his little baby girl. Ned says that the little one has red hair and a pair of lungs that would blow up any pneumatic tire on earth. The baby is particularly engaging and amusing during the wilding hours of night.

Mr. Oliver has been in Boston and vicinity in the insprests of the Garford Co. As to business, Ned says that the Garford people have been constantly increasing their facilities, and have done a smashing business. They have the largest nickeling plant used in any cycle establishment, employing over seventy-five men in this department alone. The '94 samples will be out very soon, and they will include many roadsters. Mr. Garford is a thorough believer in spring saddles, first because they are comfortable, and second, because they save the machine. His theory is, that a man buys a buggy which rides easily. Without springs the buggy would be hard to rid in, and besides would not last as long. In the new style these ideas will be embodied. The demand this year has been for excessive lightness in saddles. This is O K up to a certain degree, but the future is bound to bring out the fact that an excessively light saddle for road use can be no more successful than an excessively light bicycle.

THE Gate City Guards of Atlanta, Ga., will equip a cycle corps. Eight men will be assigned to duty.

THE ANT Office: Snow, of Somerville, Mass., demonstrates the value of a bicycle as a help in business. He makes the rounds of the schools in quick order, saving time and effort.

Guess. Guess. Our scheme is working and the guessers multiply, but as before stated, we have room for more. We can now give you the Bicycling World for 50c. per year, and you have a chance at a high grade bicycle. See page 265 for particulars.

WERE they in it? The McCune cycles started in six races at Waltham, May 30, and this is their record: Five firsts, four seconds, two thirds and one fourth. How's that?

Sanger "On Top."

HIGHLY executed photographs of Walter C. Sanger mounted on his racer can be obtained from Zivney & Schmitz, 241 State street, Milwaukee, Wis. Price: Cabinets, 25 cents; $3.50, $1.00.

Summer Homes.

A BEAUTIFULLY illustrated book—list of over 3000 summer hotels and boarding houses in Catskill Mountains and Central New York. Send six cents in stamps to H. B. Jagoe, General Eastern Passenger Agent, West Shore Railroad, 363 Broadway, New York, or free upon application for your information.

THE WORLD'S FAIR.

Final Arrangements for the Sale of Tickets via the B. & O. R. R.

For the benefit of those desiring to attend the World's Fair the Baltimore & Ohio Railroad will sell Excursion tickets to Chicago and return, at all stations on its line, at low rates. Tickets will be on sale until November 1st, and will be valid for return journey until November 15th, 1893. They provide for a reduction of 20 per cent. below regular rates. These tickets will be valid only for continuous journey. Tickets at higher rates will be sold that will permit holders to stop over at Baltimore, Washington, or any other point, going and returning.

Besides the opportunity of visiting Washington, a privilege afforded by no other route, tourists via the Baltimore & Ohio Railroad will traverse the historic Potomac Valley, the theatre of the war between the States. At Cumberland they will be offered a choice of routes to Pittsburgh, one across the Alleghany mountains, 2600 feet above the level of the sea and via Deer Park and Oakland, the finest summer resorts. The scenery along the Baltimore & Ohio route is the most picturesque in America. Pullman accommodations may be reserved in advance of journey. For rates and information apply to nearest B. & O. ticket Agent, or chas. G. Scull, General Passenger Agent, Baltimore, Md.

A GREAT EXHIBIT.

One Exclusive Privilege of Which Every Advantage Is Being Taken.

WHILE the World's Fair fever is at its height, it may be well to say a word regarding one of the largest exhibitors and their display.

Messrs. Adams & Sons Company, manufacturers of Adams' Pepsin Tutti-Frutti, were granted the exclusive chewing gum privilege, and have spared no pains or expense to make their exhibit one of the sensations of the Fair. Large booths, erected by them, may be seen all over the grounds in each one of which their goods are artistically displayed.

It was the popular impression in some time ago that the business of the above-named house had reached the zenith, but the possibilities of their growth seem to be unlimited. Since the introduction of their brand of Pepsin Tutti-Frutti, itmedicinal qualities have recommended it to public favor, and their output has necessarily been greater than ever before.

The granting by the World's Fair Directors to this house of the exclusive privilege in their line is simply another tribute to the great merit of their manufacture.

How Can I Get a Pneumatic?

Write the *H. S. Owen Mfg. Co., Washington, D. C.* giving description of your old wheel and see what they will allow you in trade. Get their souvenir catalog.

"THE MIDGET"



JUST THE THING FOR SOJOURNERS.

SIZE, 1 1-2 X 2 1-2. WEIGHT, 2 OZ.

The Midget is the searchers' friend, and the only vest pocket kit that meets the requirements of all pneumatics.

PRICE BY MAIL 35 CENTS.

PRINCE WELLS,

626 Fourth Avenue, - Louisville, Ky.



BERRY BROTHERS' BICYCLE ENAMEL

WILL RESTORE THE FADED FINISH ON YOUR WHEEL TO ITS ORIGINAL BRILLIANCY.

IT IS THE ONLY PERFECT ARTICLE OF ITS KIND IN THE MARKET.

EASILY APPLIED. READY FOR USE. DRIES QUICKLY WITH A LUSTROUS FINISH. ONE PACKAGE IS ENOUGH TO REFINISH A BICYCLE.

MADE IN THE FOLLOWING COLORS: BLACK, WHITE, MAROON, RUSSET, WINE, FAWN, LEMON AND OTHER SHADES OF YELLOW AND ALL SHADES OF BLUE AND GREEN.

ASK YOUR DEALER FOR IT. IT WILL PLEASE YOU.

PRICE, 50c. A PACKAGE.

BERRY BROTHERS, LIMITED
VARNISH MFRS.

New York, Boston, Philadelphia,
Baltimore, Chicago, Cincinnati,
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SHEPARD, NORWELL & CO.

OUTFITS FOR

Wheelwomen.

BICYCLE HABITS AND Perfect Travelling COSTUMES.

These garments are made to measure from the

Celebrated Cravenette Goods,

Absolutely dust and water proof, and warranted to neither spot nor shrink when exposed to rain.

These garments are tailor-made and finished with thoroughness, in styles to suit individual tastes.

Bicycle Skirts.

We are making Cyclestrienne Skirts for wheelwomen, especially designed by one of the pioneer lady cyclists of this country,

Mrs. Mary Sargent Hopkins,

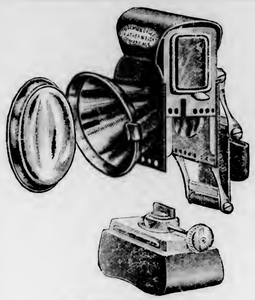
Lecturer and writer on "Wheeling for Women," who will give all interested parties the benefit of her judgment and experience.

This skirt incorporates all the merits, besides possessing novel and original features, the result of valuable experiments, and looks equally well as a wheel or street costume, a feature which will be readily appreciated by all lady cyclists. As a travelling costume this habit is without a peer, and will be found invaluable to tourists.

We have in stock complete outfits, including Bicycling Hats, Shoes, Equestrian Tights, Etc., and all accessories to a perfect wheel costume.

Orders taken for costumes for ladies' wheel clubs.

☞ Mail orders and inqui



PRICE, $5.00.

THE

FEATHERWEIGHT

. . . LAMP . . .

Is the Simplest, Lightest, Handsomest and most Brilliant Light-Giver on the market.



PRICE, $5.00.

Double Convex Lens, Locomotive Reflector,

Instantaneously Detachable Reservoir, Sliding Side Light and Locking Back.

To be had from all Retailers, or wholesale only from the manufacturers,

PREMIER CYCLE CO., NEW YORK.

.....

FULL LINE **LUCAS'S CYCLEALITIES**

BELOW ACTUAL COST TO IMPORT.

Lamps, Bells, Cyclometers, Locks, Trouser Guards, Cyclorns, Oilers,

HANDLES, LUGGAGE GARRIERS, TOE CLIPS

At less than HALF VALUE. WRITE US.

MORE RAMBLER VICTORIES.

"This IS a RAMBLER Year."

TIME PRIZE in the A. C. C. 25 MILE ROAD RACE at San Leandro, Cal., Feb. 22, was captured by a RAMBLER rider.

TIME PRIZE in the COVERT 12-MILE ROAD RACE at Lockport, N. Y., April 29th, was won by a RAMBER rider.

TIME PRIZE in the RANKIN 25-MILE ROAD RACE at Providence, R. I., April 29th, was won on a RAMBLER.

In the FOREST PARK ROAD RACE, at St. Louis, May 20th, three out of the first ten prizes went to RAMBLER riders.

TIME PRIZES in the W. A. C. 10-MILE ROAD RACE, at Wilmington, Del., May 20th, both First and Second were won on RAMBLER BICYCLES.

TIME PRIZE also FIRST and SECOND PLACE PRIZES in the Grand Rapids, Mich., 18-MILE ROAD RACE, May 30th, were captured by RAMBLER riders.

TIME and FIRST PLACE PRIZES in the ROME, N. Y., 20-MILE ROAD RACE, May 30th, were won on RAMBLERS.

In the WILMINGTON-PHILADELPHIA TEAM RACE two of the first four men in (riding four abreast) were mounted on RAMBLERS, which came through unscratched. The other two and many other wheels were disabled.

At LOS ANGELOS, CAL., May 30th, RAMBLER RACERS carried the winners of the One Mile Maiden Race, won in 2.17; also the 3 1-4 Mile Handicap, which distance was ridden by Louis Fox, on a RAMBLER, in 8.34.

At ALAMEDA, CAL., May 30th, First and Second Prizes in the TWO MILE STATE CHAMPIONSHIP, and First Prizes in the One Mile Scratch and One Mile Handicap Races were taken by RAMBLER riders. The latter race was run in heats, in which the Pacific Coast ONE MILE RECORD WAS TWICE BROKEN on a RAMBLER.

In the C. C. C. C. 10-MILE ROAD RACE, at Lincoln, Neb., May 30th, out of 27 starters RAMBLERS captured First and Fourth Prizes.

At KNOXVILLE, TENN., May 30th, RAMBLER RACERS won the Half Mile Open, One Mile Club Championship, One Mile Open and Five Mile Open Events.

At COLUMBIA, S. C., May 18th, RAMBLERS captured Five Firsts, One Second and One Third places in seven races.

At LONGMONT, COL., May 18th, two out of three heats in the Half Mile event were won on No. 4 RAMBLER.

FIRST PRIZE in the One Mile Race at Bridgehampton, L. I., May 30th, was won on a RAMBLER.

"WINNERS" in all parts of the country ride RAMBLERS.

"Those Corrugated G. & J. Pneumatic Tires Do Go!"

GORMULLY & JEFFERY MFG. CO.,

221 TO 229 & 222 TO 228 N. FRANKLIN ST., CHICAGO.

174 COLUMBUS AVE., BOSTON. 85 MADISON ST., CHICAGO. 1325 14TH ST., N. W., WASHINGTON. BROADWAY AND 57TH ST. NEW YORK. 5 AND 6 HERTFORD ST., COVENTRY, ENG.

Suppose You Wanted a Hat.

BY STERLING ELLIOTT.

SUPPOSE you wanted a hat.

Where would you go to look for it?

I don't ask this question because I expect anybody to answer it. Of course not; it is too silly. You would most likely go to a hat store; everybody knows that. And, reasoning on the same line, you might, if you wanted shoes, go to a shoe store.

If you sent a boy to buy a pair of boxing gloves and he went to the Methodist church for them, what would you think?

It seems easy to understand, doesn't it?

But suppose you wanted a bicycle?

Ah! That's different. I'll tell you what you would do then; you would turn off the main street, go down a side alley, around behind a barn, up four flights of stairs and call on some worthy young man who during the day was acting in the very honorable capacity of "chambermaid in a livery stable" and who had concealed within the pocket of his "overalls" the "agency" for some bicycle of which you never heard until he told you. He can't talk with you just now because the boss is there," but you come around to his boarding house in the evening and he will talk "business" with you, emphasizing his talk the while by pointing out the catalogued points on a sample machine, which he has just received on consignment from the most liberal and enterprising bicycle company in the country," said company having shown ample evidence of its standing by bestowing the agency as above.

Gentle reader, what thing other than a bicycle would you expect to buy in this way? Do you ever stop to think why the bicycle in question is not sold by the regular bicycle dealers? Do you suppose that any manufacturer ever gave an agency to a boy to carry around in his hat if he could have placed it with some well-established dealer? Mind you, I don't blame the maker, for he has done the best he could, and I don't blame the boy for he is getting a machine to ride, even if it isn't a very good one. Neither do I blame the customer who prefers to purchase under such circumstances, for

"Whilst timorous knowledge stands considering,
Audacious ignorance hath done the deed."

But before the inexperienced lad took that agency it had been offered, nay, urged upon the regular dealers.

Why did they not take it? Ask them.

Points on Ladies' Safeties.

THERE are some mistakes still constantly made by the manufacturers in turning out ladies' safeties. One is a bad combination of gear and crank. Fifty-six-inch gear and 6-inch crank is the usual thing.

Now, the above combination may suit good level English roads, and a rider who is too small to use a long crank, yet strong enough to like a little speed; but it does not fit anything else. Fifty-six-inch and 6 1-2-inch would be much better; or 52-inch and 6 1-4-inch—considering the fact that average lady riders seldom care to go above twelve miles an hour.

The shorter the crank and the higher the gear, the greater the rider's speed under favorable circumstances; but short cranks and high gear mean hard work whenever the road is bad or hilly, or the wind ahead; consequently, hard work for two-thirds of one's riding in Ireland.

Some makers err on the other side; we have seen ladies' machines sent out with a combination of 52-inch and 6 3-4 inch, which is altogether unnecessary and uncomfortable for the rider except at very low speeds. Another point is in the size of the wheels. Twenty-eight-inch and 28-inch, 26-inch and 28-inch, and 26-inch and 26-inch are the sizes turned out at present.

The first suits a tall rider well, runs and steers standily, and diminishes vibration. The second is very suitable for an average-sized lady, and of course saves a couple of pounds or so in weight; it bounces just a trifle more on rough roads, and is not quite so comfortable all round; but the difference is not great. The third—which is adopted almost without exception in all the feather-weight machines turned out for ladies—is certainly light, but neither runs nor steers so steadily as the larger wheels do, and is even a little dangerous going down hill very quickly.

A third point which we recommend to the attention of all manufacturers who care for the safety of their customers, and which is very much neglected, is the distance of the brake lever from the handlebar. Four machines out of every six are possessed of a brake-lever which is almost or quite out of the reach of a small hand; this, of course, being a very dangerous defect, though trivial in appearance.

Pedals with side spikes are not by any means dead yet. We recommend anyone buying a lady's machine to insist on the pedals being changed if the side-plates are not quite low and rounded off.—*Irish Cyclist.*

Convicts On The Highway.

WARDEN THAYER of Clinton Prison, Saranac Lake, N. Y., will on June 1 make the initial experiment of working convicts on the highways leading from the Dannemora railway station to the prison. Then the road to Plattsburg and also the road to Ellenburg will be worked. State Engineer Schenck has laid out the grade and his officers will superintend the work.

The Vision of a Stray Cyclist.

BY ROBERT BRUCE.

THE roads over the mountains and valleys within a radius of thirty miles of Milan had been so well dried by the warm April sun that I determined to take my first long ride of the season and wheel to Oakdale and return—a distance all told of 81 miles.

It was with a light heart and a feeling of inexpressible buoyancy of spirit that I set out upon my winding journey early in the morning of April the 7th. The scenery, always rough, rugged and picturesque in the extreme, seemed grander than ever before, as though the elements themselves had combined to make my journey one of unalloyed pleasure.

Four hours of fast wheeling over the hilly country brought on a little weariness, and turning off of the beaten road I laid myself down for a few moments' rest beneath the shade of a majestic oak. Every sense seemed awed as never before by the strange, weird scenery about me, and I almost wished that hours instead of minutes were to be spent among the pleasant surroundings.

I had begun to think that the journey might be deferred an hour or more, and that lost time would be made up on the return trip, when I lapsed into the land of dreams.

I saw a gorge of tremendous proportions



through which flowed a very rapid stream, filled with impediments of all sorts. So rapid was the current of the water that no one who ever fell in could have a possible chance for life save perchance catching upon some rock or log and being rescued by friends on the banks. Looking far ahead I saw that this stream flowed into a large body of salt water, the bounds of which no human eye could see.

Awed by the majesty of the scene so clear to my mental eyes, I did not at first notice that both the gorge and river were spanned by a long, narrow bridge of great height, which stood out in bold relief. Its masonry was very solid, well built, and the whole structure was a typical picture of strength. I was struck by its narrowness for it did not appear to be over ten feet in width. The floor of this bridge was so well laid that it seemed an ideal stretch for an expert wheelman, with the exception of the fact that there was no sign of a railing along the sides to prevent the boodlum from rising off into the gorge and stream below.

While admiring the majestic structure, and wondering why it should be built in such a curious way, I looked to the north, and in the far distance a large party of wheelmen appeared. The leader was a resolute looking fellow on a pneumatic, followed by others, some riding pneumatics, some on cushions, and others on the high wheel of early days. The leader approached the bridge bravely and the first party passed over in safety. At this time another party appeared in the distance and approached the bridge in a reckless manner. One minute more and the leader attempted to coast over the narrow structure, and losing his balance rolled off into space. Seeing their leader fall, the rest of the party became frightened, and one after another fell over until scarcely half of their party remained. These reached the other side in safety and sped along faster and faster, trying to run away from the heart-rending cries of their late companions.

Looking down into the abyss into which the unfortunate and weak hearted wheelmen had fallen I noticed that some were being carried to the sea by the swift currents. They struggled manfully, but all in vain; for the irresistible stream laughed in scorn at their endeavors.

Others were more successful and were clinging to the rocks and logs. Some of the strongest were climbing the steep sides of the gorge. I watched their struggles with intense interest and saw that four or five succeeded in reaching the top and lay down to rest a few moments. Presently they gained courage and proceeded once more in the direction of the first approach to the bridge, thinking to pass over in safety by care.

They were about to enter upon the structure, when the leader was suddenly stopped by a sentinel who denied them admittance. Protests were in vain and the wheelmen began to force their way through. The sentinel called for help, and instantly four assistants appeared, and catching each wheelman the grim sentinels pushed them back again into the gorge. With a ghostly smile the sentinels turned again to their posts.

The unfortunate cyclists who had twice fallen off dashed head foremost into space; and as no one of them had strength enough to cling to the obstructions in the river, they were carried down into the boundless deep.

As I looked upon this strange scene my wonder knew no bounds. My mind could not solve the mystery.

The strange tragedy was witnessed by another whom I had not heretofore observed. An aged man with a long white beard and leaning on a stout staff of hickory.

"Venerable man," said I, "tell me what strange scene is this for mortal eyes to look upon. Why should innocent men be thus treated in the land of the living?"

He answered: "Art thou a wheelman and knowest not the scene before thine eyes? That is the Panorama of Cycling. The bridge of such great strength which thou seest is the L. A. W. bridge, the straight and narrow way! The rushing and perilous stream below is the river of Professionalism, into the relentless grasp of which so many fall. The ocean below which is in the distance is the great sea of Oblivion. Didst thou not see that some clung to the rocks and logs of the river, and after ascending the banks with much labor were pushed off of the bridge again by the sentinels?"

"Who are these merciless fellows?" I asked, thinking that their faces were familiar to my mind.

"I will tell thee," repeated my informer, "these grim sentinels are one Raymond of Brooklyn and his colleagues. No one having once fallen into the stream can ever again pass over that narrow bridge, but when he falls he falls like Lucifer, never to hope again. In former days it was possible, but those days are passed."

The words of the old man sank deep into my thoughts, and as I was pondering over their truth the voice of a single cuckoo in the woods awoke me from the vision.

Mounting my faithful steed I turned towards Milan and rode back slowly, pondering over the marvellous vision which I had experienced.

Lighted By Electricity.

EDITOR BICYCLING WORLD: In your issue of May 19, 1893, I notice an article by L. A. W. No. 3508 with the above heading. I am an electrician and deem it my duty to dispel the illusionary view taken of the above (question.)

I will state that to run one 16 C. P. lamp requires about 1 16 of a horse-power. Smaller lamps require less but the weight of a dynamo to run a lamp would with the power consumed to drive its armature amount to considerably over 1-8 of a H. P. A cell of storage battery is perhaps the best way to light a small lamp unless a very efficient form of dry primary battery can be had, and such an outfit need not weigh over four pounds. But don't think that you can ever get 16 candle power from any form of battery lamp. Another objection is this: Variations in speed of wheel would vary speed of dynamo; the light would burn brightly going down hill and would be out of sight going up hill, and such variations of speed lessen the life of the lamp and in case of a bursted tire at night, you would have no light at all! The battery lamp is the only thing, for that is a steady light going or stopped.

L. A. W. 25115.

Hoodlumism Awheel.

EDITOR BICYCLING WORLD: It seems to me that cycling has before it perhaps the most serious conflict that it has ever been called upon to meet. For the past ten years, wheelmen have been working with all their power and intelligence to gain what is clearly their "Right," and it had begun to look (during the last two or three years) as though every municipal (and even rural) official would be compelled to respect that right and that even the "road hog" would at last yield to the arguments and influence of the united wheelmen of this country. But now we are confronted with perhaps the most serious obstacle that has come up since the combined movement has been in force.

"It is a cold wind that blows no one good," but on the other hand "Too much of a good thing" will many times destroy that good thing entirely. A few years ago, the time was eagerly looked for when the price of high grade wheels would be so low that they could be universally used, but I incline to the belief that if that time ever comes, it will finally drive the older and better class of riders. Those who have done so much to elevate the sport (or if "sport" does not fill the bill use some sterner term) and will tend to lower the character of cyclists in general and will materially injure the good to be realized from the past hard work.

Owing to the number of second-hand wheels that have been placed upon the market, a fairly good second-hand mount can be purchased at from $40 to $75, and in this city especially, it seems that the entire "hoodlum" community, who used so lustily to cry "Monkey on a wheel," have not only become riders, but are justifying by their actions a title, compared with which "Monkey" is altogether immaterial. I feel sometimes just a little sorry when the terms "Ass" and "Hog" are applied to some people. It is really a gross libel on the poor, inoffensive animals.

Within the past week or two, numerous accidents have occurred in this city and elsewhere, and to cap the climax, the New York papers are to day running editorials on the killing of a child by a careless rider.

The writer has access to several daily papers from different parts of the country, and one of them, published in an Iowa city, recently ran an article in its supposed "smirtiful" column, in which it related how a certain man cultivated such a dislike for wheelmen that when he saw an accident, and it appeared that the rider was killed, he telegraphed to a companion similarly disposed to "Come on and have a good time. Have just seen a bicycle rider killed," and then the paper described his disgust when he found the man was only badly injured and his machine smashed. This is actual truth and shows only too well what is to come, if the newspapers in the cities have *cause* to write-up wheelmen, or perhaps it would be better expressed to say "write them down."

I think the better class of wheelmen will realize that they have now to face the worst trouble that has threatened wheeling since its inception. The writer has had several years' experience and feels sure that accidents of the character herein referred to are in ninety-nine cases out of a hundred altogether avoidable and inexcusable. I have been run down from behind several times by some crack-brained idiot, who should not have been trusted with a wheelbarrow, let alone a speedy bicycle.

Let every active wheelman in this country do all he can to distinctly divide this "hoodlum" element from the better class of riders.

ROBT. S. SUTLIFFE.

New York, May 27.

Taxing Foreign-Made Wheels.

EDITOR BICYCLING WORLD: I wish to call the League of American Wheelmen's attention to an unjust discrimination against foreign-made bicycles owned in this country by American citizens who wish to spend the summer in Europe and take their wheels with them.

Not long ago your wheel if it had been used was considered personal luggage and admitted free. This certainly invited an evasion of lawful duties. Then came the time when it must have been in actual use six months in order to be entered free; but all these times one payment of duty was final. But this does not seem to have been satisfactory to some parties, who "fixed it" so that a foreign-made wheel would be subject to duty every time it was brought into the country.

Now the BICYCLING WORLD has brought us up to believe that the highest courts of the land have decided that a bicycle is subject to the same law when ridden or left upon the highway, as a carriage or other wheeled vehicle.

Here is the logic of the situation: If you purchase a carriage in Europe and own it one year, it can be entered free of duty; and if not owned that length of time, one duty is final.

Why this discriminating, and from whom does it come? Do our manufacturers demand it, and if they do will they admit it publicly?

Many individual cyclists have protested to the custom authorities; Why should not the League enter a protest also which would be noticed at least. The League has always protested against special laws burdensome to bicyclists. Will it do so again?

Sincerely,

CHARLES MELVILLE DEWEY,
L. A. W. No. 21,362.

222 W. 23d street, N. Y., May 25, 1893.

VELOTHERAPY.

A New Medical Term—A French Physician the First Inventor of the Bicycle.

If velotherapy does not, as yet, figure in treatises on therapeutics, it is certain that before long it will claim its place, for it is now loudly proclaimed all over the world "the reign of the bicycletta has begun." Doctors can no longer feel a lack of interest in that two or three-footed contrivance which, in want of a Pegasus, is straddled by all.

It appears, among the fervent admirers of this sport, that velocipede exercise, particularly on the tricycle, is very salutary. Doubtless walking, horseback exercise and fencing are precious auxilliaries for the hygienist, but the tricycle is much preferred in any other movement.

"Cycling," says Dr. Chambard, "is an exercise of the first order. It not only strengthens the muscles of the limbs, but the entire body. It stirs up the hematose, stimulates the appetite, regulates the pulsation of the heart, exercises the eye and gives a cool head to the most nervous. It makes red blood and cures chlorosis and anæmia. A short run on the bicycle is the best aperient I know, and I have no doubt that in stimulating the heart it enlarges the chest and increases respiratory capacity, thus preventing cardio-pulmonary affections. I never hesitate, as far as I am concerned, in advising consumptives to take all of this kind of exercise possible in the open air."

"In the first place equitation, and in the second place the tricycle have the merits of being open air exercises," says Dr. Douglass Hogg. "Gymnastic exercise and fencing are usually taken in confined spaces, very often in badly ventilated rooms. Muscular fatigue, lassitude and disgust often follow under such circumstances.

It is unnecessary to say that these are isolated opinions on this subject. Our amiable fellow physician, Dr. Jennings, who for a number of years has praised cyclism, assures us that since the publication of "Health by the Tricycle," he has received hundreds of enthusiastic letters. In expressing their passion for this variety of physical exercise, they almost always make use of the terms as "devoted to bicycle riding," "fanatic on the subject of tricycle exercise," etc.

It is true that cases may be cited where enthusiasts of the velocipede have abused it and died. It was only recently that our excellent confrere, Thomas, the librarian of the Faculty, was carried to his last home, and his premature death can only be ascribed to his excessive use of the bicycle. But all over-exercises, no matter what is character, offers the same danger.

It has been claimed that diseases of the nervous system, notably affections of the spine, were developed by the bicycle," and that the apparatus predisposed one to hyperitrophy of the heart; that among women inflammation of the uterine organs was provoked by the mechanism where the feet were used, the same as metritis and salpingitis have often been noted among women who worked too hard on pedal sewing machines. But this last machine is not comparable to the tricycle, which is used in the open air and gives the lungs good exercise. It is only just to remark with Dr. Tissie that the diseases mentioned have been caused by an immoderate use of the tricycle, or the aggravation of some pre-existing malady of the uterine system. * * *

From the simple peasant to the King, all the world is given up to this gymnastic amusement. The King of Servia, the Prince of Wales, and the Prince of Monaco are all fine velocemen. Almost all the English ambassadors, Lord Dufferin at their head, are ardent bicycle riders.

In finance we have the Baron Rothschild; as editors there are Arthur Meyer and Cornely; as novelists Richepan and Dargens. In Parliament Drs. Clement Clements and Michou are great straddlers of the machine. You will not be surprised, then, that Michou made such a bitter fight in the Legislature against taxing bicycles.

Among the medical velocipedic cranks who have participated in Parisian bicycle races, we find Profs. Grancher and Straus of the Faculty of Medicine; Drs. Leon Labbe and Albert Robin of the Academy, and such accoucheurs and surgeons as Dr. Louis Championniere and all his family, Dr. Bonnaire, and the editor of the *Journal de Medicine de Paris*, Dr. Lutaud. Then there are Drs. Douglass Hogg and Jennings, Drs. Trousseau and Valude, Dr. Landowski, Dr. Combes and many others.

With such apostles of the bicycle it is necessary to suppose that it will be the popular means of locomotion in the future.

Who was the man who first invented such a machine for the benefit of humanity? In reality the debate on this subject has just commenced, and all are anxious to know whether it was Michaux the father or Michaux the son, who were workingmen and locksmiths, and who, it is claimed, first imagined the velocipede with pedals.

We shall not contradict the claim, but shall ask in our turn to whom is due the invention of the first apparatus running by the aid of mechanical traction. This has provoked surprise, and we have proved that the first velocipede was invented by a physician, and this physician is one whom biographical dictionaries have forgotten even. Let us prove this in a few words.

In 1694 Ozaram, in his "Mathematical and Physical Recreations," describes a carriage "in which one can ride without the use of horses." This was the principle of the velocipede, so much perfected since then. It has a lackey seated at its back who makes it run by walking alternately with his two feet, by means of two small wheels concealed in a case just between the wheels behind, and attached to the carriage axle. I will state here that this has been explained to me by a young physician of Rochelle, named Monsieur Richard, who, besides applying himself to things of his profession, has been devoted from his youth up to mathematics and philosophy.

The priority of the discovery of the bicycle seems to be established without further contest.

It was a physician, Dr. Eli Richard, residing at Rochelle, who made the first machine resembling our modern velocipede. * * *

A street in Rochelle has been named for Richard, and a movement is on foot to erect a bronze statue, not to Michaud, but to the true discoverer of the bicycle, Dr. Eli Richard, of Rochelle, France. — *Translation in Cincinnati Lancet Clinic from Journal de Medicine de Paris.*

* The translator has seen one such case, due to violent exercise in a heavy shower.

Hear That Thump.

Editor Bicycling World: The writer feels like complimenting you on the enterprise shown in securing a recent letter in regard to the elliptic.

The question of the shape of the sprocket wheel has seemed to the writer a difficult one, and has been given much thought. Now, it is like finding a railroad tunnel with good side paths through a hill we expected to have to climb, to have the whole question definitely and authoritatively decined; and that too without taking the trouble of trying to understand the pages and pages of figures, diagrams and arguments which so-called "mechanical experts" have devoted to the subject.

The article in question said that one company has tried to make a feature of a craze—the elliptical sprocket craze. "Elliptical sprockets will spoil the rhythm of pedalling and ruin the machine." The information contained in the last clause is certainly distressing.

"To introduce a thump into a bicycle is equivalent to a thump in an engine." This is a dangerous method of reasoning, unless very carefully used. The assumption is made that there is a thump when an elliptical sprocket wheel is used, and no "thump" when a round one is used. Even then the bare argument is this: An elliptical gear would be a bad thing in an engine, therefore it is a bad thing in a bicycle. The inference is not valid unless all the other conditions affecting the application of the power are the same in both machines. Are they?

In an engine the power is constant and unvarying. The steam is so chosic that it maintains the same pressure upon the piston at the middle of the stroke, when the speed is high, and near the ends of the stroke when the speed is low. The force exerted on the shaft (turned by means of a crank) is therefore much greater near the middle of the stroke than near the ends of the stroke. This irregularity is neutralized to some extent by a heavy fly wheel. Where the power is used without transforming the motion to circular motion, no fly wheel is required.

In a bicycle the power "hinges" at the hip joint, and the power is applied by pressing the pedal away in a direct line from that joint. That motion at the beginning of a stroke is very slow and requires great power; near the middle of the stroke the speed quickens so that it is impossible to keep up quite as great a pressure, and by the time the foot has fairly caught the speed, the third quarter of the stroke is reached and the motion away from the hip joint is suddenly checked, and the result is a very decided "thump." It is beyond question that the majority of riders outside of the fast brigade, do too much of their work on the last quarter of the stroke.

With the elliptical sprocket wheel the motion away from the point of power is more nearly regular; with the round the circular motion is regular.

At the beginning of a stroke with the elliptic gear the crank leverage is small and the gear is low; at the middle of the stroke the crank leverage is great and the gear is high.

A rider's effective work is done during three-quarters of the downward stroke—the middle part of the stroke. With the elliptic the pedal spends (say) 45 per cent. of the time occupied by its full revolution in making that part of the stroke; with the round sprocket only 37 1-2 per cent. Therefore the rider is doing effective work 90 per cent. of the time with the elliptic and only 75 with the round.

An expert pedaller can do effective work for 90 per cent. of the revolution with round sprockets; a novice can do that well with the elliptic. By effective work is meant work such as is done when the pedal is near the middle of the down stroke. Of course, by ankling, a person can keep a pressure on the pedal for considerably more than half a revolution, but it is hasthen not such power as he can exert at the middle of the stroke.

Huntingdon, Pa. L. A. W. 15,322.

"Bobby, what's that awful bump on your head?" asked his mother. "That's the bump of cyclomania," said Bobby, who was just learning to handle a bicycle.



A Cycling Beauty.

A very pretty girl and modest, withal, a model woman, in fact, with a temperament as even and smooth as a summer morn. Her name for certain reasons we withhold, as it is really without her knowledge and consent that we publish her picture. It is as a bicycle rider that we wish to speak of her, and when we state that she has often been in the saddle for over twenty-four hours without a dismount, it will be agreed that she has a wonderful amount of endurance. Furthermore her extraordinary power of going without food while engaged in these record breaking proceedings is beyond credence. She never complains of fatigue after these trials and in fact she seems not to know what fatigue means. In case any one desires to see this paragon they can do so by visiting the store of Shepard & Norwell, on Winter street, where they will see her sitting calmly in a show window silent and unmovable as the Sphinx, for she is a "wax figger."

Shepard & Norwell have established a department for fitting out lady riders, and Mrs. Hopkins is in charge. The costumes she shows are decidedly handsome, and Mrs. H. is always ready to give advice.

A CYCLING LIBEL CASE.

"Wheeling" Pays Heavy Damages to Warwick and Turner.

In the Queen's Bench Division on Thursday, before Mr. Justice Grantham and a jury, a case came on for hearing in which Mr. Tom Warwick, a cyclist, sought to recover damages from the proprietors of *Wheeling* for libel. A second case arising out of the same publication was also listed, in which Mr. W. G. Turner was plaintiff. It appeared that in September, 1891, Mr. Warwick and Mr. Turner proceeded to Australia for the purpose of taking part in and conducting cycle meetings there, and, later on, in other parts of the Colonies. In the course of their tour they were, however, entertained in Sydney with copies of the defendants' newspaper of April 20, 1892, in which they were charged with having had to do with a race meeting for which prizes were not forthcoming.

This charge, it was said, put a sudden stop to their tour, which had to be abandoned, the plaintiffs returning home. The defendants pleaded that they had in the course of ordinary business extracted a portion of the paragraph complained of from the Melbourne *Sporting Standard*, while that involving the charge in regard to the prizes had been handed to them by a correspondent, and published by them in good faith. The defendants had expressed their regret, and paid £25 into court in each case. After the opening statement, on the suggestion of his lordship a consultation took place between counsel, and ultimately a settlement was arrived at, the defendants consenting to a verdict for the plaintiff in each case for £150 in addition to the £25 paid into court. — *Scottish Cyclist.*

Gorgeous Wheels.

In the cycle exhibit at the Chicago Fair there are some gorgeous wheels, and a local paper thus describes a few of the choicest:

"One Chicago firm makes a glittering show of fancy wheels which will at least catch the eye of visitors, even should they know nothing of the art of cycling. What will country devotees of the sport, accustomed to plow through rain and dust on villainous wheel-destroying roads, say to a 30-pound roadster wherein the spokes and handle bar are heavily plated with gold and the saddle covered with black brocade embroidered in silk and gold? The rims and brackets of that machine are enameled bright black, and the rest in a dead flat finish. Another machine—a full roadster—shows as much gold plate, but the rim runs to Quaker green and the pneumatic tires are finished in sage. It is hardly as effective from an artistic point of view as the first, or another which is made of burnished copper and enameled in part in light green. Two bicycles for ladies are dove-colored and suede. In all the fancy machines the saddles are made in silk to match the color of the machine."

COMING EVENTS.

Clubs desirous of becoming their race meets will be quoted special advertising rates upon application. You Reach Everybody in the Bicycling World.

Fixtures.

JUNE.

13, 14, 15.—Birmingham, Ala. Birmingham Cycle Club.
14, 15—Memphis, Tenn. Memphis Cycle Club Meet.
16-17.—Syracuse, N. Y. State Circuit Meet.
17.—Herne Hill Track, London. N. C. U. Championships.
17.—Norwalk, Ct. Alpha Wheel Club's ten-mile road race.
17.—Lynn (Mass.) C. and A. C. Race Meet.
17.—Spencer, Mass. Spencer Bi. Club.
17.—Waltham, Mass., Bi. Club meet.
19.—Ilion, N. Y. Remington Cycle Club.
19-20—Huntsville, Ala., Spring City Cycling Club's race meet and road race.
24.—Philadelphia. South End Wheelmen's Annual Meet.
24.—Newark to Princeton and return. Metropolitan A. C. C. Century Run.
24.—Louisville. Prince Wells' Ten-Mile Road Race.
24.—Orange, N. J. Athletic Club.
24.—Keystone Bi. Club races at Pittsburg, Pa.
24.—Newark, N. J., century run of the Metropolitan Association of Cycling Clubs.
25-26.—Lawson's Second Annual Tour to Kentucky State Meet, Louisville to Harrodsburg.
27-28.—Kentucky Division Meet, Harrodsburg.

JULY.

1.—Harrisburg, Pa., Susquehanna Wheelmen's race meet.
1.—Brooklyn, K. C. W. Race Meet.
1.—Mercer, N. J. Mercer Co. Wheelmen.
1-3.—Sarnia, Canadian Wheelmen's Asso. race meet.
1-3-4.—San Francisco, Cal. Bay City Bicycle Club.
1-3-4.—California Div. Meet, San Francisco.
2-3-4.—Annual Meet Missouri Division at Sedalia.
2-4.—Sandusky, Ohio Div. Annual Meet.
2-4.—Sedalia, Missouri Division Annual Meet.
3.—Waco, Texas. Texas Division L. A. W.
3.—Pennsylvania Division Meet, Harrisburg, Pa.
3-4.—Hartford, Columbia C. C. Race Meet.
3-4.—Providence, R. I. Rhode Island Wheelmen.
3, 4.—Iowa State meet, Vinton Cycle Club.
4.—New Castle, Pa., New Castle Cycle Club's Fifth Race Meet.
4.—Reading, Pa. Penn. Wheelmen race meet.
4.—Waltham, Mass. Boston Press Cycling Club race meet.
4.—Milwaukee. Waukesha Road Race.
4.—Asbury Park Wheelmen's Race Meet.
4.—Tonawanda, N. Y. Tournament Tonawanda Bicycle Club.
4.—Saco. Driving Park, Me. York County Wheelmen's Race Meet.
4.—Baltimore, Md. Baltimore Cycle Club.
4.—Cincinnati. Fourth Annual Road Race.
4.—Watertown (N. Y.) Cyclers Race Meet.
4. Cincinnati. Fourth Annual Poorman Road Race.
4.—Lake Walden, Mass. Suffolk Athletic Club.
4.—Waco, Texas. Texas Division L. A. W.
4.—Skowhegan, Me.—Skowhegan Wheel Club races.
4.—Eckhart (Ind), Wheelmen tournament.
4.—Tourists' Cycle Club of Paterson, N. J., at Clifton, N. J.
4-5.—Fort Scott. Seventh Annual Meet, Division. Address Henry E. Harris.
4-5.—Rockford (Ill.) C. C. race meet.
5.—Rockville, Ct. Eastern Conn. Cycle Club Meet.
5.—Newark, N. J. Atalanta Wheelmen 100-mile road race.
21-22.—Herne Hill Track, London. Once Cup 24-hour Race.
25-26—Fort Wayne, Indiana Div. Annual Meet.
28.—South Bend, Ind. South Bend C. C.
29.—Asbury Park, N. J. Asbury Park Wheelmen.

AUGUST.

2.—Richfield Springs, N. Y. Waiontha Bicycle Club.
5-12.—L. A. W. Annual Meet, Chicago.
7-12.—International Race Meet, Chicago.
12.—Alameda Cal. Alameda Bicycle and Athletic Club.
14-15.—Milwaukee Wheelmen's International Circuit Meet.
16-17.—Ripon, Wisconsin Division International Circuit Meet.
19.—Minneapolis. International Circuit Meet.
19.—Buffalo. Inter-club road race.
23.—Evansville, Ill. International Circuit Meet.
24.—Indianapolis. Zigzag C. C. International Circuit Meet.
26.—Cincinnati, O. Century C. C. International Circuit Meet.
26.—Philadelphia. Quaker City W. Annual Meet.
28-29—Columbus, O. Century C. C. International Circuit Meet.
30-31.—Cleveland O., Wheel Club International Circuit Meet.

SEPTEMBER.

2.—Birmingham, Ct. Crescent C. C. Race Meet.
4.—Waltham, Mass. Young Men's Asso.
4-5. Syracuse C. C. Race Meet.
4-5.—Charter Oak Park. Hartford Wheel Club's tournament.
7.—Lynn, Mass. International Meet.
9.—Waltham, Mass. Associated Cycling Clubs.
12.—Maringe, Iowa. S. H. Rowlands.
13.—Passaic, N. J. Passaic Athletic Club.
12-13-14.—Springfield R. C. Tournament.
16.—N. Y. Metropolitan Association Inter-meet.
20-21.—Baltimore. International Meet, Maryland B. C.
23.—Philadelphia A. C. C. International Race Meet.
23.—Scranton, Pa. Scranton Bicycle Club.
30.—Brooklyn, N. Y. K. C. W. Race Meet.

OCTOBER.

2.—Sacramento, Cal. Capital City Wheelmen meet.
3.—St. Louis. Annual Fall Country Tour.

NOVEMBER.

30.—St. Louis. Annual Paper Chase.

This Lawyer Didn't Know the Law.

A two-seated carriage and a bicycle collided near Bethlehem, Pa., last week. A wheel of the bicycle was smashed to smithereens and the owner, George W. Roland, has made a claim of damages against the driver. Mr. Roland claimed that he was run down with malicious intent. The allegation was denied by the driver. The lawyer claimed that the pike was not a public highway. The driver paid toll to cross it and as a bicyclist didn't, the team had the right of way. Terms of agreement were proposed and it is probable that a settlement will be made before the case goes to court.

Bicycle Shoe.

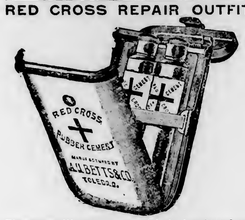


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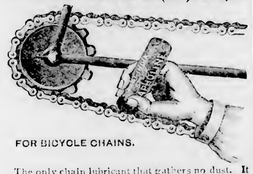
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The only chain lubricant that gathers no dust. It is easily applied, being manufactured in sticks three inches long. It protects the chain from rust, dust, and and wear. Price 25 cents, by mail.

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KENTUCKY BICYCLE AGENCY.
626 Fourth Ave. LOUISVILLE, KY.
East India Stick Grapholine

Sold in the East by the
American Ormonde Cycle Co., New York, N. Y.
Gormully & Jeffery Mfg. Co., New York, N. Y.
H. A. Lozier & Co., Cleveland, Ohio.
A. W. Gump & Co., Dayton, Ohio.
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Geo. Worthington & Co., Cleveland, Ohio.
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PRICE BY MAIL, 25 CENTS.

World's Record In Competition.
1 HOUR 14 MIN. 10 SEC.
WARWICK AND VAN WAGONER.
MARTIN ROAD RACE, MAY 30, 1893.
"Facts count, not jawbone."

WARWICK CYCLE MFG. CO., = Springfield, Mass.

SINGER CYCLES.
NO CHANGE IN PRICE
The Only Wheels Absolutely Guaranteed.
The Only Wheels Fitted with 1893 Improvements.
Our prices correspond with the value of the articles furnished, and in the future, as in the past, will be maintained in all countries, against the inflated prices of goods of inferior make.
SINGER & CO., 6 and 8 Berkeley St., and 2 Warren Avenue, BOSTON, MASS.
LIBERAL DISCOUNTS TO RELIABLE AGENTS.

MATERIALLY MATED.


HOLBEIN SWIFT, 30 lbs. stripped.

SWIFT By Name.
By Nature SWIFT.
CATALOG FREE.

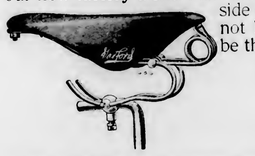

LADY'S SWIFT, 34 lbs. complete.

COVENTRY MACHINISTS' CO.,
BOSTON. CHICAGO. SAN FRANCISCO.



D. & R.
Special Cycles.
D. & R. Special Light Roadster, weight 30 lbs. Fitted with racing saddle and drop racing bars, weighs 28 1-2 lbs.
We want a few more good reliable hustling agents. We've just caught up with our orders and can supply wheels promptly.
BETTER ORDER NOW.
RIDERS.—We will take a limited number of second hand wheels as part payment for these popular wheels where we are not represented by a local agent.
Dean & Rogers Cycle Co.,
TAUNTON, MASS.

ELYRIA is twenty-six miles west of Cleveland on the Lake Shore and Michigan Southern Railway. Passengers traveling this route will notice our new factory a short distance east of the depot on the north side of the tracks, and seeing it will not be surprised at our claiming to be the . . . . . .



LARGEST SADDLE MAKERS IN THE WORLD.

By the way, if it be convenient stop over a train. We are always pleased to show our new plant, and our visitors so far have enjoyed seeing the building of saddles reduced to a science.

GARFORD MFG. CO.,
CORRESPONDENCE SOLICITED. ELYRIA, OHIO.

This is the lightest "Road Wheel" made. Was ridden on country roads over 1,000 miles, and stood the test perfectly.

KEATING. KEATING.



MODEL D.

As a hill climber it stands at the head. Hollow Rims, Bidwell Tire, Fine Finish.
You miss it if you do not see, and that means purchase. Guaranteed for any weight rider.

KEATING WHEEL CO., Holyoke, Mass.
1775 Broadway, New York. 145 Columbus Ave., Boston, Mass.



Rudge Cycles Win.

At the bicycle race meet held at Los Angeles, Cal., May 29, four firsts and two seconds were won on Rudges. Rouse, Hazard & Co., Peoria, Ill., are agents for these machines and have charge of the Rudge American Branch factory, in which Rudges have been turned out all this year from finished bearings, forgings, etc., direct from the parent Rudge factory.

He Rode A Bogie.

On account of the fact that Mr. Carl Von Lengerke of Von Lengerke & Detmold, New York City, is interested in the sale of bicycles of other makes than ours, we wish to say that Mr. Von Lengerkes' mount throughout the entire 25 miles of the Irvington-Milburn road race was a Liberty "Bogie Man." It was on the "Bogie Man" that Mr. Von Lengerke rode and won the race, all other reports to the contrary notwithstanding. Very truly yours, WILSON, MYERS & Co.

Change in the Trade.

Owing to the greatly increasing demand for the popular "Solid Comfort" saddles we have found it necessary to entirely relinquish our position in the trade as bicycle jobbers, and hereafter continue as exclusive bicycle saddle manufacturers.

We have therefore disposed of our entire bicycle business, including both wholesale and retail trade of the Quinton Scorcher Cycles, to the Pennsylvania Bicycle Company, 1342 Arch St., this city, who will, after the first day of June, assume full interest and control of this branch of our business.

This transaction will in no way interfere with agents who have been handling exclusive territory through us, as their orders and demands will meet with the same prompt and careful attention as with us, and all agencies will hold good until the end of the season as agreed upon. All machines or parts shipped after June 1st will be charged and billed from the books of the new owners—the Pennsylvania Bicycle Co.

Mr. H. D. Letcato will assume the duties of acting manager for the new owners, and his past experience in the trade and his pleasing and genial disposition, will, no doubt, command for him due appreciation from the cycling public.

We shall continue at the same address in our efforts to produce the best saddles in the world, and we are making every preparation to make our product the largest and most elegant in the country. Early this fall our new 1894 sample line will be ready, and we hope we may receive the hearty support you have given us in the past.

Assuring you of our many thanks for your past courtesy and hoping for a continuance of your favors, we are, Most faithfully, BRETZ & CURTIS Mfg. Co., Geo. E. Curtis, President.

A short time ago it was announced that the Princess Lobanow, of Japan, had purchased and would ride a Ladies' Rambler bicycle. Later advices bring the information that she has induced Prince Lobanow to become a wheelman, and he has consequently purchased and will ride a Rambler bicycle.

At Youngstown, Ohio, May 20, out of eight Victors entered seven took positions, including first, second, and special time prizes.

Denver, Col., May 30, 25 mile road race against heavy wind, W. W. Hamilton passed 15 men; broke Colorado record. Time 1h. 21m. 35s. Mount, regular Victor "Flyer."

A $10,000 plant is being erected in Reading, Pa., by the Mitheldian Company, to manufacture weldless steel tubing for cycle construction.

Racer, 23 lbs.
Road Racer, 27 lbs.
Thoroughbred, 30, 33 and 35 lbs.
Ladies', 35 lbs.
Roadster, 40 lbs.



The PHOENIX.

Complete in details; perfect in symmetry; graceful in outline; elegant in finish; scientific in design; responsive in action; perfect in construction. Fully guaranteed. Our catalogue tells the rest. Good agents wanted in unoccupied territory.

EASTERN BRANCH OF
STOVER BICYCLE MANFG. CO., 575 and 577 Madison Ave., New York.
AND
PORTER & GILMOUR, 1773 BROADWAY, NEW YORK.

If you want to make a good exchange for a new wheel, readers of this paper will do well to write to Ralph Temple at Chicago. Temple handles all standard makes and wishes good second-hand pneumatic machines to rent to visitors to the fair.

Since returning from the path in 1889 Ralph Temple has worked up one of the best jobbing trades in the country.

Warwick wins! seems to be the cry both on road and path this early in the season. Nelson, Van Wagoner, and Taxis mounted on these grand machines win in all directions.

E. A. Nelson of Springfield, who managed to win from scratch at Worcester in the half mile, beating Windle and Johnson, was mounted on a Warwick Racer.

Martin's road race at Buffalo, N. Y., Decoration Day, was won on a Victor "Flyer."

Van Wagoner and his Warwick are to be congratulated on his marvellous performance at Buffalo, when he won the first time prize and broke the world's road record for 25 miles in the Martin road race.

The contract for the Fred F. Bischoff bicycle factory, the initial industrial plant of the new town of Allouez, Wis., located between Dupere and Green Bay, has been given to J. R. Shepard of Dupere, at $80,000. The buildings will be of brick. The factory will be an extensive one. The work will be completed by October.

The following note of interest has been sent to us: "At a bicycle auction sale in New York last Saturday, new '93 pattern bicycles originally listed at $150, on which the price has since been cut, were sold at $80 and $70 each. At the same sale a '92 pattern Century Columbia, second-hand, brought $95."



CUT PRICES IN
L. A. W. MEDALS.

Don't pay 50 per cent. extra for club emblems, prize medals, ribbon badges, pins, class and society designs. We make more, sell more and sell better than any other house. At club and wholesale prices, send to us for anything in this line. Special attention to orders by mail. We submit designs and pay postage.

L. L. RIELLY MEDAL CO., Medallists and Engravers
15 Cornhill, Boston, Mass.

The "PERFECT" Perfected. See our new model with extra long thread where the tip screws on. Also a catch which locks the cap firmly to the body of the oiler. The "Perfect" Pocket Oiler is not only thoroughly tight, but is always ready for immediate use. Best and neatest oiler in the world. Price 25c. each. Handsomely nickeled.



One half size.

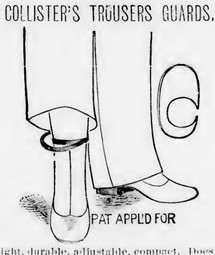
SAVE TIME

By having your oiler or pump in one of our holders. Always ready for use. Needed day in opening tool bag. Easily attached to any wheel. Price 25 cents each for either size. Handsomely nickeled.



CUSHMAN & DENISON.
172 9th Avenue. • • New York

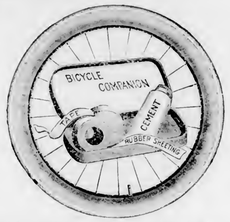
COLLISTER'S TROUSERS GUARDS.



Light, durable, adjustable, compact. Does not show when in use. Keeps trousers close to leg on the inside, and away from chain when riding the wheel, and from rubbing together when walking. Free air circulation in warm weather. Good for cycle riding or walking. Adjustable to any size trousers. Mailed to any address for 25 cts. For sale by all cycle dealers, or COLLISTER & HILL, 117 Ontario St., Cleveland, O.

DON'T GET CAUGHT

With a break in your Tire, and nothing to mend it with! Get our



Which contains everything you need for repairing. Always handy, fits the pocket, and *absolutely necessary to every owner of every wheel.*

PRICE 50c. Postage Paid.

If your local dealers do not keep
The COMPANION,
send your order and 50c. to
BOSTON RUBBER CEMENT CO.,
200 Devonshire St., Boston, Mass.

"Featherweight"
BICYCLE BELL.
PRICE $1.00.
WEIGHT, 1 & 1-2 OUNCES.

The Neatest, Lightest and Handsomest Bicycle Bell in the World. Sound musical and far reaching. No iron. No rust. No rattle.

☞ Send size of handle-bar.

If not for sale in your town, send price and size of bar, and receive one by return mail.

J. D. NESBITT & Co.,
Manufacturers,
110 TREMONT ST., BOSTON, MASS.
Hubs, Spokes, Rims, etc.

HIGH GRADE:
"Perfectos."
$125.00.

Safeties built to order. Repairing all kinds.

V. DUGMORE AND CO.,
194, 196 Columbus Ave., Boston, Mass.

INITIAL RACE MEET
— OF —
Albany County WHEELMEN,
Ridgefield Athletic Grounds
ALBANY, N. Y.,
JUNE 21, 1893.

11 Events. 5 open events in addition to 5-mile L. A. W. State Championship.

Entries for Handicaps close June 14th, other events June 17th.

For further particulars, address

WILLIAM B. PHIPPS, Sec'y.
ALBANY, N. Y.

Don't Forget that the
JERSEY DIVISION
L. A. W.
Will this year hold their meet at
TRENTON, SATURDAY, JULY 1.
$1000 IN PRIZES.

And no padded values. Elegant track.

Philadelphia & Reading station at the grounds.

Special entertainments for the visitors from early morn till midnight.

For entry blanks, etc., address

J. C. TATTERSALL,
Box 329, Trenton, N. J.

THE FAMOUS TRADE HYGRADE MARK Stockings Are the Finest Made.



The calf of the Hygrade Stocking being composed of a very strong, double-knitted, fancy stitch, never splits or breaks out. The ankle is specially woven to fit snugly and not bag. Very snug, elastic, durable, and of finest appearance.

It will pay you to send for a trial pair of these stockings. Complete satisfaction guaranteed. Price, $1.50 a pair. Special price to L. A. W. members and clubs. Send for circulars. We make SWEATERS. Have you seen them?

S. P. CURTIS, Manufacturer, 671 Washington St., Boston.

THE FINEST LINE OF
MACHINES BUILT.

IF YOU DO NOT BELIEVE IT SEND US YOUR NAME AND WE WILL SEND YOU THEIR PICTURES.

TOLEDO BICYCLE COMPANY, - Toledo, Ohio.

FOR THAT SORE FEELING HAVE YOUR BICYCLE FITTED WITH A SOLID COMFORT SADDLE

BRETZ & CURTIS MFG. CO., PHILADELPHIA, PENN., MAKERS.

1893 NEW MAIL

HIGHEST GRADE.



—11th Year.—
Greater Demand Than Ever Before?

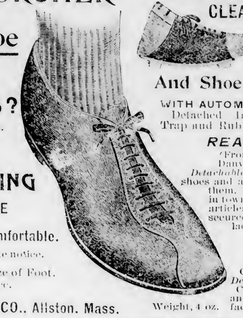
Pneumatic Tires. $125.
Dunlop Detachable Tires. $135.

The Wheel of '93! See it and Send for Catalogue.

—MANUFACTURERS—
WM. READ & SONS,
107 Washington St., - - - - Boston, Mass.
Chicago Branch, Masonic Temple, A. W. MOORE, Manager.

$2. SCORCHER Shoe

Why wear BROGANS?
You want light wheels. Why not light shoes?
—OUR—
GLOVE FITTING HORSEHIDE SHOE
Is Stylish. Neat. Comfortable.
Sizes, 3 to 11. Ladies take notice.
Send Money and Size of Foot. Postage free.



DETACHABLE CLEAT CO., Alston, Mass.

DETACHABLE CLEAT $1.



And Shoe Protector,
WITH AUTOMATIC SOLE CLASP.
Detached Instantly. For Rat-Trap and Rubber Pedals.

READ THIS:
(From an agent.)
Danville, Ky., May 26, 1893.
Detachable Cleat Co.: Received shoes and am highly pleased with them. Now almost every rider in town wants a pair. They are articles that sell on sight; have secured 6 orders, 4 pair are for ladies. Yours respectfully,
F. CHRISTMAN,
L.A.W. 15741.

ANOTHER.
Calais, Me., May 26, 1893.
Detachable Cleat Co.: Cleats came to hand O.K. and are perfectly satisfactory. Yours truly,
D. A. & H. H. Moore.

Weight, 4 oz.



The Billings' Bicycle Wrench.
Adopted by the Pope Mfg. Co., and pronounced by them the Best Bicycle Wrench in the Market.
THE BILLINGS & SPENCER CO., HARTFORD CONN.

THE HOLMES CO.,
MANUFACTURERS



Jersey Fitting Bicycle, Athletic, Gymnasium and Bathing Suits, Sweaters, etc.

SWEATERS (Sailor Collar) } for Lady Bicycle Riders
EQUESTRIAN TROUSERS }
Send stamp for catalogue B.

109 Kingston St., BOSTON, MASS.



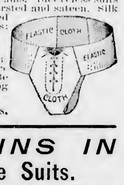
A MODEL RACING SUIT

That is modest, light and convenient, with all the weight hung on the shoulders and no extra material to carry. This suit meets all the requirements of the L. A. W. rules. No. 1301, worsted, full fashioned, $5; No. 1302, worsted, cut goods, $3.50; No. 1303, worsted, light weight, $3.25; No. 1304, pure silk, 1st quality, $14.50; No. 1305, pure silk, 2d quality, $10.50; No. 1306, sateen, very light, $2.50. By mail, 15 cents extra.

Above suits are same as cut: 1-4 sleeve, 16-inch inseams. Sleeveless suits same price. Black and Navy Blue, only in stock in worsted and sateen. Silk suits made to order also, any color in worsted. Striped suits $1.00 extra. Ladies, 20c. each. Measurements: Chest, waist, back of neck to crotch and inseam.

CALL A 1 SUPPORTER

A light, cool and durable supporter for Bicyclists, Athletes and Gymnasts. Made of cloth and elastic, a sure fit. Price $1.00. Sent post-paid on receipt of price. Be sure and send tight waist measure. Illustrated catalog of Bicycle and Athletic Goods free.



S. B. CALL, 229 Main Street, Springfield, Mass.

"CUT" PRICE BARGAINS IN
Sweaters, Duck Pants, and Bicycle Suits.

SWEATERS—ALL WOOL, ENGLISH GOODS, White, Black, Blue. We sell for $2.63.
Send chest measurement. Other sell for $2.50.

ANOTHER BIG "CUT" DUCK PANTS FOR $1.25. This is away under all others. Send waist and length measure. Third big "CUT" BICYCLE SUITS L. A. W. Gray, Blue, Black, and Light Gray $5.50 and $6.50. This is the bargain to take advantage of. Send coat and pants size. We are manufacturers' agents and guarantee every article we sell. ☞ Write us and save money. ☜ We make big discount to L. A. W. Clubs.

THOS. W. FARNSWORTH, 89 and 91 Summer St., Boston.
N. B.—We fit out entire clubs. N. B. We do it cheap. N. B.—Goods delivered on receipt of price Satisfaction guaranteed.

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BICYCLES
FOR
EVERYBODY.

POPULAR STYLES AT POPULAR PRICES.

The Largest and Finest Assortment of Wheels in the World for a dealer to handle. Send for terms.

A. O. VERY CYCLE CO.,
245 Columbus Ave., Boston, Mass.

BICYCLISTS BEWARE!
Do Not Tour Without the
GRIP.



If you cannot come personally for the GRIP, we will send it to you express paid, for $2.00 in cash, stamps or postal note, it is very light weight with black enamel waterproof covering, made especially for touring. In ordering, send the following inside measure of frame: Length of head, length of top frame, length of middle brace, and we will send you at once the nearest size we have in stock, equipped with tan color straps and nickel plated buckles all ready to attach to machine. We are the original manufacturers of the grey cotton duck grips, sheltered to be waterproof, which we have abandoned. Our enamel grip is superior to any on the market. If it is not as we represent, send it back and we will refund the money.

BOSTON GRIP CO., 109 Kingston St., Boston, Mass., U. S. A.

G. DARLOW & SON,
... MAKERS OF THE ...
BRIGHTON FLYER,
24 LBS.
Sole agents for the
RELAY MFG. CO.,
PURITAN,
and other cycles in great variety. Easy payments. Fine repair work. Wheels changed over from $10 up.



Pneumatics from $70 to $135. Cushions from $30 to $70. Great discounts for cash.

GEO. DARLOW & SON, 473 Tremont St., Boston.

FREE.
Artistic Souvenir of Washington.

13 Beautiful Full Page Illustrations of Public Buildings at the National Capitol. ∴ ∴

A Beautiful Keepsake.

Also Catalog of . . Capital Cycles.

We want you on our mailing list.

H. S. OWEN MFG. CO., Washington, D. C.

STUDY LAW AT HOME.
TAKE A COURSE IN THE SPRAGUE CORRESPONDENCE SCHOOL OF LAW. (Incorporated.)
Send ten cents (stamps) for particulars to
J. COTNER, JR., Sec'y.
DETROIT, MICH.
No. 651 WHITNEY BLOCK.



WE WILL GIVE

A "Densmore" Typewriter and Cabinet, or a "Kenwood Pneumatic Safety Bicycle, valued at $150, to the person sending us the largest list of words that can be made from the letters contained in *The World's Greatest Typewriter.* Send for copy of rules governing contest.

STANDARD TYPEWRITER EXCHANGE,
No. 610 F st., N. W., Washington, D. C.



Waverly Scorcher



32 Pounds — $100.00.

Springfield, Mass., March 25, 1893.

Indiana Bicycle Co., Indianapolis, Ind.

Gentlemen—The two Waverlys arrived yesterday, and to say that I am pleased with them would be putting it mildly. I am simply charmed. The Scorcher was sold at once, and I can say that if you will only send me twenty-five of these machines at once by express that I can sell every one during next week. Can't I induce you to so favor me? Rush them along.

Yours respectfully, GEO. M. HENDEE.

Syracuse, N. Y., March 25, 1893.

Indiana Bicycle Co., Indianapolis, Ind.

Gentlemen—Still they go. Just sold four in one store. Please express us four 28-inch Waverlys and one 26-inch Waverly Amateur at once. Will there be any delay in getting wheels? We want to know just what to expect and not promise people their wheels and not be able to deliver them.

Yours truly, BENJAMIN & ANDREWS.

Do you want to know more about the ONLY STRICTLY HIGH GRADE WHEEL Ever sold at $100.00? Then write the

INDIANA BICYCLE COMPANY, Indianapolis, Ind.

"HERE COMES the BOGIE MAN."

CARL VON LENGERKE won the Irvington-Milburn 25-mile Road Race Memorial Day, riding . . . . . Spring Valley, N. Y., same day, Athletic Games: Four races; four firsts for

The Liberty

Bogie Man Racer

THE LIBERTY,

With the kind assistance of Messrs. Brown and Robbins of the Kings Co. Wheelmen.

MORE TO FOLLOW.

WILSON, MYERS & CO.,

MAKERS OF .. LIBERTY CYCLES. ..

55 LIBERTY STREET, NEW YORK

RETAIL DEPARTMENT 1786 BROADWAY, N. Y.

A. O. VERY CYCLE CO., 215 Columbus Ave., Boston, Mass., General Jobbing Representatives in the New England States. Mention BICYCLING WORLD.

RALEIGHS Won in 1892

2,300 PRIZES.

A Wonderful Test of SPEED and QUALITY.

....

The RALEIGH CYCLE CO., Ltd.,

Bank and Greenwich Streets, - - - - - - - - - - NEW YORK.



A Live Question with every wheelmen is

WHAT TIRE?

If you are a manufacturer you should use the DUNLOP. It is sold with a guarantee that is worth one hundred cents on the dollar.

If you are a dealer you should sell the DUNLOP. It helps to sell the wheels.

If you are a racing man, you should ride the DUNLOP. The championships of America, England, France, Belgium, Germany, Austria, Italy and Spain for 1892 were won on the DUNLOP.

If you are a common, every-day cycler, you should ride the DUNLOP. 250,000 other common, every-day cyclers are riding the DUNLOPS.

They Cost a Little More, but——

The American Dunlop Tire Company,

160 FIFTH AVENUE, NEW YORK.

GRAND BICYCLE TOURNAMENT

Orange Athletic Club Cyclers,

At EAST ORANGE, N. J., June 24th, 1893.

Track has banked curves and is very fast. Four stands will seat 2000 persons.

EVENTS.	PRIZES.
1 MILE SAFETY, OPEN.	1st. Premier 19-lb. Racing Bicycle. 2d. Pair Dunlop Pneumatic Racing Tires. 3d. Pottery Mantel Vase.
HALF-MILE SAFETY, HANDICAP.	1st. Round trip R.R. Ticket to World's Fair. 2d. Pair Seldon Pneumatic Tires. 3d. Racing Saddle.
1 MILE SAFETY, HANDICAP.	1st. Diamond Ring. 2d. Silver Handle Umbrella. 3d. Rat Trap Pedals.
2 MILES SAFETY, HANDICAP.	1st. Lyndhurst Racing Bicycle. 2d. Embossed Silver Match Safe. 3d. $5000 Accident Policy.
1 MILE SAFETY, 2.40 CLASS.	1st. Gold Watch. 2d. Pair Burris-Michelon Pneumatic Tires. 3d. N. P. Bicycle Pump.
1 MILE SAFETY, NOVICE.	1st. Brass Piano Lamp. 2d. Racing Saddle. 3d. Bicycle Lamp.

Quarter-mile Safety Championship of New Jersey. L. A. W. Gold Championship Medal.

Entrance Fee, 50 cents for each event. Entries close June 14th, with

ARTHUR VARIAN, Chairman,

15 Halstead Street, EAST ORANGE, N. J.

L. A. W. LEAGUE OF AMERICAN WHEELMEN

OFFICIAL DEPARTMENT.

Boston, Mass., June 9, 1893.

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12 PEARL STREET, ROOM 20, - - BOSTON, MASS.

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SOUTH CALIFORNIA—Chief Consul, J. S. Thayer Box 3116, Los Angeles; Secretary-Treasurer, Ben C. Jordan, Riverside.

COLORADO—Chief Consul, Chas. A. Hackney, Box 1427, Denver. Secretary-Treasurer, Harry M. Booth, 836 32d street, Denver.

CONNECTICUT—Chief Consul, A. H. Schumacher, Box 952, Hartford. Secretary-Treasurer, P. W. Wesslake 31 Lewis Street, Bridgeport.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary-Treasurer, Chas. S. Wilson, 813 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, Samuel W. Stinemetz, 1237 Pa. Ave., Washington. Secretary-Treasurer, W. H. Stearns, 719 13th street, N. W., Washington.

GEORGIA—Chief Consul, Samuel M. Whiteside, Box 76, Savannah. Secretary-Treasurer, C. M. Rushing, Savannah.

ILLINOIS—Chief Consul, Frank W. Gerould, 108 Madison street, Chicago. Secretary-Treasurer, Burton F. White, 852 Washington Boulevard, Chicago.

INDIANA—Chief Consul, Thomas Hay, 79 North Pennsylvania street, Indianapolis. Secretary-Treasurer, E. V. Minor, Room 22, Board of Trade, Indianapolis.

IOWA—Chief Consul, Fred H. Beach, 111 West 8th St., Muscatine. Secretary-Treasurer, Geo. W. Tobias, care Fred Beach, Muscatine.

KANSAS—Chief Consul, Henry E. Harris, cor. First and Scott avenue, Fort Scott. Secretary-Treasurer, Austin Hawley, Girard.

KENTUCKY—Chief Consul, W. W. Watts, 518 West Jefferson, Louisville. Secretary-Treasurer, Orville W. Lawson 2510 West Jefferson, Louisville.

LOUISIANA—Chief Consul, W. C. Grivot, 110 Gravier street, New Orleans. Secretary-Treasurer, S. H. Grice, cor. St. Charles and Washington avenue, New Orleans.

MAINE—Chief Consul, Chas. L. Bachelder, Saco. Secretary-Treasurer, Chas. A. Litchfield, Lewiston.

MARYLAND—Chief Consul, Albert Mott, 2234 Madison ave., Baltimore. Sec.-Treasurer, Wm. J. Unverzagt, Box 390, Baltimore.

MASSACHUSETTS—Chief Consul, George A. Perkins, 3 Pemberton square, Boston. Secretary-Treasurer, Chas. S. Howard, Globe office, Boston

MICHIGAN—Chief Consul, Joseph M. Breeder, 22 Lafayette avenue, Detroit. Secretary-Treasurer, A. R. Baker, Bay City.

MINNESOTA—Chief Consul, A. R. Choate, 430 Temple court, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI—Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, Edgar S. Barnes, Mexico.

MONTANA—Chief Consul, Dr. D. J. Wait, Helena. Secretary-Treasurer, Lewis A. Crull, Anaconda.

NEBRASKA—Chief Consul, A. H. Perrigo, 1315 Dodge street, Omaha. Secretary-Treasurer, C. B. Nicolemus, Fremont.

NEW HAMPSHIRE—Chief Consul, Geo. A. Place, American House, Concord. Secretary-Treasurer, Frank E. Gale, 59 So. State street, Concord.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 88 Broad street, Elizabeth. Secretary-Treasurer, Geo. C. Pennell, 318 West 109th St., New York City.

NEW YORK—Chief Consul, Chas. H. Luscomb, 280 Broadway, New York City. Secretary-Treasurer, Thomas A. Reisbeck, 280 Broadway, New York.

NORTH DAKOTA Chief Consul, Miles E. Harbin, Grand Forks.

OHIO—Chief Consul, Andrew E. Mergenthaler, Fostoria. Secretary-Treasurer, S. L. Ghaster, Fostoria.

OREGON. Chief Consul, C. L. Howe, 326 Washington street, Portland, Oregon

NORTH CAROLINA—Chief Consul, James L. Yopp, Wilmington. Secretary-Treasurer, Philip Heinsberger, jr., Wilmington.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, 1051 Ally, Office, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, H. L. Perkins, Box 102, Providence. Secretary-Treasurer, Nelson H. Gibbs, 288 Westminster street, Providence.

SOUTH CAROLINA — Chief Consul, Dr. T. P. Whaley, 26 Legare street, Charleston.

SOUTH DAKOTA—Chief Consul, W. J. Healey, Mitchell. Secretary-Treasurer, Hal C. Clark, Mitchell.

TENNESSEE—Chief Consul, T. J. Dempree, 388 Front street, Memphis. Secretary-Treasurer, Geo. T. Dirous, 296 Main street, Memphis.

TEXAS—Chief Consul, E. W. Hope, Sherman. Secretary-Treasurer, G. W. Hubbard, Sherman.

UTAH—Chief Consul, C. A. Emise, 272 State street, Salt Lake City. Secretary-Treasurer, A. W. Caine, 323 E. So. Temple street, Salt Lake City.

VERMONT—Chief Consul, F. W. Sherburne, Barre. Secretary-Treasurer, Geo. D. Wheeler, Barre.

VIRGINIA—Chief Consul, Dr. Frank R. Steel, 725 Main street, Richmond. Secretary-Treasurer, J. Hugh Henry, 140 Bute street, Norfolk.

WEST VIRGINIA—Chief Consul, Jason C. Stamp, 1314 Market street, Wheeling. Secretary-Treasurer, H. Ribelsdfer, 41 S. York St., Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 582 East Water street, Milwaukee. Secretary-Treasurer, E. J. Morawetz, 1619 Wells street Milwaukee.

WYOMING—Chief Consul, Frank Vreeland, Cheyenne.

WASHINGTON—Chief Consul, W. A. Van Epps, Olympia. Secretary-Treasurer, J. A. Drain, Spokane.

MARITIME PROVINCES—Chief Consul, Fred L. Temple, 128 Prince William street, St. John, N. B.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C., England.

Annual Meet At Chicago.

The dates selected by the National Executive committee for holding the annual League meet and International races are August 5th to August 12th, inclusive.

GENERAL COMMITTEE.

Thomas F. Sheridan, Chairman, Lock Box 951, Chicago; F. W. Gerould, T. L. Sloan, C. E. Randall, J. O. Blake, R. D. Garden, Wm. Herrick, C. F. Stokes, A. J. Marritt, F. G. Gere, A. R. Bouse, A. A. Billingsley.

This committee to have general supervision of the annual meet under the direction of the National Executive Committee.

RACE AND TRACK COMMITTEE.

Frank W. Gerould, 108 Madison street, Chicago; R. D. Garden, N. H. Van Sicklen, and J. M. Erwin.

This committee to have general charge of the construction of the track, running of the races and arrangement of events, under the direction of the International Race Committee.

PRESS COMMITTEE.

Samuel A. Miles, *Referee*, Chairman, Caxton Building; L. J. Berger, *Bearings*; W. Wardrop, *Cycling Life*; M. A. Lane, *The Post*; F. E. Spooner and H. H. Wylie, *Sportsman's Review*.

This committee to have charge of the news and promoting the general interests of the meet.

HOTEL COMMITTEE.

Charles E. Randall, Chairman, 4747 Champlain avenue; L. B. Taylor, W. A. Leonard. All communications for this committee should be addressed to W. A. Leonard, Sec., 908 W. Madison street, Chicago.

This committee to have charge and arrange for hotel accommodation during the League meet and International races.

TRANSPORTATION COMMITTEE.

J. O. Blake, Chairman, No. 85 Madison street, Chicago.

PRIZE COMMITTEE.

William Herrick, Chairman, 236 Wabash avenue, Chicago.

RECEPTION COMMITTEE.

R. D. Garden, Chairman, 291 Wabash avenue, Chicago.

ENTERTAINMENT COMMITTEE.

A. J. Marritt, Chairman, 236 Wabash avenue, Chicago.

RUNS COMMITTEE.

C. P. Roots, Chairman, Caxton Building, Chicago.

PRIVILEGES COMMITTEE.

F. W. Gerould, Chairman, 108 Madison street, Chicago.

More Records.

THE whole list bents record again this week with 921, and Massachusetts takes one more record with 353.

Renewals.

WE have renewed some 15,000 members to date and there are 20,000 who have not yet sent in their dues. The present is the last month of grace. Those who do not renew on or before June 30 will be stricken from the list.

Don't be surprised if you get a circular from your Division Secretary telling you that you have not renewed, since many of these will go out from checkings made several days previous to sending. If you have your ticket take no notice of the circular, and don't get indignant in any event.

Racing Board Matters.

FOR competing in unsanctioned races at Manhattan Field, May 27, the following are suspended for thirty days from June 10: Messrs. F. C. Robbins, New York University; W. H. Glenny, jr., G. B. Brewster, E. H. Young, H. F. Parmelee, Yale University; J. Garneshan, W. J. Granulin, Princeton College; C. N. Holmes, P. H. Davis, F. S. Pratt, Harvard University; H. Breyfogle, W. Wilborn, G. M. Coates, University of Pennsylvania; F. F. Goodman, College of City of New York; E. P. Hinds, Cornell University; E. M. Bliss, Amherst University; L. Coe, Columbia College; V. E. Watkins, Georgetown University.

Special sanction has been granted to the Birmingham Cycle Club to hold a team race under special rule.

SANCTIONS GRANTED.

June 7-8—Augusta Wheelmen's Assn., Augusta, Georgia.

June 23-24—Cleburn Cycle Club, Cleburn, Tex.

Oct. 17-18—Southern Wheelmen's Club, Savannah, Ga.

Sept. 4.—Rutherford Wheelmen, Rutherford, N. J.

June 23—Royal Arcanum, Albany, N. Y.

June 17 — Staten Island A. C., Staten Island, N. Y.

Sept. 9—Elizabeth A. C. Cyclers, Elizabeth, N. J.

June 9—St. Lawrence University, Canton, N. Y.

Sept. 4.—Catholic Y. M. L. Assn., Paterson, N. J.

June 16—Nonpareil Athletic Club, Railway, N. J.

June 7—Michigan Ath. Assn., Detroit, Mich.

Aug. 26—Michigan Ath. Assn., Detroit, Mich.

May 24—Central High School, Cleveland, O.

May 30—Fort-mouth Wheelmen, Portsmouth, Ohio.

July 4—Muskingum County Wheelmen, Zanesville, O.

May 30—Alpena Wheelmen, Alpena, Mich.

June 7—Lascarora Cycling Club, Willsville, O.

July 29—Lascarora Cycling Club, Willsville, O.

May 30—Columbus Cycling Club, Columbus, O.

June 12—State College A. A., State College, Pa.

June 24—Keystone B. Club, Pittsburgh, Pa.

June 12—Iroquois Cycle Club, Bay Ridge, Md.

Aug. 5—Associated Cycling Clubs of Baltimore, Baltimore, Md.

June 20—Charleston Wheelmen's Track Association, Charleston, S. C.

July 10-11—Detroit Wheelmen, Detroit, Mich.

H. E. RAYMOND.

League Club Representatives.

AT a meeting of the Executive Committee held in Chicago, May 22 and 23 last passed, the following ruling was made as shown in the Secretary's report:

On motion the committee made the following ruling: That a member of the League be credited to one League Club only, and in election for club representatives his name and vote shall only be credited to the Club which he shall designate."

This now becomes the law of the L. A. W., and those in interest should govern themselves accordingly. ABBOT BASSETT, Sec.

Boston, Mass., June 2, 1893.

Transportation.

THROUGH the efforts of Mr. John O. Blake, of this committee, the Western Traffic Association has rescinded the order prohibiting the carrying of bicycles free in baggage cars.

ALBERT MOTT, Chairman.

New League Clubs.

505—Pittsburg Century Club, Penn.
506—Castle Point Cyclers, Hoboken, N. J.
507—Pastime Bicycle Club, St. Louis, Mo.

Massachusetts Division.

NEVER before has such a record for applications been shown as we have this year. We ended the year with nearly 4800 members and since April 1 we have taken in nearly 2000 new members. Now it is important that our renewal list be built up, and each member must exert himself to see that all the old members renew. We only have till July 1, and those who do not renew by that time will be obliged to apply for membership the same as though they never were members. Remember the success of our spring meet and bear in mind that you will wish to take in the Cottage City meet, and the tall meet also, and you may desire the reduced rates and the privileges of the World's Fair. To receive the benefits you must be a member. Send your name and L. A. W. number to Abbot Bassett, 12 Pearl street, Boston, and enclose $1.00. You cannot afford to have your name dropped.

GEO. A. PERKINS, C. C.

Missouri Division.

THIS is to certify that Mr. C. Stith has been elected Representative for the Carondelet Cycling Club of St. Louis, Mo.

EDGAR S. BARNES, Sec.-Treas.

Mexico, Mo., June 3, 1893.

New Jersey.

NOTICE is hereby given that at the New Jersey Division meeting which is to be held at Trenton, July 1, such amendments will be offered to the constitution of the N. J. Division as may be necessary to make it conform with the National L. A. W. Constitution as amended at Philadelphia.

GEO. G. THELER,
Chairman Rules and Regulations N. J. Div.

New York, June 5, 1893.

Ohio.

THE following list includes all localities having ten or more members on June 1st, 1893:

Cleveland	488	Troy	19
Cincinnati	425	Alliance	18
Columbus	227	Bellefontaine	18
Dayton	141	Lancaster	18
Springfield	107	Medina	18
Canton	101	Toronto	18
Toledo	93	Ravenna	17
Fostoria	70	New Philadelphia	17
Norwalk	70	Marion	16
Steubenville	61	Massillon	16
Akron	60	Prairie Depot	16
Sandusky	57	Warren	16
Hamilton	56	Warseon	15
Zanesville	54	Wellington	15
Newark	43	Delaware	14
Wellsville	40	Orrville	14
Mt. Vernon	36	Eaton	13
Lima	35	McConnelsville	12
Bellaire	34	Urbana	12
Chillicothe	33	Circleville	11
Findlay	33	Coshocton	11
Logan	28	Elyria	11
Portsmouth	26	Sciplios	11
Tiffin	25	Wooster	11
Fremont	24	Youngstown	11
Lorain	23	Carey	10
Piqua	23	Oberlin	10
Mansfield	22	St. Marys	10
Upper Sandusky	21		

T. S. GUASTLER, Sec.-Treas.

Fostoria, O., June 1st, 1893.

Kentucky Division.

BELOW is submitted for your consideration the report of the Lexington Wheel Club showing the receipts and disbursements of the Division meet held at Lexington, Ky., last July.

RECEIPTS.

Gate receipts	$241.50
L. A. W. check	100.00
Gate collection Sunday	35.00
Advertising	99.00
Lemonade stand	3.60
Entrance fees	51.75
Deficiency paid by club	20.75
	$556.50

DISBURSEMENTS.

Policemen, Hall	$ 4.00
Haley	4.00
Smithers	4.00
McCarty	4.00
Gate keeper, Scully	4.00
Ticket Agent, Darnaby	5.00
Prizes, Jones, J	71.60
Day, Wm	10.50
Bogeart, V	17.50
Heintz, F	48.60
Expenses, Rainey L., Eagle	18.00
Duncan, H., advertising	30.40
Byrnes, J., printing	194.25
Plunkett, L., printing	3.25
Veach, E., printing	5.00
Van Sicklen Pub. Co	21.00
Fleck, M. J	12.40
Kent, G., cigars	4.40
Vogt, H., cuffs	2.40
Lazarus Bros	2.60
Spottswood & Son	6.25
City Ice Co	1.60
Fisher, music	45.40
Waxey, music	20.00
Excenses of Band	17.00
Expressage	.50
Postage, catalogues and invitations	17.40
Carriages	3.40
Louisville Bicycle Co	8.00
Lemons, sugar, etc	5.95
Cassell & Price	4.65
Robinson, labor	7.56
Preparing track	20.00
	$556.50

Fraternally,
W. W. WATTS, C. C. Ky. Div. L. A. W.
May 27, 1893.

New Local Consuls for Colorado.

Leadville—Jos. H. Lanphier.
Trinidad—Chas. P. Wilson.
La Junta—Chas. R. Buckley.
CHAS. A. HACKNEY, C. C.

Illinois Division.

MEMBERS PLEASE NOTE FOLLOWING.

F. W. GERGULD, CHIEF CONSUL ILL. DIV. L. A. W.

Dear Sir: In the case of Geo. H. Beckerman, No. 4041, I beg leave to report that on complaint of Beckerman I caused the arrest of Jas. Grimes, a driver for City Water Dept., Wagon No. 3, which ran down Beckerman while riding on W. Division St., this city, and on the 23d inst., secured the conviction of Grimes for Assault and Battery before Justice E. T. Glennon, who fined him $25.00 and costs. Respectfully yours, CHAS. H. FRANCIS, DIV. ATTY.

Chicago, May 29, 1893.

Minnesota Division.

Meeting of the State Board of Officers of Minnesota Division held at office of A. B. Choate, Minneapolis, Minnesota, May 19, 1893. The Chief Consul read report:

CHIEF CONSUL'S REPORT.

MINNESOTA DIVISION LEAGUE OF AMERICAN WHEELMEN.

MINNEAPOLIS, MINN., May 10, 1893.

To the State Board of Officers, Minnesota Division, L. A. W.

Gentlemen: As indicated by the call this is a special meeting to gather up the loose ends of business and arrange for the summer campaign. The coming season will be unusually busy in the cycling circles in the United States, and the indications now are that Minnesota will be as active in all lines of work as any Division having an equal number of members.

RACING.

We have been given a place in the International Racing Circuit, and are fortunate in having the hearty co-operation and backing of the most substantial and wealthy business men o Minneapolis in making the International meet for August 19th a success. The correspondents in different parts of the State indicate unusual interest in racing matters throughout the State, and this Board should arrange as far as possible for dates for the several parts of the State, in order to avoid conflict.

HIGHWAY IMPROVEMENT.

No Division in the League has been more active and aggressive in the Highway Improvement crusade than ours. As the result of the efforts of the wheelmen we have a State highway improvement association, and the State is being organized by auxiliary organizations in every county. The State Highway Improvement Committee of this Division has been making an effort to secure photographs and financial aid for the Good Roads magazine, with some success; the details of which I trust the report of the committee will give you to-day. The editor of *Good Roads* offers us a Minnesota issue when we are ready to furnish the material for it, and I desire to urge every member of this Board, and the members of the Division at large to aid the Highway Improvement Committee in their work in every way in your power. Photographs of roads illustrating the result of misapplication of funds and lack of common sense road work are needed to illustrate the Minnesota number. So far as I am informed, Mr. James M. Drew of Rollingstone is the only one who has furnished photographs. The report of the Highway Committee will probably show other work done in this line.

MEMBERSHIP.

It has seemed at times as though the labor and money spent in Division work in this State was wasted so far as an increase in membership is concerned. But for your encouragement I will call your attention to a few facts which show that the seed sown is beginning to produce a crop, not entirely satisfactory, yet not so small as to be discouraging.

When I was elected Chief Consul two years ago, we had members in but 17 towns in the State. We now have members in 51 towns in the State. We then had 17 Local Consuls; we now have 45.

From April 1st to May 15th, 1892, we received 42 new members.

From April 1st to May 15th, 1893, we received 160 new members, which is more than twice as many as we received during the same period in 1892, and over half of our total membership in the spring of 1892.

NATIONAL MEET.

I do not know what the practice is generally as to sending delegates to the National meet, but if there is any occasion for a representation at the Chicago meet, Minnesota should be represented; and it is a matter for the Board to consider and arrange for.

Other matters for your consideration will probably be brought to your attention by reports of the several committees, I think there is nothing more of special importance to which I desire to call your attention. With the same spirit of helpfulness and interest in the work of the Division during the coming season which has been exhibited by the committees and Consuls throughout the State during the past few months, I can prophesy a successful and profitable season's work. A. B. CHOATE.

A letter was read from Isaac B. Potter, editor *Good Roads*, requesting and urging the Minnesota members to get pictures of good and bad roads, also asking for articles concerning good roads from influential men throughout the State. It was moved by Mr. J. J. Wilson, seconded and carried that $20.00 be appropriated to secure a good set of pictures. A fine lot of views were here shown the Board taken in and about Winona.

It was moved by J. I. Wilson, seconded and car ied that A. B. Choate be elected a delegate to the National League meet at Chicago, with expenses paid. A letter was read from Albert A. Pope, of Boston, calling attention to the Senate Agriculture Committee with Hon. James Z. George, Chairman, Carrollton, Miss., urging the League members to write him concerning good roads and keep this matter agitated.

Chairman of Racing Board reported races to be held at Winona May May 30, and July 3, 4, and 5, at Minneapolis, Aug. 19, Sept. 26, 27, and 28.

It was moved, seconded and carried that it be the sense of this meeting that the L. A. W. meet at Winona be held the 26th and 27th of July.

A letter from Chief Consul Gerould, of Illinois, was read extending his corrtesies to the Minnesota Divisi n, saying he would do all in his power in the way of extending favors to any member attending the World's Fair.

Moved, seconded and carried that vote of thanks be extended to Mr. Gerould.

Committee on Highway Improvement reported ar. rival of pictures in and about Winona and bill of $2.50 for use of team for this work was allowed.

Adjourned. E. S. GREGORY, Sec.-Treas.

Pennsylvania Division.

TO THE PENNSYLVANIA DIVISION: The Harrisburg Wheel Club having invited the Division to hold its annual meet under their auspices in Harrisburg, Pa., on Monday the third of July, 1893, I wish to say that I have accepted the invitation and I hope that the club will find a hearty response from the Division, both in numbers and enthusiasm. SAMUEL A. BOYLE,
Chief Consul.

Philadelphia, May 31st, 1893.

Applications for Membership.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III. of the Constitution, which is as follows:

SECTION 1. Any amateur wheelman of good character, eighteen years of age or over, shall, with the endorsement of two League members be eligible to membership in this League upon payment of the initiation fee and dues, as provided in this Constitution and By-Laws, and the By-Laws of his Division.

SEC. 3. The name of each applicant for membership must be published in the official organ, and unless within two weeks thereafter a protest shall be filed with the Secretary, he shall become a member of the League.

Tickets will be issued fourteen days after the publication of names, and on the same date the applicant will be put on the mail list of this paper.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week. (When a holiday falls on Monday the list is closed on Saturday preceding.)

BOSTON, June 9, 1893.

Total 807.

ALABAMA DIVISION—8.

55679	Jeffries, J. H.	Birmingham
680	Abbott, Chas. E.	Tuskaloosa
681	Dean, J. R.	Greensboro
682	Geisler, C. E.	"
683	Mason, C. Van	"
684	Moore, W. H.	"
685	Reed, C. C., Jr.	"
686	Sledge, F. P.	"

NORTH CALIFORNIA DIVISION—2.

687	Allergarin, J. S	Sacramento
688	Phillips, Frank	Healdsburg

SOUTH CALIFORNIA DIVISION—5.

55689	Baker, Thomas K.	San Diego
690	Galezio, L. A. P.	"
691	Hamilton, Fred T.	"
692	Rubidge, Geo. E.	"
693	Perry, S.	National City

COLORADO DIVISION—10.

55694	Dolson, Fred O.	Denver
695	Kimball, Harry M.	"
696	Rumley, T.	"
697	Ross, Oliver J.	"
698	Wilson, John C.	Amethyst
699	Taylor, Chris	Trinidad
700	*Cunningham, Mrs. H. W.*	"
701	Lail, W. F.	"
702	Hunt, A. C., Jr.	"
703	*Taylor, Mrs. Mamie*	"

CONNECTICUT DIVISION—10.

55704	Lyon, Louis H.	Bridgeport
705	Neff, Chas. H.	Hartford
706	Bryant, James S.	Hartford
707	Burley, J. H.	Willimantic
708	May, Preston E	"
709	Chesbro, E. P.	"
710	Hammond, Chas. A.	"
711	Latham, Daniel	New London
712	Quinlan, John C.	Norwich
713	Bruce, Lewis S.	Norwich
714	Morgan, Wm. R.	Hartford
715	Hjerpe, Emil	"
716	Perry, Chas. H.	Lakeville
717	Davis, John F.	Georgetown
718	Lace, John C.	Niantic
719	Cliff, Jas. E.	New Britain
720	Barron, Ernest J.	Naugatuck
721	Birdsall, Geo.	"
722	Culver, Ellis S.	"
723	Dutton, Chas. N.	"
724	Fairchild, Geo. E.	"
725	Hoadley, David	"
726	McCarthy, Henry P.	"
727	Rollinson, Fred A.	"
728	Turbbell, Walter H.	"
729	Travers, J. E.	"
730	Wood, Arthur L.	"
731	*Stiff, Miss Pauline*	New Haven
732	Sargent, Joseph D.	"
733	Sherwood, E. C. I.	Southport
734	Joyce, John C.	S. Manchester
735	Wakeman, Austin	Saugatuck
736	Clark, E. Alton	Union City
737	Bilsh, Chas. F.	Willimantic
738	Deming, Fred W.	"
739	Tiffany, T. C.	"
740	Wilcox, Geo.	"
741	Lohn, Edward	Westport
742	Hilsinger, Ludwig	"
743	Bayliss, Wm.	New Haven

DISTRICT OF COLUMBIA DIVISION—1.

55744	Raabe, Henry	Washington

ILLINOIS DIVISION—22.

55745	Quinn, Lewis L.	Chicago
746	Storer, Harry B.	"
747	Randall, John J.	Carlyle
748	Brittingham, C. W.	Danville
749	Wolcott, J. T.	Peoria
750	Cushing, E. B.	Buda
751	Cass, J. H.	Butler
752	Donnelly, Edward E.	Bloomington
753	Moberly, Arthur	"
754	Smith, Lem J.	"
755	McHarrie, Wm.	Chicago
756	Schaff, Geo.	"
757	Sly, H. E.	Chicago
758	*Augustine, Miss Lucy M.*	Cooper
759	Wood, Seymour	Marcia
760	Adams, N. E.	Princeville
761	Smith, G. W.	"
762	Anderson, Emos	Peru
763	Edwards, R. F.	Springfield
764	Rozarlus, Wm.	"
765	Bunzer, Wm. A. M.	"
766	Sattley, Herman L.	"

INDIANA DIVISION—16.

55767	Steele, Arthur B.	No. Auburn
768	Fisk, Robt W.	Vevay
769	Willhite, E. M.	Danville
770	Bonnon, A. F.	Elwood
771	Freeman, Herbert S.	"
772	Fundreun, Ed.	"
773	Green, Fred W.	"
774	Motz, Fred J.	"
775	Mount, W. P.	"
776	Saylor, Dr. Frank L.	"
777	Smith, William	"
778	Van, Guy M.	"
779	Hillier, Ben F.	Huntington
780	Cramer, Richard	Muncie
781	Small, Frank	"
782	Chase, Melvin A.	Plymouth

IOWA DIVISION—9.

55783	Kolz, Nicholas	Burlington
784	Koelsmark, C. L.	Waterloo
785	Evans, John Wm.	Independence
786	Fields, R. E.	Des Moines
787	Stanfield, J. F.	Marion
788	Greenveld, Anna	Orange City
789	Cavanaugh, John E.	Stuart
790	Weaver, Geo. W.	"
791	Harrison, A. O.	Sheldon

KANSAS DIVISION—3.

55792	Ott, C. W.	Pittsburg
793	Haslett, Berl C.	Topeka
794	Lillie, Geo. L., Jr.,	"

KENTUCKY DIVISION—7.

55795	Sherman, Geo. W.	Lexington
796	Williamson, Rolland	Catlettsburg
797	Eastwood, Jas.	"
798	Pickard, Charlie	"
799	Williamson, Ben	"
800	Brubaker, Pearl	"
801	Berry, B. D.	Cynthiana

MAINE DIVISION—19.

55802	Farrar, E. C.	Bath
803	Beach, James	Auburn
804	Towle, Samuel B.	"
805	Gay, G.	Lewiston
806	Lowe, W. H.	Augusta
807	Miller, Wm. B.	Auburn
808	Abbott, Alonzo A.	"
809	Wilson, George T.	"
810	Shaw, W. E.	"
811	Bascall, W. J.	"
812	Small, F. H.	Biddeford
813	Murphy, Charles	Calais
814	Turner, George	Portland
815	Whitney, Wm. J.	"
816	Brown, Frank E.	"
817	Griffin, Walter F.	"
818	Cutland, T. R.	Lewiston
819	Carville, William	"
820	Patten, R. T.	Skowhegan

MARYLAND DIVISION—3.

55821	Dorr, Robt. C.	Baltimore
822	Mattson, Chas. L.	"
823	Worckshagen, Otto	"

MASSACHUSETTS DIVISION—330.

55824	Richards, J. E.	Andover
825	Tilton, A. A.	Attleboro
826	*Paine, Maud E.*	Boston
827	*Garrison, Miss Lilla*	"
828	*Humphrey, Mrs. Nellie F.*	Boston
829	*Brown, Mrs. Lillie D.*	"
830	*Lowe, Miss Gertrude G.*	"
831	*Pecham, Miss A.*	"
832	Lovell, Harry P.	Boston
833	Lovell, S. S.	"
834	Hallett, Jas. M.	"
835	Gray, Horace, Jr.,	"
836	Hills, Wm. F.	"
837	*Frothe, Miss Ida E.*	"
838	*Lawson, Mrs. G. W.*	"
839	Hirschberg, Abraham S.	"
840	Bancken, John	Brookline
841	Mcindoes, John R.	Cambridge
842	Wentworth, E. E.	Brockton
843	Tripp, W. G.	"
844	Churchill, B. A.	Campello
845	Tenney, Irving	"
846	Tenney, W. D.	"
847	Trip, p, Arthur E.	"
848	Broughton, T. W.	East Bridgewater
849	Bates, W. F.	Boston
850	Gill, F.	"
851	Little, W. S.	Bridgewater
852	Hathaway, John	Campello
853	Loubris, E. J.	"
854	Ward, W. G.	Cambridgeport
855	McLean, Geo.	No. Cambridge
856	Tobman, Albert	Cambridgeport
857	Cook, Alfred E.	"
858	Crocker, F. E	"
859	Chaplin, Geo. P.	"
860	Chaplin, Wm.	"
861	Allen, Harvey J.	Chelsea
862	Libby, W. F.	"
863	Milton, Wm.	"
864	Hinckley, Pearmain	Lexington
865	Bartlett, J. R., Jr.	East Boston
866	McNaught, W. W.	Eastport
867	Smith, Stanford T.	Dorchester
868	Carle, Edgar A	Everett
869	Elkin, Thomas	Fall River
870	Fosdick, F. W.	Fitchburg
871	Bachelder, A. O., Jr.	"
872	Crandall, F. L.	"
873	Gillis, L.	"
874	Osborne, E. A.	"
875	Thomas, Fred	Haverhill
876	Young, F. E.	Lawrence
877	Beswick, Geo. H.	Jamaica Plain
878	Karcher, Edmund C.	Jamaica Plain
879	Harrison, Arthur G. A.	Linden
880	Dow, Alfred	Melrose
881	Ortengren, Frank	Lynn
882	Murphy, John W.	Malden
883	Aldrich, Chas. A.	Mansfield
884	Harris, Andrew	"
885	Black, Jas. C.	Melrose
886	Varney, F. A.	Newburyport
887	Smith, Wm. W.	No. Scituate
888	Rounds, Geo. E.	Plymouth
889	Jacobs, Dave	Boston
890	Sandmann, E. J.	Roxbury
891	O'Neil, Eugene H.	"
892	Andrews, Jos. D.	"
893	Swain, James B.	So. Boston
894	Hayward, J. H	Salem
895	Crowell, Wm. A.	"
896	Goodell, Frank A.	Stoughton
897	Davison, Arthur H.	So. Boston
898	Merrill, R. N.	W. Somerville
899	Babcock, W. E.	Worcester
900	Hines, Allan	"
901	Hathaway, John B.	Assonet
902	Cokery, Horace E.	Allston
903	Bamblen, John B.	"
904	White, Henry R.	Arlington
905	Johnson, W. G.	Athol
906	Anderson, C. L.	Boston
907	*Anderson, Helen*	"
908	Abbott, G. F.	"
909	Andrews, F. W.	"
910	Appleton, F. A.	"
911	Arutzen, Valdemar,	"
55912	Andrews, H. B.	Boston
913	Allen, W. A.	"
914	Anderson, Herbert J.	"
915	*Bassett, Annes M.*	"
916	Burham, F. S.	"
917	Bagelow, John	"
918	Brown, James, Jr.	"
919	Burnham, W. H.	"
920	Bell, F. E.	"
921	Cook, W. D. Jr.	"
922	Converse, Frederick F. B.,	"
923	Case, John W.	"
924	Coffin, Arthur W.	"
925	Chesney, H. B.	"
926	Cameron, James	"
927	Cole, C. H.	"
928	Dunn, J. O.	"
929	Durham, H. M.	"
930	Freeman, J. C.	"
931	Ferber, Jacob R.	"
932	Granville, G. W.	"
933	Gill, Ellison S.	"
934	Griffin, Louis J.	"
935	Holland, W. T.	"
936	Jackson, C. A.	"
937	Locke, Howard G.	"
938	Lenehan, Harry	"
939	Macniven, Jos. A.	"
940	Mills, F. LeForrest	"
941	Mehrloch, W. J.	"
942	Odenweller, C. J.	"
943	Parker, Franklin W.	"
944	Porter, H. L.	"
945	Puttrick, James	"
946	Peel, David V.	"
947	Pike, Chas. W.	"
948	Pratt, T. F.	"
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951	Rynar, Geo. W.	"
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004	Ayer, G. O.	"
005	Robertson, Robert A.	East Milton
006	Briley, Henry F.	"
007	Bevan, W. W.	Everett
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56082	Hallett, Leon P.	Milton
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106	Bridge, Fred T.	"
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108	Bebee, D. H.	"
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110	Sanborn, C. A.	"
111	Schmidt, W.	"
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115	Powers, Geo. M.	"
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117	Sprague, Edgar H.	"
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119	Mason, S. C.	"
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124	Bailey, E. E.	"
125	Stackpole, J. S.	"
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128	Dacey, Daniel J.	South Boston
129	Ferguson, Chas. H. G.	"
130	Gillespie, Wm. J.	"
131	Wood, Edmund	"
132	Martin, A. E.	Framingham
133	Hussey, A. E.	Springfield
134	Clark, Geo. H.	"
135	Dexter, Frank H.	"
136	Moore, Adrin F.	Stoneham
137	Benton, Lewis H.	Taunton
138	Bacon, Wm. G.	Walpole
139	Jackson, C. J.	Waltham
140	Cumming, John S.	"
141	Quinn, John W.	"
142	Edwards, Frank B.	"
143	Simcox, Lawrence	"
144	Lincoln, Jesse I	W. Quincy
145	Burlingame, Fred H.	Westfield
146	Wilson, Prof.	Wellesley
147	Tupper, E. E.	W. Somerville
148	Fisher, C. E.	Worcester
149	Robinson, George A. Jr.	"
150	Robertson, J. M.	"
151	Amsden, James M.	"
152	Johnston, Chas. L.	"
153	White, R. C.	"
56154	Mallery, James G.	Flint
155	Harmon, E. C.	Charlotte
156	Dimmick, Chas. N.	East Tawas
157	Holliday, William A.	Hollland
158	Muir, Will	Indiana City
159	Rosenberg, Edwin	Littlefield
160	Rosenberger, R. E.	Ludington
161	Lee, Albert L.	Olivet
162	Rossman, Moses	Petoskey
163	Palmer, Robert	Port Huron
164	Black, G. W.	"
165	Benzel, J. H.	"
166	Wolcott, Frank	"
167	Weber, Herman	Spring Wells
168	Richmond, Chas. J.	St. Johns
169	Walsworth, Peter E.	"
56170	Conrad, Oliver P.	Duluth
171	Hitchcock, Chas. A.	"
172	Watrous, Walter C.	"
56173	Robinson, W. N.	Independence
174	Briston, O. G.	Moberly
175	*Heltzell, Ida G.*	St. Louis
176	Hogan, J. Garrison	"
177	Livy, Chas. G.	"
178	Roenigk, Richard L.	"
179	Minschhofer, Geo. C.	Waverly
180	Seeber, C. W.	Higginsville
181	Harrison, F. H.	"
182	Seeber, H. L.	"
183	Tucker, Arthur F.	Lexington
56184	Benham, W. B.	Bozeman
185	Harris, E. P.	"
186	Calkins, R. M. 1	Butte
187	Merrill, Harry	Exeter
188	Moore, Geo.	"
189	Carlisle, Jacob A.	"
190	Tuttle, Herman L.	"
56191	Lemon, Geo. N.	Englewood
192	Bingham, Frank	"
193	Coe, Geo. S., Jr.	"
194	Herdegen, Anton	Elizabeth
195	Sauer, Wm.	"
196	Schlaubitz, Benj.	"
197	Hoehen, Frank W.	Irvington
198	Brock, P. Anthony	Jersey City
199	Travis, Joseph	Asbury Park
200	Conroy, James	"
201	Harrison, Chas. T.	"
202	Oliver, Joseph L.	"
203	McCabe, A. D.	"
204	Voorheis, W. B.	Rahway
205	Slater, Fred	"
206	Slater, Ed B.	"
207	Hall, A. M.	"
208	Hallett, T.	"
209	Bennett, Wm.	"
210	Drumpleman, Wm.	"
211	Bishop, J. Frank	"
212	Potter, Wm.	"
213	Bliss, Wm.	"
214	Mercein, E. A.	"
215	Marsh, A. F.	"
216	Dutrow, Adam	"
217	Timmer, A.	"
218	McGuckin, Ed	"
219	May, A. F.	"
220	Freeman, Ed	"
221	Howard, Guy	"
222	Kersey, Dr. Wm. P.	Perth Amboy
223	Barnekov, Chas. W.	"
224	Stillwagon, P. E., M. D.	Bridgeport
225	Stoll, Joseph	East Orange
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227	Bode, W.	"
228	Baedecker, H.	"
229	Baker, F. R.	"
230	Bardel, H.	"
231	Bleiing, G. J.	"
232	Curtis, W. J.	"
56233	Dimmers, R.	Hoboken
234	Doerner, F.	"
235	Ekeke, W.	"
236	Finck, J.	"
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238	Hengstler, L. V.	"
239	Hasbrouck, C. S.	"
240	Jeanneret, C. J.	"
241	Kraft, C.	"
242	Kaegebein, A.	"
243	Lange, L.	"
244	Lange, H. E.	"
245	Lehman, A.	"
246	Mammen, J.	"
247	Meyer, H. L.	Hoboken
248	Pye, W. T.	"
249	Roeker, C. F.	"
250	Rubl, W. R.	"
251	Schelm, J. H.	"
252	Schulz, E. J.	"
253	Sachs, E. J.	"
254	Wellenkamp, H. F.	"
255	Wellenkamp, E.	"
256	Weckerly, J. M.	"
257	Wallner, W.	"
258	Werkenthein, E. A.	"
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56266	Rogers, E. A.	New York
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270	Stonebridge, Wm. F.	"
271	Schmidt, Bernard Jr.	Albany
272	Jones, F. R.	Buffalo
273	*Dater, Miss Lena*	Ballston Spa
274	Dykeland, L. H.	Chadwicks Centre
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307	Hills, C. C.	Toledo
308	Harsh, Geo. W.	"
309	Lane, W.	"
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Send to the author, 53 W. 9th street, Cincinnati, for 4-page descriptive circular.
Trade supplied by the Cincinnati News Co.

Ride a New Wheel for $18

Take out your wheels, crate securely and ship to us, express prepaid; we will apply *Standard Make Pneumatic Tires*, either single or double tube, in A1 steel rims for $18 per pair, with a pump. Frame spreading and general repairing at the *Lowest Prices*. All of our work and tires guaranteed. H. W. SMITH & CO., 91 Marshall Street, Somerville, Mass.

25 CTS. buys Road Book and Map of Boston and vicinity; gives correct routes and distances to all towns, cities and points of interest within 50 miles of Boston. CHAS. A. UNDERWOOD, Jamaica Plain, Mass.

ONLY $75.00

— FOR A —

'92 QUADRANT SAFETY

Dunlop Pneumatics.

Nearly new. A bargain.

Address, C. L. H.,
care of Bi. World, Boston, Mass.

THE KI-YI,



OR

CYCLE TOURIST'S GUN

A few drops of diluted Aqua Ammonia from the nozzle of our KI-YI will teach the bicycle chasing dog a lesson he will not likely soon forget. It works like magic. As a rider puts it: "You could hear him howl ten squares." Price each, 50 cts.

Manur'd by A. U. BETTS & CO.,
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BICYCLE REPAIRING.

ALL KINDS.

Changing Over Solid and Cushion Tires to Pneumatics.

All work and tires warranted.
Morgan & Wright or Columbia tires, with new rims, $18.
Frame Spreading, $2.50.
We receive work from all over the country, North, South, East and West, which is a good guarantee that our prices are the lowest and work right.
Send your wheels crated and we will return promptly.

H. W. SMITH & CO.,
91 Marshall Street, - Somerville, Mass.

SOLD BY ALL CYCLE DEALERS.
FULL NICKELLED, WEIGHT 2 OZ.
STEEL, 25 CENTS.



Write for Terms. Cut ½ Full Size.

SENT POST-PAID
FROM DANVILLE, PA.

DARTS

(Registered.)
The Lightest Wheels on the Market
For Ladies and Gents.

SMITH WHEEL MFG. CO.,
Factory, 42 to 50 W. 67th St. New York. 921 H St., N.W., Washington, D. C.

At Once At Once **WANT** At Once At Once

Good Second-Hand

PNEUMATIC BICYCLES

To Rent at the World's Fair.

What Have You

To offer in exchange for

NEW HIGH GRADE STANDARD MAKES.

At Once. At Once. At Once. At Once.

RALPH TEMPLE,

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THE ALDRICH

Storm Cape.

Price, $5, $7, $8.



Until such time as dealers handle the cape in your vicinity, riders will be allowed the dealers' discount when ordering of me. Send postal for circulars. Liberal discount to the trade. Address A. T. ALDRICH, 342 Pleasant St., Worcester, Mass.

DON'T BE FOOLED



into buying a Bicycle as high grade because it is listed at $150. See our Model A, 27 lbs., list $150; Model B, 33 lbs., $125. Write us for catalogue. We are also fully equipped to do first-class repair work. Don't be robbed, but send your work to us. We make a specialty of fine work for dealers and agents. Old machines changed over into Cushion and Pneumatic Tires.

The Puritan Cycle Works,
PORTLAND, ME.

SCORCHER IMPROVED GRIP



$2.50
Postpaid.
C.O.D., with Privilege of Examination. All Charges Paid.

DUSTPROOF. WATERPROOF.

The only grip with **Aluminum Lock and Key.**
Above cut shows Grip fitted to Model 30 Columbia, and gives dimensions. Measure your frame, if this will not fit, send $1, and we'll make one to order. Tourists need it.
Tougher than Rawhide. Enamelled Black.
No cardboard, cover, or glue about this Grip. Made in one piece. Indestructible.
DISCOUNTS TO AGENTS.
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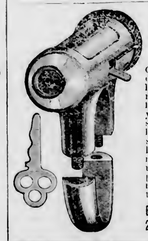
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ATLANTIC BLDG., WASHINGTON, D.C.
Send sketch of model for free examination as to patentability.

30,000 SOLD LAST YEAR



[Patented Aug. 4, 1891.]

KEY IS HELD FAST WHEN UNLOCKED.



BROSNAN
Cycle Lock.
(Pat. April 26, '92.)

Cannot be cut or pickeled; safe, attractive, light; it is adjusted permanently on the fork below the rim; when continuously press the spring, the bolt catches between the nipple or spokes, (the wheel is locked), and cannot be ridden or rolled away until unlocked with the pocket key. Lock by mail, $1.25. Discounts to dealers and clubs.

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Bicycle Bargains.

New Pneumatic, $150
Wheel with Bidwell Tires, = = = $85
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Cushions changed to Pneumatics for only $20.

All kinds of difficult and special repairs. Write for particulars.

WEST SIDE CYCLE CO.,

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For Baseball and Footballists. Athletes, Cyclists, Horseback Riders, Boxers and Oarsmen's use,

ANTI-STIFF.

PRICE, 20c. & 35c. Per Box.



Trainer's Size, $1.00.

STRENGTHENS THE MUSCLES.
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Don't pay local dealer 50 per cent. profit. We sell at wholesale prices and pay charges. Our new "Navelflex" are conceded by athletes to be perfect sweaters. Write to-day for catalogue of prices. Free.

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the thing for Tennis, Yachting and Athletics this season. They are the coolest and most stylish garment made for Sporting. Harvard and Yale wear our pants. Send leg and waist measure and receive perfect fit and best quality. Price $1.75. Best quality Leather Belt 50 cts. We pay postage.

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Bicycle to be Given Away.

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Full particulars by mail. Send your name and address for same on a postal card to . .

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The Largest, Best and Most Complete Outfit
On the market. Size 3in. x 5 in. Liberal discount to dealers.

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PNEUMATIC TIRES. CORK HANDLES. TIRE CEMENT.

PUMPS.
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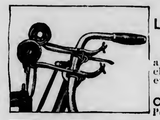
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The Official Design in SOLID GOLD. Send for Catalogue to

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The Original Inventor and Maker.





LAMSON'S
Luggage Carrier
NO. 1.
Convenient, durable, noiseless, cheap. $1. Sold everywhere.
Made by
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The Latest L. A. W. Badge
Official Pneumatic Tire.
Solid Gold, - - $3.50
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Any bicycle dealer will order you one. We have L. A. W. badges from 25c. up
Discount to dealers.

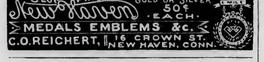
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PRIZE MEDALS, PINS.

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3 WINTER STREET,
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These Are Delightful Evenings to Ride.

Add to your pleasure by using

The Red Star Solid Illuminant

(Patent pending).

In your Bicycle Lamp.

Can be used in any bicycle lamp made.

PRICE 50 CENTS.

If the roads are dusty be SURE and use

THE RED STAR CHAIN LUBRICANT,

For it makes a glossy, smooth surface on which the dust cannot remain. Put up in stick form.

PRICE 25 CENTS.

For sale by all dealers.

THE RED STAR MFG. CO.,
Factory, Long Island. P.O. Box, 1092, New York



Jones' Suspension Bicycle Saddle.

Simplest, Cheapest, Neatest and Best.

For Carrying Children on Ordinary Safety Bicycles.

☞For Sale by all Dealers. Manufactured by

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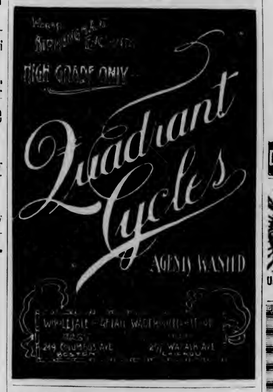
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PRICE, 15 cents.

We hope to die if it isn't the neatest thing out.

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Kalamazoo, Mich.

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NOTICE.

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Warranted good time keepers. Price, $2.25 from cycle dealers or

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FROM GEORGE F. TAYLOR.

Boston, May 26, 1893.

DETACHABLE CLEAT CO., Allston, Mass.

Gentlemen:—Received "Racer" shoes ordered by me, and find them entirely satisfactory. For lightness and strength they are *par excellence*.

Very truly, GEORGE F. TAYLOR.



A New racing shoe. Weight, 5½ oz. All Solid Leather. Tapered Cleats, which don't break off; catch pedal quickly. To introduce them we make

SPECIAL OFFER!

We will send a pair of these shoes, paying every express charge, C.O.D. at the regular retail price $3.50

Remember, it does not cost you a cent to see these shoes, because

WE PAY THE FREIGHT.

Discount to Agents.
Send size of foot.



Universal Support, 14 oz. TAYLOR MF'G. CO. Cranston, R. I.
PRICE $1.50, POST-PAID.

"FAULTLESS" TROUSER GUARDS.



Office of A. G. Speier & Son,
Philadelphia, April 25, 1893.

Mr. Chas. Sulzner, *Dear Sir:*—It gives me great pleasure to speak a word or two in favor of your "Faultless" Trouser Guards. I have used them for several months, and can say that they eclipse anything I have ever seen for the use and purpose, and I have found them perfectly satisfactory in all particulars, as well as neat, inexpensive and small in size. Yours very truly,
WM. G. SPEIER, Texas Century Wheelmen.

Mailed on receipt of price.

CHAS. SULZNER, Sole Mf'r. 1026 Colt's Ave. Phila.

PATENTS

Procured in the United States and Foreign countries. Trade marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. W. E. AUGHINBAUGH, Mechli Building, 908-24 G St., N.W., Washington, D. C.



WANTED
SECOND-HAND
BICYCLES

Of every description in exchange for New VICTORIS, RALEIGHS, EXCELSIORS etc., etc.
Highest prices allowed.
Send for Bargain List and Catalogue of new wheels.

White Cycle Co.
23 S. WARREN ST.,
TRENTON, N. J.

REAL BICYCLE UNIFORMS.



Be sure to send for free samples and measure blanks. Club Uniforms a specialty. L. A. W. Coats, $8; Knee Breeches, $4. Punnett's celebrated Jersey Cloth Knee Breeches only $4 a pair. Bicycle Caps, Sweaters, Monograms, etc. Be sure to write now.

R. A. PUNNETT,
Tailor and Athletic Outfitter,
98 and 100 West Ave., Rochester, N. Y.
All strictly first-class work at moderate prices. U. S. Representative of "KAUFMAN," who is coming soon.

KEYSER

Bicycle Clock.



GUARANTEED

To keep good time for one year. Sold by all dealers, or sent on receipt of price, $2.50.

A. S. KEYSER,
Patentee and manufacturer,
3220 Germantown Av., Philadelphia, Pa.

Patented in United States and England.

Reading Railroad System.

THE FAVORITE ROUTE
BETWEEN
Boston, Philadelphia, Baltimore, Washington,
AND BETWEEN
New York and Philadelphia,
And all points in Interior Pennsylvania.

THE SCENIC LINE

To Buffalo, Niagara Falls and the West.

☞ WHEELS CARRIED FREE.

I. A. SWEIGARD, Gen. Manager. C. G. HANCOCK, Gen. Pass. Agent.

Limited Train

FOR NEW YORK

Via BOSTON AND ALBANY R. R.

A limited train of Drawing Room Cars only will leave Boston at 12 noon, due in New York at 5.30 P. M.

Train consists of Baggage Car, Buffet Drawing Room Smoker and two Drawing Room Cars. Fare $5.00, including seat in Drawing Room Car. Number of passengers limited to seating capacity of cars.

A. S. HANSON, General Passenger Agt.

City Office, 232 Washington St., Station, Kneeland Street, } BOSTON.

FITCHBURG RAILROAD

Superb Equipment, Excellent Train Service, Fast Time, and Courteous Employees make the

Hoosac Tunnel Route

THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.

BICYCLES CARRIED FREE

FAST EXPRESS TRAINS

With elegant PALACE PARLOR and SLEEPING CARS to and from

BOSTON and CHICAGO
and BOSTON and ST LOUIS,
via NIAGARA FALLS
without change.

THE POPULAR ROUTE for all points in Northern New York, Vermont and Canada.

THE ONLY LINE running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes and Burlington, Vt.

THE PICTURESQUE ROUTE from Boston to St. Albans, St. Johns, Ogdensburg, Ottawa, Montreal and Quebec.

ELEGANT PALACE SLEEPING CARS to and from

BOSTON AND MONTREAL,
without change.

For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad and at

250 Washington Street, or
Fitchburg Railroad Passenger Station, BOSTON.
J. R. WATSON, General Pass. Agent.

The Favorite Route of Wheelmen

BETWEEN THE
EAST, WEST, NORTHEAST and SOUTHWEST.
—THE—

WEST SHORE RAILROAD

(The first road out of New York to carry bicycles free in the baggage cars of its company.)

Special attention is invited to the fact that all through trains connect with those of the *Fitchburg Railroad*, the only road in New England carrying wheels free.

The following meets are to be held on the line of the West Shore Railroad, and wheelmen will receive special attention enroute thereto:

June 10. Circuit races, Press C. C., Buffalo, N. Y.
June 16-17. N. Y. Div. Meet L. A. W., Syracuse, N. Y.
June 19. Remington Bicycle Club Race Meet, Ilion, N. Y.
June 21. Albany County Wheelmen Race Meet, Albany, N. Y.
July 1. Kings County Wheelmen Race Meet, Brooklyn, N. Y.
July 8. Riverside Wheelmen Race Meet, New York, N. Y.

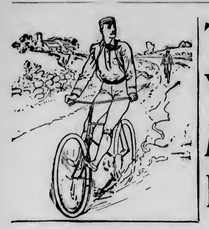
Remember this line traverses the historic and picturesque West Shore of the Hudson River, skirts the foothills of the Catskill mountains and passes through the beautiful valley of the Mohawk.

Elegant Drawing-room and Sleeping Cars run daily between Boston, New York, Newburgh, Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Detroit, Cleveland, Toledo, Chicago and St. Louis.

Special trains exclusively for wheelmen are being arranged for, to run from Boston and New York to the National Meet of the L. A. W. and International Races at the World's Fair in August. These trains will be connected with cars enroute off the line of the Fitchburg and West Shore Railroads. For particulars, time table, etc.,

Address, C. A. SHEEHAN,
Agt. Gen. Pass. Department,
5 Vanderbilt Ave., N. Y.
Or A. A. SMITH, N. E. P. A.,
300 Washington St., Boston, Mass.
C. E. LAMBERT, Gen. Pass. Agent, New York City.

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That You May Know



COLUMBIAS

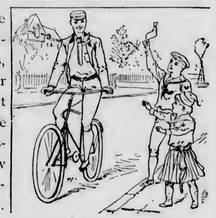
Four Columbia Bicycle Points.

POINT ONE.	The Double Diamond Frame, supreme in rigidity, lightness, elegance.
The Band Brake, of ample power and easy control. It doesn't touch the tire. It can't injure the tire.	**POINT TWO.**
POINT THREE.	The Columbia Pneumatic Tire; the tire you are sure of; the tire that is guaranteed.
Always, now, and probably forever, the STANDARD BICYCLE of the world. Absolutely guaranteed.	**POINT FOUR.**

You can tell a Columbia by the way it looks and the way it wears.
It grows old beautifully. It wears out slowly.



Catalogue free at Columbia agencies, by mail for two two-cent stamps. Pope Mfg. Co., Boston, New York, Chicago, Hartford.



To Persons About to Purchase a Bicycle:

Certain manufacturers of Bicycles having found that they could not sell their machines at the prices given in their catalogues, have recently instructed their agents to sell machines priced at $150 at varying rates of discount; in fact, agents have virtually been instructed to sell at almost any price; in other words the makers of these machines announce that the "PRICE, —worth, value, estimation, excellence,"—Century Dictionary,—placed on their Bicycles has fallen nearly one-half, while it is needless to state that in the minds of riders and of the public it has fallen still lower.

In contrast to this loss of value of a great number of Bicycles sold, it should be stated that the "price, worth, value, estimation and excellence" of the COLUMBIA BICYCLE has remained the same as the price given in the catalogue, and will remain the same,—and in this connection let us say that our sales of Bicycles are larger than ever, and during the present year our plant has been largely increased, as is our custom annually, proving that stability of prices is a fundamental principle of commercial success.

Purchasers know and believe that when they buy a COLUMBIA BICYCLE of the Company or any of its agents at list price they pay no more than everyone pays; they know, too, that COLUMBIA BICYCLES are built on honor by skilled workmen and fully protected by the guarantee of the Company; they also know that the Company's standing offer for the arrest and conviction of any person stealing a Columbia Bicycle largely prevents these machines being stolen, and when stolen leads to their recovery.

A cheaply built Bicycle is a dangerous vehicle to ride, and accidents caused by unsafe machines inflict great injury on bicycling. Safety lies in buying the COLUMBIA SAFETY BICYCLE, made by the

Pope Manufacturing Co.

The largest and best manufacturers of Bicycles in the world, and the oldest in the United States.

BOSTON. NEW YORK. CHICAGO. HARTFORD.

Our New Tire

The Wizard.

AMONG the tires we offer for general sale is our new tire, to be known as . . . . .

The "WIZARD."

It is a single tube tire, similar in construction to the regular Columbia tire, with red rubber tread, and is intended especially for use of repairers and for changing over to pneumatic tires at a reasonable expense. It has our special recommendation as a thoroughly reliable and well constructed single tube tire, and is warranted as to material and workmanship. It is without doubt the best tire on the market for the price, which is the lowest we have ever offered a pneumatic tire.

Correspondence solicited from manufacturers and large repairers.

HARTFORD RUBBER WORKS COMPANY,
HARTFORD, CONN.

He Knows Hartfords Are Reliable

PITTSBURG, PA., May 5, 1893.

Hartford Cycle Co., Hartford, Conn.:

Gentlemen—We have opened our branch store in the East End, and it give me pleasure to say the first new wheel which was sold was a HARTFORD, pattern "D."

So far this season we have not had one of your '93 patterns come back for repairs of any nature whatever, and our sales have already equalled the total for 1892, as your records will show.

We hope to continue on the same line, and remain

Very truly yours, J. A. JOHNSTON.

HARTFORD CYCLE CO.,
HARTFORD, CONN.

K888.5

The BICYCLING WORLD AND L. A. W. BULLETIN

Founded 1877

Volume XXVI. Number 15. BOSTON, FRIDAY, JUNE 16, 1893. 50 Cents a Year. 5 Cents a Copy.

Ecomomy in bicycle riding demands the best machine. It is cheapest in the end.

If purchasers do not want to pay $150 for a high grade bicycle they would better buy a good second-hand Victor, use it a year, sell it, and buy another.

Victors are real property after they have been ridden a year.

Many bicycles are absolutely worthless after a season's riding.

OVERMAN WHEEL CO.,

BOSTON. WASHINGTON. DENVER. SAN FRANCISCO.

HERE AND THERE.

Do not fail to notice our special offer on page 287. You stand a chance to get a high-grade Bicycle free.

WINDLE is now enrolled as a member of the Springfield Bicycle Club. It is as we predicted.

DURING the month of May 15,291 bicycles were counted as passing through Fairmount Park, Philadelphia.

AT the State militia camp at South Framingham, Mass., last week, there was a very successful bicycle drill.

THEY do these things better in France. They fine a rider who takes his hands from the handle bar on the track.

THE Massachusetts Division has been invited to hold its fall meet at Springfield in connection with the tournament, Sept. 13 and 14.

MR. STURMEY is working hard to swell the subscription list started to defray the expenses of an English team to Chicago in August.

THE San Francisco Club, which is one of the oldest bicycle clubs in this country, is thinking of joining the Olympic Club, an athletic association.

THE other side: Miss Noles of Holyoke, Mass., while riding on Main street, was struck by a team and thrown from her machine, receiving severe injuries about the head.

THE wheelmen of Lockport, N. Y., are being made miserable by friends who put "tacks on the walks." Ride on the street where you belong, gentlemen of Lockport.

THE directors of the Denver Cyclists' Union have passed a vote debarring bicycle dealers from acting as judges, referees and time keepers in subsequent events.

JOHNSON left his Worcester diamond on the mantel shelf while he washed his hands. He left the room and when he returned the brilliant had disappeared and the thief was gone.

A NOVEL race is to take place June 15, finishing at Syracuse. The race will be forty miles and there will be starters from the four points of the compass, north, south, east and west.

A COUPLE of gentlemen of Omaha, Nebraska, were started to ride a match race last Wednesday, for $100 a side and a wagon load of beer. "Oh, what a difference in the morning!"

APROPOS of the late flurry over the cut in prices of safeties and the cost of production it may be of interest to note that a bicycle passes through the hands of nearly 60 mechanics and inspectors before it is complete.

CONNECTICUT is not to be behind other States in the matter of road improvement. There is a bill appointing a road commissioner before the Legislature, with every prospect of its being passed. It has the endorsement of the State Board of Trade, the State Board of Agriculture, and of course that of the wheelmen.

SPRINGFIELD physicians are interested in the case of Edward Burt, who was thrown from his bicycle and, striking on his head, dislocated his neck. He was scientifically hanged at the hospital the other day to restore the vertebræ to their position, but the operation was only partially successful.

THE Ramblers' Bicycle Club of Buffalo, N. Y., expects 500 riders of both sexes will participate in its century run on Sunday, June 25. We are not prudish and don't object to Sunday riding. But it seems to us that a flock of 500 wheelmen and women striving after a century record is not particularly calculated to do cycling any good.

IN view of the late fatal accident in New York the *World* of that city say: "The reckless bicycle rider is rivaling the revolutionists of Central America in his efforts to deplete the human race." The *World* is a bit extreme in its views, but there is foundation for serious complaint at the recklessness shown by riders on our crowded city streets.

ONE of the annual events of the Boston Bi. Club is that which comes through the courtesy of President E. C. Hodges, who annually in the summer opens up specially his snug shooting box, Cedar Lodge, on Ponkapoag Pond, for the purpose of entertaining the B. B. Club. The '93 outing at Cedar Lodge by the members of the Bostons will take place June 17, and there is no doubt but that this affair will in every instance be as enjoyable as those of past years.

UNLESS you have $5000 "in your inside pocket" for expenses of an all-round-the-world-bicycle-trip don't start, or you will run short of cash. It costs money to travel round the world even if you do use a bicycle.

ON the night of May 29 as Mr. L. W. Bowker, Miss Imogene Southerland and Mr. and Mrs. H. W. Liggette were returning to their homes from a moonlight cycle trip on the Woonstock road, as they approached a grocery store a negro suddenly rushed out closely pursued by two others, who at once, regardless of the approaching cyclers, opened fire with revolvers at the fleeing man. Four shots were sent almost directly in the faces of the little party. To say that the ladies were frightened would but mildly express it.

REV. T. C. WATKINS, of Chelsea, Mass., in a recent sermon said: "Why do I preach upon the bicycle? For the same reason that I have just been preaching a course of sermons upon 'Bright and Happy Homes,' because it has to do with our every-day life. Therefore I welcome the bicycle. If I had the power I would put one into the hands of every business man who returns to his home loaded down with the multitude of cares, every mechanic whose brain may be weary by the hum of wheels, every clerk who may be discouraged because he has not been able to satisfy his employers, every school teacher whose nerves may be jaded with the ceaseless anxiety, every minister who may be carrying upon his own head the burden of struggling humanity."

Not Sold Out.

Our entire output for 1893 is not sold and we are not declining to accept orders, but are taking all we can get, and still have a few blank pages in our order book.

There are numberless machines on the market, but the HICKORY is sufficiently popular to compel us to run our factory night and day to supply the demand.

Everything desirable in a safety bicycle is found in the HICKORY.

Send for a Catalogue.

Hickory Wheel Co. Newton, Mass.

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3 PATTERNS FOR 1893.

Light Roadster, Actual Weight, 32 lbs. **Roadster, 44 lbs. Ladies Wheel, 42 lbs.**

PRICES, $140.00.

Material, best obtainable. Workmanship unsurpassed. Mannesmann Tubing. Warwick Hollow Rims, and a variety of the best pneumatic tires to select from.

REMINGTON ARMS CO., 315 BROADWAY, NEW YORK.

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CATALOGUES READY. SENT UPON APPLICATION.

LOVELL DIAMOND CYCLES.



WEIGHT 31 LBS.

Our Best Efforts Combined in Our '93 MODELS.

THE RESULT: Not a Semblance of ANTEDILUVIAN IDEAS.

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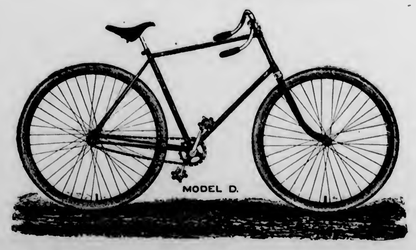
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Pneumatic Tires, $115.00, $100.00, $85.00. **Cushion Tires, $105.00, $90.00, $75.00.**

JOHN P. LOVELL ARMS CO., Manufacturers, BOSTON, MASS.

CONSIDERABLY HEARD OF AND CAN BE HEARD OF EVERY DAY.

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ARIEL CYCLE MFG. CO.,

GOSHEN, IND.

"The Winton is a Winner."



WINTON LIGHT ROADSTER.

. . . HIGHEST GRADE THROUGHOUT. . . .

No Agency complete without this Distinctive and thoroughly First-Class Machine.

Winton Roadster, all on, 40 lbs.,	price $150.
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Winton Ladies', improved design, 38 lbs.,	price 150.
Winton Racer, nothing lie it, 20 lbs.,	price 160.

Easiest running bearings in the world. Trne double diamond frame. Winton perfect pneumatic tires.

If there is no agent in your place, know all about us by asking for a catalogue.

THE WINTON BICYCLE CO., CLEVELAND OHIO.

110 PERKINS AVENUE.

UDELL WOODEN WARE CO., St. Louis, distributing agents in Texas and Missouri, except Kansas City.

FOR THAT SORE FEELING HAVE YOUR BICYCLE FITTED WITH A **SOLID COMFORT SADDLE**

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A Revolution In Bicycles.

LIGHTNESS WITH STRENGTH.

ST. LOUIS REFRIGERATOR & WOODEN GUTTER CO.

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Manufacturers of **BICYCLES.**

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The last in the field to manufacture, we leap to the front in one bound. Having discovered a process for making aluminum stronger and more elastic than steel, we will, in the course of the next 60 days, offer to the public our . . .

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HIGH GRADE BICYCLES.

There will be no brazed joints to give out. They will never tarnish, and the frame will last a life-time. The LU MI NUM is more of a revolution in bicycle frames than the steel tubing is over the gas-pipe or malleable iron frame, the pneumatic tire over the solid rubber tire, or the ball-bearing over the cone-bearing.

MARK WHAT WE CLAIM

The steel tubing and drop forging must go. Their usefulness is past. To show that we mean what we claim we issue the following challenge to any first-class maker of bicycles, either in Europe or America:

"The manufacturer of the machine wishing to contest with the LU MI NUM shall select two judges. We to select two judges, and the four judges to select one more. They are to put the machines to all the various tests necessary to show their strength.

If the judges do not testify that the LU MI NUM is by far the strongest frame, we will contribute $500 to any charitable institution the manufacturer of such bicycle contesting may name. If it is proven, and the judges so testify, that the LU MI NUM is Twice as strong as the steel tubing frame contesting, the manufacturer of such bicycle shall contribute $500 to any charitable institution WE may name. And if further the contest shows that the LU MI NUM is THREE TIMES stronger than the steel frame bicycle contesting, the manufacturer of such bicycle shall contribute $750 to such charitable institution as we may name. Machine to weigh 30 lbs. and under."

Who will accept the Challenge? The celebrated high-grade machines are especially invited. [MENTION THIS PAPER.]

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Few more good agents wanted in



New England, Middle and Southern States.

Racers. Road Scorchers. Light Roadsters. Ladies'.

Weights, 25, 30, and 35 lbs.

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"Z. & S." Stocking Supporter, "Z. & S." Bundle Carriers, Wrenches, Grips, Locks, Cyclometers, Tire Tape, Rubber Solution, Graphite, Oilers, Enamel, Bags, Safety Stands, Gloves, Stockings, Caps, Sweaters, Nipples, Balls, Cork Handles, Rims, Saddles, Bells, Lamps, Horns, Whistles, Pumps, Guards, Screw Drivers, Drinking Cups, Leggings, Shoes, Jersey Suits, etc., etc.

HOWARD A. SMITH & CO., *NEWARK, N. J.*



The LEAGUE
CHAINLESS
SAFETY.

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NEATEST IN APPEARANCE and Latest in IMPROVEMENTS.

Nearer a "'94" Wheel than Any Other Make.

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SMALLEY BICYCLES.

MOST RIGID FRAME on the Market.

STRONGEST Light Wheel Made.

Good Bearings. Graceful Lines. Elegant Finish.

Roy Keator won the medal for the fastest time and most meritorious ride between Cleveland and Chicago in the great Relay Race. He rode a

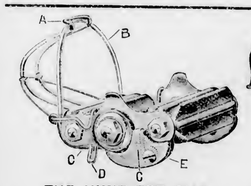
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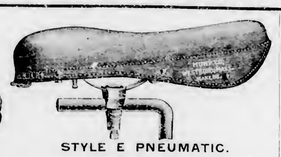


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MARBLE CYCLE MFG. Co., PLYMOUTH, IND.
RETAIL STORE 271 Wabash Ave., Chicago.



THE HUNT TOE CLIP,
Adapted to rubber or rat-trap pedals. The best thing yet produced.



STYLE E PNEUMATIC.



Road Saddle, Style M M, Special Top No. 8.



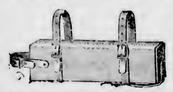
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Square and Round Tool Bags of different sizes.

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HUNT MFG. Co.,
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Licensed under Garford Patents.

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FRANK C. WESTON, BANGOR, ME.

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In the inflation of a Pneumatic Tire is to have a good connection between the pump and the tire. To accomplish this, always use the C. I. TUBING, made by the . . . .

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Made to fit Pneumatic Pumps, and weighs less than one ounce to the foot.

It will not swell or give under pressure of the pump, and saves one-half the labor of inflating the tire.

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THE
BICYCLING WORLD.

Published Every Friday
—BY—
THE WHEELMAN CO.
Incorporated under the Laws of Massachusetts.
167 OLIVER STREET,
BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the secretary, Alfred Bassett, Box 3267, Boston, sending their old address as well as their new, and their League number.

TO OUR ADVERTISERS:

Copy for new advertisements must be handed in by Tuesday morning to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN Co.

Postage stamps will not be accepted hereafter in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken.

C. W. FOURDRINIER, Editor and Manager.

EDITORIAL STAFF:
J. S. DEAN. JAS. W. CARTWRIGHT, JR.
H. CROWTHER.

BOSTON, JUNE 16, 1893.

RELAY riding has become almost as common as the club run. We started in to report them, but like club elections they become "too numerous to mention."

OUR readers will rejoice with us at the change of the "Pool Law" in Connecticut, so that it will not interfere with bicycle races, and now we are assured that the regular Hartford events at Charter Oak Park will not have to be omitted as was at one time feared. We couldn't afford to drop the Hartford meets from the regular annual fixtures.

WAYS and means seem to be the trouble in the matter of having a team of representative Englishmen at Chicago, next August. Mr. Sturmey is particularly active in getting up a subscription list to pay the expenses of the men they desire to send, but there does not seem to be that enthusiasm over the matter in the "tight little isle" one would expect to see. The Irish team is also confronted with the same difficulty, lack of cash. We hope and believe, however, that the necessary funds will be forthcoming. It will require a little hustling, but Great Britain cannot afford the first international race meet to take place without having the cream of her racing men present.

THE Rome (N. Y.) *Sentinel* states that in the recent State championship race in which Mr. Benjamin fell when he had almost won the race, the accident was caused by Benjamin looking backward. The paper further states that particularly as the fall was caused by Benjamin's careless riding, he has no ground whatever to base his claim for the medal and race. The *Sentinel* is sound and correct in the position taken. There was no foul and no reason why Benjamin should not lose the race as was decided by the referee.

WE notice the statement to the effect that in case the Racing Board suspend certain racing men on suspicion of being makers' amateurs, these said racing men will at once induce the other cracks to withdraw from the L. A. W., and start an independent racing association. This is nonsense, simply because it is impracticable, it won't work. Such a move as this was undertaken by the "only Ducker," way back in the '80's, and at that time he had a much stronger backing than these men now could possibly have. Ducker's Association fell flat, and some of his followers to this day can feel the effects of the jar of that fall. We are very sorry for the gentlemen under suspicion, but the threat to form another and independent racing association will not scare any one. It is the L. A. W., or "Cash League." Choose between them gentlemen in case of a "suspend."

THE record of serious accidents from careless and criminally reckless riding is growing apace in a most appalling manner. Not a day passes but what we read of one or more serious accidents to pedestrians by the carelessness of cycle riders. In many instances these accidents have proven fatal to the pedestrian, in other cases the injury has been most serious. We earnestly appeal to cyclers to use more than ordinary care in riding through the city streets, for if this thing goes on it will greatly injure our sport, and result in restrictions, which will be burdensome and annoying. This is a selfish reason for using extra care, and in addition to the appeal made to the selfish side of our natures, we appeal to the manhood of our readers, and ask them to use care and caution, to stop scorching on the crowded streets, and to abstain from ruffianly demands on pedestrians to "make way," because it is RIGHT.

OF course there are many accidents reported in which the riders are not to blame; it is not such we criticise. There is, no doubt, since the fashion of riding without a brake became so prevalent, accidents have been more frequent. It is more difficult for a man to control his wheel without a brake, and in many cases where if the brake were on, a collision could be avoided. The all pervading craze for lightness prompts men to strip their machines of every fitting not actually necessary for the proper running of the wheel.

AN exchange very truly remarks: "Scarcely a road race is now held under conditions and restrictions which warrant the acceptance of the times under the rules ordinarily laid down for the acceptance of records made in any branch of athletic sports, and the sooner the club formulates a set of rules for the 'proper handling' of races and records the better wheelmen will be pleased."

We ourselves are of the opinion that the importance of road racing and the increase thereof demands that it be not by cyclometer measure or guess work should be used in determining the true and correct length of road courses. There are very few road courses in the country which have been properly surveyed by a regular surveyor, and we think it would be a good scheme if, before recognizing claimed records over road courses, a certificate from a competent surveyor be furnished. It is but fair to the clubs which run their races over regularly surveyed courses should demand this, otherwise the cloud of doubt and dissatisfaction is bound to hang over some of the records claimed over courses measured by cyclometer or other questionable methods.

THERE seems to be an ominous silence on the part of the Cash League officials as to the manner of its licensees. Many have been the rumors as to a general exodus of the amateur cracks into the fold of the cash association, but as yet nothing has materialized to justify the reports. So far as we can learn, the name of one only who has figured prominently in amateur racing has stated that he would join the band of the cash chasers. Why should the names be suppressed? Is not it about time to give them to the public? Certainly the suppression will not help the Cash League, for if as intimated they have captured many of the cream of the plain medal and pot hunters it would be a good advertising card for them to publish the fact. We started out to give the cash men a good fair show and we wished and do continue to wish them success, because we think that a great many in the L. A. W. who were continually grumbling because of the straight-laced laws of the L. A. W. which prevented them from disposing of their prizes, would find a congenial haven, but so far we are in the dark as to the actual numbers and names of those who will desist "pot hunting" for dollar hunting. Maybe a regular sensation is to be sprung on us, and when the list is published we shall find that the amateur ranks have been depleted! Who knows? Egan does but he won't tell us.

SPEAKING of the depletion of the amateur ranks, we note that some of the most prominent riders are under surveillance because forsooth it is feared that manufacturers are paying expenses. Now that a man can be suspended on mere suspicion makes the weak brother feel decidedly "wriggly" about the knees. If suspension does follow it may be that in a fit of disgust they will forswear the L. A. W. and settle down as good members of the Cash League, so that what will be our loss will be the Cash League's gain. In the meantime we are just consumed with curiosity to get a glimpse of that list of licensees!

ANOTHER SPECIAL OFFER.

Bicycling World and L. A. W. Bulletin Reduced to 50 cents per Year.

(This does not include L. A. W. membership or renewal to same.)

Every New Cash Subscriber Can Have a Chance to Secure a

HIGH GRADE BICYCLE FREE OF CHARGE.

The winner can have choice of any bicycle of any make which is advertised in the columns of the BICYCLING WORLD between May 11 and Aug. 11, 1893.

Cut out this coupon, or else copy same *verbatim* on a sheet of paper, and enclose with the subscription price of paper.

COUPON.

WHEELMAN CO., 167 Oliver Street, Boston.

Enclosed find 50 cents, for which send me the BICYCLING WORLD AND L. A. W. BULLETIN for one year to following address:

Name, _____

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I ride a _____ make of wheel. I guess that the greatest number of machines, of any one make, ridden by those sending in new subscriptions (which will be sent in for the BICYCLING WORLD in response to this offer) between May 12 and Aug. 11, will be _____ machines.

THE SCHEME:

The new subscriber who guesses *the nearest* to the true figures will get a High Grade Bicycle. No matter whether the estimate is above or below the figures, *THE NEAREST WILL WIN.* In case of a tie, priority of date of estimate will determine the winner.

STAR CYCLISTS TO RETALIATE.

Threaten to Strike if the L. A. W. Racing Board is Too Exacting.

A GREAT deal of nonsense is being printed in the non-cycling papers about the "Destruction of the Bicycle Trust"—whatever that may be. We have heard of all kinds of trusts, but the "Bicycle Trust" is a new one and it would be interesting for these know-it-alls to name the firms which go to make up the trust. Some years ago there was what was called the "Board of Trades," an organization made up of cycle manufacturers, but it was short lived and has faded out of sight these many moons.

The rider who is building his hopes on the faith that a general reduction is close at hand will find that he has erred in his judgment. The idea seems to prevail among a certain lot of the uninitiated that bicycles are all profit. These individuals seem to base their theory on the amount of material used in the construction of a safety, so of course the less material (i. e. the lighter the machine) the less should be the cost, while the reverse is the truth. There are a good many shrewd business men who also have this idea, and consequently they embark in the manufacturing of safeties with limited capital and visions of unlimited profit. They are apt to become wiser and more conservative in their views of profit, before they reach the end of the first years' experience in bicycle manufacturing. The less a man knows about bicycles the more emphatic he is in his loud charges of "exhorbitant prices."

The Irvington-Milburn Winner.

CARL VON LENGERKE is the son of the senior member of the firm of Von Lengerke & Detmold. He is twenty-four years of age. Although he has been a bicyclist for many years his first experience in racing was last summer at the Tourist meet, at Clifton, N. J., and at Manhattan Field. In neither of these meets did he show any particular speed, nor win any prizes.

At the Riverside meet held at Waverly on Oct. 15, he came in second to Burr, of the Manhattan Athletic Club. Burr, however, was disqualified for not being a novice, and the race with the trophy was awarded to Von Lengerke.

His next race and the last before that of yesterday was at the meet of the Asbury Park Wheelmen, held at Asbury Park, Thanksgiving Day, in which he competed in the one-mile scratch race. His opponents were Wills, of the Passaic City A. C., and Harry Martin, of the Asbury Park Wheelmen, both of whom he beat, covering the distance in 2m. 30s.

His favorite spot in training for the Irvington-Milburn race was on the hilly road between Montclair and Bloomfield, and it is said that with the exception of a spin over the Irvington-Milburn road to look at the course, he never went over the road until the day of the race.

Von Lengerke has an unknown quantity and would no doubt have made much faster time had there been some one near him to set a pace, but after the first ten miles were passed he rode all alone at the head of the procession and maintained the lead until the last. One of his club mates in speaking of him said: "Carl has never yet done his best; his condition was never better than to-day, and he does not even know himself how fast he can ride.

Osmond To Visit Boston.

OSMOND will be in Boston to-morrow, Saturday, June 17, and also on Sunday. He will undoubtedly visit the Waltham races.

Zimmerman Coming Home.

ARTHUR A. ZIMMERMAN has cabled his father that he will leave England for America on Saturday, June 17. He will be accompanied by Walter Sanger.

Zimmerman and Sanger were entered in all the championship races, but owing to their inability to procure the necessary licenses from the English National Cycling Union they decided to return home. The licenses were refused on technicalities, and Zimmerman's father, who resides here, declares that the Englishmen took advantage of the strict rules for the purpose of shutting out the Americans, who up to this time have captured nearly all the championships.

W. Sanger in Belgium.

WALTER SANGER in a personal letter to his family thus describes his races at Brussels, and how he won the King's prize and the three mile open:

"We arrived home from Brussels after a pleasant and victorious trip. The first race at Brussels Monday was a one mile scratch. I won my heat in something like 2.45, and the final in 2.38, making the last quarter easily in 30 2-5.

The prize for the same was known as the king's prize, and the king in person presented the same to me, so I had the honor of an introduction and of shaking hands with the king of Belgium. He was very nice and said to me he did not wonder that I won, being from America, because everything that came from there was good.

The next race was a three-mile scratch, in which there were about twenty starters. I set the pace for the first mile, in order to shake off some of the slower ones and keep out of danger from the wobbly riders. Then the champion of Africa took the pace for a while and dropped out. I stayed alongside the lead man to avoid being pocketed until the second last quarter, when I secured up the pace and finished the last quarter without much exertion in 28 3-5 seconds, breaking the English and Continental records, the champion of Holland being at my rear wheel."



EVERYTHING is floating Chicago-ward; and, in obedience to the universal law, I woke up the other morning in the sleeper and found myself in that city.

It is useless to deny that Chicago is out for the "stuff," although interested parties would have it appear otherwise.

I was much amused by a congress of editors which convened here the other day, at which a number of members made speeches condemning the methods of correspondents—some of them from their own papers—but that was so much taffy. While it is true that there are plenty of places away from the down town centers at which board and lodging can be obtained at a reasonable rate, the fact remains that the driven stranger within the gates of the "Windy City" (I mean the man who has but three or four days to stay and cannot take up too much of these three or four days in chasing around for these cheap quarters) must pay the piper; the down town hotels being all crowded, that is the first-class ones. For example, I had, at the Leland, to pay $5 per day for a room on the upper floor, facing on the court, while at the Wellington the crowd was so great that after having had my name on the books two days I got a room in the attic, about 6x9 and the clerk assured me that I was lucky to get that.

It is certain, however, that the huge caravansaries which have been erected in the vicinity of the Exposition are losing money hand over fist, the expected crowds not having materialized as yet although had a little common sense and foresight been exercised, Chicagoans might have known that there would be but a comparatively small influx from the rural districts until after July, when the harvests are gathered in. The experience of the Centennial, at Philadelphia, might have served to guide them. If I remember rightly, it was not until July or August that people began thronging to the Exposition; while during July, August, September and October the crowds were tremendous.

The prices have, in many instances, doubled themselves in Chicago, although of course if you know just where to buy, you can get things just as cheaply as at other times. But anybody who expects to visit the World's Fair can safely count on one thing: Put an extra bank note in your pocket book because you will need it before you get away.

THE recent cut in prices has probably created more flurry and comment than anything in the cycle trade for a long, long time.

I have interviewed the leading manufacturers and importers during the past week, and the situation may be summed up about as follows:

Inaugurated by the Warwick Company, in order to dispose of a surplus stock and clear the decks for action next season, the fact remains that the move has unsettled values and demoralized trade to a greater or less extent. The agents are particularly disturbed. Hulbert Brothers' cut on the Mascotte, which followed Warwick's announcement has not been a factor at all, as they cover a comparatively small territory. But the large agents, who handle the Warwick goods, together with other lines, are seriously disturbed. So far as the average buyer is concerned he is putting his hands in his pockets and waiting. He argues to himself that if one make of $150 wheels have been reduced at one sharp break to $85, it would not be half a bad policy to wait awhile longer and see whether another reduction is not likely to follow. And so all along the line trade is simply stagnated in a retail way. Of course, this more particularly applies to the East—as yet; and it is but natural that this should be so. The Warwick is an Eastern concern, and the effects of the move would naturally be felt in their home territory first, but it is gradually and rapidly extending westward. Already the Chicago manufacturers (the most of them) are being deluged with communications from agents in regard to meeting the reduction.

WILL this reduction be made?

In other words, is a general reduction in the price of 1893 high grade wheels imminent and impending?

It can safely be said that no such break will come this year. Prices will be maintained.

Pope, Overman, Bidwell, Premier, Raleigh, Lozier, Gendron, Ariel, Toledo, Ames & Frost, Gormully & Jeffery, Swift, Rouse, Quadrant, Singer, Fowler, Monarch, Excelsior, Hickory, Smalley, Union, McCune, Quinton, Remington, Liberty, Dart, Keating, Niagara, Winton, Phoenix and others, all assert that they will not cut.

Can these assertions be depended upon?

That is just the question that the smaller makers are inquiring of each other, the while they look askance at their neighbors.

There can be no doubt as to the maintenance of prices by the leading firms. The Pope Company are fixed in their determination. From Chicopee Falls comes the same news, while Mr. Gormully told me yesterday that so far from even giving any consideration to a cut in prices, there has not been a day this season when, at the close of shipping, they have had twenty wheels left in the warehouse.

MR. A. H. OVERMAN, who is at the Fair this week, gave me five minutes' conversation on the subject of this price question, which was pregnant with sound ideas. The best thing that he said about it really epitomized the situation. Said he: "Cheap prices mean cheap bicycles." Of truly Spartan brevity, but thoroughly comprehensive and characteristic.

THAT the Gormully & Jeffery Manufacturing Co. do not entertain much doubt of next season's business, can be readily understood when I say that Mr. Gormully told me that the increase in this year's business had been so satisfactory that they had already decided on the erection of additional buildings and would increase their product for 1893, 50 per cent. No need to cut prices when a business grows like this.

NATURALLY enough the manufacturer who is able to dispose of his entire product at $150 is not going to make the dear public a present of the difference. The cycle manufacturers are not in the business from motives of philanthropy however much to the contrary a great many individuals argue that it should be so (I have in mind now the numerous letters which have been coming in to the BICYCLING WORLD, asking us why we did not advocate a reduction in prices in the interest of the League member and general consumer, some of these correspondents berating us severely for not championing the cause of the poor down-trodden and oppressed rider.) Bless their dear innocent hearts! I should like to inquire how many of them, if they were making an article for which they were able to get $50 for as many as they could turn out and as fast as they could turn them out, would be willing to throw off $2 on the price? I fancy I hear a great chorus going up—"I would! I would!" But you wouldn't; not one of you. We are not built that way—any of us. We get the most for our products whether they happen to be in the line of building bicycles, selling them, advertising them, writing them up or speeding them on the track don't we?

It's a curious world, my masters; but nothing is more curious in this selfsame world than the mantle of wilful moral blindness in which we obstinately muffle ourselves and refuse to admit that we would not be governed by oh! so much higher motives than Mr. Jones, across the way, if it please you, permits himself to be actuated.

BUT does this present reduction foreshadow a permanent lowering of the prices of a high grade bicycle for next season, always provided that there is no radical departure from the existing designs, methods and appliances?

With all his dies and tools shaped for present models, it follows of course that the cost of production will be cheapened in just the extent that this machinery can be utilized for next year's wheels. At present there does not seem to be any reason to suppose that anything startling will develop. Aluminum may perhaps enter the field. In fact, the St. Louis Refrigerator and Wooden Gutter Company are now announcing that they are making an aluminum bicycle, and as I expect to get down there next week, I hope to give the readers of the WORLD full details in regard to it. But aluminum the makers claim will not be a practical element for some little time to come at least. The Geared Ordinary may perhaps come into play, although it will not be for a while, and in a very small way. The Ariel Cycle Company, of Goshen, Ind., have their plans laid for the marketing of some of these machines for next year, and Mr. Smith, their superintendent, told me at the beginning of this week that he had plans for a gear that would be—to use his own expression, and that of Wilcox—"a hummer."

But the trade generally look for very few radical departures for 1894. They may come of course; the unexpected is always happening; but it will be decidedly unexpected if it happens in this case.

OF course I could not go away from Chicago without meeting Osmond.

Unfortunate Osmond, who has furnished sufficient copy for the American papers—he has been landed to have long ago exhausted the supply. Yet naturally enough, I, who was unable to meet him in New York when he landed, was very anxious to make his personal acquaintance.

So we made a mutual appointment; and, wandering up Jackson street last evening, I met a gentleman coming down whose characteristics were so marked that I had no hesitation in stepping up and saying, "Mr. Osmond, I believe?" And I believed right.

We took dinner together and went to hear Lillian Russell in "Giroflé-Girofla, and this is what I found him to be: A quiet, modest, self-contained English gentlemen—and I rather fancy this means one of the best types of he species, man.

What we said and did would be caviare to the general reader who is principally interested in Mr. Osmond so far as the racing possibilities go.

Inasmuch as I have met and known all the leading racing men of the sport, from the earliest champions down, I feel that I am justified in making a prediction:

Built on the characteristic racing lines of the greyhound, generous, high-spirited, and with a determination that speaks for itself, Frederick J. Osmond, one-time champion of England, if he gets himself fit (for that he has been in anything but a sound physical condition for the past two years, believe me) will make our own Arthur Augustus drive those long legs of his faster and harder than he has ever before been compelled to drive them. Stick a pin there! And oh! but it will be a race worth going a thousand miles to see!

And I want to add one thing more: It is my firm belief that had Osmond been thoroughly fit in 1892 the N. C. U. championships might have had a different tale to tell.

And in saying this I say nothing whatever in the slightest degree derogatory to Zimmy's prowess as the foremost racing man of his time.

A NOVELTY in the cycle line which is to make its appearance on the track (probably at Buffalo to-morrow, June 17, if it can be gotten ready) is the new quadruplet of the Winton Bicycle Company. When I was in Cleveland the beginning of this week, George Collister told me about it, but when I wanted to see the beast I was met with all sorts of excuses—that it was in the repair shop; that it was at the track; that a freight car had run over it; that it had been expressed to England for Zimmy's use, etc., etc., all due to the fact that George was afraid that I would get a "scoop" on the other papers by snapping my camera on it and presenting it to the readers of the WORLD. Which, by the way, I'm going to do yet.

It is, as its name implies, a machine for four riders, built on the lines of the Winton tandem and triplet, and 1.50 is about the time that they calculate it will speed to with four good men on it this year.

That it is going to create a sensation goes without saying.

QUITE a spirited bicycle race occurred between August Martin, of Defiance, O., and Andy McGarrett, who is now on the road in the interests of the Victor, Overman Wheel Company, recently, in which Martin came in the winner. The race was a twelve-mile go and owing to the difference in the gear of the wheels, Martin was given a half-mile start. At the termination of the contest the Defiance boy was about 600 feet in the lead.

The twelve miles were made by the winner in 58 minutes, the last eight miles being covered in 31 1-2 minutes.

Where, oh where, was Springfield?

ARIEL.

A Mile in 2.03 on the Quadruplet.

ON June 10, on the half-mile track at Buffalo, the new Winton Quadruplet ridden by C. M. Murphy, W. F. Murphy, W. W. Taxis and H. C. Wheeler covered the mile in 2.03. This was the first trial of the new machine, and the result was an eye opener.

No Races at Chicago, July 4.

THE expectations of those who hoped to see the new track at Chicago opened July 4 will be disappointed, for the mandate hath gone forth that there will be no races. Chief Consul Geroult said to a local reporter: "There will be no races on the new track July 4. It is not a good day for cycle races in this vicinity, but even if it were the grounds are not to be had that day, as other use will be made of them. Besides, I am in doubt whether a sanction for such a racing meet can be had. There are already several more or less big meetings on the card for that day and I have an idea that it would be very difficult to get a sanction for July 4 at Chicago."

Breakers Ahead!



This Wheel Won't Break.

How has your fragile, trembling, lightweight, behaved so far?

How often has it been back to the factory and in the repair shop?

How much are the wheels out of line? Examine it closely—view the results in a common sense way, and we are sure you will regret that you did not buy a ∴ ∴ ∴ ∴ ∴ ∴

Union P. D. Q.

This is the Reason:—

NOT ONE

Frame, Fork or Wheel

has yet been returned to us Broken by ACCIDENT, collison or otherwise, and we feel sure that NO OTHER manufacturer can truthfully say the same of his '93 model.

The Airtite-Dunlop tire is giving the best of satisfaction. It has a continuous air tube; you can repair it yourself on the road so that you DON'T need to carry an EXTRA TUBE with you.

These are the reasons why the UNION P. D. Q. is gaining friends while the riders of lightweights are disappointed and disgusted.

Union Cycle Mfg. Co.,

HIGHLANDVILLE, MASS.

BOSTON. PHILADELPHIA.
SPRINGFIELD. CHICAGO.

SEND FOR CATALOGUE.

Morgan & Wright. Patent - Pneumatic - Tires.

Do you want to know about the Morgan & Wright tires? It is easy to find out all about them. How to repair them, how to take care of them and hints on how to use any pneumatic tire, that it may give you the very best service. A full list of our prizes offered to the riders of our tires in 1893 is as follows:

PRIZES FOR 1893.

For greatest mileage made on one set MORGAN & WRIGHT TIRES during 1893. Rider to make his own repairs.

1st Prize, Cost Value, . . $100
2d Prize, Overcoat, ... 45
3d Prize, . . 1 Set M. & W. Tires

For most meritorious single ride. Distance, weather and character of roads to count.

1st Prize, Cost Value, . . $50
2d Prize, Cost Value, ... 25
3d Prize, . 1 Set M. & W. Tires.

For fastest mile made in competition.

Prize, Cost Value, . . . $50

For best time made in road race. Distance 10 miles.

Prize, Cost Value, . . . $25

Best time made in road race. Distance, 25 miles.

Prize, Cost Value, . . . $25

These prizes to be competed for under the rules of the L. A. W., and prizes to be such as will be acceptable to the Racing Board.

All trials for prizes must be made with MORGAN & WRIGHT TIRES.

Contest closes December 25, 1893, and prizes will be awarded as soon thereafter as the judges may decide.

Note These Facts.

We solicit the good will of riders and buyers generally, and offer the following facts in our favor:

1st. THE MORGAN & WRIGHT TIRE is distinctly an American invention, and does not in any way copy or infringe upon other Tires.

2d. We were the first makers in the world to sell a perfect Tire at a popular price, our price for 1892 being from 50 to 200 per cent. lower than others.

3d. Notwithstanding our low price we have faithfully and honestly backed up our goods, and made all repairs without charge.

4th. The MORGAN & WRIGHT TIRE started 1892 with at least thirteen competitors, and within the year every one of these competing Tires had to be entirely remodeled or were withdrawn from the market as failures, with the exception of three.

5th. This present season, having reduced our process of manufacture to absolute perfection, we are confided to reduce our price of 1892.

6th. Our Tires for 1893 are made of the finest materials obtainable, and the integrity of our concern is pledged to sustain our goods in every way.

7th. Our plant has been remodeled throughout, and the capacity is treble that of 1892. All orders will have prompt attention.

A Pointer or Two.

Our Tires have our firm name in raised letters moulded on the casing. Look for this in buying a Morgan & Wright Pneumatic.

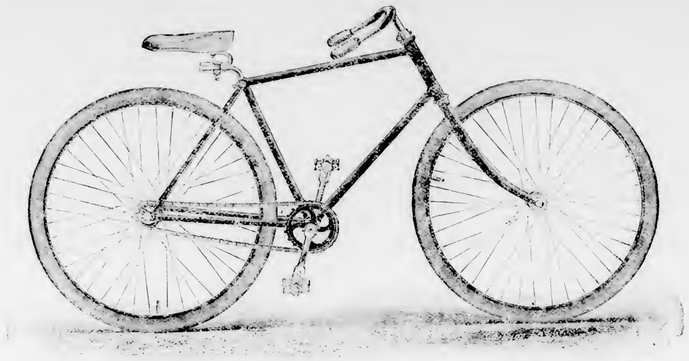
Don't buy an imitation; rest assured that the skill and experience, which have brought the MORGAN & WRIGHT TIRES to their present perfection, will be exercised in keeping them ahead of mere copyists.

SEND FOR CATALOGUE.

Morgan & Wright.

331-339 West Lake St.,
CHICAGO, ILL.

[Mentoln Bicycling World.]



CRESCENT No. 2. $100.

ITS EQUAL FOR THE MONEY IS NOT MADE.

30 INCH WHEELS.
1 3-4 INCH W. W. W. PNEUMATIC.
43 LBS. ALL ON.
40 LBS. STRIPPED.
STOCK GEAR 57 INCHES.
SPECIAL GEAR 54 AND 60 INCHES.

WE HAVE NOT ADVERTISED THE CRESCENT AS WE COULD NOT KEEP UP WITH OUR ORDERS. NOW WE ARE IN A POSITION TO SHIP ON RECEIPT OF ORDER.

CATALOGUE NO. 27 FREE.

WESTERN WHEEL WORKS

CHICAGO, ILL.

SOLE EASTERN AGENTS.

R. L. COLEMAN CO.,

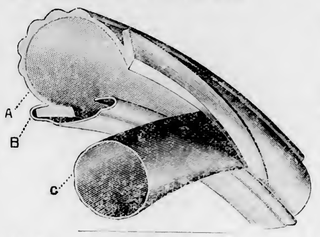
35 BARCLAY STREET,
NEW YORK.

Seven Records---A Good Four Days' Work.

WORLD'S RECORD BROKEN.

At the Overland Park Meeting, Denver, Col., May 31st, the bay gelding "Longtime" trotted six miles in 16.08, BEATING THE WORLD'S RECORD. The sulky used was fitted with

= = Corrugated = =
G. & J. Pneumatic Tires.



Pacific Coast One Mile Record Twice Lowered.

At Alameda, Cal., by Walter Foster, in the One Mile Handicap race, which was run in heats. Mr. Foster also won the Two Mile State Championship, and Chas. Wells the One Mile Scratch Events, all on

Corrugated G. & J. Pneumatic Tires.

American 25-Mile Road Record in Competition

Was reduced to 1 hour, 14 min., also new 5, 10, 15, and 20 mile records established, at Detroit, Mich., May 27th, by Fred. H. Herrick, in the Detroit Wheelmen's Road Race, on

Corrugated G. & J. Pneumatic Tires.

"If SPEED is your object, use G. & J. Tires."

Any maker or dealer will furnish them on your favorite wheel, if you INSIST.

GORMULLY & JEFFERY MFG. CO.,

221 TO 229 & 222 TO 228 N. FRANKLIN ST., CHICAGO.

174 COLUMBUS AVE., BOSTON.
85 MADISON ST., CHICAGO.
1325 14TH ST., N. W., WASHINGTON.
BROADWAY AND 57TH ST. NEW YORK.
5 AND 6 HERTFORD ST., COVENTRY, ENG.



On Holmes Field.

LAST Saturday the Harvard C. A. held its annual meet, and though the day was perfect and many of the cracks present, the crowd was small. All the fast men seemed afraid of the track, and Windle, after trying to get up speed for a couple of times, drew off in both vents that he started in. It is a dangerous track for high speed and in fact the fact men who ride on it are handicapped heavily by not being able to run at their full pace. The sport was good, however, and some of the finishes very close and interesting. There were several spills, but no one hurt. Some of the men ran off the track, being unable to negotiate the corners at speed. In the person of Mr. J. Corkery, announcer, "Good old" Marion has a rival. Mr. Corkery's voice is most remarkably distinct, and if he will only accept positions as announcer he will have all he can do. The results are as follows:

One-mile handicap, open—First heat won by E. A. McDuffee, M. B. C. (25yds); H. W. Pote, L. W. C. (30yds.), second; time, 2m. 30 3-5s. Second heat won by E. H. Snow, P. C. C. (30yds.); J. Herzstadt (150yds.), second; time, 2m. 29s. Final won by McDuffee, Pote second, Snow third. Time—2m. 30 2-5s.

One-mile scratch race—Won by E. A. McDuffee, M. B. C.; P. J. Berlo, M. B. C., second; G. L. Gary, P. C. C., third. Time—2m. 32 2-5s.

Half-mile handicap—First heat won by H. W. Robinon, W. C. C. (50yds.); J. Clark, P. C. C., second. Second heat won by H. J. Pote, L. W. C. (60yds.); G. W. Phillips, M. B. C. (70yds.), second. Final won by Clark, Phillips second, Pote third. Time—2m. 47s.

Half-mile scratch, 2.50 class—Won by P. G. Alexander, Mt. W.; A. K. Pressey, P. C. C., second; H. D. Merritt, T. C. A. A., third. Time—1m. 17 4-5s.

The New York Circuit.

AT Buffalo, June 10, was held the first of the New York Div. circuit races. The lantern parade on the night previous was very good, notwithstanding many were frightened away because of a heavy thunder storm, which set in about the time set for the parade. The races on Saturday were good, and the results were as follows: The most interesting event of the day was the performance of the Murphys, Taxis and Wheeler going a mile on the quadruplet in 2.03.

One-half mile safety, scratch—Won by F. Dornberger, Press Cycling Club; A. Brown, Lakeside C. C., second; C. H. Callahan, Press Cycling Club, third. Time 1 minute 11 2-5 seconds.

One-mile novice—Time limit 2.50. Run off in two heats and a final.

Final heat won by Goebler, Ramblers' C. C.; C. A. Selker, second, and A. E. Weinig, third. Time, 2 minutes 30 seconds.

One-mile safety handicap—Won by C. H. Callahan, 70 yds., Press Cycling Club; George Smith, N. Y. A. C., 40 yds., second, and C. A. Dorntge, Buffalo A. C., 50 yds., third. Time, 2 minutes 13 4-5 seconds.

Two-mile team race—Won by Messrs. Dorntge and Dornberger; Messrs. Russe Brothers, second; W. D. Barker and Austin Crooks, third. Time, 5 minutes 42 seconds.

One-mile safety handicap L. A. W. championship—Won by C. M. Murphy, 20 yds., N. Y. A. C. and K. C. W.; E. C. Bode, 60 yds., second, and W. F. Murphy, 50 yds., N. Y. A. C., third. Time, 2 minutes 35 2-5 seconds. A time limit of 2.35 was placed on the race, but the umpire allowed the race to go at two-fifths of a second outside the limit. A blanket would cover the first three men in a 4 s finish.

Two-mile safety, scratch—Won by J. S. Johnson; Harry Wheeler, second, and George Barker, third. Time 5 minutes 6 1-5 seconds. Johnson saved himself for this race which was the crack event of the day, almost resulting in a dead heat between Johnson and Wheeler. Munger cut the pace until entering the stretch, where he died off.

One mile, 2.50 class—Won by Adolph Goebler; F. A. Foell, second, and N. M. Miller, third. Time 2 minutes, 29 2-5 seconds.

Five mile safety handicap—Won by Chas. M. Murphy, 200 yards, N. Y. A. C.; T. C. Tuttle, 200 yards, Syracuse A. C., was second; C. H. Callahan, 275 yards, Press Cycling Club, was third. Time 12 minutes 05 seconds. This was a great race, the men alternating at the various mile posts. The winner held about seventh position until the last quarter, when his sprint proved too strong and speedy for his rivals, his wheel passing over the finish tape a dozen feet in advance of Tuttle, who furnished a surprise by riding in such excellent form.

By Electric Light.

JUNE 7, races were held at the M. A. A. track by electric light and the affair was a success. In the final heat of the handicap race a smash-up occurred, but no serious injury resulted. Summary:

One-fourth mile—First heat—John Shaffer first; P. Patterson second; time .39 1-5. Second heat—Cooper first; Peterson second; time .38 1-5. Third heat—Cooper first; Peterson second; time .38 2-5.

Half-mile open—First heat—Cooper first; Shaffer second; time 1.19 2-5. Second heat—W. F. Calver first; Patterson second; time 1.23 2-5. Third heat—Cooper first; Shaffer second; time 1.18 2-5.

One-mile open—First heat—Heazlit first; Aldendyh second; time 2.47 1-5. Second heat—E. C. Bloeden first; W. A. Morton second; time 2.47 1-2. Third heat—Heazlit first; Bloeden second; time 2.51 3-5.

One-mile handicap—First heat—P. E. Phillips, scratch, first; A. O. DeMay, 60 yards, second; time 2.42 3-5. Second heat—Bloeden, 60 yards, first; Rudolph, 80 yards, second; time 2.41 1-5. Third heat—Bader first; Rudolph second; time 2.43 2-5. Fourth heat—Rudolph first; Peterson second; time 2.56 2-5.

Great Meet on the Pacific Coast.

DECORATION DAY the Alameda Bicycle and Athletic Club held a grand tournament on the track of the club. Over 3000 spectators enjoyed the sport of which the following is the summary:

Two-mile L. A. W. Division championship —Final heat—W. F. Foster first; C. S. Wells second; time 5.09 3-5. In this race W. J. Edwards, who was looked on as a possible winner, fell and consequently lost his chance.

One-mile novice—Final heat—Otto Ziegler first; W. A. Terrell second; J. R. Sampson third; time 3m. flat. It took six heats in all to run this event off the entry list was so large.

One-mile open—C. S. Wells first; C. L. Davis second; T. A. Schlueter third; time 2.49 4-5.

One-mile handicap—It took seven heats to close this out. Final heat—Otto Ziegler, 60 yards, first; H. F. Terrell, 70 yards, second; W. F. Foster, scratch, third; time 2.28 1-5 by the scratch man and this record for "the coast."

Herrick's 1.14.

WE print with pleasure elsewhere a correction as to Herrick's 25-mile ride at Detroit. He covered this distance, 25 miles, in 1h. 14m., and he rode a Rambler. By reference to page 290 it will be seen that Ramblers and G. & J. tires have several other records to talk about. Herrick not only captured the 25 mile record, but he also put a nail in the 5, 10, 15 and 20 mile road record on the same occasion, and rement er this was in competition.

The Fifty Miles Path Record.

MANCHESTER, June 9.—At the Manchester Athletic Club grounds yesterday, J. Reilly reduced by one minute, twenty-six and two-fifths seconds the record for fifty miles path cycling.

Land's End-John O'Groat's Tricycle Record.

LONDON, June 9.—G. P. Mills, the well-known amateur tricycle rider, has just completed a race against time from Land's End to John O'Groat's house, about 700 miles. He covered the distance in three days and sixteen hours. This beats the bicycle record for the distance by seven hours and eight minutes, and the tricycle record by forty-one hours and thirteen minutes.

MARLBORO, MASS.—The Marlboro Bi. Club held a 21-mile handicap road race June 10. Walcott won, his time being 1h. 1m. 2s. The rest came in in the following order: Putnam, Guild, Parsons, Cordeau, Wright, Hollis, Collins, Wheeler, Bowen, Wood, Hollis.

ROXBURY, MASS.—The Roxbury (Mass.) Club held its annual 10-mile road race June 10. The winner was H. Gordon; time 32m. 4s. The others entered came in as follows: E. J. Thompson, George Dorr, Jr., E. B. McKim, E. R. Kellie, D. McCarthy, H. Cressey, W. L. Russell, R. P. Prior, R. Fungel and A. M. Lloyd.

SOUTH ORANGE, N. J.—The E. Orange Cyclers' opening races were held at the South Orange Field Club track June 3.

The one-mile scratch was won by H. W. Smith; time, 2.55; second, C. M. Lefferts, 2.55 1-2; third, George D. Dover, 2.57.

The two-mile handicap was won by F. R. Wickes (100yds.); time, 6.07 1-2; second, J. M. Gilmour (60yds.), 6.08 1-2; third, George A. Dover, scratch, 6.09.

The five-mile handicap was won by H. W. Smith, scratch, in 16m. 32s.; second, J. M. Gilmour (120yds.), 16m. 32 1-2s.

Starter, Harry McDonough; referee, C. B. Hendricks.

Detroiters are up in arms because of the decision made by the Century Road Club of America that records made over park roadways or boulevards would not be accepted by them. Detroit is making up faces at Chicago.

HARTFORD, CT.—The Columbia Cycle Club, of Hartford, Ct., held a 20-mile handicap road race June 10. The course was from Hartford to New Britain and return.

Perry of Norwalk came in first, his actual time being 1h. 3m. 10s.; Alexander of this city second, 1h. 6m. 1s.; Walsh, of Norwalk, third, 1h. 7m. 7s. Masten, Adams and Mains of Hartford, Dargey of Turner's Falls, Van Wagoner and Clark of Springfield, Symonds of Hartford and Faxon of Boston came in in the order named. Twenty-four men finished out of 31 starters.

Van Wagoner's actual time was 1h. 6m. 45s.

PEORIA, ILL.—The ten-mile road race took place at Peoria, Ill., June 2, and very fast time was made. Odell's time, 33.12 1-5, is the best ever made over the course and beats B. Myer's record of 34.11, made several years ago. Odell started from scratch and though he finished fifteenth he scooped the time medal. The first five were:

Chauncy Cole, P. B. C., handicap, 5.00; position at finish, 8; time 38.49 1-5.

E. Keesler, Y. M. C. A., handicap 5.00; position at finish, 12; time 38.5.

L. Bickmore, Y. M. C. A., handicap 4.30.

O. E. Snyder, P. B. C., handicap 4.30; position at finish, 13; time 43.35.

W. O. Wood, Y. M. C. A., handicap 4.00.

SYRACUSE, N. Y.—At the field sports of the Y. M. C. A., June 7, of Syracuse, N. Y., the following bicycle events were run:

Quarter-mile bicycle, open—First heat: W. H. Bex, S. A. A., first; W. H. Wells, C. C. C., second; Andrew Pendergast, C. C. C., third. Time, 35 2-5 seconds. second heat: Fred W. Fisher, Y. M. C. A., first; Harry Forbes, C. C. C., second; H. A. De Rowse, Y. M. C. A., third. Time, second heat, 36 1-5. Final heat: Starters, first four men in each heat; Bex, S. A. A., first; Fisher, Y. M. C. A., second; Helfert, C. C. C., third. Time, final heat, 35 2-5.

Half-mile bicycle open—First heat: F. Howard Tuttle, S. A. A., first; John H. Gardner, S. A. A., second; W. W. Burch, Ilion Y. M. C. A., third; G. E. Hancock, C. C. C., fourth. Time, first heat, 1.15 3-5. Second heat: Andrew Pendergast, C. C. C., first; Fred Carroll, S. A. A., second; W. G. Helfert, C. C. C., third; W. H. Bex, S. A. A., fourth. Time, second heat, 1.18 1-5. Final heat: Tuttle, S. A. A., first; Pendergast, C. C. C., second; Hancock, C. C. C., third; Gardner, S. A. A., fourth. Time, final heat, 1.11.

Mile bicycle race, open—F. Howard Tuttle, S. A. A., first; W. H. Wells, C. C. C., second; Fred W. Fisher, Y. M. C. A., third. Time, 2.41 3-5.

Two-mile bicycle, open, city championship—John H. Gardner, S. A. A., first; Andrew Pendergast, C. C. C., second; W. H. Wells, C. C. C., third. Time, 6.03 3-5.

ANSONIA, CT.—The third annual races of the Ansonia Wheel Club were held at the Derby trotting park, June 2. J. S. Johnson tried for the track record of 2.19 4-5 held by Arthur Zimmerman, and succeeded in ticing it. He was presented with a diamond stud by the Ansonia Wheel Club for his performance. The events and winners were as follows:

One-mile novice (open)—W. F. Parker of Meriden, first; J. M. Lowden of Ansonia, second; time, 2.41 1-5.

Half-mile (open)—J. S. Johnson of Syracuse, N. Y., first; George Banker of Pittsburg, second; H. C. Wheeler of East Orange, N. J., third; time, 1.17.

One mile local championship—I. N. Spencer of Ansonia, first; S. J. Harvey of Ansonia, second; F. H. Steinman of Ansonia, third; time, 2.42.

One mile, open—J. S. Johnson, first; A. B. Rich of Philadelphia, second; Edward A. Nelson of Springfield, third; time, 2.28.

One mile race for riders over 35 years old—E. A. Wyant of Seymour, first; E. H. Lyman of Ansonia, second; John Haley of Ansonia, third; time, 3.15 4-5.

Two mile handicap, open—W. H. Glenny, Jr., of Yale, first (180 yards); F. H. Tuttle of Syracuse, second (140 yards); E. G. Coombs of Pittsfield, third (200 yards); time, 4.51 3-5.

Mile club champion race—I. N. Spencer, first; S. J. Harvey, second; R. A. Rood of Ansonia, third; time, 2.59 3-5.

One mile open, 2.35 class—W. C Marmon of Boston, first; A. W. Warren of Hartford, second; F. Y. Brown of New York, third; time, 2.15 2-5.

One mile handicap club race—I. N. Spencer (scratch), first; S. J. Harvey (40 yards), second; J. N. Lowden (50 yards), third; time, 2.15 3-5.

THE names of Taxis, Wheeler, Johnson and G. Banker are among those which rumor connects with investigation at the hands of the dreaded Racing Board.

A CORRESPONDENT sends this: "Query: Why doesn't Lynn object to a sanction being given Waltham, June 17, or why doesn't Waltham object to Lynn's getting a sanction a la Worcester?" Answer: because neither are "built that way."

J. S. JOHNSON, the Western wonder, is commencing to move in a way very disconcerting to the other amateur flyers. He is making the best of them hustle lively in a way to make the heart of his factotum, Eck, leap for joy.

CORRECTION.—We are corrected in our statement that the Mt. Vernon Wheelmen would run the 15 miles road race in New York. The race is under the control of the Suburban Cycling League of New York. The Mt. Vernons, Hardens, Washingtons of Tremont and Knickerbockers of Westchester form the League.

Fixtures—Later.

JULY.

3, 4.—Vinton (Ia.) Cycling Club races, Vinton, Ia.

4.—Race meet at Greenwich, Ct.; Driving Park.

4.—Union County (N. J.) Roosters meet at Rahway, N. J. A. H. Chandler, Look Box 55, Rahway, N. J.

SEPTEMBER.

4.—Union County (N. J.) Roosters meet, Rahway, N. J. A. H. Chandler, Look Box 55, Rahway, N. J.

THE annual field day of the Springfield (Mass.) Bi. Club will be held July 29.

JULY 4, bicycle races will be held at Kent County Trotting Park, Hills Grove, R. I.

CINCINNATI, O.—The fixtures were printed for the week before we received notice of the annual Hammer race at Carthage Fair Grounds, Cincinnati, O., Aug. 15.

ALSO too late for fixture column this week —Sept. 2, Malden Bicycle Club, Waltham Bicycle Parks.

TOLEDO, O., July 7 and 8 are the dates for the Toledo (Ohio) Cycling Club tournament and it promises to be a hummer. All the famous ones will be on hand, and the prize list, amounting in value to $3,000, is a most attractive one.

ON June 29 the Norwalk (Ct.) Wheel Club, of South Norwalk, will hold a ten-mile handicap road race.

DENVER, (Col.,) Wheelmen have their eye on the 25-mile road record, and on July 4 they will hold a handicap road race open to the world. Splendid prizes will be offered and the most sanguine place the probable time at 1.10! Just watch Denver.

Sanger Defeated.

At the Herne Hill track, W. Sanger was defeated by Harris. The time was 2.31. Sanger was second.

Columbia Cycle Clubs Tournament.

THE amended pool bill followed by the favorable attitude of the Charter Oak Park management toward the wheelmen has cleared the way for the usual cycling sport in Hartford this season. There is great rejoicing among the wheelmen and townspeople generally. Throughout the country the news is received with great satisfaction and the importance of Hartford in the racing calendar is hardly second to any other city, and if Hartford were to be thrown out the order of things would be badly disarranged.

The first big event, of course, will be the Fourth of July tournament of the Columbia Club. As is well known, extensive preparations have been made by this club for a two days' meet, but the pool law complication and subsequent uncertainty made it advisable for them to delay preparations; and now when the welcome news of the open park comes it is too late to give a two days' meet. But especial cares, special preparations, and a double amount of enthusiasm will come in to make this one day's meet as big an affair of the kind as was ever held. The committee is hard at work at the details, a big and choice entry list is assured, and only good weather is needed to finish the tournament up in the best of style.

In connection with the race meet the Connecticut Division L. A. W. will hold its midsummer meet; this will be much after the manner of the Division's previous summer outings, and will no doubt be thoroughly enjoyed by the wheelmen from all over the State. An elaborate programme for entertainment and recreation is being prepared, which will be duly announced in the course of a few days. The races at the park will be according to the following list, and it will be seen that the greatest distance to be ridden in any one event is one mile. Brevity, brilliancy, and the right sort of entertainment will be the order of the afternoon's sport. Following is a list of the events:

One mile, 3.10 class; one mile, 2.40 class; one mile State L. A. W. championship; one mile open; one mile handicap (Conn. riders only); half mile handicap; one mile handicap; one mile championship (Hartford County); half mile, boys' race under 16 years).

New Hampshire State Meet.

AT a meeting of the Granite State Wheelmen of Nashua, N. H., held June 8, it was voted to formally invite the State Division to hold its next meet in Nashua.

SHEPARD, NORWELL & CO.

OUTFITS FOR

Wheelwomen.

BICYCLE HABITS

AND

Perfect Travelling COSTUMES.

These garments are made to measure from the

Celebrated Cravenette Goods,

Absolutely dust and water proof, and warranted to neither spot nor shrink when exposed to rain.

These garments are tailor-made and finished with thoroughness, in styles to suit individual tastes.

Bicycle Skirts.

We are making Cyclestriene Skirts for wheelwomen, especially designed by one of the pioneer lady cyclists of this country,

Mrs. Mary Sargent Hopkins,

Lecturer and writer on "Wheeling for Women," who will give all interested parties the benefit of her judgment and experience.

This skirt incorporates all the merits, besides possessing novel and original features, the result of valuable experiments, and looks equally well as a wheel or street costume, a feature which will be readily appreciated by all lady cyclists. As a travelling costume this habit is without a peer, and will be found invaluable to tourists.

We have in stock complete outfits, including Bicycling Hats, Shoes, Equestrian Tights, Etc., and all accessories to a perfect wheel costume.

Orders taken for costumes for ladies' wheel clubs.

Mail orders and inquiries will receive prompt atttention.

Shepard, Norwell & CO.,

Winter St., BOSTON, MASS.

Pneumatic

908, Solid Gold, - $2.50
998, Rolled Gold, - 1.25



SEND

$2.50 TO

MARTIN, METZGER & CO., 42 Malden Lane, New York.
—FOR A—

Pneumatic L. A. W. Pin.

Sent by mail at our risk. Discount to jewelers. Catalogue will be sent *FREE.*

Victor Cycling Sundries

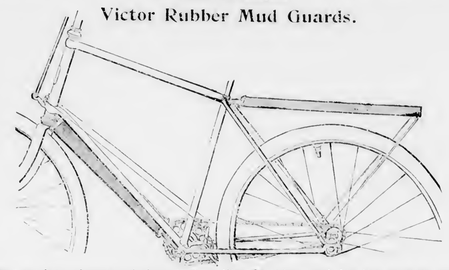
We carry a large line of Sundries, and are prepared to fill orders promptly. The following is a partial list of our specialties, and we guarantee them to be the best of their kind.

OVERMAN WHEEL CO.,

CHICOPEE FALLS, MASS.

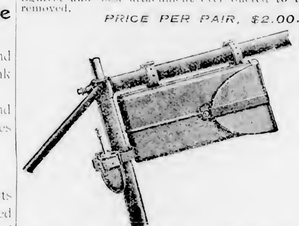
BOSTON. WASHINGTON. DENVER. SAN FRANCISCO.

Victor Rubber Mud Guards.



These mud guards are made from best quality of rubber, and for the purpose are the lightest and best attachment ever offered to the public. Can be readily attached or removed.

PRICE PER PAIR, $2.00. BY MAIL $2.15.



Made to hold wrench, oiler and pneumatic repair kit, and tools; also an extra inner tube. The best bag for pneumatic bicycles ever introduced, doing away with the old style bag carried in rear of saddle.

Price, black leather, $2.00.
By mail, $2.10.

Elastic Trouser Guard.

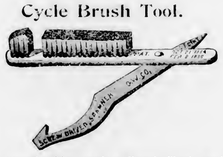


Many riders object to a metal trouser guard, and in response to a demand for a substitute, we offer the Elastic Trouser Guard as the best of its kind.

Can be carried in the pocket without inconvenience.

Price, per pair, by mail, 10 cents.

Cycle Brush Tool.



Every bicycle rider needs a Brush Tool, and the accompanying cut illustrates perfection in that line. Any point in a machine can be reached and thoroughly cleaned by it. Combines also a screw driver and spanner.

Price, by mail, 50 cents.

Cycline.



For cleaning bicycles, this preparation is unequaled. It will keep a machine beautifully polished, and is warranted not to mar or scratch the enamel or nickel. To apply, take a sponge or cloth, dampen in water and rub on the soap; then apply briskly over the surface to be cleaned, after which wipe dry with a clean cloth, and polish with same.

Price, by mail, 25 cts. per cake.

Victor Spring Saddle Post.



This valuable device met with a great reception within a short time after its introduction last year. It is the best made. Adjusts saddle to any pitch, and fastens by a set screw. Made of toughened tool steel, nickeled.

Price, $2.00. By mail, $2.30.

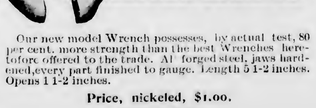
Victor Scorcher Saddle.



This is the most perfect Scorcher Saddle made, and we so recommend it. It is the invention of a practical wheelman and mechanic, and is about as perfect as it is possible to construct. This saddle can be used for everyday riding without fatigue, and we are confident it will prove the most popular Scorcher Saddle in the world.

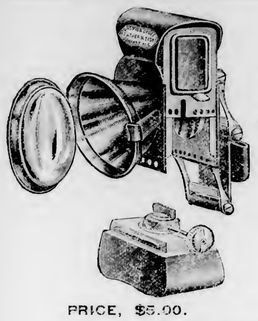
Price, $4.50. By mail, $4.75.

Victor Wrench.



Our new model Wrench possesses, by actual test, 80 per cent. more strength than the best Wrenches heretofore offered to the trade. Al forged steel, jaws hardened, every part finished to gauge. Length 5 1-2 inches. Opens 1 1-2 inches.

Price, nickeled, $1.00.
By mail, $1.10.



PRICE, $5.00.

THE

FEATHERWEIGHT

. . . LAMP . . .



Is the Simplest, Lightest, Handsomest and most Brilliant Light-Giver on the market.

PRICE, $5.00.

Double Convex Lens, Locomotive Reflector,

Instantaneously Detachable Reservoir, Sliding Side Light and Locking Back.

To be had from all Retailers, or wholesale only from the manufacturers,

PREMIER CYCLE CO., NEW YORK.

FULL LINE LUCAS'S CYCLEALITIES

BELOW ACTUAL COST TO IMPORT.

Lamps, Bells, Cyclometers, Locks, Trouser Guards, Cyclorns, Oilers,

HANDLES, LUGGAGE CARRIERS, TOE CLIPS

At less than HALF VALUE. WRITE US.

Far and Wide

ZIMMERMAN will probably be back in this country about the middle of July.

THE Massasoit Cycle Club, of Springfield, Mass., will give a grotesque and fancy dress parade July 4.

THE Holyoke (Mass.) Police Department is experimenting with bicycles for the mounted police with every indication that the adoption of the safety will be permanent.

NOW that Lambton, the Australian champion, is in this country, who will be next to race with him? He has won cash prizes in his country and that rather cuts him out from competing with our Cinnamon Furze.

A BILL similar to that introduced into the Massachusetts Legislature has been introduced into the Connecticut House. It will probably become a law, as it has the support of the State Board of Trade and the State Board of Agriculture.

BESIDES joining the big parade in Boston, on Decoration Day, the Mount Washington Bicycle Club, of South Boston, visited Cedar Grove Cemetery to decorate the grave of Arthur H. Dollbeare, their late secretary, with flowers and a pennant bearing club emblems.

LOOK out for headers: "The old ordinary bicycle, once so popular, is to be brought forth from its retirement for a brief spell, June 25, when a race will be run on the Whitehall Bay road, from the toll gate to Longbridge, in which only riders of high wheels will be permitted to enter."

HE beat the sheriff: Deputy Sheriff Peck went to Guilford, Ct., a few days ago to serve an attachment on some horses there. The horses were in D. N. Benton's pasture, and he started in from the road. Benton sent his son Frank on a bicycle, who reached the pasture first and padlocked the gate.

THE Elizabeth (N. J.) Wheelmen celebrated their tenth anniversary, June 7, by giving a beefsteak supper at their club rooms. Dr. G. C. Brown, Vice-President of the L. A. W., and one of the oldest members of the club, acted as toastmaster and did himself proud. There were fourteen toasts and much music and mirth.

THE New York *Recorder* has a novel scheme on hand. It proposes to panel a jury of twelve men good and true from the cycle paths and have them pass on the merits of the famous Borden murder case. All the leaders are to be asked to serve on "the jury," among them Messrs. Pope, Overman, Gormully, Measure, Lozier etc. etc.

A SPECIAL meeting of the Asbury Park Wheelmen was held last week at which it was decided to purchase a lot and build a club house. The building will be three stories high, and will be 74 by 30 feet. The work of building will be started at once. The wheelmen expect to have a national meeting of the League of American Wheelmen here, and it is for this purpose that the building will be pushed to rapid completion.

A RECENT issue of the *Review of Reviews* (London) comments on the novelty of a co-operative plan adopted by an English bicycle club, whereby a number of machines considerably less than the total membership of the club, but as many as would be likely to be in use at one time are purchased for general use. Such a plan has been in practice in the Philadelphia Club for over a year.

THE Brooklyn Bicycle Club has decided to move from its present quarters at 62 Hanson Pl., as soon as the lease of the old club-house expires. At a meeting of the Board of Trustees last evening the president and secretary of the club were authorized to sign a five years' lease for the house, 80 Hanson place, opposite the Hanson Place Baptist Church.

A LAW has been passed by the Ohio legislature which provides heavy penalties against the puncturing of pneumatic tires or the stealing of bicycles. If this is true we object on the ground that we don't believe in special laws to govern bicycles, be it for or against same. The ordinary laws would be sufficient to punish the bicycle destroyer or thief.

N. O. Vice—They say that bicycle riding will put flesh on a spare man and reduce the size of a fat man.

S. C. Horchee—I know it. I was very obese, and you wouldn't think it, and not a wheel. My flesh has been reduced to the size I am now, but it was little by little; here a cheek knocked off, then a shoulder eliminated, then a couple of elbows removed, with corners off, and so on. I lost flesh faster than any man I know of, but the formula is rather severe, I must say.

THE Maryland Division had a royal good time June 7, the occasion being a grand picnic in Winters Grove on the bank of Gwynns. There were 362 in the party, and a merrier lot it would be hard to find. The ladies of the party were particularly enthusiastic. Chief Consul Mott on this occasion showed admirable executive ability in managing the gay throng that choked up the aisles around a big furniture wagon that groaned with its burden of good things. Each of the riders had enough and to spare. By means of a neatly arranged commissary department for each of the clubs, and the unattached, commendatively little confusion resulted from serving so many great appetites.

THE ladies changed his views: His Honor, Commissioner Phillip Augustus Hoyne of Chicago has heretofore had the most decided aversion to wheels. Hear what he says as to how he has modified his views: "I saw something on Michigan avenue the other day that sort of reconciled me to wheeling. A young man and his wife were riding along side by side. Each of them carried a baby on the bicycle. The babies were asleep. The father had a lunch-bag strapped to his back, and the whole family were going to the park to spend the afternoon. It was life sir; life and love and domesticity, and it clinched the argument that the bicycle deserves an honorable place among the baby carriages of the century."

WHAT absolute rot one does come across printed in non-cycling papers: "It will not be strange if safeties 'go out' entirely." A large company is being organized in Syracuse for the manufacture of the univeycle. This wheel is 6-12 feet in diameter. The rider sits in the center and by an ingenious contrivance shifts the center of gravity in front of the axis. In this way the thing runs itself, the rider is never tired, and on an ordinary smooth wagon road he can hum through the air at the rate of two miles a minute." Gracious! this must be the ghost of Bonlanger's production; it has a familiar sound.

Can It Be True?

THE cable brings intelligence that some complication arose at the Surrey meeting, whereby Zimmerman was barred from racing because he refused to change his mount for some other make than that which he is riding regularly. The news is vague and we have not the particulars, but it seems there is some complication between the Surrey people, the N. C. U. and Zimmy. We await details.

Will Stop Fast Riding in New York.

Supt. Byrnes of the New York police force sent the following order to all the police captains in the city.

"Under Section 1, Chapter 701, of the Laws of 1887, bicycles, tricycles, and all other vehicles propelled by manumotive or pedimotive power, are declared to be carriages, and are, therefore, subject to the same laws and ordinances, as vehicles drawn by horses relative to speed on the streets within the city limits.

"Many complaints have been made of the reckless and fast running of these vehicles, and you will take prompt measures to enforce the laws and ordinances prohibiting this illegal and dangerous practice."

Club Emblems.

FOR the benefit of new club secretaries and such of the old ones who have not yet registered their club emblems, we publish the points to be covered, in registering club emblems, or distinguishing symbols. They are as follows: 1. Drawing, cut, or photograph of emblem. 2. Description of same giving materials, colors, etc. 3. Date of organization of club. 4. Name of club. 5. City or town. 6. If possible, date of adoption of emblem. The following clubs have registered this month and are hereby notified of the receipt of their emblems:

Asbury Park Wheelmen,	Asbury Park, N. J.
Bay State Bi. Club,	Worcester, Mass.
Colchester Bi. Club,	Colchester, Conn.
Cortlandt Wheelmen,	Peekskill, N. Y.
Fall River United Wheelmen,	Fall River, Mass.
New York Wheelmen,	New York, N. Y.
Providence Ath. Assoc.	Providence, R. I.
Savannah Wheelmen,	Savannah, Ga.
Vinton Cycling Club,	Vinton, Iowa.

Clubs are requested to note that this registration bureau does not confine itself to League clubs, but embraces all cycling clubs, whatsoever. Address all such communications to

JAMES W. CARTWRIGHT, JR.,
BICYCLING WORLD,
167 Oliver street,
Boston, Mass.

C. B. Cottrell.

C. B. COTTRELL, the head of one of the oldest and most famous firms of printing press builders, died at his home in Westerly, R. I., June 12. Mr. Cottrell was born in 1821, and from his youth showed aptitude for the calling he followed. Cottrell's presses have now a world-wide reputation; those on which this paper is printed came from his establishment. Mr. Cottrell was a public spirited, philanthropic man, and his loss will be deeply felt.

Guy L. Gary.

WE think the name of Guy L. Gary will be pretty well known over the country as one of the flyers before the season of '93 dies. He was born in Chelsea, Mass., 20 years ago, is a graduate of the Chelsea High School and is preparing to enter the Institute of Technology. In his brief racing career he has beaten such men as P. J. Berlo, E. A. McDuffee, Graves of Springfield, Taylor, Tyler and Nelson. From this it will be observed that our claim that he will make a name for himself is based on good ground. He shows great judgement in his riding and is plucky withal. He has no bad habits and is built for an all round athlete.

Two Plucky Young Ladies.

AMONG the big list of passengers who sailed from Boston the other day, bound for the shores of Great Britain, were two young women whose object is to prosecute a novel tour of Great Britain and Ireland on bicycles. The young women are Miss Carrie L. Hodsdon of Lawrence, Mass., and Miss Edith M. Kenniston of Concord, N. H.

Both have had practical experience in newspaper work. Some months ago they conceived the idea of their novel tour, with forthwith made the necessary arrangements.

Their tour will last five months. They will visit the principal cities of England, Scotland and Ireland.

At London, via Birmingham and Sheffield, they will call upon Hon. Patrick A. Collins.

From London, Stratford-on-Avon, Warwick, Leamington, Eton and Windsor, with its beautiful castle; Stoke Pogis, where Les the old churchyard made famous by Gray in his "Elegy," also a hundred other places of historical interest will be visited.

The young women expect to stay three weeks in the great metropolis. Of course Oxford and Cambridge will not be slighted.



A. W. PORTER. H. OGDEN. C. W. BOWLES. GEO. F. TAYLOR. H. W. ROBINSON. C. G. WILLIAMS.

Racing Team of the Waltham Cycle Club.

TELEMACHUS' TALKS.

The Delights of Road Racing -- Some Great Events Contrasted--Irvington-Milburn and Pullman.

THE end of May is the season when the road racing fever reaches its height, and when, if one were to judge by present indications alone, track racing is a secondary branch of the sport. From every section of the country we hear talk of road races, past, present and to come, and the wonderfully fast time being made by the combination of good men on light wheels indicates that we have but to turn our attention to road racing in earnest to wrest from England her remaining laurels.

It is a great pity that the two branches of the sport are so incompatible, and that, in consequence, the road racing season is so short.

It is well known that track training will fit a man for the road, but that it will not work the other way; besides this, if the track man rides on the road it will slow him materially, and the consequence is that when the month of June arrives the great majority of the men bid good-bye to the road and devote themselves to getting fit for the track events.

In the very early spring everyone wants to get out on the road, and after the winter's inaction it is a delight to first ride slowly, then to improve as the weeks go by, and, finally, to blossom out into a scorcher of the first water.

In the month of May come the big road events, and as they grow and prosper, both the entry list and the prize list sharing in the increase, it becomes well worth the while not only of the regular road riders, but of the track men as well, to take part in the wild scramble that ensues.

As the sport of cycling grows, more and more interest is taken in everything pertaining to it, and the non-cycler can much more readily see the merit of a fine road performance than of a similar one on the track. He can see the men ride on a road he is familiar with, compare the time with that made by a horse and be much more impressed by it than an equally meritorious ride on a track.

Again, road races are free, usually take place late in the afternoon, and are more accessible, when held in the neighborhood of a city or town than track races; for these reasons it is easier to get an audience, and usually a large one, and the people depart in a good humor, especially as is often the case, local men are prominent in the event.

There are plenty of riders who care not a rap for track racing, and who never attend a meet, and yet who appreciate a road race to the full. When we add to them the thousands of people who never rode a wheel, and who can easily be collected and enthused over the big road races, and there is a field for the propagation of the cycling gospel which it pays to work. This brings in the bicycle makers, all of whom are anxious that their machine should be well to the front, and who will give liberally wherever they see a chance of a return being made for their expenditure. They see that every year more men ride in the big road races, and ride faster, and that more people come to see them ride; that more prominence is given to the event, not only in the trade papers, but in the big dailies as well, all of which brings grist to their mill. Wheels for prizes are freely given, and, what is even more important, they issue orders to their men that they must ride in these events. Thereupon the men hie themselves to the Irvington course, for instance, and five upon it for weeks, training upon it until they know every inch of it, and are able to utilize every particle of riding ability they possess.

With all these influences at work, it is not surprising that we are rapidly approaching the best times ever made upon the road for distances up to twenty-five miles.

Heretofore England has been the standard by which we calculate the merit of our performances, just as she formerly was for track records; but the time is rapidly approaching, when we shall be able to say that our best times her riders have been able to place upon the record table.

The Linscott road race, if the times were correct, showed what could be done thus early in the season, and if the times made in the run-off did not equal expectation (owing to unfavorable wind) the remarkable performance of McDuffee, a few days later made ample amends for it. If the hills on the Linscott course are anything like those on the Boston A. A. twenty-five mile course McDuffee deserves all the greater credit, for they are indeed "corkers."

It is a great pity that the Pullman race is not over a decent course and for an even distance—say twenty or twenty-five miles, for we could then have a chance to compare the performances of the Western men with those of the East.

It seems, however, that a foolish sentiment is once more to be a wild scramble over what it would be the most fulsome flattery to call roads, and where each man takes his life in his hands and starts in the race, to end he knows not where; where speed counts for nothing without the attendance of luck; and where skill and nerve are most essential, but may be (and probably will be) rendered utterly useless by the stupidity, awkwardness or ignorance of competitors. Such a race goes not to the man who possesses the most speed, or who exercises the most headwork, but to the one who has the most luck, or takes the most desperate chances, or has the least number of horses or rather, wheels—killed under him.

Sentiment is a very good thing in its way, but that it should be allowed to hold sway over the plain, at common sense should compel a change, and in such a practical city as Chicago, is almost beyond comprehension, and it is not surprising that there are to be heard occasional growls. These, however, appear to have little weight, and the race will probably go on as usual, with an even larger number of accidents, as the corner this year is reported to be in bad condition even for it.

In marked contrast with the Pullman race is the Irvington-Milburn.

There we have the ideal course, barring the turns at the end; there sentiment and common sense combine, and mark this as the fitting arena for the heroes of the day to wage battle, not for laurel wreaths, but for the more substantial bicycles which the compulsant makers place at our disposal. The wind, which is not an infrequent visitor there, and the long hills, which should be seen and ridden to be appreciated, are hindrances to fast time which should not be underrated by anyone who has ridden a track.

It would be difficult to find a more thoroughly competent corps of officials than those serving at Irvington, and from start to finish everything moves like clock-work. Too high praise cannot be given for the scoring—always a difficult undertaking, and rendered doubly so in this case by the crowd at the finish and the rapid arrival of the contestants. It is a relief to know that this year an attempt will be made to give the men more room when finishing, and if the marshalls with their ropes can keep clear a lane ten or twelve feet wide clear to the tape it will be a vast improvement.

The handicapping of a race like the Irvington-Milburn is at best a difficult and thankless job, and one which is sure to encounter criticism from some one. In the early years of the race a certain make of wheel was supposed to get, perhaps unconsciously, the best of it, but the last race rather upset this theory, as it was won by a rival wheel.

A criticism that was well grounded, however, was that there were too many "sleepers" and that the back-markers had little or no chance to get up in front. Last year there was a change in this particular and the five-minute men got right through the bunch and finished with the first men, but to do so they had to ride almost as fast as the scratch men. This year an even more radical change was made. The limit was cut down from twelve to ten, and the bulk of the novices were placed at the six, seven and eight-minute marks. The bulk of the good men were below four minutes, and formed excellent pace makers for the flyers as well as for each other.

TELEMACHUS.

The Other Side.

MUCH has been said in these columns against the reckless riding of wheelmen on crowded thoroughfares of cities, and in the evening Boston *Transcript*, of May 27, "J. Parke Street" discusses the question at length. From this letter we make some excerpts:

For ten years I have wheeled back and forth from business to my home in the Highlands, and just twice have I been in collision with anyone. Both times children on the sidewalk got into a sudden fracas, and one dodged like lightning into the street without regard to what might betide. If a team had been there a funeral might have followed. As it was, pedals were reversed as instinctively as thought, the child bumped up against the wheel hard enough in one the worst case—to throw himself down, and in both cases started to run the moment I dismounted to learn the damage, evidently thinking of nothing save that they were about to receive punishment for merited carelessness. Neither was hurt at all.

There are two truths here. First, no one, school or no school, ought to come out of a side path giving a swift glance up and down, much less run out into it. If they do it is this plain common sense they are guilty of criminal negligence. Second, the average wheelman is the most wide-awake being possible. He is all alert for every sort of contingency.

He rarely passes even a sidewalk group, certainly not a crossing one, without a glance at their probable directions. For myself, if my way-farer is looking at me I simply make sure of it. Instead of slowing or giving the bell, I speed up or her—to get out of the way, but just to let them know that I am passing.

I stood on the edge of Court street yesterday, watching my chance among the hacks and other teams. Before me stood a portly, smooth-shaven man, the "gentleman of the old school." I thought to myself. Down the street a wheelman came softly, whistling his slow way along, with a little spurt into clear places. I watched him a moment, admiring, his skill and caution. As we neared the other side we slacked pace a little and I heard the bell of the wheelman. Of course I cocked my ear up enough to show him I was aware of him, and he kept on to be passed just where he meant to—about three feet behind me. My old-school "gentleman" ahead of me stepped on the sidewalk with a frown, simply confused with rage. He swore, deep and loud, and said: "If one of them things runs into me, I'll prosecute him."

Why all this wrath? The wheelman was minding his own business strictly and politely. He had as much right as a hackie to be where he was, although he did not take up one-quarter as much room. In wheelmen we have learned that our approaches take a special pains to consider the nature of horses, until now it is rare to find one who shys at a bicycle. Now, permit me to suggest a few courtesy rules which would add much to our safety and inconvenience you not at all. 1. Pass to keep to the right.

2. When width of street allows, please do not hug the curbstone, but keep about five feet from it, thus allowing us to pass.

3. Please do not crowd us too closely where streets are greasy, for that is an ominous place for us. The pneumatic tire "skids" there at times.

4. Please do not crowd us into crossing carriages unnecessarily. A wet car-track, especially on a slope, is a perfect man-trap.

5. In going up a long hill like Beacon Hill, where the roadway crowns into the gutter sharply, please allow us as much space between you and the curb as you can spare, especially when the surface is wet, for we cannot easily circle around you, and our pace must there be faster than a horse's walk.

6. Please be gentlemen at all times, and thoughtful, as we shall try to be.

J. PARKE STREET.

History of the Great Pullman Road Race.

THE Chicago *Post* has a most interesting history of the Pullman road race most of which we reproduce:

"Like many great events and institutions the Pullman had a humble beginning. It was in the fall of 1886 that it had its inception. All local cyclists know all about the Pullman and how it came about, but there may be a few Chicagoans who have settled here within the past year or so who may not have thought of looking the thing up and it is for the benefit of these that this is written. Well, in the fall of 1886 a few cyclists in this town gave a hare and hounds chase over this course on bicycles for their personal pleasure. The affair went off so pleasantly that it occurred to R. D. Garden, of the Chicago Cycling Club, to get up a handicap race over this course and to make it a yearly event. The idea was a good one, and it was thought that Decoration Day would be as good a time as any for the sport, and so Decoration Day was selected. Thus it came about that on this day just six years ago the Pullman road race was inaugurated.

The first running of the now famous event was a very small affair. In fact, so small and insignificant was it that the crowd that saw the start of it from the Leland Hotel could be easily counted by any one looking out of the parlor window. Last year there were almost four hundred entries in the race. In 1887 the total number of the men who faced the starter was thirty-four. In those days the man who could negotiate the distance between the Leland Hotel and the Hotel Florence in Pullman in an hour and fifteen minutes was considered a very smart man. The limit then, that is the largest start given of the scratch men was fourteen minutes. The fortunate one that year was H. L. Wheeler, of the Owl Club. He was given a start of fourteen minutes from N. H. Van Sicklen, who was that year placed on the scratch, or the last man to go. Mr. Wheeler did no better than to get tenth place and Van Sicklen did not finish at all.

The man who won the race was H. R. Winship. He was then a member of the Owl Club and he started with the S.30 division. He ran the fourteen and three-quarter miles of the course in the good time of one hour and two minutes. This was speedy work in those days of solid tires and ordinaries, and as luck and fast time would have it, Winship not only won the race itself, but as he was the fastest man of the race he carried off all the honors of the day, winning the gold medal that was offered for the time prize too. He was roundly applauded for he was, and is, a popular young man and in every way deserving of success.

The very next year the Pullman took the first of the long strides that have carried it to the forefront of road racing. The total number of entries was eighty-six and of this total seventy-one faced the starter. Again was the time limit fourteen minutes. Harris, of the Lincoln Club, was the only man on the limit mark who won a prize, the others being left behind in the race. The prizes that year cost not less than $750, exclusive of the gold medal for the fastest time. This beautiful trophy cost $100. Of course all the talk was about the time prize, and it fell again to Winship. The course was in fine condition, the weather favorable and everything propitious. A strong wind blew from the north right on the backs of the riders. Predictions had been made that the previous record would be smashed into little pieces, as it was in very fact. The time made was 53 minutes and 20 seconds. It was Winship again who captured the medal, and his riding was truly wonderful.

Rhodes, who had been a professional, ran in this race, and he made some talk about incorrect time. His own time was said to have been 54.52.

Winship's friends, however, held the time to be correct, and there was no reason whatever why it should have been impugned. At any rate, that speedy young man was awarded the gold medal, which trophy he holds to this day.

But, strange to say, the time prize was really the least important matter in the whole race, for the actual winner turned up in a young chap who has since made the world of cycling ring with his name. He was then a mere stripling of eighteen, of whom nobody had ever heard. But his gallant ride that day brought him out and he has since pegged away at racing in such fashion as to push same of the best men in the country in the way of track racing. The name of the young stripling was Arthur B. Lumsden, and he has not changed it since.

He was scratch man in the race to-day and his name is first an the list of the handicaps.

An odd circumstance of this matter is that the two young men who were unearthed by the Pullman in 1887 and 1888 should have come together in 1889 and joined forces on the venture and the race that year was run through rain, mud and slop.

There were three well-known men on the scratch. These were Lumsden, who, as will be seen, had come straight to the front with one bound, N. H. VanSicklen and Terry Andraw, the fine road rider from Milwaukee. Meantime the road racing ability of the men hereabout and the craftiness of the riders who started had gone through such progress that it was deemed advisable to decrease the limit to twelve minutes. Two of the men who were given the limit got places on the prize list. Lumsden was the only scratch man who succeeded in reaching home among the first twenty to come in. Yet he managed to win the gold medal, his time—56 minutes and 45 seconds—being the fastest time in the race. The winner of the race itself was Frank Bodach, of the Zodus Club, who ran over the course in one hour and thirteen seconds.

The following year (1890) there were 223 entries and 186 starters. The race was won this time by Charles Knisley, of the Illinois Club, who started with a ten-minute handicap and covered the course in 1 hour, 1 minute and 26 seconds.

Lumsden again won the time medal, doing the distance in 56.37 1-2. In 1891 he did not race and the time prize was captured by Van Sicklen in 50 minutes and 17 seconds, with Merrill only one-fifth of a second behind him and Barrett only eight seconds behind Merrill.

In 1891 Richard Barwise, of the Chicago Club, made the race all the way with a ten-minute handicap and won in 56 minutes. Last year there were 400 entries and Winship won the time prize in 51 minutes and 28 seconds and J. B. Woolas, of the Lake View Cycling Club, won the first prize. Woolas has done nothing since.

In the 393 event there were 350 entries.

Why I Smile.

BY "MICHAEL."

IT is my daily privilege to be associated with a most estimable gentleman—take him all in all—who has, as I have come to expect of all estimable men, a few cranky points.

This man is fond of a horse, and like a great many other horse admirers, has first and last put a pretty sum of money into his stable without ever owning a really good horse. This, too, is an experience not unique. So much, in general, for my estimable friend.

As much as he loves a horse, he hates a bicycle. He despises a wheel because physical exertion is required to propel it; and it makes him mad to think he has rusted out. A year ago he became teady if his eyes rested upon the cut of a wheel in an advertising column of a daily paper. One day a local rider overtook my friend ten miles from home, and although the local rider knew my friend's horse could trot a mile in 2.35, the local rider had a hankering to try him for ten over a road. He tried, and fed my estimable friend a weary, horse-lathering route. The bicycle rider played it on my friend; gave him a volume of lessons in the art of jockeying, and after his horse was in a pitiable plight, cleared out and left my friend.

And along about this time that pneumatic sulky was brought out. One day I received a circular announcing pneumatic sulky wheels and fittings "$100 per set." I put the circular upon my friend's desk, and awaited results. The paper went into the basket with a spiteful twist of the wrist as quickly as my friend learned its contents.

A few days elapsed.

One morning the papers announced that Nancy Hanks had made a fast mile assisted by a pneumatic tired sulky. There was some thinking done for a few minutes and my friend then retired to his desk and there was the sound of an overturned waste paper basket. What was it? It was my friend searching for that circular announcing the price of pneumatic sulky wheels and fittings. The circular was found and placed under a pretty little glass weight. And a few months afterward when the "bicycle riders" got among those trotting records in such fine style, my friend could be heard now and then to exclaim over the record performances as chronicled in his daily paper. And further one day my friend, still hating the wheel as of yore, relieved himself of the intelligence that "it's no use for a horse to try against them bicycles." And still he hates "them bicycles."

And that is why I smiled.

FOUR DAYS BEREFT.

My class in cycling art, about which I wrote you a few weeks since, has been making very rapid strides of late; got but two or three punctures. Is not quite sure whether it is two or three.

You may recollect I told you that this class was two years hankering for a wheel and denouncing the price before desire got the better of a deep rooted habit of "beating down" and the wheel was bought. This class in cycling art has had his wheel five weeks. I told you about the way he was banging the thing around. Oh! but he has banged it gloriously since I first wrote. He did not bang the wheel with malice intent, but because it seemed essential to his primitive knowledge and skill. He was sorry for it too, and wiped each new scar tenderly with a soft cotton cloth, and wished real sorrowfully that he has tried to master the thing earlier in life.

But all this shadow over a few dozen bangs, bruises, dents and scratches is as a chalky streak on the colored question when compared with the grief over the "two or three punctures."

THIS IS WHY I SMILE:

This class in cycling art has a horse that just now is "ailing." The class objects to walking. In fine, this class in cycling art that has spent two years trying to induce a low-market price on wheels—has wasted two years of valuable riding time—is now mad through and through because his wheel has been out of commission four days.

There is nothing I enjoy so greatly as to put screws to such subjects. I like to see them writhe and squirm over their cycling indispositions. They have scorned me for being a wheel crank; it is my turn now to have some fun with them.

Mr. Herrick's Record.

EDITOR BICYCLING WORLD: I see a statement in your issue of June 2d that Mr. F. H. Herrick failed to break the record on Belle Isle May 27th. Your correspondent is evidently very much misinformed, otherwise through pure maliciousness wilfully misrepresents the facts of the case.

I wish to say that Mr. Herrick not only succeeded in equalling Mr. W. C. Rand's record, but he lowered the same by one minute and fifty-nine seconds. Please correct the former article, so that Mr. F. H. Herrick may get the full credit for his creditable performance.

Respectfully yours,
JOS. M. BRESLER.

Another correspondent has this to say in regard to the same subject:

"This is a gross injustice to Mr. Herrick, as he broke the world's record for twenty-five miles in competition, making it in 1.14.

If you will read the article carefully you will wonder where Herrick was the last five miles as you give him time to stop for lunch and still make better time than you credit him with.

The course was not five laps to the mile, but five miles to the lap.

Mr. Herrick is the champion of the world for twenty-five miles on the road in competition, and in justice to him and yourself I hope you will make correction in your paper.

Yours truly, JOHN T. HOLMES.

INVENTIONS.

The Latest Patents.

A LIST of recent patents, reported especially for the BICYCLING WORLD, by W. F. Aughinbaugh, patent attorney, Washington, D. C. Copies of these patents may be had of the above named attorney for twenty-five cents each.

497,786. Tire-Fastener. Edward J. Griffiths and Junius G. Miller, Nekimi, Wis. Filed Jan. 31, 1893.

497,798 Bicycle-Support. William Klages, Akron, Ohio. Filed Nov. 14, 1892.

497,830. Tire for Cycles. Louis K. Siggons, Philadelphia, Pa. Filed Aug. 8, 1892.

497,831 Pneumatic Tire for Wheels. Enoch Sillsbury, Cleveland, Ohio. Filed Oct. 31, 1892. Patented in England April 26, 1892.

497,875 Tire-Heater. John W. Higgason, Belleville, Kan. Filed June 22, 1892.

497,965. Tire for Bicycles. Herbert S. Owen, Washington, D. C. Filed Oct. 18, 1892.

497,966 Wheel for Bicycles. Herbert S. Owen, Washington, D. C. Filed Jan. 10, 1893.

497,971. Pneumatic Tire. Pardon W. Tillinghast, Providence, R. I. Filed Sept. 2, 1892.

497,995. Wheel Tire. Frank W. Tucker, Winthrop, assignee of one-half to Ferdinand F. French, Winchester, Mass. Filed February 27, 1893.

498,015. Basket-Carrier for Bicycles. Charles M. Luebben, Baltimore, Maryland. Filed Sept. 1, 1892.

498,047. Trousers-Guard. John W. Cooper, Salem, Ind. Filed Mar. 3, 1893.

498,051. Bicycle-Tool. Edwin C. Fisher, Claremont, N. H. Filed Feb. 16, 1893.

498,136. Bicycle-Saddle. Hugh McDonald, Williamsport, Pa. Filed Dec. 5, 1892.

498,172. Bicycle. George W. Kortright and Charles M. Craven, Wayne, Nebraska. Filed Nov. 26, 1892.

Trade Marks, 23,108 Bicycles. Gibson & Prentiss, Buffalo, N. Y. Filed April 12, 1893. Essential feature the word "Record."

23,109. Velocipedes, Bicycles and Parts Thereof. Auburn Manufacturing Company, Philadelphia, Pa. Filed Mar. 28, 1893. Essential feature the word "Relay."

498,220. Umbrella Attachment for Bicycles. Herbert E. Bakersville, Detroit, Mich. Filed June 16, 1892.

498,373. Vehicle-Wheel. George R. Williams, Brooklyn, N. Y. Filed July 16, 1892.

498,394. Bicycle. Fredrick W. Huennekens, Milwaukee, Wis. Filed Jan. 16, 1893.

498,415. Tire-Tightener. Cevanus Vantrees, Butler, Mo. Filed Dec. 29, 1892.

498,470. Vehicle-Wheel. Michael F. Melsch, Rochester, N. Y. Filed Nov. 14, 1892.

498,484. Polycycle. Edward T. Noonan and Joseph V. Schmidt, Chicago, Ill. Filed Jan. 21, 1893.

498,508. Safety-Bicycle Stand. Clayton J. Whipple, Waterloo, Iowa. Filed July 30, 1892.

498,667. Wheel-Tire. Henry A. Lozier, Cleveland, Ohio. Filed Dec. 7, 1892.

498,668. Bicycle-Wheel. John T. Oyler, Traverse City, Mich. Filed Dec. 13, 1892.

498,756. Tricycle. Herman Matzen, Cleveland, Ohio. Filed Dec. 24, 1892.

Trade Marks. 23,162. Bicycles and Sulkies. Central Cycle Manufacturing Company, Indianapolis, Ind. Filed May 4, 1893. Essential feature the word "Hem-Hur."

498,756. Tire-Tightener. James A. Ashford, Memphis, Tenn. Filed Sept. 29, 1892.

498,777. Pneumatic Tire. William C. Fisher, Middletown, Conn., assignor to George R. Bidwell, New York, N. Y. Filed Oct. 22, 1892.

498,791. Pneumatic Tire. Frederick W. Hinselis, Boston, assignor to George E. Crafts, Newton, Mass. Filed Jan. 28, 1893.

498,900. Velocipede or Bicycle. Camillo Kromer, Albany, N. Y. Filed Oct. 19, 1892.

498,988. Bicycle. Frederick C. Rockwell, Hartford, Conn. Filed May 23, 1892.

498,908. Gong-Bell. John C. Wells, East Hampton, Conn., assignor to the Bevin Brothers Manufacturing Company, same place. Filed March 1, 1893.

499,099. Bicycle. William I. Bunker, La Grange, Ill. Filed Oct. 15, 1892.

499,044. Brake Mechanism for Velocipedes. Edward G. Selden and George D. Chamberlain, Springfield, Mass. Filed Oct. 31, 1892.

499,103. Handle for Bicycles. George B. Goddard, Brockton, Mass. Filed Sept. 15, 1892.

499,109. Bicycle. George Harriott, Toledo, Ohio, assignor to the Gendron Iron Wheel Company, same place. Filed May 13, 1890.

499,174. Pneumatic Tire. Lucius J. Phelps, Passaic, N. J., assignor to the Phelps & Dingle Manufacturing Company, same place. Filed Sept. 21, 1892.

COMING EVENTS.

Clubs desirous of becoming their race meets will be quoted special advertising rates upon application. You reach everybody in the Bicycling World.

Fixtures.

JUNE.

17.—Norwalk, Ct. Alpha Wheel Club's ten-mile road race.
17.—Lynn (Mass.) C. and A. C. Race Meet.
17.—Spencer, Mass. Spencer Bi. Club.
17.—Waltham, Mass., Bi. Club meet.
19.—Ilion, N. Y. Remington Cycle Club.
19-20—Huntsville, Ala., Spring City Cycling Club's race meet and road race.
21.—Albany County Wheelmen. Races at Albany, N. Y.
24.—Philadelphia. South End Wheelmen's Annual Meet.
24.—Newark to Princeton and return. Metropolitan A. C. C. Century Run.
24.—Louisville. Prince Wells' Ten-Mile Road Race.
24.—Orange, N. J., Athletic Club.
24.—Keystone Bi. Club races at Pittsburg, Pa.
24.—Newark, N. J., century run of the Metropolitan Association of Cycling Clubs.
25-26.—Lawson's Second Annual Tour to Kentucky State Meet, Louisville to Harrodsburg.
27-28.—Kentucky Division Meet, Harrodsburg.

JULY.

1.—Harrisburg, Pa., Susquehanna Wheelmen's race meet.
1.—Brooklyn, K. C. W. Race Meet.
1.—Mercer, N. J., Mercer Co. Wheelmen.
1, 3—Sarnia, Canadian Wheelmen's Assn. race meet.
1-3-4.—San Francisco, Cal. Bay City Bicycle Club.
1-3-4.—California Div. Meet, San Francisco.
2-3-4.—Annual Meet Missouri Division at Sedalia.
2-4.—Sandusky, Ohio Div. Annual Meet.
2-4.—Sedalia, Missouri Division Annual Meet.
3.—Waco, Texas, Texas Division L. A. W.
3.—Pennsylvania Division Meet, Harrisburg, Pa.
3-4.—Hartford, Columbia C. C. Race Meet.
3, 4.—Iowa State meet, Vinton Cycle Club.
4.—Penn Wheelmen Tournament, Reading, Pa.
4.—New Castle, Pa., New Castle Cycle Club's Fifth Race Meet.
4.—Reading, Pa. Penn. Wheelmen race meet.
4.—Waltham, Mass. Boston Press Cycling Club race meet.
4.—Milwaukee. Waukesha Road Race.
4.—Asbury Park Wheelmen's Race Meet.
4.—Tonawanda, N. Y. Tournament Tonawanda Bicycle Club.
4.—Saco Driving Park, Me. York County Wheelmen's Race Meet.
4.—Baltimore, Md. Baltimore Cycle Club.
4.—Cincinnati. Fourth Annual Road Race.
4.—Watertown (N. Y.) Cyclers Race Meet.
4. Cincinnati. Fourth Annual Pearman Road Race.
4.—Lake Walden, Mass. Suffolk Athletic Club.
4.—Waco, Tex. Texas Division L. A. W.
4. Skowhegan, Me.—Skowhegan Wheel Club races.
4.—Eckhart (Ind). Wheelmen tournament.
4. Tourists' Cycle Club of Paterson, N. J., at Clifton, N. J.
4-5.—Fort Scott, Seventh Annual Meet, Division. Address Henry E. Harris.
4-5.—Rockford Hill, C. C. C. race meet.
7-8—Toledo, O. Cycle Club Tournament.
8.—Riverside Wheelmen Tournament. Manhattan Field, New York.
13.—Newark, N. J. Atalanta Wheelmen 100-mile road race.
15.—Annual Field Day, Springfield (Mass.) Bi. Club.
21-22.—Horse Hill Track, London. Cuen Cup. 24-hour Races.
25-26.—Fort Wayne, Indiana Div. Annual Meet.
28.—South Bend, Ind. South Bend C. C.
29.—Asbury Park, N. J. Asbury Park Wheelmen.

AUGUST.

1, 2.—Michigan Division Meet and International Races at Detroit.
2.—Richfield Springs, N. Y. Waloutha Bicycle Club.
5-12.—L. A. W. Annual Meet, Chicago.
7-12.—International Race Meet, Chicago.
12.—Alameda Cal. Alameda Bicycle and Athletic Club.
14-15.—Milwaukee Wheelmen's International Circuit Meet.
16-17.—Ripon, Wisconsin Division International Circuit Meet.
19.—Minneapolis. International Circuit Meet.
19.—Buffalo. Inter-club road race.
22.—Evansville, Ill. International Circuit Meet.
24.—Indianapolis. Zigzag C. C. International Circuit Meet.
26.—Cincinnati, O. Century C. C. International Circuit Meet.
28.—Philadelphia. Quaker City W. Annual Meet.
28-29—Columbus, O. Century C. C. International Circuit Meet.
30-31.—Cleveland O., Wheel Club International Circuit Meet.

SEPTEMBER.

2.—Birmingham, Ct. Crescent C. C. Race Meet.
4.—Waltham, Mass. Young Men's Asso.
4-5. Syracuse C. C. Race Meet.
4-5.—Charter Oak Park, Hartford Wheel Club's tournament.
7.—Lynn, Mass. International Meet.
9.—Waltham, Mass. Associated Cycling Clubs.
13.—Marengo, Iowa. S. H. Rowlands.
13.—Passaic, N. J. Passaic Athletic Club.
12-13-14.—Springfield B. C. Tournament.
16.—N. Y. Metropolitan Association Inter-meet.
20-21.—Baltimore. International Meet, Maryland B. C.
23.—Philadelphia A. C. C. International Race Meet.
25.—Scranton, Pa. Scranton Bicycle Club.
30.—Brooklyn, N. Y. K. C. W. Race Meet.

OCTOBER.

2.—Sacramento, Cal. Capital City Wheelmen meet.
5.—St. Louis. Annual Fall County Tour.

NOVEMBER.

30.—St. Louis. Annual Paper Chase.

THE ladies of Newport, Ky., have formed a club called "The Royal Wheel Club." A local paper suggests that the name "is un-American."

Missionary—I have come, my benighted brother, to lead your people to a better life.

Native—God no time now. King having amateur photographs, queen trying on crinoline and people all learning to ride bicycles. Better try the next village.—Puck.

A CYCLIST was passing through a Massachusetts village at three o'clock in the morning, and, wanting some refreshment, knocked at the door of a house where he saw an open widdow. Voice (from within)—"Who are you?" Cyclist—"A traveller." Voice—"Then travel."

Bicycle Shoe.

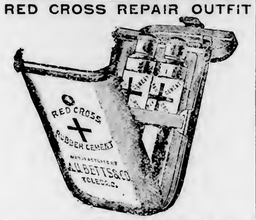


TRY THEM. $2.

Made of the best Dongola Leather and warranted. Delivered free to any part of the United States on receipt of $2.00 each, money order or postal note. If not satisfactory we will refund the money or give you a new pair. They are unequalled as an easy walking, Police, or Letter Carrier's Shoe. Sizes 1 to 5, or 5 1-2 to 11.

HUB SHOE CO.,
101 Bedford St., Boston, Mass.

RED CROSS REPAIR OUTFIT



These metallic cases are nickel-plated and are very neat and attractive. Can be conveniently carried in the pocket or placed in the tool bag. Each case contains a double tube of Red Cross Cement, a roll of our Pure Gum Patching, a sheet of Friction Cloth.

Ask your dealers for them or we will send prepaid to any address upon receipt of regular price, 75 cents each.

A. U. BETTS & CO., Toledo, O.



The Chicago Grip

For Tangent and Direct Spokes. For sale by all dealers, or sent post-paid for

75 CTS.

AVERY & JENNESS,
5756 Madison Ave., CHICAGO, ILL

USE EAST INDIA STICK GRAPHICLINE



FOR BICYCLE CHAINS.

The only chain lubricant that gathers no dust. It is easily applied, being manufactured in sticks three inches long. It protects the chain from rust, dust, and and wear. Price 25 cents, by mail.

PRINCE WELLS
KENTUCKY BICYCLE AGENCY.
626 Fourth Ave. LOUISVILLE, KY.
East India Stick Grapholine

Sold in the East by the
American Ormonde Cycle Co., New York, N. Y.
Gormully & Jeffery Mfg. Co., New York, N. Y.
H. A. Lozier & Co., Cleveland, Ohio.
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Gormully & Jeffery, Chicago, Ill.

PRICE BY MAIL, 25 CENTS.

World's Record In Competition.
1 HOUR 14 MIN. 10 SEC.
WARWICK AND VAN WAGONER.
MARTIN ROAD RACE, MAY 30, 1893.
"Facts count, not jawbone."

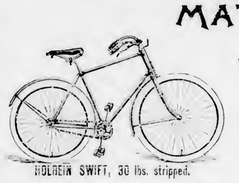
WARWICK CYCLE MFG. CO., - Springfield, Mass.

SINGER CYCLES.
NO CHANGE IN PRICE
The Only Wheels Absolutely Guaranteed.
The Only Wheels Fitted with 1893 Improvements.

Our prices correspond with the value of the articles furnished, and in the future, as in the past, will be maintained in all countries, against the inflated prices of goods of inferior make.

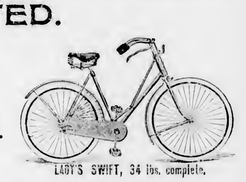
SINGER & CO., 6 and 8 Berkeley St., and 2 Warren Avenue, BOSTON, MASS.
LIBERAL DISCOUNTS TO RELIABLE AGENTS.

MATERIALLY MATED.



HOLDEN SWIFT, 30 lbs. stripped.

SWIFT By Name.
By Nature SWIFT.
CATALOG FREE.



LADY'S SWIFT, 34 lbs. complete.

COVENTRY MACHINISTS' CO.,
BOSTON. CHICAGO. SAN FRANCISCO.



D. & R.
Special Cycles.

D. & R. Special Light Roadster, weight 30 lbs. Fitted with racing saddle and drop racing bars, weighs 28 1-2 lbs.

We want a few more good reliable hustling agents. We've just caught up with our orders and can supply wheels promptly.

BETTER ORDER NOW.

RIDERS—We will take a limited number of second hand wheels as part payment for these popular wheels where we are not represented by a local agent.

Dean & Rogers Cycle Co.,
TAUNTON, MASS.

ELYRIA is twenty-six miles west of Cleveland on the Lake Shore and Michigan Southern Railway. Passengers traveling this route will notice our new factory a short distance east of the depot on the north side of the tracks, and seeing it will not be surprised at our claiming to be the . . . . . .



LARGEST SADDLE MAKERS IN THE WORLD.

By the way, if it be convenient stop over a train. We are always pleased to show our new plant, and our visitors so far have enjoyed seeing the building of saddles reduced to a science.

GARFORD MFG. CO.,
CORRESPONDENCE SOLICITED. ELYRIA, OHIO.

This is the lightest "Road Wheel" made. Was ridden on country roads over 1,000 miles, and stood the test perfectly.

KEATING. KEATING.



MODEL D.

As a hill climber it stands at the head. Hollow Rims, Bidwell Tire, Fine Finish.

You miss it if you do not see, and that means purchase. Guaranteed for any weight rider.

KEATING WHEEL CO., Holyoke, Mass.
1775 Broadway, New York. 145 Columbus Ave., Boston, Mass.

The Race Was Not Declared Off.

EDITOR BICYCLING WORLD: Your report of the Rome Races, and your editorial on the same subject call for a reply, as the report is very misleading. The mile Central New York Championship was not declared off. The facts are that C. A. Benjamin, who was in the lead, fell about 30 feet from the tape, and was carried off the track, not having passed the judges' stand even after his fall. Helfert and Higgins ran over him and finished together, men and wheels all mixed up, both men falling at the tape.

One of the judges thought Helfert was ahead, and another that Higgins crossed first, and the third said he was unable to say how they finished. They all agreed, however, that both Helfert and Higgins crossed the tape with their wheels and finished the race. They then declared they were unable to decide, and referred the whole matter to me, and I decided after consulting Helfert and Higgins, that as this was a championship race for a medal, it belonged to either Helfert or Higgins, and that they should run the race over on the Rome track, before the first of July, under the auspices of the Rome Cyclers, the winner to have the medal and hold the Championship of Central New York. I believe this was a fair and just decision, especially as it seemed to be satisfactory to both Helfert and Higgins. E. A. HENDS.

Referee Rome Races May 30, 1893.

Insurance vs Thefts.

The insurance committee of the State of Connecticut will give a hearing on a resolution incorporating the Hartford Bicycle Insurance Company with power to insure against loss by burglary, robbery or theft of bicycles, etc. The incorporators are C. E. Chase, L. A. Tracey, J. P. Wheeler, P. H. Quinn, J. C. Staples and C. L. Burdett of Hartford. The capital named is $25,000 with liberty to increase to $200,000.

The Pullman Road Race Winner.

NELSON, the winner of the last Pullman road race has this to say of himself:

"I am nineteen years old," said he. "Last year I entered the Pullman after having ridden a safety about a month, and got a seven-minute handicap and finished sixty-sixth. My time for the course was 58 minutes. Two years ago I pounded through a race at Grand Island, Neb., but my showing was poor. I rode a 21 1-2-pound wheel with hickory rims in the Pullman race. It was a hard tussle at the sand hill, but otherwise the race came easily to me. Gunther, who finished second, led me enough to have captured the race, and I tell you my heart nearly jumped into my mouth when I saw him turn off."

THE WORLD'S FAIR.

Final Arrangements for the Sale of Tickets via the B. & O. R. R.

For the benefit of those desiring to attend the World's Fair the Baltimore & Ohio Railroad will sell Excursion tickets to Chicago and return, at all stations on its line, at low rates. Tickets will be on sale until November 1st, and will be valid for return journey until November 15th, 1893. They provide for a reduction of 20 per cent. below regular rates. These tickets will be valid only for continuous journey. Tickets at higher rates will be sold that will permit holders to stop over at Baltimore, Washington, or any other point, going and returning.

Besides the opportunity of visiting Washington, a privilege afforded by no other route, tourists via the Baltimore & Ohio Railroad will traverse the historic Potomac Valley, the theatre of the war between the States. At Cumberland they will be offered a choice of routes, via Pittsburgh, or across the Alleghenny mountains 2800 feet above the level of the sea and via Deer Park and Oakland, the famous summer resorts. The scenery along the Baltimore & Ohio route is the most picturesque in America. Pullman accommodations may be reserved in advance of journey. For rates and information apply to nearest B. & O. ticket Agent, or Chas. O. Scull, General Passenger Agent, Baltimore, Md.

A GREAT EXHIBIT.

One Exclusive Privilege of Which Every Advantage Is Being Taken.

While the World's Fair fever is at its height, it may be well to say a word regarding one of the largest exhibitors and their display.

Messrs. Adams & Sons Company, manufacturers of Adams' Pepsin Tutti-Frutti, were granted the exclusive chewing gum privilege, and have spared no pains or expense to make their exhibit one of the sensations of the Fair. Large booths, erected by them, may be seen all over the grounds in each one of which their goods are artistically displayed.

It was the popular impression some time ago that the business of the above-named house had reached the zenith, but the possibilities of their growth seem to be unlimited. Since the introduction of their brand of Pepsin Tutti-Frutti, its medicinal qualities have recommended it to public favor, and their output has necessarily been greater than ever before.

The granting by the World's Fair Directors to this house of the exclusive privilege in their line is simply another tribute to the great merit of their manufacture.

Ride a New Wheel for $18.00.

For further particulars see H. W. Smith & Co's. ad. on page 302.

How Can I Get a Pneumatic?

Write the *H. S. Owen Mfg. Co., Washington, D. C.* Give a description of your old wheel and see what they will allow you in trade. Get their souvenir catalog.

Racer, 23 lbs.
Road Racer, 27 lbs.
Thoroughbred, 30, 33 and 35 lbs.
Ladies', 35 lbs.
Roadster, 40 lbs.



The PHOENIX.

Complete in details; perfect in symmetry; graceful in outline; elegant in finish; scientific in design; responsive in action; perfect in construction. Fully guaranteed. Our catalogue tells the rest. Good agents wanted in unoccupied territory.

EASTERN BRANCH OF STOVER BICYCLE MANFG. CO., 373 and 377 Madison Ave., New York. AND PORTER & GILMOUR, 1773 BROADWAY, NEW YORK.

Summer Homes.

A HANDSOMELY Illustrated book—list of over 500 summer hotels and boarding houses in Catskill Mountains and Central New York. Send six cents in stamps to H. B. Jagoe, General Eastern Passenger Agent, West Shore Railroad, 363 Broadway, New York, or free upon application for your information.



Another New Gear.

A new device in the bicycle line has just been invented by Stephen Waterman of the Waterman Machine Tool Company, Providence, R. I. The invention is embodied in the mode of propulsion. The chain runs from a sprocket on the rear wheel as usual but on the crankshaft the wheel over which the chain runs is provided with an internal gear which is driven by a number of small spur gears arranged within its interperipheral face. This device, it is expected, will make it as easy to ride up hill as it has hitherto been to ride on a level grade.

The McCunes.

The McCunes seem to be owning the earth of late. Just glance at their advertisement on page 301 and you will catch on to the idea.

A Big Plant.

Says the Toledo *Blade:* "When the plans now preparing for the Lozier Manufacturing Company's plant in this city are realized, it will, without a doubt, be one of, if not the largest bicycle manufactories in the world. The present plant is now being enlarged by a three-story addition on the Central avenue side, which will give it a total frontage of 350 feet.

Plans are now being sketched by Messrs. Bacon & Huber, the architects, for another building to be constructed upon the Central avenue side, which will make a total frontage of 700 feet. These buildings will all be together as one structure, being the main building of the plant.

They will all be equipped with bicycle machinery. When in full operation almost 1000 men will be employed by the company."

The Long-looked for Aluminum Wheel at Last.

The Aluminum bicycle has been the dream of the cycle inventor and manufacturer for years and years past, and he would be a rash man who would have said how many thousands of dollars have been sunk in attempts to utilize the metal in wheel construction. But at length comes the news that success has crowned the efforts of one of the experimenters, and that an aluminum bicycle is a reality. And strangely enough it is a St. Louis firm who have solved the problem, and a firm at that who are new to the trade—the St. Louis Refrigerator and Wooden Gutter Company, a large manufacturing concern of that city. They have been experimenting for some two years past with the metal and have at length discovered a process by which they produce it of sufficient strength and rigidity to enable them to build their new wheels—called the La Mi Num—of it.

A World man tested it while at St. Louis last week and found it remarkably easy running and very light, the machine, which was a full roadster, built on Humber lines, weighing but 31 pounds, all on, and being, at the same time, the first machine built and therefore necessarily crude and needlessly weighty in its parts and fittings. It can probably be sealed down a couple of pounds. The wheel is a novelty in wheel building, the frame being cast *in one piece*, and being, while unusually light—so light that it seems like featherweight in comparison with the steel frame—perfectly staunch and rigid. It has been subjected to the severest tests during the time it has been in commission—some few weeks—and has stood without a break.

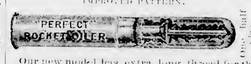
The firm is guarding the secret of the composition of the metal with the utmost care, but as it is only about half the weight of steel, and as they state that it shows a greater strength under actual test than the best weldless steel tubing the possibilities of the new wheel can scarcely be estimated. The metal is in the natural well-known and characteristic color of aluminum, and possesses the extremely desirable quality, in addition to its lightness, of never tarnishing or changing its appearance. Although the wheel has been advertised but one week it has created great excitement, letters of inquiry and requests for agencies pouring in from all parts of the country. There is certain to be a big demand for the machines. The company expect to be turning out 100 a week within a short time. See page 285.

At the Worcester meet Monday and Tuesday the "Keating" won seven prizes. This was with the Model E, 24 pounds, and all the crack riders were there. This is the same model that a rider in Portsmouth, N. H., uses, and he weighs 187 pounds, showing that the wheels are adapted to both road and track.

The Premier Cycle Company is having a remarkable sale of 15-19 pound Helical Racers. Not only are fast men attracted by Wheeler's brilliant victories over Zimmerman and Johnson, but expert road riders and century runs are learning that, with proper handling, the luxury of riding a 19 pound wheel on the road with perfect safety is within their reach. The Premier Company states that the first piece of crushed or collapsed Helical Tubing is yet to be brought to their notice, while the wonderful life and "go" of their machines fitted with Helical Tube frames is constantly being testified to by riders. The Premier Company is now supplying a guaranteed road wheel on exact racing lines, weighing from 25 to 27 pounds according to tires, which is meeting with a large demand. As this model is not shown in the Company's catalogue, photographs will be mailed upon receipt of 10 cents in stamps to those interested.

"PERFECT" POCKET OILER.

IMPROVED PATTERN.



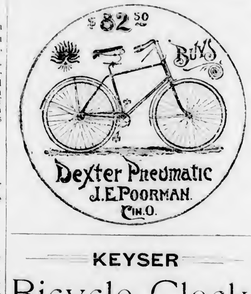
Our new model has extra long thread for the tips also a catch which locks the cap securely to the body of the oiler. Regulates supply of oil to a nicety; no leakage. Tightest, neatest and best oil can in the world. Price 25 cts. each. Handsomely nickeled.

HOLDERS



To carry a bicycle oiler on a wheel. Thoroughly adjustable and easily attached to any wheel; no rattling; handsomely nickel plated. Price, 25 cents each. Larger size holder to carry pneumatic pump at same price.

CUSHMAN & DENISON, 172 9th Avenue. - - New York



KEYSER
Bicycle Clock.



GUARANTEED

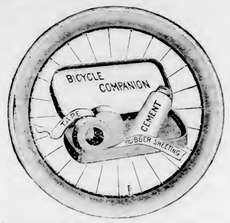
To keep good time for one year. Sold by all dealers, or sent on receipt of price, $2.50.

A. S. KEYSER, Patentee and manufacturer, 3220 Germantown Av., Philadelphia, Pa.

Patented in United States and England.

DON'T GET CAUGHT

With a break in your Tire, and nothing to mend it with! Get our



Which contains everything you need for repairing. Always handy, fits the pocket, and *absolutely necessary to every owner of every wheel.*

Price 50c. Postage Paid.

If your local dealers do not keep The COMPANION, send your order and 50c. to BOSTON RUBBER CEMENT CO. 209 Devonshire St., Boston, Mass.

"Featherweight"

BICYCLE BELL.
PRICE $1.00.
WEIGHT, 1 & 1-2 OUNCES.

The Neatest, Lightest and Handsomest Bicycle Gong in the World. Sound pure and far reaching. No iron. No rust. No rattle.

☞ Send size of handle-bar.

If not for sale in your town, send price and size of bar, and receive one by return mail.

J. D. NESBITT & CO., Manufacturers, 110 TREMONT ST., BOSTON, MASS.

Hubs, Spokes, Rims, etc.

HIGH GRADE:

"Perfectos."

$125.00.

Safeties built to order. Repairing all kinds.

V. DUGMORE AND CO., 194, 196 Columbus Ave., Boston, Mass.

INITIAL RACE MEET

— OF —

Albany County WHEELMEN,

Ridgefield Athletic Grounds

ALBANY, N. Y.,

JUNE 21, 1893.

11 Events. 5 open events in addition to 5-mile L. A. W. State Championship.

Entries for Handicaps close June 14th, other events June 17th.

For further particulars, address

WILLIAM B. PHIPPS, Sec'y, ALBANY, N. Y.

Don't Forget that the JERSEY DIVISION L. A. W.

Will this year hold their meet at

TRENTON, SATURDAY, JULY 1.

$1000 IN PRIZES,

And no padded values. Elegant track.

Philadelphia & Reading station at the grounds. Special entertainments for the visitors from early morn till midnight.

For entry blanks, etc., address

J. C. TATTERSALL, Box 329, Trenton, N. J.

FREE.

Artistic Souvenir of Washington.

13 Beautiful Full Page Illustrations of Public Buildings at the National Capitol. ∴ ∴

A Beautiful Keepsake.

Also Catalog of . . **Capital Cycles.**

We want you on our mailing list.

H. S. OWEN MFG. CO., Washington, D. C.

A MODEL RACING SUIT



That is modest, light and convenient, with all the weight hung on the shoulders and no extra material to carry. This suit meets all the requirements of the L. A. W. rules. No. 1701, worsted, full fashioned, 5% No. 1401, worsted, cut goods, $3.50; No. 1301, worsted, light weight, $3.25; No. 1201, pure silk, 1st quality, $14.50; No. 1305, pure silk, 2d quality, $10.50; No. 1307 sateen, very light, $2.50. By mail, 15 cents extra.

Above suits are same in cut; 14 sizes in each in sateen. Sleeveless suits same prices. Black and Navy Blue, only in stock in worsted and sateen. Silk suits made to order also, any color in worsted. Striped suits $1.00 extra. Letters, 5c. each. Measurements: Chest, waist, back of neck to crotch and inseam.

CALL A 1 SUPPORTER



A light, cool and durable supporter for Bicyclists, Athletes and Gymnasts. Made of cloth and elastic, a suitable fit. Price $1.00. Sent post-paid on receipt of price. Be sure and send tight waist measure. Illustrated catalog of Bicycle and Athletic Goods free.

S. B. CALL, 229 Main Street, Springfield, Mass.

"CUT" PRICE BARGAINS IN Sweaters, Duck Pants, and Bicycle Suits.

SWEATERS—ALL WOOL ENGLISH GOODS, White, Black, Blue. We sell for $2.63. Send chest measurement. Others sell for $3.50.

ANOTHER BIG "CUT" DUCK PANTS FOR $1.25. This is away under all others. Send waist and length measure. Third big "Cut" BICYCLE SUITS L. A. W. Gray, Blue, Black, and Light Gray—$5.50 and $6.50. This is the bargain to take advantage of. Send coat and pant size. We are manufacturers' agents and guarantee every article we sell.

☞ Write us and save money. ☜ We make big discount to L. A. W. Clubs.

THOS. W. FARNSWORTH, 89 and 91 Summer St., Boston.

N. B.—We fit out entire clubs. N. B.—We do it cheap. N. B.—Goods delivered on receipt of price. Satisfaction guaranteed.

GENDRON CYCLES.

You can't tell where our progress will stop.



* * *

IS IT NOT PLAIN TO YOU THAT EVERY CYCLE SHOULD HAVE BACKWARD AND FORWARD ADJUSTABLE HANDLE GRIPS?

* * *



With this improvement you can make a Racer out of a Roadster

"Gendron Cycles" Have Them.

No wheel complete without.

Agencies now Being Placed. TOLEDO. NEW YORK. CHICAGO. ST. LOUIS.

GENDRON IRON WHEEL COMPANY.

$25,000 In Cash Prizes.

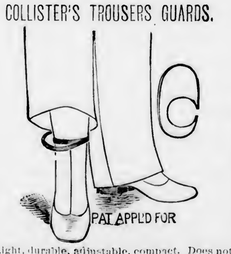
Will be Offered at Wheel Races Held Under the Rules of the National Cycling Association at

New York	July 3, 4
Brooklyn	July 6, 8
Philadelphia	July 13, 15
Trenton	July 20, 21
Boston	July 22, 24
Buffalo or Springfield, Mass.	July 26, 27
St. Louis	July 29
Milwaukee	Aug. 5, 6
St. Louis	Aug. 12, 13
New York	Aug. 17, 19
Boston	Aug. 24, 26
New York	Sept. 2, 4
Brooklyn	Sept. 7, 8
Philadelphia	Sept. 14, 15
Brooklyn	Sept. 21, 23
St. Louis	Oct. 3, 4, 5, 7
Milwaukee	Oct. 14, 15
New York	Oct. 19, 21
Boston	Oct. 26, 28

Entrances, applications for licenses or requests for further information regarding the above must be made to

FRANK A. EGAN, Secretary-Treasurer, P. O. Box 948, 34 S. Third St., Phila., Pa.

COLLISTER'S TROUSERS GUARDS.



Light, durable, adjustable, compact. Does not show when in use. Keeps trousers close to leg on the inside, and away from chain when riding the wheel, and from rubbing together when walking. Free air circulation in warm weather. Good for cycle riding or walking. Adjustable to any size trousers. Mailed to any address or 25 cts. For sale by all cycle dealers, or COLLISTER & BILL, 147 Ontario St., Cleveland, O.

$2. SCORCHER Shoe

Why wear BROGANS? You want light wheels. Why not light shoes?

OUR GLOVE FITTING HORSEHIDE SHOE

Is Stylish. Neat. Comfortable.

Sizes, 3 to 11. Ladies take notice.

Send Money and Size of Foot. Postage free.

DETACHABLE CLEAT CO., Allston, Mass.



DETACHABLE CLEAT



$1. And Shoe Protector,

WITH AUTOMATIC SOLE CLASP!

Detached Instantly. For Rat-Trap and Rubber Pedals.

READ THIS:

(From an agent.)

Danville, Ky., May 26, 1893.

Detachable Cleat Co.: Received shoes and am highly pleased with them. Now almost every rider in town wants a pair. They are articles that sell on sight; have secured 6 orders. I can place 12 for ladies. Yours respt'fully, F. CHRISTMAN, L. A. W. 19711.

ANOTHER.

Calais, Me., May 26, 1893.

Detachable Cleat Co.: Orders came to hand O. K. and are perfectly satisfactory. Yours truly, D. & F. B. MOORE.

Weight, 1 oz.

A. O. VERY CYCLE CO. WHOLESALE DEALERS IN BICYCLES AND SUNDRIES 245 Columbus Ave. BOSTON, MASS.

BICYCLES FOR EVERYBODY.

POPULAR STYLES AT POPULAR PRICES.

The Largest and Finest Assortment of Wheels in the World for a dealer to handle. Send for terms.

A. O. VERY CYCLE CO., 245 Columbus Ave., Boston, Mass.

BICYCLISTS BEWARE!

Do Not Tour Without the

GRIP.



If you cannot come personally for the GRIP, we will send it to you express paid, for $2.00 in 2 ct. stamps or postal note, it is very light weight with black enamel waterproof covering, made especially for touring. In ordering, send the following: Inside measure of frame; Length of head, length of top frame, length of saddle brace, and we will send you at once the nearest size we have in stock, equipped with tan color straps and nickel plated buckles all ready to attach to machine. We are the original manufacturers of the grey cotton duck grips, beflacked to be waterproof, which we have abandoned. Our enamel grip is superior to any on the market. If it is not as we represent, send it back and we will refund the money.

BOSTON GRIP CO., 109 Kingston St., Boston, Mass., U. S. A.

Blair's Cameras FOR CYCLERS.

BLAIR'S CAMERAS notable the *HAWK-EYE, Folding HAWK-EYE, and KAMARET,* are recognized LEADERS. The "COLUMBUS" and "THE 100." are the very latest models, designed especially for World's Fair visitors, and are positively MORE COMPACT than any Cameras in the world of equal capacity, viz.: one hundred 4x5 pictures without RELOADING.

BLAIR'S FILM in rolls affords the only reliable medium for making a large number of good negatives on exposures without reloading the Camera. It is CLEAN, QUICK, and UNIFORM, and safe for all seasons, as it will NEVER FRILL.

OTHER FILMS have joints or seams (which generally appear in the best negatives), and if they can be properly developed in warm weather without frilling, the user has good reason for self-congratulation.

WHEN YOU VISIT THE WORLD'S FAIR inquire of some one posted which are THE MOST RELIABLE CAMERAS and FILMS, and select your outfit accordingly.

OUR CHICAGO HOUSE *245 STATE STREET, will be the World's Fair headquarters for everything pertaining to photography. Cameras for sale; Cameras to rent; Cameras loaded; Cameras repaired (seldom required if a Blair); Negatives developed; Pictures printed, etc.*

THE BLAIR CAMERA CO., manufacturers, 471 Tremont St., Boston; 451 Broadway, New York; 245 State St., Chicago. E. & H. T. ANTHONY & CO., New York, Trade Agents.

Send stamps for a copy of "IN THE FOOTSTEPS OF COLUMBUS," beautifully illustrated with Kamaret photographs taken in Italy and Spain.

TRY THE FAMOUS TRADE HYGRADE MARK STOCKINGS

Absolutely the Best Stocking Made.

Send for trial pair. Price $1.50. Special discount to clubs and L. A. W. members.

Made only by

S. P. CURTIS, - - 671 Washington Street, Boston.

Agents Wanted Everywhere to sell our High Grade Knit Goods.

Send for Circulars and further Information.



SIDWELL & SABEN CYCLE Co., 243 Columbus Ave., Boston,

Are sole NEW ENGLAND AGENTS for the

Beautiful *Quinton Scorcher* Bicycles

Have you had an opportunity of seeing the 1893 line? If there is no agent in your city, write us and we will talk business to you. Good agents always in demand.

Bretz & Curtis Manufacturing Co., : : Philadelphia, Pa.

What the Winner of the

Irvington-Milburn 25-Mile Road Race Thinks of . . .

The Liberty

VON LENGERKE & DETMOLD,
8 MURRAY ST., NEW YORK.

New York, June 7th, 1893.

Mess. Wilson, Myers & Co., New York:--

Gentlemen--It affords me much pleasure to say that the Liberty "Bogie Man" I won the Irvington-Milburn 25-mile Road Race with, stood up wonderfully well, while many wheels broke down. Although riding the wheel for only about one week before the race, I never rode a wheel which fitted me better and with which I could have done any better work.

I am, gentlemen,
Yours very truly, CARL VON LENGERKE.

WILSON, MYERS & CO., .. LIBERTY CYCLES. ..

MAKERS OF

55 LIBERTY STREET, NEW YORK

A. O. VERY CYCLE CO., 245 Columbus Ave., Boston, Mass., General New England Representatives. Mention BICYCLING WORLD.

"DOG IN THE MANGER."

Have you read the mutterings and sputterings in the advertisements of those makers whose world-renowned machines . . . . . .

DON'T WIN RACES?

Have you noted how quick these same people announce the winning of some unimportant event?

RALEIGHS Won in 1892

2,300 RACES.

The RALEIGH CYCLE CO., Ltd.,

Bank and Greenwich Streets, - - - - - - - - - NEW YORK.

USE . . . BICYLINE FOR YOUR CHAINS

Mess Adams Cook & Sons.
Gentlemen:-
I have used bicyline on my racing wheels for the last two months & find it by far the best chain lubricant & lubricator used. It insures smooth running chain & does not clog either w[illegible] dust & dirt [illegible] graphic does. It is the only perfect lubricant I have yet been able to find.
Yours truly
J. A. Shingerman

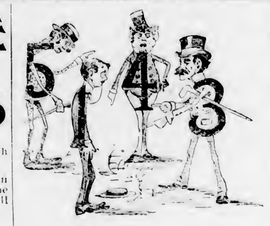
☞ Directions sent with each box.

It lubricates the chain perfectly and reduces the friction. One box will last a year.

MANUFACTURED BY
A. COOK'S SONS,
313 West St.,
NEW YORK CITY.

Price, per Box, 25 Cents.

ONE BOX DELIVERED TOANY PART OF THE U. S., 30 CTS



Figures Talk.

The DUNLOP TIRES sold up to May 15th, 1893, number

505,000.

You can't go wrong in getting a DUNLOP.

They Cost a Little More, but——

The American Dunlop Tire Company,

160 FIFTH AVENUE, NEW YORK.

L A W : LEAGUE OF AMERICAN WHEELMEN

OFFICIAL DEPARTMENT.

Boston, Mass., June 16, 1893.

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12 PEARL STREET, ROOM 20, - - BOSTON, MASS.

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H. C. Nieferseu, ... 241 Washington St., Boston
J. D. W. King, 181 Fifth Ave. Bldg., New York City.

COMMITTEE ON RIGHTS AND PRIVILEGES.

Charles F. Cossum, Poughkeepsie, N. Y.

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League Badges, at the following addresses. Post Office addresses will be found below:

ALABAMA—Chief Consul, Wm. C. Harris, Jr., Box 2104, Birmingham. Secretary-Treasurer, John A. Snider, 117 North 20, Birmingham.

ARIZONA—Chief Consul, A. W. Goslin, Phoenix.

ARKANSAS—Chief Consul, I. D. Nichols, Fort Smith.

CALIFORNIA—Chief Consul, Geo. H. Strong, 220 Market st., San Francisco. Secretary-Treasurer, Lauren W. Ridler, 741 Ninth street, Sacramento.

SOUTH CALIFORNIA—Chief Consul, S. Fleisher, Box 3116, Los Angeles. Secretary-Treasurer, Ben C. Jordan, Riverside.

COLORADO—Chief Consul, Chas. A. Hackney, Box 1457, Denver. Secretary-Treasurer, Harry M. Booth, 816 22d street, Denver.

CONNECTICUT—Chief Consul, A. H. Schumacher, Box 952, Hartford. Secretary-Treasurer, P. W. Westlake, 91 Jean's Row, Bridgeport.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary-Treasurer, Chas. S. Wilson, 812 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, Samuel W. Simpson, 1237 Ha. ave., Washington. Secretary-Treasurer, W. H. Stearns, 719 15th street, N.W., Washington.

GEORGIA—Chief Consul, Samuel M. Whiteside, Box 76, Savannah. Secretary-Treasurer, C. M. Rushing, Savannah.

ILLINOIS—Chief Consul, Frank W. Gerould, 108 Madison street, Chicago. Secretary-Treasurer, Burton C. White, 822 Washington Boulevard, Chicago.

INDIANA—Chief Consul, Thomas Hay, 70 North Pennsylvania street, Indianapolis. Secretary-Treasurer, E. V. Shaw, Room 22, Board of Trade, Indianapolis.

IOWA—Chief Consul, Fred H. Beach, 111 West 8th St., Muscatine. Secretary-Treasurer, Geo. W. Timms, care Fred Beach, Muscatine.

KANSAS—Chief Consul, Henry E. Harris, cor. First and Scott avenue, Fort Scott. Secretary-Treasurer, Austin Hawley, Girard.

KENTUCKY—Chief Consul, W. W. Watts, 548 West Jefferson, Louisville. Secretary-Treasurer, Orville N. Hasson, 1709 West Jefferson, Louisville.

LOUISIANA—Chief Consul, W. C. Grivot, 110 Gravier street, New Orleans. Secretary-Treasurer, S. B. Coleman, 88 Charles and Washington avenue, New Orleans.

MAINE—Chief Consul, Chas. L. Rachelder, Saco. Secretary-Treasurer, Chas. A. Litchfield, Lewiston.

MARYLAND—Chief Consul, Albert Mott, 2231 Madison ave., Baltimore. Sec.-Treasurer, Wm. J. Davenport, Box 206, Baltimore.

MASSACHUSETTS—Chief Consul, George A. Perkins, 5 Pemberton square, Boston. Secretary-Treasurer, Chas. S. Howard, Globe office, Boston.

MICHIGAN—Chief Consul, Joseph M. Ireder, 22 Lafayette avenue, Detroit. Secretary-Treasurer A. R. Baker, Bay City.

MINNESOTA—Chief Consul, A. R. Choate, 420 Temple court, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI—Chief Consul, Robert Hoim, 908 La Salle street, St. Louis. Secretary-Treasurer, Edgar S. Barnes, Mexico.

MONTANA—Chief Consul, Dr. D. J. Walt, Helena. Secretary-Treasurer, Lewis A. Crull, Anaconda.

NEBRASKA—Chief Consul, A. H. Perrigo, 1317 Dodge street, Omaha. Secretary-Treasurer, C. E. Nicodemus, Fremont.

NEW HAMPSHIRE—Chief Consul, Geo. A. Place, American House, Concord. Secretary-Treasurer, Frank E. Gale, 70 So. State street, Concord.

NEW JERSEY—Chief Consul, [illegible], Carleton Brown, 88 Broad street, Elizabeth. Secretary-Treasurer, Geo. C. Pennell, 318 West 109th St., New York City.

NEW YORK—Chief Consul, Chas. H. Luscomb, 280 Broadway, New York City. Secretary-Treasurer, Thomas A. Kalsbeck, 280 Broadway, New York.

NORTH DAKOTA—Chief Consul, Miles E. Harlan, Grand Forks.

OHIO—Chief Consul, Andrew E. Mergenthaler, Fostoria. Secretary-Treasurer, S. L. Chaster, Fostoria.

OREGON—Chief Consul, C. L. Howe, 326 Washington street, Portland, Oregon.

NORTH CAROLINA—Chief Consul, James [illegible], Wilmington. Secretary-Treasurer, Philip Hemenway, jr., Wilmington.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Dist. Atty. Office, Philadelphia. Secretary-Treasurer, John A. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, H. L. Perkins, Box 103, Providence. Secretary-Treasurer, Nelson H. Gilbs, 288 Westminster street, Providence.

SOUTH CAROLINA—Chief Consul, Dr. T. P. Whaley, 20 Legaree street, Charleston.

SOUTH DAKOTA—Chief Consul, W. J. Healey, Mitchell. Secretary-Treasurer, Hal C. Clark, Mitchell.

TENNESSEE—Chief Consul, T. J. Dempere, 88 Front street, Memphis. Secretary-Treasurer, Geo. T. Broadnax, 276 Main street, Memphis.

TEXAS—Chief Consul, E. W. Hope, Sherman. Secretary-Treasurer, C. W. Hubbard, Sherman.

UTAH—Chief Consul, C. A. Emise, 272 State street, Salt Lake City. Secretary-Treasurer, A. W. Caine, 529 E. So. 3rd street, Salt Lake City.

VERMONT—Chief Consul, F. W. Sherburne, Barre. Secretary-Treasurer, Geo. D. Wheeler, Barre.

VIRGINIA—Chief Consul, Dr. Frank R. Steel, 723 Main street, Richmond. Secretary-Treasurer, J. Hugh Henry, 119 Plate street, Norfolk.

WEST VIRGINIA—Chief Consul, Jason C. Stamp, 1331 Market street, Wheeling. Secretary-Treasurer, H. Ribelaffet, 31 E. York St., Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 382 East Water street, Milwaukee. Secretary-Treasurer, E. J. Morawetz, 169 Wells street, Milwaukee.

WYOMING—Chief Consul, Frank Vreeland, Cheyenne.

WASHINGTON—Chief Consul, W. A. Van Epps, Olympia. Secretary-Treasurer, J. A. Dean, Spokane.

MARITIME PROVINCES—Chief Consul, Fred L. Temple, 128 Prince William street, St. John, N. B.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C., England.

Annual Meet At Chicago.

The dates selected by the National Executive Committee for holding the annual League meet and International races are August 5th to August 12th, inclusive.

GENERAL COMMITTEE.

Thomas F. Sheridan, Chairman, Lock Box 951, Chicago; F. W. Gerould, T. L. Sloan, C. E. Ruff, A. G. Bliss, H. D. Garden, Wm. Herrick, C. E. Stokes, A. J. Marritt, F. G. Gere, H. G. Rouse, A. A. Billingsley.

The committee to have general supervision of the annual meet under the direction of the National Executive Committee.

RACE AND TRACK COMMITTEE.

Frank W. Gerould, 108 Madison street, Chicago; R. D. Garden, N. H. Van Sicklen, and J. M. Erwin.

This committee to have general charge of the construction of the track, running of the races and arrangement of events, under the direction of the International Race Committee.

PRESS COMMITTEE.

Samuel A. Miles, *Referee*, Chairman, Caxton Building; L. J. Berger, *Bearings*; W. Wastrup, *Cycling Life*; M. A. Lane, *The Post*; F. E. Spooner, and H. H. Wylie, *Sportsman's Review*.

This committee to have charge of the news and preparing the general interests of the meet.

HOTEL COMMITTEE.

Charles E. Randall, Chairman, 4747 Champlain avenue; L. B. Taylor, W. A. Leonard. All communications for this committee should be addressed to W. A. Leonard, Sec., 998 W. Madison street, Chicago.

This committee to have charge and arrange for hotel accommodation during the League meet and International races.

TRANSPORTATION COMMITTEE.

J. O. Blake, chairman, No. 85 Madison street, Chicago.

PRIZE COMMITTEE.

William Herrick, Chairman, 203 Wabash avenue, Chicago.

REGISTRATION COMMITTEE.

H. D. Garden, Chairman, 201 Wabash avenue, Chicago.

ENTERTAINMENT COMMITTEE.

A. J. Marritt, Chairman, 203 Wabash avenue, Chicago.

BUDGET COMMITTEE.

C. P. Root, Chairman, Caxton Building, Chicago.

PRIVILEGES COMMITTEE.

F. W. Gerould, Chairman, 108 Madison street, Chicago.

Appointments.

MR. ABBOT BASSETT, Sec. L. A. W.:

DEAR SIR: Please publish official notice of the following appointments:

Committee on Rights and Privileges: Chas. F. Cossitt, Poughkeepsie, N. Y.

Committee on Rules and Regulations: A. C. Willson, Cumberland, Md.; W. C. Harris, Jr., Birmingham, Ala.

Yours truly,
CHAS. L. BURDETTE, Pres.

June 12, 1893.

Sanctions Granted.

June 17—Charleston Wheelmens' Track Association, Charleston, S. C.

June 10—High School, Terra Haute, Ind.

July 4—Newburgh Athletic Club, Cleveland, Ohio.

July 4—Akron Athletic Association, Akron, Ohio.

June 10—Oberlin B. Club, Oberlin, Ohio.

June 14—Philadelphia Typo. A. A., Philadelphia, Pa.

July 4—Ancient Order of H. Norristown, Pa.

July 3—Firemens Association, Norristown, Pa.

June 24—Y. M. C. A., Washington, D. C.

June 8—High School A. A., Wilmington, Del.

July 4—Chester B. Club, Chester, Pa.

Sept. 2—Williamsport Wheel Club, Williamsport, Pa.

May 30—L. Bowdoin, Stoc., New Haven, Ct.

June 17—Cumberland Wheelmen, Pawtucket Driving Park, R. I.

July 22—Columbia Bicycle Club, North Attleboro, Mass.

June 28, 29—Horse Breeders and Driving Association, Lewiston, Mass.

July 4—Taunton Court of Massachusetts order of Foresters and Bristol Co. Trotting Association, Taunton, Mass.

July 4—Vacel City Wheelmen, Los Angeles, Cal.

Oct. 2—Los Angeles Wheelmen, Los Angeles, Cal.

June 10—Cochran Park, Trenton, N. J.

June 17—Lowville Academy, Lowville, N. Y.

July 1—Tourist Cycle Club, Paterson, N. J.

July 4—Tri-County Wheelmens League, Niagara, N. Y.

July 1—Warwick Driving Park, Warwick, N. Y.

July 4—Centaur Club, Ogdensburg, N. Y.

July 4—Vineland Wheelmen, Vineland, N. J.

July 1—Parrlarch Militant, Oswego, N. Y.

June 12—St. Augustine Cycle Club, St. Augustine, Fla.

June 14—Capitol Cycle Club, Atlanta, Ga.

July 4—Central City Wheelmen, Macon, Ga.

June 28—St. Peters Church, East Shoreham, N. Y.

June 15—Queens County Agricultural Association, Mineola, L. I.

H. E. RAYMOND.

Transportation To Chicago.

EXTRACT from Minutes of the board of officers of the League of American Wheelmen.

We have made the following arrangements for the convenience of members who will attend the National Meet of the L. A. W., to be held in Chicago, August 1 to 12, inclusive.

It is the intention of the Transportation Committee to organize a party from this State, leaving Cincinnati on the evening of July 29, 30 or 31, via Niagara Falls on the 30th and arriving in Chicago on the morning of the 31st. The party to leave Chicago on Aug. 12 or 13, and arriving in Cincinnati on Aug. 13 or 14.

Excursion tickets are sold at the present time for $25 for the round trip including one berth. Sleeping car accommodations cost $2.50 per berth each way.

The Transportation Committee are not as yet prepared to state what they will recommend to the members but guarantee that the rates will be the lowest to be obtained at the time the party starts.

At the March meeting of the Board of Officers an appropriation of $1,000 was made for transportation Committee to secure headquarters at Chicago and also to get souvenir badges for members of this Division who will attend the National Meet. Headquarters have not been secured, but will be duly announced through the columns of the L. A. W. BULLETIN.

In regard to hotel rates, your committee would recommend that the members write to the Hotel Committee in charge of the L. A. W. meet, and they will then secure quarters at a very reasonable rate.

The National Columbian United Wheelmen's Association are in a position to take good care of the wheelmen on the European plan, and good rooms can be secured by addressing L. D. Hall, 3 D. W. Madison street, Chicago, Ill.

The Chairman of the Transportation Committee would be glad to hear from any of the members of the Division in July 1 who will attend the above dates, and if the party is very large a special sleeping car will probably be placed at their disposal of the Transportation Committee.

A deposit will be required by July 10 of members wishing to secure sleeping car accommodations from Cole.

All important information will be given from time to time through the columns of the L. A. W. BULLETIN. Fraternally,

JOSEPH GOODMAN, Chairman Trans. Com.
Hartford, Conn.

Massachusetts Club Representatives.

Massachusetts Bi. C., Boston, Edw. C. Wade.
Hyde Park C. C., Herbert White.
CHAS. S. HOWARD, Sec.-Treas.

South Carolina.

I HAVE appointed W. A. Giles Local Consul at Graniteville, S. C. I have also appointed the Orangeburg Hotel, Orangeburg, S. C. and The Mixon House, Sumter, S. C. as League Hotels for their respective towns. Fraternally, T. P. WHALEY, C. C. S. C. Div., L. A. W.

June 9th, 1893.

New League Clubs.

508—Vinton Cycling Club, Iowa.
509—Annawan Cycle Club, Mansfield, Mass.
510—Wier City Cycle Club, Kan.

South Carolina.

I am prepared to send 93 Racing Rules to any of my Division desiring a copy.
June 9, '93. T. P. WHALEY, C. C.

Missouri.

I HEREBY give notice that at the annual meeting of the Missouri Division, L. A. W., to be held July 1, 1893, I shall offer the following amendments to the Constitution, viz:

Art. III., Sect. 1. Strike out the word "one" hundred days before the word "hundred" and substitute therefor the word "two." Also strike out the word "fifty" and substitute therefor the word "eighty." These changes are necessary to make the Missouri Division Constitution conform to the National Constitution.

Also, in the same section, strike out the words "at the call of the Chief Consul a majority constituting a quorum and substitute therefor the words "as is provided for in the By-Laws."

Art. IV. Strike out the words "when he deems it expedient" and substitute therefor the words "during the month of July."

Art. IV. Add the words "to be chosen by the Division Board of Officers" after the words "a Racing Committee." Respectfully,
DOUGLAS W. ROBERT.

St. Louis, June 8, 1893.

Missouri.

This is to certify that H. R. Warren has been elected Club Representative for the Jackson County Wheelmen, of Kansas City, Mo.

H. J. Alvord has been elected as Club Representative for the Pastime Athletic Bicycle Club of St. Louis. EDGAR S. BARNES,
Sec.-Treas.

Mexico, Mo., June 8, '93.

Illinois Road Books.

Members of the Illinois Division who have purchased the new Illinois Road Book can obtain a new and corrected Index, without charge upon request to Burton F. White, Secretary-Treasurer, 822 Washington Blvd., Chicago.

Illinois Division.

I have this day appointed W. E. Colton Local Consul at Auburn. F. W. GEROULD, C. C.
Chicago, May 30, 1893.

Illinois Division.

I have this day appointed M. H. Rogers Local Consul at Oregon. F. W. GEROULD, C. C.
Chicago, June 7, 1893.

Connecticut.

The annual meeting of the Connecticut Division L. A. W. will be held in Hartford, July 4, 1893, at the time of the mid-summer meet of the Division and tournament of the Columbia Cycle Club. Meeting to be called to order at ten o'clock A. M. at the U. S. Hotel.

A. H. SCHUMACHER, C. C.
Hartford, Conn., June 1, 1893.

Massachusetts Division Championships.

The following division championships have been awarded: Forest Cycling Club of Boston; one mile to be run at Waltham, July 1. Columbia Bicycle Club of No. Attleboro, one-half mile at No. Attleboro, July 22. Malden Bicycle Club one-third and two-thirds miles to be run at Waltham on September 2.

H. W. ROBINSON, Chairman.

New Jersey Championships.

The New Jersey Division Championships have been allotted as follows:

Quarter-mile safety, Orange Athletic Club Cyclers, Newark, July 22. Making Heats.

Half, one and five mile safety, Elizabeth Wheelmen to be run at State meet, Trenton, July 1st.

Two and three mile safety to Asbury Park Wheelmen at Asbury Park, July 21st or 22d.

Tandem, Union County Roadsters at Rahway, July 8th.

Yours fraternally, T. N. GRAY,
Chairman Racing Board, N. J. Div.

Pennsylvania.

The Pennsylvania State Racing Board has assigned the following race championships:

June 24, one-half mile and two mile events, Keystone Bicycle Club, Philadelphia.

July 1, one-quarter mile and one mile events, New Castle.

June 12, 1893. P. S. COLLINS.

Ohio.

The following L. A. W. hotels have been added:

Upper Sandusky—Pierson House, $1.50 per day; meals 50 cents.

Greenfield—Elliott Hotel, $1.00 per day; meals 50 cents.

Washington C. H.—Cherry Hotel, per day $1.00; meals and lodging 75 cents, dinner 50 cents.

Lima—Lima House, $2.50 per day; meals 75 cents; two beds $1.25.

Loveland—Hill House, breakfast and supper 25 cents; dinner 40 cents; lodging 25 cents.

Lorain—Hotel Gillen, $1.50 per day; meals 40 cents.

Martins Ferry—Bayless House, $1.00 per day; meals 25 cents.

Forest—Forest City House, $1.50 per day; meals 35 cents; lodging 40 cents.

East Palestine—Rock House, $1.50 per day; meals 40 cents.

Greenville—Turpen House, $1.50 per day; meals 50 cents.

Harrison—Antral Hotel, $1.50 per day; meals 40 cents.

West Milton—Pearson House, $1.50 per day.

Cincinnati—Palace Hotel; rate regular.

S. L. CHASTER, Sec.-Treas.

Fostoria, O., June 10, 1893.

Ohio—List No. 5.

The following Local Consuls have been appointed:

Norwalk—Will Gross, Jr., vice W. A. Moore, absent from that city.

Prairie Depot—E. L. Taylor, vice H. O. Janlsen, resigned.

East Palestine—Will G. Paxson, vice J. F. Rehman resigned.

Greenville—W. J. Klinger.

Fairview—J. W. Tuckle.

Zanesville—C. W. Gibson.

Arthur Campbell has been appointed club representative from Toledo League Wheelmen.

Renew at once, if you have not already done so.

P. S.—All applicants to the L. A. W. in Ohio will receive a Hand Book free 5p to and including June 26. See that every non-League rider in Ohio is informed as above. Get his application now.

S. L. GHASTER, Sec.-Treas.

Pastoria, O., June 10, 1893.

West Virginia.

I have made the following appointments:

LOCAL CONSULS.

G. B. Chorpening, Clarksburg.
Robt. S. Eveland, Sistersville.

HOTELS.

McLure House, Wheeling, W. Va.
Ebert House, Clarksburg.
Kenny House, Piedmont.
Kellar Hotel, Romney, W. Va.

Fraternally yours, JASON C. STAMP, C. C.

Renewal List No. 3.

This list includes renewals from May 23 to June 10 inclusive; total renewals to date; and total membership last year, 1892-93.

	Renewal	Total Renewal	Total '92-3
North California,	38	256	
South California,	25	55	
Colorado,	61	160	289
Connecticut,	736	1304	2751
Delaware,		7	69
District of Columbia	27	231	331
Illinois,	165	1004	2831
Indiana,	48	296	540
Iowa,	50	197	513
Kansas,	48	145	290
Kentucky,	35	229	461
Louisiana,	1	8	58
Maine,	46	262	327
Maryland,	89	411	811
Massachusetts,	806	3218	4785
Michigan,	140	426	1292
Minnesota,	66	160	322
Missouri,	78	321	699
Nebraska,	32	91	243
New Hampshire,	31	170	334
New Jersey,	251	1011	1911
New York,	492	2156	4101
Ohio,	292	1457	2763
Pennsylvania,	431	1812	3615
Rhode Island,	64	318	734
Tennessee,	10	50	180
Texas,	11	69	238
Vermont,	9	48	102
Virginia,	22	61	160
West Virginia,	8	40	82
Wisconsin,	43	246	663
Georgia,	8	63	107
Montana,	11	54	133
North Carolina.	1	21	86
Utah,	2	9	6
Alabama,	28	92	151
Arizona,	2	11	29
Arkansas,	1	19	29
North Dakota,	2	21	31
South Dakota,	4	29	103
Oregon,	8	20	48
South Carolina,	4	19	41
Washington,	1	81	81
Wyoming,	1	13	39
Florida,	3	10	11
New Mexico,	4	9	24
Nevada,	1	13	25
Maritime Provinces,	7	17	29
Bermuda,	1	2	2
Germany,	1	1	3
Canada		4	12
Miscel.,		2	16
	4057	16,736	31,961

It will be seen by the above totals that we have not yet renewed fifty per cent. of our membership, and there are but twenty days of the renewal season remaining.

We are within easy distance of the renewals total of last year (17,790), and when this item is being read we will, do doubt, have passed it.

But we cannot equal the record of last year till we show renewal totals proportionately as large. This calls for 26,220 renewals, and each Division must renew seventy-five per cent. of its last year's total. This means "business" for a great many Divisions.

Including the application list of the week we have enrolled 7152 new members. Last year to even date we enrolled 7015 applicants.

Applications for Membership.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III. of the Constitution, which is as follows:

SECTION 1. Any amateur wheelman of good character, eighteen years of age or over, shall, with the endorsement of two League members be eligible to membership in this League upon payment of the initiation fee and dues, as provided in this Constitution and By-Laws, and the By-Laws of his Division.

SECT. 3. The name of each applicant for membership must be published in the official organ, and unless within two weeks thereafter, a protest shall be filed with the Secretary, he shall become a member of the League.

Tickets will be issued fourteen days after the publication of names, and on the same date the applicant will be put on the mail list of this paper.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week. (When a holiday falls on Monday the list is closed on Saturday preceding.)

BOSTON, June 16, 1893.

Total 471.

ALABAMA DIVISION—6.

56486	Powell, Carew	Montgomery
487	Fowler, Ed C.	"
488	Williams, W. M.	"
489	Boyer, Slick	Birmingham
490	Sprong, A. M.	Montgomery
491	Caldwell, Fred W.	"

NORTH CALIFORNIA DIVISION—6.

56492	*McAbee, Miss Addie*	San Jose
493	Hardwick, Wm. M.	Alameda
494	Sanborn, L. W.	"
495	Oser, Joseph	"
496	Moore, Oscar T.	Gilroy
497	Meads, L. H.	"

SOUTH CALIFORNIA DIVISION—1.

56498	Nordhold, W. F.	Los Angeles

COLORADO DIVISION—11.

56499	Tucker, J. S.	Colorado Springs
500	Gretchius, A. M.	"
501	Giles, E. S.	"
502	Elliott, Emerson C.	Denver
503	Barbo, L. H.	"
504	Burleson, G. E.	"
505	Beerbohm, C. A.	La Junta
506	Culman, Harry	Denver
507	Bishop, Will C.	"
508	Purbush, F. A.	"
509	Boutwell, Geo. B.	Monte Vista

CONNECTICUT DIVISION—26.

510	Cooper, Robert W.	Meriden
511	Eghuton, Fred E.	"
512	Gilman, George	"
513	Grant, W. E.	"
514	Heckler, J. C.	"
515	Hale, C. T.	"
516	James, T. A.	"
517	Morehouse, A. C.	"
518	Parker, W. F.	"
519	Trewhella, Herbert	"
520	Gough, W. H.	"
521	Williams, D. B.	"
522	Curtis, C. J.	"
523	Cook, Fred S.	Waterbury
524	Bixby, C. L., Jr.	Hartford
525	Cramer, Wm. L.	Portland
526	Taylor, F. S.	Hartford
527	Kinsley, Louis N.	"
528	Woodsbe, Wm.	"
529	Worrall, Chas. E.	Manchester
530	Saunders, Edw. A.	Naugatuck
531	*Brooks, Miss Nellie I.*	New Haven
532	*Lockhart, Miss Jennie E.*	"
533	Swan, Wm. B.	Seymour
534	Swan, John	"
535	Clark, Wesley L.	Shelton

DISTRICT OF COLUMBIA DIVISION—2.

56536	Riley, H. R.	Washington
537	Shooks, H. R.	"

ILLINOIS DIVISION—41.

538	Corey, Wm. F.	Chicago
539	Gross, W. H.	"
540	Clark, Wm.	Quincy
541	Corey, Will o H.	"
542	Butzen, N. J.	Chicago
543	Simpson, F. Elmo	"
544	Harkness, James	Adams
545	Adams, Alfred C.	Morrison
546	Sheppard, I. N.	Paris
547	Dunn, James C.	Rock Island
548	Dunn, Wm. F.	"

INDIANA DIVISION—4.

56549	Lindgren, Arthur	La Porte
550	*Fulton, Treecare*	Ft. Wayne
551	*Graham, Maud*	"
552	Spry, T. A.	Logansport

IOWA DIVISION—10.

56553	Yllte, F. J.	Marengo
554	Kinsbury, J. A.	"
555	Boggs, Al. Jr.	Vinton
556	Knopf, Geo. R.	"
557	Bonts, Chas. E.	Burlington
558	Felgenbend, E. O.	"
559	Harris, Elmer W.	Cedar Falls
560	Bell, Chas. A.	Cedar Rapids
561	Elliott, E. L.	Vinton
562	Watson, S. H., Jr.	"

KANSAS DIVISION—21.

56563	Walker, W. C.	Atchison
564	Willmayer, Lewis L.	"
565	Goff, Geo. W.	Leavenworth
566	Harper, B. E.	"
567	Meswell, Herman F.	"
568	Burnett, J. R.	Wea City
569	French, Marshall	"
570	Grandt, H. M.	"
571	Granat, M. P.	"
572	Histed, Thad C.	"
573	Hayden, A. L.	"
574	Kent, P. W.	"
575	McIlhany, W. W.	"
576	McKinley, James	"
577	Pelee, J. T.	"
578	Roberts, A. D.	"
579	Barnes, E. A.	Blue Mound
580	Sadler, Wm. S.	Topeka
581	Drummond, W. J.	"
582	Carr, A. W.	Wichita
583	Maxwell, G. A.	Winfield

KENTUCKY DIVISION—15.

584	Williams, W. A.	Lexington
585	Eastin, Geo C.	Mt. Sterling
586	Howard, John	Olivet
587	Scott, John W.	Lexington
588	Fisher, Mrs. W. H.	Clifton
589	Levy, Phil	Hen lerson
590	Yiehe, W. A.	"
591	Hafer, Leonard	Louisville
592	Libenfeld, Jos.	Louisville
593	Gallatti, Edward	"
594	Guthrie, T. J.	"
595	Mueller, P. G.	"
596	Beadles, Wiltz W.	Mayfield
597	Gibson, Joseph	Somerset
598	Patton, L. D. S.	"

MAINE DIVISION—4.

56599	Tompkins, Nathan	Norway
600	Prince, H. C.	Waterville
601	Bennett, Myron E.	Sanford
602	Braddish, S. F.	Eastport

MARYLAND DIVISION—3.

603	Lauterbach, Conrad	Baltimore
604	Manson Thos. H.	Baltimore
605	Parker, Walter	Vale Summit

MASSACHUSETTS DIVISION—62.

56606	Johnson, Harry G.	Newburyport
607	Roberts, E. F.	"
608	Varina, E. E.	"
5 609	Anderson, S. S.	Worcester
610	Casey, James J.	"
611	Fenner, Clarence A.	"
612	Kennedy, Gardner R.	"
613	Merrill, Chas. J.	"
614	Short, Murray	West Newbury
615	Titcomb, E. J.	Worcester
616	Rice, Walter C.	"
617	Haynes, Gideon	Boston
618	Harlow, W. O.	Auburndale
619	Thorn, W. P.	"
620	Cobb, John N.	Abington
621	Pierce, Fred W.	"
622	Fitzpatrick, John J.	Boston
623	Length, C. Henry	"
624	Smith, Walter L.	"
625	*Stevens, Miss Gail H.*	"
626	Swan, G. Arthur	"
627	Lambert John F.	"
628	Guilford, W. W.	"
629	Dewey, Davis R.	Brookline
630	McCormick, Alex	Brockton
631	Rogers, Charles C.	"
632	Barnard, Frank R.	"
633	Wetherbe, Everett E.	"
634	McNamee, James T.	Cambridge
635	Pelree, Wm. W.	"
636	Sheridan, Fred J.	"
637	Graves, Geo. W.	Cambridgeport
638	Campbell, John A.	Dorchester
639	Perry, Geo. H.	"
640	Vining, James W.	East Weymouth
641	Sander, Louis H.	Falmouth
642	Sloman, Daniel	Franklin
643	Burnapp, Wm. W.	No. Leominster
644	Channell, Horace K.	"
645	Larkin, M. O.	Holyoke
646	Starkey, Geo. Wm.	Ipswich
647	Dibbobs, Louis L.	Jamaica Plain
648	Searle, Lewen F.	Lawrence
649	Donohue, Timothy P.	Lowell
650	Kingston, T. Henry	Melrose
651	Parsons, Wm.	Quincy
652	Gates, H. E.	So. Acton
653	Daniels, Geo. W.	"
654	Meadows, Saml	So. Boston
655	Cartwright, Herbert G.	So. Berlin
656	Cartwright, Harry E.	So. Berlin
657	Lombard, Jos. B.	Springfield
658	*Dudley, Miss Fannie R.*	So. Framingham
659	Hall, D. O.	Waltham
660	*Blaisdell, Bertha E.*	"
661	Ela, Everett W.	"
662	Lovejoy, Levi F.	"
663	*Guilford, Mrs. Grace B.*	W Medford
664	Weaver, Sherrie A.	Westfield
665	Holmes, Herbert A.	W Roxbton
666	Schroeder, J. E.	W Roxbury
667	Phelon, J. O.	Worcester

MICHIGAN DIVISION—19.

56668	Howland, Mark	Detroit
669	Hobart, Clarence M.	Detroit
670	Bolton, S. R.	Imlay City
671	Pollick W. W.	Flint
672	Schmitz, Frank	Pontiac
673	Backenstose, D. C.	"
674	French, Charles W.	"
675	Barbour, Geo. E.	Fenton
676	Church, Edgar N.	Alma
677	Palmer, Frank	Battle Creek
678	Robinson, Chas.	Detroit
679	Ross, Edgley E.	"
680	Pease, Fred	Grand Rapids
681	Beauchuck, Richard T.	Lake Linden
682	Crapo, Stanford T.	Saginaw
683	Grant, J. W.	"
684	Gilbert, J. H.	"
685	Steele, Geo. C.	"
686	Whitney, A. S.	"

MINNESOTA DIVISION—6.

56687	Brown, Walter S.	Wasseca
688	Clemans, Lars C.	"
689	Ryan, John M.	"
690	Freeman, Russell W.	Hastings
691	Skinner, M. C.	Northfield
692	Roy, H. A.	"

MISSOURI DIVISION—19.

56693	Crump, H. T.	Judge n ,ouse
694	Elkins, H. J.	Kansas City
695	Haynes, C. L.	St. Louis
696	Calcanne, L. Duthiel	"
697	Dawson, C. P.	Chillicothe
698	Shuhlhoffer, Ed P.	Lamar
699	Davis, Clarence D.	Mexico
700	Kelly, Willie	Lebanon
701	Bradshaw, A. W.	"
702	Hartmiller, E. J.	"
703	Williams, J. T.	"
704	Rinder, C. R.	"
705	Barsham, Chas. W.	St. Joseph
706	McAllister, C. N.	"
707	Levin, A. J.	"
708	Goetz, E. A.	St. Louis
709	Guldermann, Chas. E.	"
710	Becker, Chas.	"
711	Meyers, John C.	"

MONTANA DIVISION—5.

56712	Gayette, W. E.	Butte
713	Sullivan, Frank	"
714	Kelly, W. H.	Lewistown
715	Ray, Elmer M.	Bozeman
716	Shoar, C. C. T.	"

NEBRASKA DIVISION—8.

56717	Barnett, F. G.	Lincoln
718	Sullivan, A. J.	"
719	Small, D. M. J. B.	"
720	Hughes, L. B.	Hebron
721	Sellers, J. E.	Falls City
722	Smith, Edgar M. E.	Omaha
723	West, Harry M.	Schuyler
724	Ewing, J. E.	Wilber

NEW HAMPSHIRE DIVISION—9.

725	Brookes, Leonard E.	Portsmouth
726	Hardwood, James H.	"
727	Hodgdon, Wm. N.	"
728	Bonner, Fred G.	"
729	Green, Wm. L.	"
730	Littlefield, Neil L.	"
731	Mader, Stephen H.	"
732	Clark, Oscar T.	"
733	*De Maris, J. S.*	Manchester

NEW JERSEY DIVISION—25.

56734	Mackellar, W. S.	Bayonne
735	Dyson, Arthur	Bordentown
736	Blake, Clinton H.	Englewood
737	Rochester, R. H.	"
738	Liebenlung, H.	"
739	Mitchell, Henry M. D.	Asbury Park
740	Jeanne, Leon	Jersey City
741	Bergen, Julius	"
742	Brown, Arthur M.	Keyport
743	Clark, A. Schuyler	New Brunswick
744	Clayton, John E.	"
745	Jackson, W. A., Jr.	"
746	Randolph, Clarence F.	"
747	Reed, Wm. R.	"
748	Wilson, Wm.	"
749	Woerthers, Louis A.	"
750	Coffin, Geo. W.	Newark
751	Lawson, Walter A.	"
752	Rushmore, Edmund	Plainfield
753	Dunn, James	Rahway
754	Youngs, C. Reuben	Summit

NEW YORK DIVISION—75.

56755	Randell, Leo M. D.	New York
756	Dominick, Milmor B.	"
757	Shumway, A. H.	"
56758	Armitage, Chas. H.	Albany
759	Robinson, W. P.	"
760	Stephens, P. R.	"
761	Wixon, W. J.	"
762	Hassell, Wm. H.	Round ut
763	Stoddard, F. P.	Anste-ham
764	Ferguson, E. N. C.	Corning
765	Mill-paugh, H. Carlyle	Warren
766	Wright, E. J.	Brooklyn
767	Murray, Walter	Glens Falls
768	Thompson, L., Jr.	Wayne
769	Hackett, J. S.	"
770	Zenger, Joseph B.	Buffalo
771	Adams, Eugene	Lockport
772	Briggs, Christie	Penn Yan
773	Brand, Henry	Ilion
774	Bassett, Henry	"
775	Johnson, John S.	Syracuse
776	Wells, Wm. H.	"
777	Green, Oscar A.	Troy
778	Stewart, W. C.	"
779	Arndt, Charles	"
780	Wallace, Benj	"
781	Linson, Wm.	Tarrytown
782	King, H.	Rome
783	Luttenger, C. W.	Utica
784	Jewett, A. P.	Clarks Mills
785	Owen, Fred A.	Warsaw
786	Montgomery, W. E.	"
787	Pellet, Robert L.	Watkins
788	Smith, Wm. W.	"
789	Marquisel, Jacob	W. odspert
790	Burr, Newton H.	New York
791	Brooplet, Edward, M.D.	"
792	Carpenter, J. E. Jr.	"
793	Drowsee, E. L. M.	"
794	Doscher, John W.	"
795	Dickinson, Charles F.	"
796	Hyatt, Herbert R.	"
797	Gessefeld, Harry	"
798	Miller, Chas. M.	"
799	Prigge, J. A. Jr.	"
800	Bergold, Chas.	"
801	Butler, Geo. A.	"
802	Casterlin, Chas. H.	"
803	Levy, Milton	"
804	Schupp, R. F.	"
805	Sussman, Paul	"
806	Wright, Geo. Curtis	"
807	Theimiger, G.	Brooklyn
808	Volat, Louis C.	"
809	Bell, J. Finley, M.D.	East Hampton
810	Smith, Geo. L.	Earlville
811	Wells, Chas. G.	Friendship
812	Ives, F. J.	Norwich
813	Davies, R. C.	Islip
814	Knowlton, John J.	Long Island City
815	Hendrick, Rev. T. A.	Rochester
816	Brackett, Edgar T.	Saratoga Spgs
817	Walbridge, John K.	"
818	James, L. A.	"
819	Maw, John P.	Westmoreland
820	Roy, Edward F.	West Troy
821	Cavanaugh, W. J.	Worcester
822	Hardy, Dore W.	"
823	Smith, Alvin T.	"
824	Emmons, A. L.	"
825	Crippen, Geo. B.	"
826	Babbitt, G. E.	"
827	Lynch, W. H.	Windsor
828	Hone, Harry S.	West Groton
829	Childs, Arthur E.	Waverly

OHIO DIVISION—41.

56830	Field, Thos. M.	Sandusky
831	Schoeffle, Aug.	"
832	Chinnery, M. J.	Jamestown
833	Watts, Charles J.	Springfield
834	Gendron, Adolph	Toledo
835	Chase, Arthur E.	"
836	Miller, Geo. E.	"
837	Robinson, C. W.	"
838	Brooks, H.	"
839	Kruger, Fred	"
840	Tracy, W. A.	"
841	Linger, J. C.	Auburndale
842	Race, C. S.	Mansfield
843	Martien, D. F.	"
844	Hastings, S. P.	Norwalk
845	Gray, Ernest B.	Akron
846	Billow, Albert C.	"
847	Lohmann, Alfred P.	"
848	Emerson, R. A.	Bloomdale
849	Millard, Philip	Cincinnati
850	Winans, W. B.	"
851	Royer, John W.	Columbiana
852	Pessel, Bert	Dalton
853	Harmann, B. P.	Fostoria
854	Andes, W. D.	"
855	Sherwalt, W. J.	Fremont
856	Carlisle, W. G.	Kent
857	Burbank, W. F.	Hartwell
858	Taylor, Edwin H.	"
859	Burns, Ross	Galion
860	Angell, A. L.	"
861	Cox, W. Ralph	"
862	Schaefer, Jacob J.	"
863	Newlon, J. W.	Mansfield
864	Goodman, George	Portsmouth
865	Welch, Ed. T.	"
866	Coles, Charles A.	Springfield
867	Chamberlin, Rev. B.	Youngstown
868	Hirschberg, Max	"
869	Scholl, W. J.	"
870	Gran, G. L.	Wapakoneta
871	Owens, John	Seville
872	Hockemier, James G.	Tippecanoe City
873	Pearson, Warren J.	"

PENNSYLVANIA DIVISION—60.

56874	Benson, Harry L.	Philadelphia
875	Smith, George	"
876	Stowman, Wm. B. Jr.	Philadelphia
877	Jackson, Thos.	Bristol
878	Cranmin, W. C.	Tobytown
879	Taylor, Fred R.	Canton
880	Seely, Jess R.	Knoxville
881	*McCabe, Merton*	Huntingdon
882	Rung, Harry H	"
883	Bonck, Will F.	Latrobe
884	Poerstel, W. H.	Pittsburg
885	La Rue, Barry	Shawnee
886	McIlerma, T. J.	Sawickgale
887	Board, Edward	West Phila.
888	Schoener, Frank	"
889	Minster, J. Howard	"
890	Hansell, George W	"
891	Barranger, Joseph E.	Philadelphia
892	Dinsmore, A. A.	"
893	Hampshire, H. P.	"
894	Hook, Harry S.	"
895	Ingalls, S. Curtis	"
896	Jones, F. Coleman	"
897	Leopold, Mark	"
898	Moore, Levi W.	"
899	Miller, D. D.	"
900	Shephard, Jno.	"
901	*Smith, Bella V.*	"
902	Thorp, James S.	"
903	Fiscus, Hugh W.	Apollo
904	Fiscus, W. S.	"
905	Hildebrand, Syl. T.	"
906	Jack, L. T.	"
907	Johnston, H. S.	"
908	Kerr, Geo. B.	"
909	McClure, Wm. I.	"
910	Teeters, Geo. L.	"
911	Wray, Frank T.	"
912	Wolfe, Chas. P.	"
913	Heineman, Otto E.	Allegheny
914	Oakes, W. A.	Athens
915	Ross, Chas. F.	Beaver Falls
916	Wilson, W. A.	"
917	Rosa, Edward D.	Canton
918	Bish, Edward	Elulalia
919	Moore, J. M.	Grove City
920	Smith, C. E.	Greenbrier

56921	Tritle, Fred M.	Harrisburg
922	Yorse, Ogden R.	Lewisburg
923	Loman, Augustus H.	North Wales
924	Martin, Thos.	Pittsburg
925	Wilson, C. B.	"
926	Watson, Daniel W.	Rutledge
927	Smoyer, Henry S.	Stroudsburg
928	Purington, James L.	"
929	Patrick, Robt. D.	Tower City
930	Homer, G. Ellis	Warren
931	Lewis, E. D.	Wyalusing
932	Hart, Reginald L.	Wayne
933	Shaw, J. Elliott	"

RHODE ISLAND DIVISION—6.

56934	White, Emmett W.	Chepachet
935	O'Reilly, P. R.	Pawtucket
936	Thomas, Chas. W.	"
937	Babcock, Harry H.	"
938	Jillson, Randolph	"
939	Tobee, Willis	"

VIRGINIA DIVISION—1.

56940	Van Zandt, G. C.	Roanoke

WISCONSIN DIVISION—1.

56941	Bosworth, F. E.	Stevens Point

GEORGIA SUB-DIVISION—5.

56942	Huhn, C.	Macon
943	Baskin, J. H.	"
944	Jones, Harry	"
945	Long, Jones	"
946	Hubbell, L. T.	Savannah

VERMONT SUB-DIVISION—1.

56947	Mattison, B. V.	Manchester Centre

WASHINGTON SUB-DIVISION—1.

56948	Harnden, Harry M.	Vancouver

WEST VIRGINIA SUB-DIVISION—2.

56949	McGinnis, C. H.	Martinsburg
950	Joseph, Geo. M.	Montgomery

NORTH DAKOTA CONSULATE—2.

56951	Russell, W. S.	Grand Forks
952	Griffith, Samuel H.	Emerado

SOUTH CAROLINA CONSULATE—2.

56953	Jervey, C. Heyward	Charleston
954	Welch, S. L.	"

MARITIME PROVINCES CONSULATE—1.

56955	Holman, Percy B.	St. Johns

IDAHO—1.

56956	Hagan, George D.	Coeur d'Alene

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Date..... Name.....

Club..... St. and Number, or Box.....

References..... City,.....

State.....

Enclosed.....for Holder.

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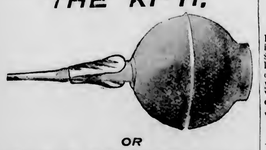
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FULL NICKELLED, WEIGHT 2 OZ.
STEEL, 25 CENTS.



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New Designs
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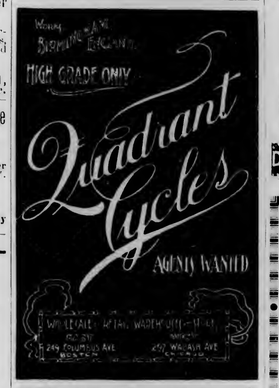
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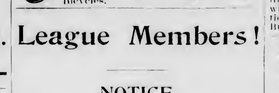
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All Solid Leather. Tapered Cleats, which don't break off; catch pedal quickly. To introduce them we make
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All others have faults—some serious.
A simple clasp, yes, but a strong one, DESIGNED and built for this especial purpose; protects trousers PERFECTLY. NEVER slips its position, riding or walking. It grips the trousers only—NOT THE LEG; allows free ventilation; so comfortable you cannot feel it's there. Then why wear shackles—ankle bracelets? Why?
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BICYCLES
Of every description in exchange for New VICTORIES, RALEIGHS, EXCELSIORS etc., etc.
Highest prices allowed.
Send for Bargain List and Catalogue of new wheels.
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REAL BICYCLE UNIFORMS.



Be sure to send for free samples and measure blanks. Club Uniforms a specialty. L. A. W. Coats, $8; Knee Breeches, $4. Punnett's celebrated Jersey Cloth Knee Breeches only $4 a pair. Bicycle Caps, Sweaters, Monograms, etc. Be sure to write now.
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All strictly first-class work at moderate prices. U. S. Representative of "KAUFMAN," who is coming soon.



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WILL RESTORE THE FADED FINISH ON YOUR WHEEL TO ITS ORIGINAL BRILLIANCY.
IT IS THE ONLY PERFECT ARTICLE OF ITS KIND IN THE MARKET.
EASILY APPLIED. READY FOR USE. DRIES QUICKLY WITH A LUSTROUS FINISH. ONE PACKAGE IS ENOUGH TO REFINISH A BICYCLE.
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Jones' Suspension Bicycle Saddle.
Simplest, Cheapest, Neatest and Best.
For Carrying Children on Ordinary Safety Bicycles.
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THE FAVORITE ROUTE
BETWEEN
Boston, Philadelphia, Baltimore, Washington,
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And all points in Interior Pennsylvania.
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To Buffalo, Niagara Falls and the West.
WHEELS CARRIED FREE.
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A limited train of Drawing Room Cars only will leave Boston at 12 noon, due in New York at 5.40 P. M.
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Superb Equipment, Excellent Train Service, Fast Time, and Courteous Employees make the
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THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Detroit, Cleveland, Toledo, Chicago and St. Louis.
Special trains exclusively for wheelmen are being arranged for, to run from Boston and New York to the National Meet of the L. A. W. and International Races at the World's Fair in August. These trains will be connected with cars enroute off the line of the Fitchburg and West Shore Railroads. For particulars, time table, etc.,
Address, C. A. SHERMAN,
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THE FAVORITE LINE from Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.
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BOSTON and CHICAGO
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THE ONLY LINE running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes and Burlington, Vt.
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ELEGANT PALACE SLEEPING CARS to and from
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For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad and at
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The Favorite Route of Wheelmen
BETWEEN THE
EAST, WEST, NORTHEAST and SOUTHWEST.
—THE—
WEST SHORE RAILROAD
(The first road out of New York to carry bicycles free in the baggage cars of its company.)

Special attention is invited to the fact that all through trains connect with those of the *Fitchburg Railroad*, the only road in New England carrying wheels free.
The following meets are to be held on the line of the West Shore Railroad, and wheelmen will receive special attention enroute thereto:
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June 19. Remington Bicycle Club Race Meet, Ilion, N. Y.
June 21. Albany County Wheelmen Race Meet, Albany, N. Y.
July 1. Kings County Wheelmen Race Meet, Brooklyn, N. Y.
July 8. Riverside Wheelmen Race Meet, New York, N. Y.
Remember this line traverses the historic and picturesque West Shore of the Hudson River, skirts the foothills of the Catskill mountains and passes through the beautiful valley of the Mohawk.
Elegant Drawing-room and Sleeping Cars run daily between Boston, New York, Newburgh, Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Detroit, Cleveland, Toledo, Chicago and St. Louis.
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Columbia Tube Mill. Hartford Rubber Works. Columbia Bicycle Factory.

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THE ABOVE CUT, reproduced from a large water color painting now hanging in our exhibit in the Transportation Building at the World's Columbian Exposition, is a fair representation of the manufacturing departments of the Columbia plant at Hartford, grouped for the purpose of affording a comprehensive view, but faithful in proportions and in the details of the various buildings.

It may be neither modest nor necessary to make the statement, but it is nevertheless a fact, that this comprises by far the largest and the most complete plant in the world devoted exclusively to the manufacture of high-grade bicycles.

The mechanical equipment throughout is the finest that American ingenuity has been able to devise for its purposes, and that ample capital can provide.

Its personnel embraces some 1500 experienced workmen, skilful experts and able managers, not surpassed by any other manufacturing establishment that we know of in any line.

These are the only bicycle works in the world embracing a large, independent and fully equipped rubber plant, and a thoroughly organized mill for the making of the highest grade cold drawn seamless steel tubing.

The Bicycle Factory proper is better provided than any other with all the most approved means of carrying through the goods, from the raw material to the finished product, and its forging, machining, ball rolling, swaging, testing, enamelling, nickeling, inspection, assembling and each of the various other departments is complete in itself.

In this great plant every resource is utilized and every effort concentrated in the single direction of making Columbias as nearly right as lies within human power.

The manufacture of the whole bicycle, and of everything that enters into it, under one roof, has been the fond dream and the inaccurate claim of some makers. We cannot lay claim to the production of ore, nor the making of steel, and though our President does happen to own a cattle ranch, we do not tan hides nor conduct a leather business for the sake of cutting our own saddle leathers. For this one item we contract outside, and by requiring a selection which affords us but three or four pieces from each hide we are able to secure leathers which correspond in quality to the other parts of Columbia saddles. They cost us more than the saddle leathers used by other manufacturers, but in this, as in all respects, we consider quality before price in the making of the Columbia.

The great care taken to make Columbia bicycles as nearly perfect as possible in design, materials, workmanship and finish, the value put into them, the conservative methods by which they are sold at standard fixed prices, with fair discounts only to regular agents, the watchfulness with which every machine is followed after it has left our hands, the value of the Columbia guarantee, and the liberal manner in which it is applied, these are the important factors in the popularity of Columbias and the chief reasons for the confidence with which the public buy new Columbias at the established catalogue prices, while less valuable machines are being sold at cut rates.

We do not have to reduce prices because we give full value for the money and everyone pays the same.

We guarantee to all purchasers of Columbia bicycles that we will make no reduction of selling prices during the year 1893.

POPE MFG. CO.

BOSTON. NEW YORK. CHICAGO. HARTFORD.

He Knows Hartfords Are Reliable

PITTSBURG, PA., May 5, 1893.

Hartford Cycle Co., Hartford, Conn.:

Gentlemen—We have opened our branch store in the East End, and it give me pleasure to say the first new wheel which was sold was a HARTFORD, pattern "D."

So far this season we have not had one of your '93 patterns come back for repairs of any nature whatever, and our sales have already equalled the total for 1892, as your records will show.

We hope to continue on the same line, and remain

Very truly yours, J. A. JOHNSTON.

HARTFORD CYCLE CO.,

HARTFORD, CONN.

The BICYCLING WORLD AND L. A. W. BULLETIN

Founded 1877

Volume XXVI. Number 16. BOSTON, FRIDAY, JUNE 23, 1893. 50 Cents a Year. 5 Cents a Copy.

The Pneumatic Inner Tube Question.

We early demonstrated that a removable inner tube was essential to the highest grade pneumatic tire.

Victor Bicycles go one step further by making it removable through a hole in the rim.

This is the only right way.

Makers of hose pipe pneumatics are gradually coming to the inner tube as an indispensable part of the tire, but they can never rival the Victor because our "man-hole" patent covers the point thoroughly, and no other maker can use it.

"Victors Make the Pace"

In tires and improvements.

OVERMAN WHEEL CO.,

BOSTON. WASHINGTON. DENVER. SAN FRANCISCO.

Do not fail to notice our special offer on page 309. You stand a chance to get a high-grade Bicycle free.

He Tried To Sell The Wheel.

WALTER LILLY, of Norristown, Pa., was given a hearing on the charge of larceny by bailee of a bicycle, preferred by J. H. Brandt & Bro., of Norristown. The defendant hired a wheel of the firm on Saturday morning, for which he paid $2.50 for two days. The next day Mr. Brandt received a dispatch from the Anderton Bicycle Company, of Philadelphia, stating that Lilly was endeavoring to sell the wheel for $20. He was brought to Norristown and was held under $900 bail for his appearance at court.

Springfield's Events.

THE Springfield Bicycle Club has made the following schedule for the annual tournament:

September 13—Mile novice, half mile 1.15 class, half mile open, two-mile 5.20 class, mile international invitation race, mile 2.30 class, half mile handicap, mile 2.40 class, half mile 1.20 class, mile handicap.

September 14—Mile 2.35 class, half mile 1.10 class, half mile open, two mile 5.10 class, mile international invitation race, mile 2.25 class, half mile handicap, mile 2.15 class, two mile handicap, mile consolation.

Improving Hampden Park Track.

THE Springfield Bicycle Club has begun putting pipes around the entire circumference of its track on Hampden Park, with faucets for sprinkling purposes within short distances of each other. It will cost about $200, but this will soon be made up in the reduction of the cost of labor, the track being now watered by hand. D. E. Miller and J. W. Drown represented the club at the meeting of the Massachusetts Division at Boston last week, carrying down the club's invitation to the Division to hold its fall meeting there at the time of the tournament.

Graves Makes a World's Record for Twenty-Five Miles.

FRED C. GRAVES, who was declared a professional last year for receiving expenses from the Warwick Cycle Co., broke the world's 25-mile road record on 5-mile course on Belle Isle, opposite Detroit, in 1.13.08 2-5. The previous best record, 1.13.55 2-5, was made by Eddie McDuffee at Boston, on May 27, so that Graves lowered the record by 47 seconds. A report from Detroit states that he applied to the L. A. W. a few days ago for permission to use amateur riders as pace makers. His request was refused, but he was accompanied to the Island by nearly one hundred local riders and the timing and checking was systematically performed.

Two Wheelmen Collide.

THE persistent carelessness of bicycle riders frequenting asphalted Federal street, Philadelphia, Pa., resulted in a serious accident last week; John Dowd and Thomas W. Palmer came into collision. Dowd was thrown several yards by the force of the concussion, and striking his head against the curbstone, was made unconscious. Palmer was also knocked off his machine, and was severely bruised and cut about the head. Both bicycles were ruined.

A Road Hog Arrested.

WALTER LEE and three friends, all members of the 7th Regiment, took a ride in New York last week. In crossing McComb's Dam Bridge, at 10 o'clock, on their way home, they alleged, James R. Pringle, who was out riding with his brother-in-law, J. R. Morrell, unnecessarily crowded them by driving his horses and wagon too close to them. When he was asked to be more careful, Pringle struck his whip across Lee's face. Lee asked Policeman Mangoni of the One-hundred-and-fifty-second street squad to arrest Pringle, but they said the officer paid no attention to the request, and allowed the two men to enter a liquor store at One-hundred-and-fifty-fifth street and Eighth avenue. The 7th Regiment men stood guard about the place to prevent Pringle's escape. According to the story he stepped out of the place a few minutes later in the clothes of his brother-in-law. He was recognized, however, and failing to escape struck Lee twice in the face. The justice fined Pringle $10

A Cycle Thief Escapes.

WILLIAM S. BECKWITH, a bicycle thief, sentenced from Leavenworth, Kan., to eighteen months' servitude in the Kansas State penitentiary, eluded the guards the other day while employed in a field with other convicts, and has not been recaptured. Warden Chase has offered a reward of $50 for his apprehension. Beckwith escaped in his prison garb, and it is believed that his wife, who visited the penitentiary aided him in his escape by concealing at a certain point a suit of clothing. Beckwith was arrested last summer in St. Joseph, Mo., for the theft of a bicycle from George W. Combs.

A Relay Race on Foot.

THE success of the recent relay bicycle race from Bangor to Portland has given an impetus to road racing in Maine, and Director G. L. Meylan of the Bangor Young Men's Christian Association gymnasium, is now talking of arranging a novelty—a running foot race from Bangor to Waterville and perhaps further. Should it be carried into effect about a dozen runners would be stationed along the roads five miles apart, and one take a message from the other, as in the bicycle race, each runner going five miles would be the first race of the kind ever held in Maine, and would create much interest all over the State, and more especially in that section.

Not Sold Out.

Our entire output for 1893 is not sold and we are not declining to accept orders, but are taking all we can get, and still have a few blank pages in our order book.

There are numberless machines on the market, but the HICKORY is sufficiently popular to compel us to run our factory night and day to supply the demand.

Everything desirable in a safety bicycle is found in the HICKORY.

Send for a Catalogue.

Hickory Wheel Co. Newton, Mass.

THE REMINGTON.

3 PATTERNS FOR 1893.

Light Roadster, Actual Weight, 32 lbs. **Roadster, 44 lbs. Ladies Wheel, 42 lbs.**

PRICES, $140.00.

Material, best obtainable. Workmanship unsurpassed. Mannesmann Tubing. Warwick Hollow Rims, and a variety of the best pneumatic tires to select from.

REMINGTON ARMS CO., 315 BROADWAY, NEW YORK.

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A HARVEST FOR ENERGETIC AGENTS.

CATALOGUES READY. SENT UPON APPLICATION

LOVELL DIAMOND CYCLES.



WEIGHT 31 LBS.

Our Best Efforts Combined in Our '93 Models.

THE RESULT: Not a Semblance of ANTEDILUVIAN IDEAS.

Improved Columbia Pneumatic Tire.



WEIGHT 37 LBS

Pneumatic Tires, $115.00, $100.00, $85.00.

Cushion Tires, $105.00, $90.00, $75.00

JOHN P. LOVELL ARMS CO., Manufacturers, BOSTON, MASS.

Latest and Most Improved Design.

Strictly First-Class in Every Detail.

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TRADE MARK

High Grade Bicycles. 32-lb. Scorcher, $135.00

Agents Wanted in Unoccupied Territory.

O. J. Faxon & Co., Manfrs., Boston, Mass.

"The Winton is a Winner."



WINTON LIGHT ROADSTER.

. . . HIGHEST GRADE THROUGHOUT. . . .

No Agency complete without this Distinctive and thoroughly First-Class Machine.

Winton Roadster, all on, 40 lbs., price $150.
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Winton Ladies', improved design, 38 lbs., price 150.
Winton Racer, nothing lie it, 20 lbs., price '60.

Easiest running bearings in the world. True double diamond frame. Winton perfect pneumatic tires.

If there is no agent in your place, know all about us by asking for a catalogue.

THE WINTON BICYCLE CO., CLEVELAND OHIO.

110 PERKINS AVENUE.

UDELL WOODEN WARE CO., St. Louis, distributing agents in Texas and Missouri, except Kansas City.

We are preparing designs for 1894, and **SOLID COMFORT SADDLES** will be up in front as usual next year.

So do not think of placing any orders until you see us.

BRETZ & CURTIS MFG. CO., - - PHILADELPHIA, PENN.,

A Revolution In Bicycles.

LIGHTNESS WITH STRENGTH.

ST. LOUIS REFRIGERATOR & WOODEN GUTTER CO.

ST. LOUIS, MO.

Manufacturers of **BICYCLES.**

INCORPORATED 1873. *CAPITAL STOCK, $500,000.*

The last in the field to manufacture, we leap to the front in one bound. Having discovered a process for making aluminum stronger and more elastic than steel, we will, in the course of the next 60 days, offer to the public our . . .

▲ ▲ ▲ LU MI NUM ▲ ▲ ▲

HIGH GRADE BICYCLES.

There will be no brazed joints to give out. They will never tarnish, and the frame will last a life-time. The **LU MI NUM** is more of a revolution in bicycle frames than the steel tubing is over the gas-pipe or malleable iron frame, the pneumatic tire over the solid rubber tire, or the ball-bearing over the cone-bearing.

MARK WHAT WE CLAIM

The steel tubing and drop forging must go. Their usefulness is past. To show that we mean what we claim we issue the following challenge to any first-class maker of bicycles, either in Europe or America:

"The manufacturer of the machine wishing to contest with the LU MI NUM shall select two judges. We to select two judges, and the four judges to select one more. They are to put the machines to all the various tests necessary to show their strength.

If the judges do not testify that the LU MI NUM is by far the strongest frame, we will contribute $500 to any charitable institution the manufacturer of such bicycle contesting may name. If it is proven, and the judges so testify, that the LU MI NUM is Twice as strong as the steel tubing frame contesting, the manufacturer of such bicycle shall contribute $500 to any charitable institution WE may name. And if further the contest shows that the LU MI NUM is THREE TIMES stronger than the steel frame bicycle contesting, the manufacturer of such bicycle shall contribute $750 to such charitable institution as we may name. Machine to weigh 30 lbs. and under."

Who will accept the Challenge? The celebrated high-grade machines are especially invited. [MENTION THIS PAPER.]

HIGHEST GRADE

EXCELSIORS

Few more good agents wanted in



New England, Middle and Southern States.

Racers. Road Scorchers. Light Roadsters. Ladies'.

Weights, 25, 30, and 35 lbs.

LIVING DISCOUNTS TO LIVE AGENTS. SEND STAMP FOR ENCYCLOPEDIA OF CYCLERS' WANTS, NOW READY TO MAIL.

SUNDRIES.

ACKNOWLEDGED LARGEST SUNDRY HOUSE IN THE UNITED STATES.



"Z. & S." Stocking Supporter, "Z. & S." Bundle Carriers, Wrenches, Grips, Locks, Cyclometers, Tire Tape, Rubber Solution, Graphite, Oilers, Enamel, Bags, Safety Stands, Gloves, Stockings, Caps, Sweaters, Nipples, Balls, Cork Handles, Rims, Saddles, Bells, Lamps, Horns, Whistles, Pumps, Guards, Screw Drivers, Drinking Cups, Leggings, Shoes, Jersey Suits, etc., etc.

HOWARD A. SMITH & CO.. NEWARK, N. J.

ROUSE HAZARD

The True Test of Merit
is Satisfaction Expressed After a Trial.

A dissatisfied customer seldom orders from the same house twice, but when customers, including the largest jobbers and retailers, continue to place their orders with us year after year, it is evident our goods please them, that they are reliable, best of all, give complete satisfaction. This fact alone should be enough to get you to thoroughly investigate our lines.

The superiority of our lines is not questioned.
Those who have seen our stock acknowledge it the largest.
Those who deal with us admire our promptness and liberality.

—WE MANUFACTURE—

RUDGES, SYLPHS, and OVERLANDS.

Our Peoria factory is fully equipped for turning out highest grade machines. We are also largest western jobbers of WESTERN WHEEL WORKS' cycles, while in special bargains we offer 25 or more styles in brand new machines. See our Exhibit in Section F—Gallery—Transportation Building, World's Fair.

☞ Catalogue and Agents Terms Free.

ROUSE, HAZARD & Co., 9 G St., PEORIA, ILL.

GEO. M. HENDEE, Springfield, Mass., General Agent for Rudge, Sylph and Overland.



P. & M.

CENTURY.

WEIGHT, 14 OZ.

Price $5.00.

MILWAUKEE, WIS., Nov. 14, 1892.

PERSONS & MULLER MFG. CO., New York City.

Gentlemen:—After giving your Century Racing Saddle and your three coil spring Light Road Saddle a thorough test, I can frankly say that they are the best thing in the saddle line I have even seen. I am using the Century saddle on my special Sanger racer.

Yours truly,

(Signed), W. C. SANGER

PERSONS & MULLER MFG. CO., New York City.



The LEAGUE CHAINLESS

SAFETY.

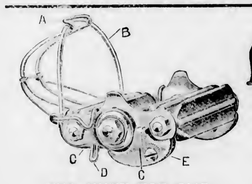
FIFTY PER CENT. less friction with **BEVEL GEARS** than with chain and sprocket.

NEATEST IN APPEARANCE and Latest in IMPROVEMENTS.

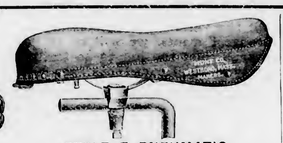
Nearer a "'94" Wheel than Any Other Make.

THE LEAGUE CYCLE Co.,

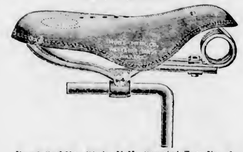
30 UNION PLACE, - - HARTFORD, CONN.



THE HUNT TOE CLIP,
Adapted to rubber or rat-trap pedals. The best thing yet produced.



STYLE E PNEUMATIC.



Road Saddle, Style M M, Special Top No. 8.



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Square and Round Tool Bags of different sizes.

Send for Illustrated Circulars, Prices, etc.

HUNT MFG. CO.,

WESTBORO, MASS.

Licensed under Garford Patents.

One Important Factor

In the inflation of a Pneumatic Tire is to have a good connection between the pump and the tire. To accomplish this, always use the **C. I. TUBING**, made by the . . . .

Boston Woven Hose & Rubber Co.

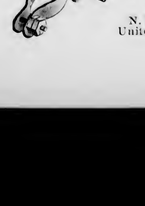
Made to fit Pneumatic Pumps, and weighs less than one ounce to the foot.

It will not swell or give under pressure of the pump, and saves one-half the labor of inflating the tire.

Manufacturers and Dealers Supplied by the

BOSTON WOVEN HOSE AND RUBBER CO.,

275 Devonshire St., Boston, Mass.



HAVE YOU EVER STOPPED

To consider how much more pleasure you can obtain from cycling with a good reliable cyclometer attached to your wheel? The '93 pattern Weston fork cyclometer leaves nothing to be desired in a registering device. Many points of excellence. Be sure and see it before purchasing.

FRANK C. WESTON, BANGOR, ME.

N. B.—One agent, (exclusive,) wanted in every town and city in the United States.

1893 **NEW MAIL**

HIGHEST GRADE.

—11th Year.—

Greater Demand Than Ever Before?



Pneumatic Tires, $125.
Dunlop Detachable Tires, $135.

The Wheel of '93! See it and Send for Catalogue.

—MANUFACTURERS—

WM. READ & SONS,

107 Washington St., - - - - Boston, Mass.

Chicago Branch, Masonic Temple, A. W. MOORE, Manager.

THE

BICYCLING WORLD.

Published Every Friday

—BY—

THE WHEELMAN CO.

Incorporated under the Laws of Massachusetts.

167 OLIVER STREET,
BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Albert Bassett, Box 5267, Boston, sending their old address as well as their new, and their League number.

TO OUR ADVERTISERS:

Copy for new advertisements must be handed in by Tuesday morning to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN CO.

☞ Postage stamps will not be accepted hereafter in payment for advertisements or Subscriptions. Checks, Money Orders or Postal Notes only will be taken.—☜

C. W. FOURDRINIER, Editor and Manager.

EDITORIAL STAFF:

J. S. DEAN. JAS. W. CARTWRIGHT, JR.
H. CROWTHER.

BOSTON, JUNE 23, 1893.

IT is very evident that the evil of scorching through the public thoroughfares is a rapidly growing one, not only here but abroad; in fact wherever cycling is found, and severely restrictive measures are needed to put down the abuse. We have before taken occasion to speak emphatically on this subject, in common with the rest of the cycling press, but all the argument and logic in the world appear to have little weight upon the minds of a certain class of riders. So there remains but one thing to be done and that is for the various municipal governments to enact such legislation as may meet the requirements in each particular case and proceed to enforce the ordinances with the strong hand of the law.

Bicycling News in its last issue thus foreshadows the action of the local authorities in England:

"On more than one occasion have we spoken in strong terms of cyclists who bring disrepute upon a healthful pastime by reckless riding, and we are glad to learn that, acting upon complaints received not only from private sources, but from the Reading C.C.—the executive of which has taken strong measures to put a stop to the mad carooring of several riders—the Watch Committee of the Reading Town Council have determined to put a stop to the practice by prosecuting those who are foolish enough to indulge in it."

The time has evidently come when the bicycle is to be recognized upon our statute books.

THE Cash Prize League is making a mistake in permitting persons connected with it to make statements to the press which cannot be borne out by the facts.

For the past fortnight the newspapers all over the country have been industriously flooded with announcements that this, that and the other crack had signified their intention of joining the professional organization. In the majority of cases this may or may not be true, but in two instances we are enabled to speak authoritatively: Mr. George F. Taylor has *not* made application for license in the C. P. L. and we have the assurance that Mr. W. W. Taxis will not join that organization. Misstatements but serve to discredit any cause or any party and while it would doubtless be a card for the N. C. A. to be enabled to announce that the best men in the country had joined its ranks, that organization will find it not only more politic but decidedly more profitable in the long run to muzzle some of its "inducers."

IT would seem as though the National Cyclists' Union had overstepped its authority in the case of Arthur A. Zimmerman. Authentic private information from England is to the effect that his application to the N. C. U. for a license to race was granted only conditionally upon his riding any machine but the English one which he has been using for some time past. If this be true, it is in order for the League of American Wheelmen to require an explanation from the N. C. U. Under the terms of the international agreement, as formulated during Mr. H. E. Raymond's recent trip to England, each organization agreed to accept amateur riders from their respective countries who came properly accredited by the governing bodies of those countries, and how the N. C. U. could, in the face of the L. A. W. credentials which Zimmerman carried with him, refuse to permit him to ride except under restriction, is past comprehension.

As the closing scene the cable last week conveyed the information that Zimmerman had wired for two American racing wheels which were shipped him ex Majestic, and this is further supplemented by the news that he had sailed on Saturday for America.

It may be safely assumed that the League of American Wheelmen will demand and receive a satisfactory explanation.

And it may be further assumed, if the facts are as stated, that it will be many a long day ere an American champion will again be seen upon the racing paths of England.

THE N. C. U. is not the only organization with which the L. A. W. is likely to lock horns. The Intercollegiate four A's passed a resolution at its recent annual meeting repudiating the League of American Wheelmen's control of cycle racing, and asserting that it would run its cycle events independently of and entirely disregarding the L. A. W. racing rules. The college men have had one taste of League authority in the recent suspensions from the track of the men who competed in races not sanctioned by the League, and the L. A. W. should promptly and decisively assert itself by refusing any further sanction to the American colleges in the association until such time as they shall recognize the former's jurisdiction over cycle racing.

Sanger Creates New Figures.

LONDON, June 19.—Walter C. Sanger surpassed at Herne Hill to-day all his previous work. After taking a flying start he beat his quarter-mile record of Saturday, which was 28 4-5s. by one second. He did a mile in 2m. 10 1-4s., beating Harris' record by 2 2-5s. He also surpassed by 2 1-5s. Scofield's record of 1m. 38 2-5s. for three-quarters of a mile.

These figures were announced in the daily press as world's records, which is of course a mistake. They are simply English records. America is still ahead.

Zimmerman Sails For Home.

LONDON, June 17.—A. A. Zimmerman sailed to-day from Southampton for New York on the American Linesteamer Paris.

Boston A. C. C. Road Race Postponed.

EDITOR BICYCLING WORLD: Owing to postponement of the Waltham Bicycle Club's race meet to June 24, it has been decided best to postpone our road races until Wednesday, June 28, at 4.30 and 4.50 o'clock. The same rules and data as already furnished will apply, except that captains will report with their teams to clerk-of-course at *Stark, not* later than 4.15, *instead of at Parkman House.*

H. W. ROBINSON, Sec.
Per order of Executive Committee.

Wylie Starts for Chicago.

HARRY HILLIARD WYLIE started from the City Hall, New York, at nine o'clock last Saturday morning to go over the same route in an attempt to break his own record of fourteen days and seven hours from New York to Chicago, made four years ago on a high wheel.

A Delaware Record.

ON Saturday last J. Lee Hanley beat the best previous record between Wilmington and Newark, Del., by making the distance of twelve and three-fourths miles in forty-three minutes, two minutes better than any previous record.

B. Frank Mayne also made an excellent record over another course. He rode from this city to Philadelphia and return, via West Chester, in seven hours and twenty-six minutes. This is much faster than any 100-mile local record yet made. The rider started at 8.40 A. M., and Wilmington was reached at 4.06 o'clock.

Altair C. C. Road Race.

THE first annual meet of the Altair Cycle Club was held Thursday evening, June 15, over the course on the Conduit Road, Washington, D. C.

The first event, a five mile race, was won by Charles Weaver; time 16.10; Edward Lycett second, time 16.15; and Louis Weaver third, 16.1.

Dr. Merriam acted as referee, and W. T. Weaver, Thos. Barr and A. C. Fisher were timekeepers.

ANOTHER SPECIAL OFFER.

Bicycling World and L. A. W. Bulletin Reduced to 50 cents per Year.

(This does not include L. A. W. membership or renewal to same.)

Every New Cash Subscriber Can Have a Chance to Secure a

HIGH GRADE BICYCLE FREE OF CHARGE.

The winner can have choice of any bicycle of any make which is advertised in the columns of the BICYCLING WORLD between May 14 and Aug. 11, 1893.

Cut out this coupon, or else copy same *verbatim* on a sheet of paper, and enclose with the subscription price of paper.

COUPON.

WHEELMAN CO., 167 Oliver Street, Boston.

Enclosed find 50 cents, for which send me the BICYCLING WORLD AND L. A. W. BULLETIN for one year to following address:

Name, _____

_____

_____

I ride a _____ make of wheel. I guess that the greatest number of machines, of any one make, ridden by those sending in new subscriptions (which will be sent in for the BICYCLING WORLD in response to this offer) between May 12 and Aug. 11, will be _____ machines.

THE SCHEME:

The new subscriber who guesses *the nearest* to the true figures will get a High Grade Bicycle. No matter whether the estimate is above or below the figures, *THE NEAREST WILL WIN.* In case of a tie, priority of date of estimate will determine the winner.

A Nova Scotia Record.

LAST week C. J. Shand, of Windsor, N. S., lowered the bicycle record for the road between Wolfville and Windsor. The distance is eighteen miles and the record, held for some time past by Mr. Shand, was one hour and fifteen minutes. Last Friday, however, Mr. Shand made the run in one hour and nine minutes, thus lowering his previous record, six minutes.

The Hartford-New Britain Relay.

THE relay race between Hartford, Ct., and New Britain, was run Saturday, June 10. The distance was 20 miles and was won by Perry of Norwalk. His time was 1.03.10, beating Seeley's time by nearly three minutes. Alexander's time was 1.06.1 and Van Wagoner's 1.06.45. Main's time was 1.07 and Walsh's 1.07.7.

Oshkosh-Neenah Road Race.

A NEW record was made in the Oshkosh-Neenah road race. The distance of thirteen and a half miles was made as follows: Otto Spangler, first, in 46.15; Charles Law, second, in 46.18; thus lowering the former record eight and one-half minutes. Charles Barnett fell from his wheel near State hospital and did not finish.

The record made by Law, although he did not win the race, is an exceptionally good one from the fact that he rode from Neenah the same morning and started back again in the race after only fifteen minutes' rest. Through a misunderstanding, he and Anderson did not know that the race was to come off yesterday and were not told of the fact until after the last train had left. They were therefore compelled to come down on their wheels.

THE entire management of the affairs of the Charleston (S. C.) Wheelmen's Track Association has been entrusted to the directors, and in consequence the latter intend to manage matters very strictly. While it is true that the stockholders are entitled to free admission to the track and all exhibitions they must nevertheless show their ticket to the gatekeeper every time they desire admittance, or they will be required to pay.

Two Poughkeepsie wheelmen, George R. Terwilliger and George Rutherford propose to ride from that city to New York and return in one day.

The Hartford Cycle Co. Will Not Reduce Prices.

There is no uncertain ring in the following letter from the Hartford Cycle Company on the subject of reduced prices. It is very evident that whatever else may be cut the Hartford will sell at list prices:

EDITOR BICYCLING WORLD: As many of our customers have enquired whether we intend meeting the recent cutting of prices by the Warwick Cycle Co. and other manufacturers, by reducing the list prices of our goods, we assume you that under no consideration shall we do so. Our goods are honestly made and honestly listed, and the prices given in our catalogue will be strictly maintained for the current year, and we authorize you to guarantee your customers to this effect. Respectfully yours,

THE HARTFORD CYCLE CO.,
Devid J. Post, Treas.

Hartford, June 15.

A New Tire Company.

THE last thing in tires is the news of the formation of a pneumatic tire company with Colonel Albert A. Pope and Colonel B. S. Lovell at the head. The announcement is made that they have secured control of new patents which will in a great measure effect all the cycle manufacturers, particularly the tire makers. The old rubber works at South Framingham, will, it is said, be utilized by this new company and work will begin shortly.

A GREAT EXHIBIT.

One Exclusive Privilege of Which Every Advantage Is Being Taken.

WHILE the World's Fair fever is at its height, it may be well to say a word regarding one of the largest exhibitors and their display.

Messrs. Adams & Sons Company, manufacturers of Adams' Pepsin Tutti-Frutti, were granted the exclusive chewing gum privilege, and have spared no pains or expense to make their exhibit one of the sensations of the Fair. Large booths, erected by them, may be seen all over the grounds in each one of which their goods are artistically displayed.

It was the popular impression some time ago that the business of the above-named house had reached its zenith, but the possibilities of their growth seem to be unlimited. Since the introduction of their brand of Pepsin Tutti-Frutti, its medicinal qualities have recommended it to public favor, and their output has necessarily been greater than ever before.

The granting by the World's Fair Directors to this house of the exclusive privilege in their line is simply another tribute to the great merit of their manufacture.

Ride a New Wheel for $18.00.

For further particulars see H. W. Smith & Co's. ad. on page 302.

Summer Homes.

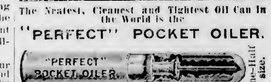
A BEAUTIFULLY Illustrated book—list of over 3000 summer hotels and boarding houses in Catskill Mountains and Central New York. Send six cents in stamps to H. B. Ingoe, General Eastern Passenger Agent, West Shore Railroad, 363 Broadway, New York, or free upon application for your information.

World's Fair Tickets.

THE Baltimore & Ohio R. R. announces that it has placed on sale at its Boston office, 211 Washington street, tickets to Chicago and return reading via Philadelphia and Washington, with privilege of returning via Niagara Falls, at the very low rate of $30.46. Persons intending to visit Chicago this summer are thus enabled at the same time to visit Washington, the Capital of the country, and enjoy the beautiful scenery of the Alleghany Mountains on the outward trip, and returning will have an opportunity to view the far-famed Niagara Falls without additional cost. The facilities of the Baltimore & Ohio R. R. for handling Chicago business is greatly increased by its new time schedule which went into effect Sunday, May 14th. Berths may be engaged and time tables and other information obtained by addressing A. J. Simmons, New England Passenger Agent, 211 Washington street, Boston.

The Neatest, Cleanest and Tightest Oil Can In the World is the

"PERFECT" POCKET OILER.



One-Half size.

Regulates the supply of oil to a nicety. Does not leak. Our new pattern has extra long thread for the tip, also catch which locks the cap firmly to the body of the oiler. This oiler is as its name implies, "Perfect." Price 25c. each. Handsomely nickeled.

HOLDERS

To carry above oiler on a wheel. Thoroughly adjustable and easily attached to any wheel; no rattling; handsomely nickel plated. Price 25 cents each. Larger size holder to carry pneumatic pump at same price.



CUSHMAN & DENISON,

172 9th Avenue, - - New York



FOR years I have labored under the delusion that the bicycle was one of the best means for utilizing the many idle hours that we are told Satan would otherwise use as a lever to get us all into mischief; that it was a thoroughly practical argument in favor of good roads; that as a civilizer and educator in regard to this same good roads it had no equal; that it was a health-giver; that it was one of the best things for the exuberance of life and spirits which pervades the growing boy, the revised doctrine being to get the boy a bicycle instead of sending him away to sea; in short, that it was one of the most precious gifts of the nineteenth century to man; but all this is rudely upset.

"Way down in Jersey there are people who do not believe in the bicycle.

In spite of the fact that the New Jersey Division is energetically preaching the gospel of good roads and modern cycling, they have not yet, evidently, covered their entire field; there is still lots of missionary work for them. If they are not willing to take this statement on faith, then let them read what the Newark *Courier* gets off in regard to the wheel. It says:

> We have never tried bicycles, but we do not doubt that they afford plenty of fun for those who ride them. But there is another portion of the public, and much the larger portion that do not ride the "wheel," and for them it is an intolerable nuisance. As you travel along on the sidewalks, or on the cross-walks, you will find bicycles all around you—ahead of you, behind you, and if you are not an artful dodger, they are pretty sure to be on top of you." * * *
>
> There can be no doubt that bicycling is more corrupting in its influence than horse racing. There are many more in it, and the aggregate of money expended on wheels is much more than that spent on fast horses, or other fast creatures. What makes the matter so much the worse is the fact that nine out of ten of those who buy wheels at $100 have really not got the money to spare. The wheel spoils the boy for any kind of business. In fact it spoils him generally. It is the worst scourge that has dropped on our country towns within the last hundred years.

IF our Newark friend were to have his say, there would evidently be no bicycles in the country, but fortunately not all the newspaper men are "clams."

It is refreshing to read a tribute like the following from the Scranton *Republican*, the writer of which is a man who apparently knows a good thing when he sees it:

> If grand juries in the several Pennsylvania counties during the next few years were composed of citizens who are addicted to the "bicycle habit" there would be better roads at the end of that time than there now are. Every farmer and every other man who owns a horse and carriage, or a team and wagon, would soon appreciate what a saving good roads are in the long run to horse flesh and vehicles. Put bicycle cranks on the grand juries!

Sound logic and convincing. The man who wrote that had heaps of sense.

IT is singular how much foolhardiness the average rider indulges in. He attempts to coast hills that he cannot see the bottom of, crosses tracks in front of electric cars, and dodges in and out of all sorts of dangerous places generally, usually—for there is said to be a special providence which watches over fools—escaping unhurt, but in some cases coming to grief. A case in point is that of a Providence wheelman who tried to coast down Halsdon avenue, and succeeded, but was not equally successful when he tried to stop and turn into Wellington avenue, so he continued on over the sea wall, and finally landed on a rock about 15 feet off shore. The rider was knocked senseless, but escaped serious injury; while the machine, except the rear wheel, bears a general resemblance to a lot of enamelled scrap iron.

THE New Bedford *Standard* in commenting upon the tendency of the devotees of bicycle riding to separate men from women, even to the point of estrangement, asks whether bicycling does not tend to prevent matrimony by keeping the sexes apart. "We don't know how it is in New Bedford," says a Brockton paper, "but in Brockton there are a few couples left to occupy seats in secluded corners of the park or stroll in shady nooks, talking in whispers. Our minister says he has noticed no diminution in the number of young men who bashfully request his services from time to time."

LAST week constable Bennett of Forty Fort, Pa., arose from his slumbers not feeling very well, and decided to make an honest dollar or two for the borough by enforcing the ordinance prohibiting the riding of bicycles on the sidewalks on Sunday. At night he retired to his bed with a record of four captured and fined from two to three dollars each by the burgess. His will was good to capture more, but his legs were not long enough, although he chased a score or more the full length of the borough, and was compelled to swallow the taunts and jeers of his flying foes. This week he is going to buy and learn to ride a wheel himself, and then bad luck to the man who attempts to outride him.

A MEADVILLE (Pa.) cyclist has blossomed out in a combination bicycle suit of his own design. The trousers are made in such a manner that the lower part can be removed, leaving a neat cyclist's suit. The junction between the two parts would hardly be noticed unless special attention was directed to it.

Here is a new field for the daring inventor.

A YOUNG man on a bicycle in Sioux Falls, S. D., had a little experience on Main avenue lately which he will not care to repeat for a few days. He was riding down the street at a rather rapid gait and passing a young lady with whom he is somewhat smitten, turned his head to see where she was going. While thinking of his sweetheart he ran into a team of horses going in the opposite direction. It was hard to tell for a second which was the most broken up, the young man or the team. The man went about ten feet in the air, and when he landed every building in the block shook. He picked himself up, and taking the dilapitated bicycle walked home for repairs.

A "BUTTERFLY" bicycle rider was scorching up Tremont street, and near the corner of Dartmouth street a Jamaica Plain electric was also doing a little scorching on its own hook. The "butterfly" attempted to cross the tracks in front of the car, when the life guard struck his wheel from behind, picking it and the rider up as tenderly as a mother lifts her first born, and the machine and the rider fell back upon the scoop all in a heap. Neither was injured in the least. The car was stopped immediately, and the motor man lifted the tangled mass from the life saver.

After the "butterfly" had recovered from his astonishment he fished a nickel from his pocket and tendered it to the conductor, who had come to the front of the car and assisted in relieving the kidnapped wheelman.

"Nothing for that!" said the bell-rope man.

"It's the first time I ever took a free ride on a West End car," responded the "butterfly," as he mounted his wheel and skimmed off on the other side of the street.

JIM GRADY and Lem Mallory, two residents of Sioux City, Iowa, are sworn enemies of bicycle riders. Each of them recounts numerous instances of being nearly frightened to death, or suffering severe physical strains, on account of efforts to get out of the way of bicycle fiends.

The other day Jim was up at Yankton, and saw a cyclist run into a carriage. The wheelman was thrown to the ground and his wheel considerably damaged. Jim didn't wait for a second glance, but rushed to the telegraph office and sent this telegram to Mallory:

"Bicycle rider killed. Great jollification this evening. Come at once."

Then he went out to look after the remains, and found that the rider wasn't hurt at all, but was walking away with the disorganized machine on his shoulder. Since then Jim has hated cyclists worse than ever.

BOSTON has had the pleasure of entertaining Mr. Frederick J. Osmond, England's premier rider, during the present week, and the personal acquaintance which the leaders of Hub cycledom have been enabled to make with Mr. Osmond has borne out the favorable impression created by the newspaper reports which have reached us since his stay in America.

Mr. Osmond was accompanied by Mr. Howard, who is the representative of the Whitworth in New York city, and during his brief stay here he was given an opportunity of sampling what he was pleased to term the best roads he has yet struck in this country. Out to the Reservoir, through the Newtons, over to the new Waltham track (which, incidentally, is in splendid condition, the surface being much improved over what it was at the Decoration Day meet, and which the famous English flyer did half a dozen laps on, creating much favorable comment by his magnificent and easy action) and back through Washington and Beacon streets, covers a twenty-five mile circuit, which takes in fairly well Boston's best riding district.

Mr. Osmond was entertained at the Boston Athletic Club on Monday night, a complimentary dinner having been tendered him, at which the following gentlemen were present: Messrs. J. S. Dean, H. W. Robinson, Abbot Bassett, J. W. Cartwright, Jr., W. S. Doane, Wm. Charles Howard, Henry Crowther, H. Lindley Crowther, and J. C. Kerrison. The menu was excellent and Mr. Osmond was treated to several novelties in the way of Boston delicacies.

READ! MARK! LEARN!



"Truth is tough."—Holmes.

BUT THE

Union P. D. Q.

IS TOUGHER.

Fifteen

members of the Philadelphia Century Wheelmen Club rode Unions, in the Newark to Philadelphia Century run and

Fifteen

finished without

Puncture, Break or Other mishap,

neither were there any mishaps to the many non-clubmen who rode Union P. D. Q.'s while the light-weight flimsly tired wheels

Dropped off

like autumn leaves,—up to the present date (June 16)

Not One

Union P. D. Q. has been returned with broken wheel or frame, by

Accident

or other cause. — collisions have twisted a few, but they will stand without a flinch where the light-weight machine will be utterly demolished. A

Guarantee

will not keep your feather-weight from

Breaking,

but a pound or two of strength in the right place is a certain safeguard.

The Airtite Dunlop Detachable Tire is

Speedy and Simple,

and there are

No Lumpy Ends

to the Air tube.

If you want safe and solid enjoyment you want a strong wheel—that is the

Union P. D. Q.

Union Cycle Mfg. Co.,

HIGHLANDVILLE, MASS.

BOSTON. PHILADELPHIA.
SPRINGFIELD. CHICAGO.

SEND FOR CATALOGUE.

Morgan & Wright,

Patent - Pneumatic - Tires

Are Not Speed Retarders.

Records of 1892 are being supplanted by speedier ones in 1893.

Bert Harding, G. B. Munger, C. A. Shoemaker.	1892. May 30.	Forest Park Road Race.	17 1-2 Miles.	57:10, 57:10, 57:11.	Imperial. Arrow. King of Scorchers.	Morgan & Wright Racing Tires.
C. A. Pelham.	May 30.	12 Mile Handicap Road Race. Wash. C. C., Terre Haute, Ind.	12 Miles.	40:02.	Raleigh	Roads heavy, full of holes from recent rains.
Otto Senman.	May 30.	Wilson, Minn.	1-2 mile. / 1-mile.	1:12 1-5. 2:44.	Sterling. Special.	State Records.
E. C. Johnson.	May 30.	Highland Park Races, Detroit.	1-4 mile. / 1-2 mile.	:32 2-5. 1:05.	King of Scorchers.	Ridden from scratch.
Chas. Kinderentier.	May 30.	Waldo Park Road Race, Kansas City, Mo.	10-1-10 Miles.	30:21.	King of Scorchers.	Ridden from scratch. Best time ever made West of Mississippi River. Record Breaker.
M. Nelson. Martin Nessel. W. L. Emerson.	May 30. May 30. May 30.	Fullman Race. Fullman Race. Fullman Race.	17 1-2 Miles. 17 1-2 Miles. 17 1-2 Miles.	55:14. 55:17. 55:18.	24 lb. March. Wood Rims. Bowler. 22 lb. James.	Morgan & Wright Racing Tires. Morgan & Wright Racing Tires. Morgan & Wright Racing Tires.
D. Cassé.	May 30.	Pelican City Club Road Race. New Orleans.	3-4 Miles.	1:51 2-5.	Arrow.	Cassé is a youth 14 years, his time is State Record.

Are They Well Thought Of?

READ AND PROFIT THEREBY.

Excerpts from a few letters:—

DR. MILTON N. KEIM, JR., Philadelphia, says:—On the great annual century run from Newark to Philadelphia on June 10th, I saw but ONE M. & W. Tire punctured; whilst by actual count I saw nineteen ——'s and eight —— and ——'s tires punctured.

EDWARD E. PALMER, Steelton, Pa., says:—My Reading Road Racer is fitted with your racing tires; I am a hard rider, and have tried hard, over miserable roads, to effect a puncture, but up to date my efforts have been ineffectual.

GEO. SCALES, Laramie, Wyoming, says:—I am riding a pair of your racing tires, and recently made a trip to Sherman, the highest point on the Union Pacific R. R. The course lies over a mountainous tract, and the road was very liberally sprinkled with rocks. The tires stood the severe test admirably, not even an abrasion could be seen after the 50-mile trip was ended. I confidently assert that upon this tire I am enabled to save 25 per cent. in motive power; that is, a century feels to me like a 75-mile spin.

See that our firm name is in raised letters on the side of tire when buying.

Catalogue gives a World of Information.

Morgan & Wright,

331-339 West Lake St.,

CHICAGO, ILL.

[Mention BICYCLING WORLD.]

McCurdy Run Down.

A. A. MCCURDY, the formerly well-known professional, has been arrested in New Orleans for being a deserter from the United States army. McCurdy on the 20th of October, 1888, escaped from the Jefferson barracks at St. Louis, together with another soldier named Lynch. The men had been tried by court marshal and were found guilty and placed in the guardhouse. McCurdy's offence was larceny, and both prisoners decided to escape and desert. In accomplishing their purpose Lynch brained the sentry, while McCurdy assaulted another sentry with the butt of a revolver and beat him into a state of insensibility. Lynch was recaptured and while resisting arrest was shot and killed, but McCurdy made his escape. Letters and circulars containing McCurdy's description and offering a reward of $30 for his arrest were sent to various places by the officers at the barracks. It was not positively known at the time that the deserter, McCurdy, was the individual who had figured in the cycling world, and that accounted for his long escape from justice. It was only after his application for admission to the Pelican Cycling Club, and the objections raised by some of its members, that the facts came to light.

He Got Away with the Wheel.

A BUFFALO bicycle thief went into the Sweet & Johannat agency, at No. 611 Main street, last week, and telling the salesman that he intended purchasing a safety was allowed to ride the wheel. He rode up Main street, and to all appearances is riding yet, for he failed to return. The police were notified and will make a determined effort to capture him.

Hickory Wheel Company to Remove to South Framingham.

THE Hickory Wheel Co., of Newton, Mass., has completed the deal recently spoken of in the BICYCLING WORLD, and will remove the works to South Framingham, which is about twenty miles out of Boston, on the line of the Boston and Albany Railroad. They have purchased the property of the Para Rubber Works, which will give them ample room for the enlargement of their plant, the factory being splendidly built and equipped.

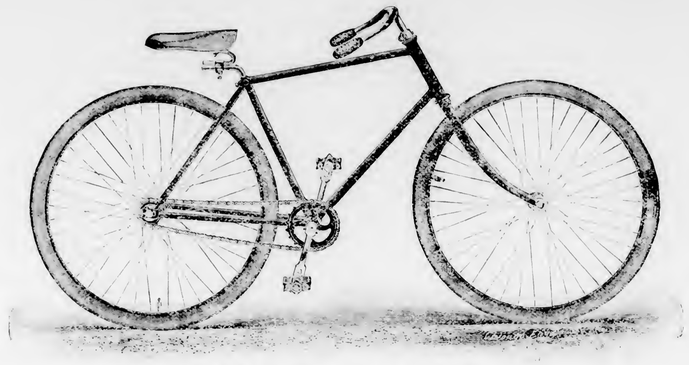
Sanger Coming Home.

LONDON, June 19.—Walter C. Sanger telegraphed at the last moment to the Glasgow Celtic Club that he would be unable to ride at their meeting, as he was obliged to return to the United States. His decision was a great disappointment to the club, and detracted much from the interest felt in the events. Vogt, the Scotch champion, won the half mile and the three mile races.

Ahead of Time.

THE relay bicycle race from Springfield, Ill., to Madison, Wis., was successfully concluded on Thursday of last week. The distance, 205 miles, was covered in 26 hours and 53 minutes. S. E. Gernon, the final relay rider, made the last five miles in 21 minutes and arrived at the end of the route four minutes ahead of time.

The message from Governor Altgeld to Governor Peck conveyed by the riders simply contained the former's greeting.



CRESCENT No. 2. $100.

ITS EQUAL FOR THE MONEY IS NOT MADE.

30 INCH WHEELS.
1 3-4 INCH W. W. W. PNEUMATIC.
43 LBS. ALL ON.
40 LBS. STRIPPED.
STOCK GEAR 57 INCHES.
SPECIAL GEAR 54 AND 60 INCHES.

WE HAVE NOT ADVERTISED THE CRESCENT AS WE COULD NOT KEEP UP WITH OUR ORDERS. NOW WE ARE IN A POSITION TO SHIP ON RECEIPT OF ORDER.

CATALOGUE NO. 27 FREE.

WESTERN WHEEL WORKS

CHICAGO, ILL.

SOLE EASTERN AGENTS.

R. L. COLEMAN CO.,

35 BARCLAY STREET,

NEW YORK.

LIKE A KANSAS CYCLONE
RAMBLERS CARRY EVERYTHING

June 13, Atlanta, Ga., **RAMBLERS** entered three times, take **TWO FIRSTS** and **ONE THIRD.**

June 8 and 9, Beatrice, Neb., two **RAMBLERS** entered, No. 3 Rambler took **FIRST** and No. 4 captured **SECOND** places in the **SIX MILE ROAD RACE.**

June 8 and 9, Augusta, Ga., F. A. Beall, on a **No. 4 RAMBLER** won **EIGHT FIRSTS** out of nine entries.

June 3, Southwestern Cyclers' **5-MILE ROAD RACE,** at Bryn Mawr, Pa., **RAMBLER** riders captured **FIRST** and **SECOND PLACES,** also **FIRST** and **SECOND TIME PRIZES.**

At the Washington Wheelmen's Race Meet, **FIRST PRIZES** in the **ONE-MILE SCRATCH,** and **HALF-MILE HANDICAP** and **FIRST** and **SECOND PRIZES** in the **10-MILE SCRATCH** events were won on **No. 3 RAMBLERS.**

The talking point of it all is that it does not always require a **Rambler Racer.** A large number of the races are won on **Nos. 3 and 4 Ramblers.**

Racers come through O. K. in road races while track events are won on RAMBLER ROAD WHEELS. Much of this is due to Bearings and **G. & J. PNEUMATIC TIRES.** "Speed and Strength are Rambler characteristics." Catalogue free at any Rambler Agency.

GORMULLY & JEFFERY MFG. CO.,

221 TO 229 & 222 TO 228 N. FRANKLIN ST., CHICAGO.

174 COLUMBUS AVE., BOSTON. | 85 MADISON ST., CHICAGO. | 1325 14TH ST., N. W., WASHINGTON. | 5 AND 6 HERTFORD ST., COVENTRY, ENG. | BROADWAY AND 57TH ST. NEW YORK.



SYRACUSE, N. Y.—The New York circuit races, under the auspices of the Century Cycling Club of Syracuse were begun at Kirkwood Park Friday. Summary for that day:

One mile handicap—J. S. Johnson, C. C. C., scratch, first; A. P. B. Babcock, C. C. C., 165 yards, second; W. Hyslop, Toronto, 40 yards, third. Time 2m. 27s.

Two mile L. A. W. championship, time limit 5m. 45s.—G. C. Smith, N. Y. A. C., first; W. F. Murphy, N. Y. A. C., second; W. L. Messurier, R. A. C., third. Time 6m. 5 4-5s. Declared no race.

Half mile open—H. C. Wheeler, Orange, N. J., first; G. C. Smith, N. Y. A. C., second; L. D. Munger, Chicago, third. Time 1m. 18 2-5s.

Two mile, six minute class—A. Pendergast, C. C. C., first; F. J. Jenney, Utica A. A., second; W. J. Helfert, C. C. C., third. Time 5m. 52 2-5s.

Mile open—J. S. Johnson, first; H. C. Wheeler, second; P. Howard Tuttle, S. A. A., third. Time 2m. 38 1-5s.

The one mile tandem was declared postponed because the tire of M. Dirnberger and mate of Buffalo was flattened by a knife cut. Buse brothers of Buffalo and W. F. Murphy and mate of New York A. C. went the distance in 2m. 58s. Buse brothers finished first.

The races ended Saturday. The first event of the afternoon was the twenty-five mile State championship track race. It was won by W. F. Murphy, N. Y. A. C., in 1.18.51. During the race Murphy lowered by exactly one minute the ten mile competition record made by P. J. Berlo in New York last season. His time was 29.40 2-5, while Berlo's was 30.40 2-5. Summaries of the other races follow. It will be seen that Rochester riders, particularly William Le Messurier, did some excellent work. Summary Saturday:

One mile, 2.40 class—M. Dirnberger, P. C. C., first; G. C. Smith, N. Y. A. C., second; A. P. Babcock, C. C. C., third; P. H. Sercombe, Milwaukee, fourth. Time 2.31 4-5.

One mile invitation—W. Le Messurier, R. A. C., first; Adolph Goehler, Ramblers, Buffalo, second; S. E. Harris, Auburn A. A., third. Time 2.48.

Half mile open—M. Dirnberger, Buffalo, P. C. C., first; John S. Johnson, C. C. C. A., second; H. C. Wheeler, Orange, N. J., third; F. H. Tuttle, fourth. Time 1.40 1-5.

Half mile handicap, four heats and a final —W. Le Messurier, first; W. Hyslop, second; F. F. Kammer, third. Time 1.07 3-5.

Quarter-mile, New York State championship—G. C. Smith, N. Y. A. C., first; M. Dirnberger, Buffalo P. C. C., second; A. B. Babcock, Syracuse, C. C. C., third. Time 32 2-5.

One mile tandem, New York State championship—M. Dirnberger and Chas. Doringe, first; W. F. Murphy and G. C. Smith, second. Time 2.38.

PHILADELPHIA, PA.—The local racing season was opened last Saturday by the Park Avenue Wheelmen at the Tioga track. The attendance was about 1800. The track was in first-class condition, but a strong wind was against the riders. In the 2.50 class final heat Swank finished second to Geyler, but was set back to third place for fouling Meredith, who was given second place.

During the intervals between the races a game of association football was played between the Athletic first and second teams. The score was 2 goals to 1 in favor of the first team. Summary:

One mile novice, first heat—Frank Boyd, P. T. C., won; W. F. Bang, N. Y. T. W., second; Herbert E. Barlow, (unattached), third. Time, 2.29 1-5. Second heat—Norman S. Conrad, Q. C. W., won; H. C. Hockstader, A. W., second; W. S. Yerkes, P. B. C., third. Time, 2.41 4-5. Final heat—Bang won; Barlow, second. Time 3.33 1-5.

One mile handicap, first heat—C. L. Lagen, 105 yards, won; H. R. Butscher, E. W., 125 yards, second; Mark Meredith, W. P. C., 120 yards, third. Time 2.27. Second heat—Joseph J. Diver, R. C. A. A., 100 yards, won; W. D. Osgood—P. A. W., 90 yards, second; John A. Mead, Q. C. W., third. Time 2.26 4-5. Final heat—Diver won; Lagen, second; Osgood, third; Geyler, fourth. Time 2.27 3-5.

Half-mile handicap, first heat—C. L. Lagen, unattached, 60 yards, won; H. R. Butscher, E. W., 65 yards, second, Joseph J. Diver, R. C. A. A., 50 yards, third. Time, 1.08 Second heat—Frank Zook, unattached, 70 yards, won; John Heishley, P. T. A. A., 70 yards, second; Louis Geyler, C. W., 50 yards, third. Time, 1.08 1-5. Final heat—Diver won; Zook, second; Lagen, third. Time, 1.07 2-5.

One mile, 3-minute class, first heat—C. M. Bailey, R. P. L., won; W. F. Baug, N. Y. T. W., second; Harold McGeorge, unattached, third. Time, 3.21. Second heat—J. H. Cleary, S. W. W., won; Charles L. Bryant, W. P. C., second; P. L. Lamont, P. B. C., third. Time 3.50 2-5. Final heat—Bang won; Bailey, second; Bryant, third. Time, 2.58 4-5.

One mile open—W. W. Taxis, P. A. W., won; H. Wunder, C. C., second; H. W. Swank, P. A. W., third. Time, 2.37.

One mile, 2.50 class, first heat—Al. C. Marple, P. A. W., won; John Heishley, P. T. A. A., second; Samuel Noar, Q. C. W., third. Time, 3.01 4-5. Second heat—Louis Geyler, C. W., won; Mark Meredith, W. P. C., second; H. N. Swank, P. A. W., third. Time, 2.45 2-5. Final heat—Geyler won, Meredith second, Swank third. Time, 2.52.

One mile, P. A. W. handicap; handicapped by seconds—G. W. Steinmetz, 1 minute, won; W. W. Taxis, scratch, second; W. H. Bishop, 30 seconds, third. No time taken. Taxis' time, first lap, 50 seconds; second lap, 1 minute, 40 seconds; mile, 2.32 4-5.

BAY RIDGE, MD.—The cycle races under the auspices of the B. & O. Pattern-makers and the sanction of the L. A. W. took place last week at Bay Ridge, Md. There were three events, each of which was hotly contested. The track was slow and, the time good under the circumstances. Summary:

One mile, novice—Robert H. Carr, first; Elmer C. Davis, second; Howard A. French, third. Time, 2.55.

One mile handicap—James T. Hunter, first; A. C. Moran, second; Robert H. Carr, third. Time, 2.53 1-2.

Five mile handicap—The premium to the winner was a ticket to the World's Fair and return given by the B. & O. Railroad. James T. Hunter, first; J. E. Geigan, second; Howard A. French, third. Time 13.12.

PIEDMONT, GA.—The meet at the Piedmont exposition grounds last Friday afternoon was a success in every detail.

Summary:

Quarter mile safety three heats. The race was for points, and was won by Cleveland Bolles, who finished first in two heats.

Gus Castles finished second and Harry Thompson third. In the second heat Harry Thompson finished second and Gus Castles third. In the third Gus Castles finished first, Harry Thompson second and Bolles third.

Joe Johnson won the one mile handicap race in 1.20 1-2. Herbert Post finished second.

The two mile handicap was one of the most exciting events of the meeting and was won by Ned Chaffant.

The first mile was made in 2.55, and the time of the race was 6.07. J. W. Davis, who was given a 250 yards handicap, finished second. Morton Smith finished third.

Mr. Chauncy Foote against a horse was the next event, and was a half mile race. Foote won. Time 1.25 1-2.

Captain Steve Hook, of the Capital City Cycling Club, won the club championship race and a handsome medal. Gus Castles finished second.

The half mile boys' race was won by F. M. Swift. Harry Venable finished second.

The mile race, open, was won by Joe Johnson in 2.51 1-2. Ned Chaffant second. The ten mile handicap was won by Cleveland Bolles, who started on the 500 yard line. The scratch men were Ned Chaffant, Steve Hook, Walter Howard and Ed. Durant.

Durant finished second. Walter Howard third and Steve Hook fourth. Ned Chaffant abandoned the race at the beginning of the tenth mile.

LEXINGTON, VA.—Last Friday the first meet of the Lexington Cycle Club was run over the five mile course on the road south of Lexington. The riders were: Messrs. V. E. Funkhouser, F. H. Campbell and J. W. McClung. Promptly at six o'clock the starters sent the first rider, Mr. V. E. Funkhouser away and at intervals of three minutes the others were started.

At the oak tree near Thorn Hill Campbell had gained half a minute on McClung, and just at this point McClung's saddle worked loose, and from there to the end of the course Campbell gained rapidly, finishing first in the very good time of 24 minutes and 11 seconds for the five miles. McClung made the distance in 26.03 and Funkhouser in 27.06.

WINDSOR LOCKS, CT. — The one-mile handicap race on Thursday evening, June 15, for the Converse gold medal, developed the best race that has been made for this medal. It is the fourth race for the medal and was won by H. R. Coffin, Jr., in 3.04. Lester and Pomeroy had a handicap of 150 yards and Coffin and Montgomery started from the tape. At the sound of the pistol Montgomery was off with a rush getting a good start on Coffin and holding it until within nearly 300 yards of the finish, when Coffin passed him and came in an easy winner. Lester was second and Pomeroy third. Montgomery dropped back when he saw that Coffin could beat him and did not try for second place. Coffin has now won the medal twice and Lester twice and each will have to try again for it.

NORWALK, CT.—The ten mile road race under the auspices of the Alpha Wheel Club of Norwalk took place late Saturday afternoon, and was won by Frank L. Smith of East Norwalk, who had 3 1-2 minutes' start. The time prize was won by J. B. Perry of Norwalk, who covered the distance in 29m. 6s. The feature of the race was the contest between Perry and C. Ford Seeley of Hartford. Perry winning by less than a wheel length. Neither Van Wagoner nor Hoyland Smith were able to appear. There were 42 starters. Frank L. Smith of East Norwalk, 4m., got home first, covering the distance in 32m. 36s. C. H. Youngs of Rowayton was second, and W. A. Gunther of Norwalk third. Perry's time was the best ever made over that course.

PROVIDENCE—The Rhode Island Wheelmen's ten-mile handicap road race was run over the Campbell course at Providence, R. I., last week. Capt. Farnham took first time, and by winning the time medal twice in succession now owns it. Summary:

	Handi-cap.	Net Time.
1.—Snow	3.30	32.58
2.—Courthurst	3.00	31.04
3.—Black	4.00	36.22
—Farnham	scratch	32.24

LEWISTON, ME.—The races held Saturday, June 17, under the auspices of the Lewiston and Auburn Wheel Clubs, drew several thousand persons to the track. Summary:

Mile novice—H. P. Merrill, first; W. J. Haskell, Auburn, second; M. A. Ames, Auburn, third. Time 2m. 54s.

Two miles—A. J. Dyer, Lewiston, first; J. W. Barber, Auburn, second; R. G. Freeman, Lewiston, third. Time 6m. 17s.

Mile, 3 minute class—A. J. Dyer, Lewiston, first; Ora Towle, Auburn, second; H. S. Burr, Auburn, third. Time 3m. 3s.

Half mile, best two in three heats—L. P. Sweet, Norway, first; E. G. Scully, Portland, second; A. J. Dyer, Lewiston, third. Best time 1m. 17s.

One mile, 2.50 class—Ora Towle, Auburn, first; A. J. Dyer, Lewiston, second; H. S. Burr, Auburn, third. Time 2m. 38s.

Quarter-mile open—A. J. Dyer, Lewiston, first; L. P. Sweet, Norway, second; E. G. Scully, Portland, third. Time 38s.

Mile open—A. J. Dyer, Lewiston, first; Ora Towle, Auburn, second; H. S. Burr, Auburn, third, Time 3m. 3s.

The track was bad, rain falling during the whole afternoon, and on this account the road race was postponed till the next fair day.

ELIZABETH, N. J.—The ten-mile "Town Tattle" handicap road race over the Elizabeth-Crawford course was run last Saturday afternoon. There were twenty-five entries of single riders and two tandem teams. The latter started at scratch and won first and second prizes. Dooly and Calkins, of the Elizabeth Wheelmen, finishing first in 27m. 29s., and Saltonstahl and Brown, of the Elizabeth Athletic Club, crossing the line two seconds later. W. J. Willis, U. S. W., who had a 30-second handicap, finished third in 25.58; A. H. Barnett, W. A. C., same handicap, fourth in 25.59, and W. J. Mooney, U. C. R., 1-minute handicap, fifth in 31.32.

TRADE NOTES.

Another Cut on Bicycles—From $150 to $85.

THE Dean & Rogers Cycle Co., of Taunton, Mass., have followed in the footsteps of the Warwick Cycle Co., of Springfield and have reduced the price of their well-known D. & R. Special Light Roadster to $85.

N. TYE SLEE, the popular Baltimore dealer, recently shipped three Rambler bicycles to Ireland and a shipment of Ramblers and bicycle sundries recently left the factory of the Gormully & Jeffery Mfg. Co. bound for Bombay, India, Messrs. Vacta Bros. of that city being Rambler agents. There are few foreign countries where these wheels are unknown.

IN the Columbia Club road race, twenty miles, on the tenth inst., Perry with a Model E "Keating" won both the race and the time prize, beating the competitors over three minutes.

WINANS, PRATT & Co., Kalamazoo, Mich., bicycle dealers and wagon manufacturers, have made an assignment.

IN these times of price cutting it is interesting to hear of standard wheels being sold at a premium. Mr. Holmes, of the Detroit Cycle Co., Ltd., reports that upon his return from the Belle Isle Road Race he found eight waiting customers for Rambler bicycles, and the next day not a machine of this make remained. Four wheels received the following day were immediately taken, the last one being bid for by four people and finally purchased for $155. Ramblers are at a premium in Detroit since the 25-mile record was broken.

REARING upon the question of inner tube and hose-pipe tires, the following extract from a letter of Mr. E. E. Whipple, of Philadelphia is of interest: "I pinctured my Century Columbia tire in the Newark-Philadelphia Century run of Saturday last. I would say that I made a temporary repair to the tire and rode it 70 miles, finishing on time after seeing inner tube tires, ("true" pneumatics) by the dozen helpless by the roadside. I have since permanently repaired the puncture by the use of solution alone and it is apparently as good as new."

DEALERS!

A Word With You!

Do your customers ask you for a LIGHTER WHEEL than you carry in stock?

"Are you Shy" of featherweights because you have seen so many broken frames of weldless tubing?

Do you hate to lose trade, so put out wheels that you know will come back broken? Is this Good business policy?

There is one—only one—line of wheels made, of which it can be truthfully said that they are without an EQUAL for lightness of weight and stiffness, and are without a superior for . . . . . .

STRENGTH AND DURABILITY,

HELICAL TUBE PREMIERS.

ACTUAL WEIGHTS, READY FOR THE ROAD,

. . . 19, 25, 27, 29 AND 32 POUNDS . . .

NO MORE, BUT FREQUENTLY LESS.

There are Several Hundred Dealers selling

Helical Tube Premiers.

We can supply a Hundred more. HELICAL PREMIERS will sell readily in every town in the United States where the modern wheel is appreciated—and where is it not?

There is both Profit and Satisfaction in Selling PREMIERS. Would YOU like a Share? If so, write us.

TO THE PUBLIC

PREMIERS Are sold by us and by our Agents strictly at Catalogue Prices. Quality considered, these Prices are the Lowest on the Market. We have no old stock to work off, and we are delivering, as fast as we can build them, PREMIERS of the very latest and most approved models only.

PREMIER CYCLE CO.,

NEW YORK.

The Largest and Handsomest Catalogue ever issued.

Four cents by mail, or FREE at PREMIER Agencies.

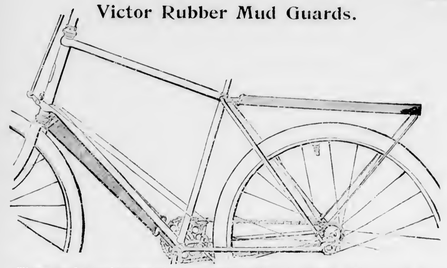
Victor Cycling Sundries

We carry a large line of Sundries, and are prepared to fill orders promptly. The following is a partial list of our specialties, and we guarantee them to be the best of their kind.

OVERMAN WHEEL CO., CHICOPEE FALLS, MASS.

BOSTON. WASHINGTON. DENVER. SAN FRANCISCO.

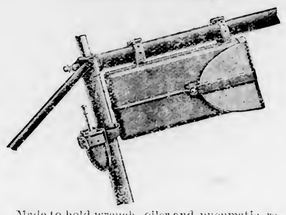
Victor Rubber Mud Guards.



These mud guards are made from best quality of rubber, and for the purpose are the lightest and best attachment ever offered to the public. Can be readily attached or removed.

PRICE PER PAIR, $2.00. BY MAIL $2.15.

Victor Tool Bag.



Made to hold wrench, oiler and pneumatic repair kit, and tools; also an extra inner tube. The best bag for pneumatic bicycles ever introduced, doing away with the old style bag carried in rear of saddle.

Price, black leather, $2.00.
By mail, $2.10.

Cycle Brush Tool.



Every bicycle rider needs a Brush Tool, and the accompanying cut illustrates perfection in that line. Any point in a machine can be reached and thoroughly cleaned by it. Combines also a screw driver and spanner.

Price, by mail, 50 cents.

Cycline.



For cleaning bicycles, this preparation is unequaled. It will keep a machine beautifully polished, and is warranted not to mar or scratch the enamel or nickel. To apply, take a sponge or cloth, dampen in water and rub on the soap; then apply briskly over the surface to be cleaned, after which wipe dry with a clean cloth, and polish with same.

Price, by mail, 25 cts. per cake.

Victor Scorcher Saddle.



This is the most perfect Scorcher Saddle made, and we so recommend it. It is the invention of a practical wheelman and mechanic, and is about as perfect as it is possible to construct. This saddle can be used for everyday riding without fatigue, and we are confident it will prove the most popular Scorcher Saddle in the world.

Price, $4.50. By mail, $4.75.

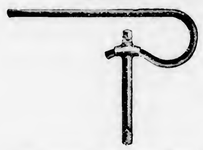
Victor Wrench.



Our new model Wrench possesses, by actual test, 80 per cent. more strength than the best Wrenches heretofore offered to the trade. All forged steel, jaws hardened, every part finished to gauge. Length 5 1-2 inches. Opens 1 1-2 inches.

Price, nickeled, $1.00. By mail, $1.10.

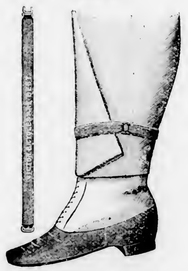
Victor Spring Saddle Post.



This valuable device met with a great reception within a short time after its introduction last year. It is the best made. Adjusts saddle to any pitch, and fastens by a set screw. Made of toughened tool steel, nickeled.

Price, $2.00.
By mail, $2.30.

Elastic Trouser Guard.



Many riders object to a metal trouser guard, and in response to a demand for a substitute, we offer the Elastic Trouser Guard as the best of its kind.

Can be carried in the pocket without inconvenience.

Price, per pair, by mail, 10 cents.

Waverly Scorcher





32 Pounds — $100.00.

Springfield, Mass., March 25, 1893.

Indiana Bicycle Co., Indianapolis, Ind.

Gentlemen—The two Waverlys arrived yesterday, and to say that I am pleased with them would be putting it mildly. I am simply charmed. The Scorcher was sold at once, and I can say that if you will only send me twenty-five of these machines at once by express that I can sell every one during next week. Can't I induce you to so favor me? Rush them along.

Yours respectfully, GEO. M. HENDEE.

Syracuse, N. Y., March 25, 1893.

Indiana Bicycle Co., Indianapolis, Ind.

Gentlemen—Still they go. Just sold four in one store. Please express us four 28-inch Waverlys and one 26-inch Waverly Amateur at once. Will there be any delay in getting wheels? We want to know just what to expect and not promise people their wheels and not be able to deliver them.

Yours truly, BENJAMIN & ANDREWS.

Do you want to know more about the **ONLY STRICTLY HIGH GRADE WHEEL** Ever sold at $100.00? Then write the

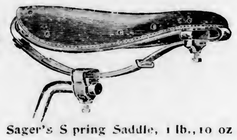
INDIANA BICYCLE COMPANY, Indianapolis, Ind.

SAGER'S SADDLES



Sager's Scorcher, 1 lb., 8 oz.

While on Earth Ride One.



Sager's Spring Saddle, 1 lb., 10 oz

The Saddle is one of the most important parts of a machine, and the best is none too good.

The Sager Saddles alone have the three necessary qualifications.

They are Light.
They are Strong.
They are Comfortable.



THE SAGER RACER.
The only Racing Saddle furnished with tilting adjustment and take-up.
Weight, 20 oz.

They Fit the Rider.

THE RICH & SAGER CO.,
ROCHESTER. N. Y.

TELEMACHUS' TALKS.

Echoes from the Irvington-Milburn—Was Favoritism Shown—Decadence of the Cushion Tire.

WHAT a day for the old-timers at Irvington and Buffalo, and how the young blood did rush to the front in the Pullman! The days of '89 and '90,—nay, even earlier, '86 and '87, seem to have returned, when we see the names of Charl and Billy Murphy, Harry Hall, John Bensinger, and Van Wagoner appear once more on the roll of fame, and we wondered while we rejoiced at their phenomenal burst of speed.

The resemblance between the first Irvington-Milburn handicap race and the last one—the fifth—is most marked. In the former W. F. Murphy finished first, but was beaten in time by Bensinger and Charley Murphy, who started half a minute or a minute behind him and had a great race between themselves. In this year's race the three men, as well as Harry Hall, started together—an excellent piece of handicapping as far as they were concerned—and in the battle royal which ensued Charley Murphy once more came in victor, winning glory and pelf besides, both most welcome to this modern knight-errant.

In another particular the likeness between the two races is even greater—viz: the way the Kings County men swept the boards. Prior to the first race they were the leading road riders of their section, but some of their victories in the team races were not won any too easily. The 1889 race placed them far in advance of any other club; in fact, it demonstrated that in that race they were superior to the whole field opposed to them, although many entertained the opinion that they were materially aided by luck. Subsequent races have proved conclusively, however, that good generalship, backed by good riding, was responsible for their success.

After this year's race there can be no reasonable doubt that Kings County possesses the best road racing team in the country, at least on a course like the Irvington-Milburn, and it is very doubtful if any other club will be bold enough to wish to try conclusions with them. In the two Murphy's, Hall, Wells, Bensinger, Hawley and others they possess a group of men who are in the first rank, and who are favored with the ability to recognize their opportunities and to profit by them. As long as they are not affected by the disease termed "big head," and become over careless and over-confident in consequence (and it must be admitted that there seems to be little danger of this) they will retain the supremacy they have acquired by years of successful effort.

Aside from the remarkable showing made by the veterans in the Irvington race, the poor showing of the thirty-seconds men and the scratch man, Hoyland Smith, and the set-back given the men from down East were most notable. There must have been some rank loafing in the above named group, or they would not have let the "has-beens" out-ride them as much as they did, but loafing or no loafing the latter deserve the credit of riding the greatest race ever witnessed on the course. The poor showing made by such excellent men as Scott and Porter would indicate either that they were not in good form or that they are inferior to the men from the Middle States. Arthur Porter used to be the king bee of the course on an ordinary, and he was always of the opinion that he could ride much faster on a safety than an ordinary, and his win of the run-off of the Linscott race would indicate that he was correct.

The handicapping of the Irvington race has excited much adverse comment, and there is no question that the strangers were "soaked." Why W. F. Murphy, who had never been beaten on the course, Harry Hall, formerly invincible there, Bensinger, a former holder of the record, and other Kings County men, should have been given two minutes is one of those things which no man can explain, and was in direct violation of the unwritten law that men who have once been the top of the heap shall be placed on the post of honor until they prove that they are unworthy of the position. This was but the worst of many blunders, and it is charitable to say but little in regard to the handicapping.

How rapid is the march of progress, and how quickly do we cry "The king is dead, long live the king." A reference to the Victor cushion reminds me of the uncomplicated run that celebrated tire had in 1891, and the reverse side of the picture, how quickly it passed away. At the beginning of the year there was nothing to indicate what fortune had in store for the Victor B and the Victor cushion. I, among others, saw nothing good in the tire and said that it would never stay in the rim. The wheel I considered ugly as "blue mud," as the saying is, and I don't think the statement will be contradicted that even the Overman Co. had little idea of the treasure they possessed in the tire. It did not take it very long, however, to make its mark, and in two or three months the sales of Victor B's, with cushion tires, was only limited by the supply obtainable. Had the Overman Co. been able to turn out ten times as many wheels as they did I do not think they would have had the slightest difficulty in disposing of them. Spalding's Philadelphia store, for instance, instead of having a stock of wheels waiting for customers had a stock of customers waiting for wheels to come, and a great time they had in portioning the wheels off to their different sub-agents, distributing them here and there where the agent was kicking the hardest for them. Other cushions were good, but the Victor was best; pneumatics were all right as long as they held air, but as in many cases that was only until the purchaser got the wheels out of the store, things were not exactly lovely in that direction; so once more the Victor cushion came into play. The agencies were besieged with riders begging to have their old wheels taken in trade at any price for the precious cushion, and the agents had but to take their pick of the best ones and put their own price on them; then they would shut down on trading for that day and announce that they were out. If a man wanted a Victor B, you could talk yourself blind, deaf and dumb, but you could make no more impression on him than on the rock of Gibraltar by firing paper bullets at it. A Victor B he wanted and a Victor B he would have, and it made no difference what happened to it; the wheel was still the salt of the earth and could not be surpassed in any particular by any wheel that ever had been or could be built.

What a change has come over the once proud cushion; how has its glory departed! As second-hand wheels they are still in demand for those who want a cushion, and will bring better prices than any other cushion, simply because it is better than anything ever put out, excepting only the pneumatic; a few are still being sold, mainly to backwoods sections, where the inhabitants will continue to ride cushions and vote for General Jackson for President for a good many years to come. But in the cities and other places where is diffused a knowledge of cycling and all the latest improvements in the trade, the cushion tire in general is seen no more, or at least but rarely. Even the Victor cushion cranks have subsided; no longer do they argue to show that the pneumatic is not worth a tinker's dam, and that their beloved cushion is the "stuff." Even O. S. Bunnell, the most enthusiastic one of the Old Guard, the Last of the Mohicans, has leaved to the inevitable, and rides a pneumatic, no longer pursued, as of yore, by the haunting fear that his tire will go down when he is 40 miles from everywhere and leave him stranded. In justice to the pneumatic tire, it must be said that it had intelligence enough to recognize in "Bunny" a most bitter enemy last year, and that it lost no opportunity to eject the air that was in it and leave him to ride on the bare rims, probably to show him that his fears were not groundless.

An enterprising Philadelphia scribe has discovered that the Wilmington men, in the recent South-End-Wilmington team race, used a new and peculiar sprocket, which they were very anxious to conceal from the curious gaze. It is to be presumed that to these curious sprockets is ascribed the success of the Wilmington men, and everybody is wondering what the shape is, and whether the inventor of them will pick out a few racing men, furnish them with the wonderful gear wheels and thus place at their mercy all the road races, and perhaps some of the track races, to be run this year. I am told on very good authority, however, that the sprockets used were the plain round ones, such as we are all accustomed to, and our Philadelphia friend is evidently the victim of some cruel hoax. TELEMACHUS.

Shall Bicycles be Taxed?

THIS question seems to be coming up to stay and will certainly be decided against the wheel unless something is done more than mere talk. But it seems to me that instead of trying to "down" the question it would be far wiser to encourage it, and shape public opinion as well as legislation to our advantage. We are more interested in good roads than any other class, and if the money be applied in this direction it would it not accomplish more for ourselves and the community than by an effort to get extra per cent. from the "rich" man? $2.00 or even $1.00 every year from each wheelman would make a wonderful difference in our roads in a very few years and if they are ever to be more than ruts and mud holes it will only be accomplished by an extra effort of this kind on the part of the wheelmen. Let us show our appreciation of good roads in a sensible and manly way.

L. A. W. 42,898.

A Chain Lubricant.

EDITOR BICYCLING WORLD: In your issue of May 26, your interesting correspondent, Telemachus, has something to say about chains. His experience and mine are very similar with the Humber chain, but I have found a proper remedy. I have ridden a wheel equipped with the above chain not less than 2000 miles through mud, slush, sand and water (we have mud and sand trails in this country; there are no roads), and I have found a way to prevent the chain ever uttering a word of complaint. Let him coat his chain with hog's lard—put it on thick—water will not wash it off, and it will catch on the outside all dust and sand in dry weather. If he does this I think he will come to the same conclusion that I have, that though rather dirty, there is no other lubricant equal to it. L. A. W. 48,221.

Cost of the Electric Light For Bicycles.

EDITOR BICYCLING WORLD:

I AM much amused at the articles that appear from time to time in the WORLD on the use of aluminum for the construction of machines, but more so at the efforts to use the electric light in place of the oil lamp now in use.

In a recent issue, L. A. W. No. 45,368 appeals to those having a knowledge of the subject for light. This is a step in the right direction and I will endeavor, with your permission, to give a few facts and figures that will enable the aspirant for electric light to see what a fine thing it would be to have an electric light on his machine. We will assume that the usual oil lamp gives an effective sixteen candle power, which is a low estimate, and that an electric lamp of equal power is to be substituted for it. I do not here consider the substitution for the oil lamp of a two or three candle power electric lamp, such as have been advertised, as these are mere toys and of no practical use for the purpose whatever.

There are three methods by which the light can be obtained, viz: Primary Battery; storage battery; dynamo. I will briefly give the weights and other pertinent data and facts connected with these three methods, for running one sixteen c. p. incandescent lamp five hours.

Primary Battery: weight, twenty-five pounds; size, one cubic foot; six or eight cells; liquid acid; must not fail; must be recharged every trip and cleaned; estimated cost of battery and outfit, $25; estimated cost of running, per day $1.50.

Storage Battery: weight, fifteen pounds; size, 360 cubic inches; six to ten cells; liquid acid; must be charged from some source of electricity every day; must not fail too often; estimated cost of outfit, $25; cost per day, .50.

Dynamo: weight, thirty pounds; size, one-fifth cubic foot; 2000 revolutions per minute of armature; rigidly attached to frame; pulley on rear wheel with belt to dynamo, or other power transmitting (and absorbing) connection; two more bearings (plain) to oil; a fall would probably disable; light would vary as the rider's speed, unless a complicated, heavy and expensive automatic controller was attached; power required, one-eighth of a horse power (this is four thousand foot-pounds, or the same as lifting 150 pounds 26 feet high in one minute); cost of outfit about $30; cost to run per day, nothing of any moment, except the additional amount the rider would have to eat in order to supply the extra 4000 foot-pounds of work; additional noise from the dynamo.

It will thus be seen that the way of the experimenter in this direction is not as smooth as our ideal roads, and until we get some new source of electricity I fear that the makers of oil lamps will continue to grow wealthy.

One word about aluminum. If any reader thinks that this much lauded metal is suitable for the manufacture of bicycles let him get a pound and work it by filing, turning, drilling, planing, etc., and he will never be heard from more on the subject. Of course when we learn how to temper aluminum, as we do steel, then it may possibly be of some use. [And yet aluminum bicycles at the present time are actually being built in St. Louis. See notes and advertisements in regard to same in WORLD.—ED.] E. T. B.

New York.

Energy Expended In Cycle Races.

SOME interesting physical calculations were recently made in Machinery Hall, on Champs de Mars, Paris, the building in which the Terront-Corre long distance race occurred. That race was approximately 625 miles long, and was ridden in 42 hours. The Paris-Brest road race, about 760 miles, occupied 72 hours. For the purpose of ascertaining the physical force expended and reducing it to pounds, an ingenious apparatus was used. Terront was mounted upon his wheel, with legs hanging. A dynamometer was used to ascertain the resistance. A dead dynamometer, attached to the fork of the front wheel, registered the slightest deviation, serving as an intervening point of attachment, which, by means of a cord, was hauled by a cyclist who ran ahead of the wheel. The resistance measured was 6 lbs. 2 oz. in a straight line. It was increased in the curves. This amount is a little less than the exact figure; the experiment did not take into account all the conditions of the problem, but it can be accepted as being a very close indication. Upon an ordinary road the same test shows a resistance from 8 to 10 lbs. 3 oz. The work produced and expended during the run on the Champs de Mars represents nearly seven times the work which would be performed by a man weighing 155 pounds in raising himself to the height of Mont Blanc. Such an ascension, accomplished in 42 hours, corresponds to an ascensional speed which has often been measured in the Alps, going up 6560 or 9750 feet on easy grades. It is the effort necessary to ascend the Notre Dame tower, Paris, 600 times. A steam engine, not the most improved, but still of good efficiency, consumes 20 pounds of coal to do that amount of work. The safety is a good machine to utilize the force of man, the resistance upon an ordinary road being from 8 to 10 lbs. 3 oz. The effort expended by Terront in his race from Paris to Brest was much greater and the energy more remarkable.

Tommy—"I think a bicycle is a great deal better than a sled." Papa—"Why do you think so, Tommy?" Tommy—"Why, because you can ride it up hill instead of having to haul it up."—*Puck.*

COMING EVENTS.

Clubs desirous of locating their race meets will be quoted special advertising rates upon application. You reach everybody in the Bicycling World.

Fixtures.

JUNE.

21.—Philadelphia. South End Wheelmen's Annual Meet.
24.—Newark to Princeton and return. Metropolitan A. C. C. Century Run.
24.—Louisville. Primer Wells' Ten-Mile Road Race.
24.—Orange, N. J. Athletic Club.
24.—Keystone Bi. Club races at Pittsburg, Pa.
24.—Newark, N. J., century run of the Metropolitan Association of Cycling Clubs.
25-26.—Lawson's Second Annual Tour to Kentucky State Meet. Louisville to Harrodsburg.
27-28.—Kentucky Division Meet, Harrodsburg.
29. So. Norwalk, Ct. First annual ten-mile Handicap Wheel Club.

JULY.

1.—Harrisburg, Pa., Susquehanna Wheelmen's race meet.
1.—Brooklyn. K. C. W. Race Meet.
1.—Mercer, N. J. Mercer Co. Wheelmen.
1, 3—Sarnia. Canadian Wheelmen's Asso. race meet.
1-2-4.—San Francisco, Cal. Bay City Bicycle Club.
1-3-4.—California Div. Meet, San Francisco.
2-3-4.—Annual Meet Missouri Division at Sedalia.
2-4.—Sandusky. Ohio Div. Annual Meet.
3-4.—Sedalia. Missouri Division Annual Meet.
3.—Waco, Texas. Texas Division L. A. W.
3.—Pennsylvania Division Meet, Harrisburg, Pa.
3, 4.—Vinton (Ia.) Cycling Club races, Vinton, Ia.
3-4.—Hartford. Columbia C. C. Race Meet.
3, 4.—Iowa State meet, Vinton Cycle Club.
3-4.—Harrisburg, Pa. Annual race meet Pennsylvania Division.
4.—Race meet at Greenwich (Ct.) Driving Park.
4.—Union County (N. J.) Roadsters meet at Rahway, N. J. A. H. Chandler, Lock Box 55, Rahway, N. J.
4.—Vineland, N. J. Vineland Wheelmen's Race Meet.
4.—Penn Wheelmen Tournament, Reading, Pa.
4.—New Castle, Pa., New Castle Cycle Club's Fifth Race Meet.
4.—Reading, Pa. Penn. Wheelmen race meet.
4.—Waltham, Mass. Boston Press Cycling Club race meet.
4.—Milwaukee. Waukesha Road Race.
4.—Asbury Park Wheelmen's Race Meet.
4.—Tonawanda, N. Y. Tournament Tonawanda Bicycle Club.
4.—Saco Driving Park, Me. York County Wheelmen's Race Meet.
4.—Baltimore, Md. Baltimore Cycle Club.
4.—Cincinnati. Fourth Annual Road Race.
4.—Watertown (N. Y.) Cyclers Race Meet.
4. Cincinnati. Fourth Annual Pourman Road Race.
4.—Lake Walden, Mass. Suffolk Athletic Club.
4.—Waco, Tex. Texas Division L. A. W.
4. Skowhegan, Me.—Skowhegan Wheel Club races.
4.—Eckhart (Ind). Wheelmen tournament.
4.—Tourists' Cycle Club of Paterson, N. J., at Clifton, N. J.
4-5.—Fort Scott. Seventh Annual Meet, Division. Address Henry E. Harris.
4-5.—Rockford (Ill.) C. C. race meet.
7-8.—Toledo, O. Cycle Club Tournament.
8.—Riverside Wheelmen Tournament, Manhattan Field, New York.
15.—Newark, N. J. Atalanta Wheelmen 100-mile road race.
16.—Cincinnati O. Annual Steamboat Outing. Brighton Bicycle Club.
19.—Annual Field Day, Springfield (Mass.) Bi. Club.
20.—Chillicothe, O. Chillicothe Handicap Road Race.
21-22.—Horne Hill Track, London. Onca Cup 24-hour Race.
25-26.—Fort Wayne. Indiana Div. Annual Meet.
28.—South Bend, Ind. South Bend C. C.
29.—Asbury Park, N. J. Asbury Park Wheelmen.

AUGUST.

1, 2.—Michigan Division Meet and International Races at Detroit.
2.—Richfield Springs, N. Y. Waiontha Bicycle Club.
4.—Union County (N. J.) Roadsters meet, Rahway, N. J. A. H. Chandler, Lock Box 55, Rahway, N. J.
5-12.—L. A. W. Annual Meet, Chicago.
7-12.—International Race Meet, Chicago.
12.—Alameda Cal. Alameda Bicycle and Athletic Club.
14-15.—Milwaukee Wheelmen's International Circuit Meet.
15.—Cincinnati, O. Annual Hanauer Races at Carthage Fair Grounds.
16-17.—Ripon. Wisconsin Division International Circuit Meet.
19.—Minneapolis. International Circuit Meet.
19.—Buffalo. Inter-club road race.
22.—Evansville, Ill. International Circuit Meet.
24.—Indianapolis. Zigzag C. C. International Circuit Meet.
26.—Cincinnati, O. Century C. C. International Circuit Meet.
26.—Philadelphia. Quaker City W. Annual Meet.
28-29.—Columbus, O. Century C. C. International Circuit Meet.
30-31.—Cleveland O., Wheel Club International Circuit Meet.

SEPTEMBER.

2.—Waltham, Mass. Malden Bicycle Club, Waltham Bicycle Park.
2.—Birmingham, Ct. Crescent C. C. Race Meet.
4.—Waltham, Mass. Young Men's Asso.
4-5. Syracuse C. C. Race Meet.
4-5.—Charter Oak Park, Hartford Wheel Club's tournament.
7.—Lynn, Mass. International Meet.
9.—Waltham, Mass. Associated Cycling Clubs.
13.—Maringo, Iowa. S. H. Rowlands.
13.—Passaic, N. J. Passaic Athletic Club.
12-13-14.—Springfield B. C. Tournament.
16.—N. Y. Metropolitan Association Inter. meet.
20-21.—Baltimore. International Meet, Maryland B. C.
23.—Philadelphia A. C. C. International Race Meet.
25.—Scranton, Pa. Scranton Bicycle Club.
30.—Brooklyn, N. Y. K. C. W. Race Meet.

OCTOBER.

2.—Sacramento, Cal. Capital City Wheelmen meet.
5.—St. Louis. Annual Fall County Tour.

NOVEMBER.

30.—St. Louis. Annual Paper Chase.

On Early Riding.—Tips For Feminine Riders.

WHO, among the L. C. A. members, pursues my plan of before breakfast riding? That doesn't mean starting off without anything to eat, pray remember. It only means an early—*very* early cup of tea or cocoa, or a glass of milk, with some slices of bread and batter, and a start off between seven o'clock or half-past, when the day is at its best and freshest. A very hasty toilette is all that goes to that early riding. Hair plaited or twisted up simply, for it will have to be done over again when one comes back from one's ten-mile ride. A dashing of cold water over the face, to get the sleep out of one's eyes—for the morning tub comes later when one gets back. It does not take long to get ready, and run downstairs to get s out one's ever-ready mount. And then there is the first moment of bounding delight as one slips into the saddle and is off.

Nothing equals that time of a summer morning, and the mornings we have had for six weeks past merit their title of summer as much as June and July generally do. You skim out past houses and streets into the fresh delicious country, the world is only just waking up, and everything is vigorous, and untired, and unspoiled. Things strike you in an early morning ride that never appeal to you at any other time. You notice the lightness of the air (science has proved that the sun's rays are heavy, but you never felt it practically for yourself before), the way the smoke curls up against trees, a thousand things that makes your ride a new experience to you. The roads are clear and free from traffic, you may keep to your own side or not as you like, there is no one to smother you with dust in passing, or to drive you to the stony side of the road as they rattle past. You don't dawdle much on an early ride, you feel so fresh and so exhilarated that you want to ride hard all the way, and you cover more ground and get in more exercise in a given time, than you do at any other time of the day. You get home before you expected to, and can spend a reasonable time over cleaning your machine before you house it, as I hope every woman does, even if she is going to ride again later in the day.

Personally, I never in my life have started out with a dirty machine, and I hope I never shall. It takes but a few minutes to remove dust or mud, and the benefit to the machine of not being put by with grit or caked mud upon its inner parts is incalculable. A woman who could complacently keep and ride a machine in the state some men would, it seems to me, be the kind of woman who is careless and untidy about her person, and a bad manager of her household. After the machine is attended to comes the refreshing toilette, fresh garments, and breakfast. What an appetite one brings to it! and how good it tastes! I can't help feeling that early morning riding is more beneficial to health than that taken at any other time of day, from the difference in my own sensations when once my own early rides have begun again for the season.

Forgive me, if I too often sound the praises of early riding. I know I have done it a dozen times before. But I derive such pleasure from it in my own case, that I can't help wanting all my readers to share it. For busy people—more especially for those whose business lies in the direction of mental work—there is nothing, to my mind, like it. I wish everyone would follow my example, and try it for themselves.

I find—I don't know whether other people are troubled in the same way—a singular difficulty in keeping on a straw hat in riding with the present fashion of hair. The coils at the back prevent the hat from fitting closely to one's head, and there is nothing on top to pin it to.

The method I have adopted and found to be useful, even in a headwind, is the following: I fasten a piece of narrow black elastic to the hat on either side, rather far forward, and at the end of this elastic I make a strong loop. Through the loop I pass a long, strong hairpin, and drawing the elastic down, I fasten the pins, points upwards, into the available hair. A couple of long pins behind keeps it steady, and makes riding a more comfortable matter.

Before that I had one or two experiences of riding with my hat straight on end in a headwind, and of arriving at home with it so much over one eye as to create an unfavorable impression in the mind of the outside public.—*Violet Lorne in Bi. News.*

He Believes in Humping.

EDITOR BICYCLING WORLD: I notice that in the last issue of the BICYCLING WORLD our friend L. A. W. 24,278 again brings up the subject of "Scorcher's Pose." *Great Guns!* it certainly makes me weary to hear some people trying to resurrect old arguments which have been hashed up and rehashed since the rear driving safety first existed. Strictly speaking from a hygienic standpoint our esteemed friend is right, but as long as the United States of America remains a Republic, as long as the grand bird of freedom flaps his wings defiantly over a free country from Maine to California, and as long as I find that I can ride easier, faster, further at the expenditure of less exertion with my handle bars down I will *keep them there*, regardless of the fact that I make my bread and butter through my knowledge of medical matters.

Now, for "Heaven's" sake, let us drop all discussions which arise from simply a difference of opinion. Mr. Corbin's brain is just as good as mine, and my brain is (if I do say it myself) as good as our friend Corbin's. He cannot convince me that I ought to put my bars up, and I cannot convince him that he ought to put his down, so let us call time and argue the Chinese question or something else important.

A. WAKELING BALL.

Philadelphia, June 5, 1893.

For Young Children.

THE average mother of the average small child yields without question, if her purse permits it, to his request for a bicycle, tricycle or velocipede. That in so doing she sometimes does the boy or girl a serious wrong is attested by the harmful results which often follow. An English surgeon lays down the rule that, given the usual development of six years, that is the earliest age to permit a child to cycle, and the caution is added that this in many cases is too early.

Great care should be taken in choosing and fitting the machine. It should be light of course, the gearing low enough to admit of a short crank throw (four inches is generally ample for a child of 6 or 7) and the saddle and spring properly adapted to the weight and size of the rider, but most important of all is the length of reach. This should be quite short. The child should be able easily to touch the pedal at its lowest point with the heel. Nothing is more injurious than a reach so long that the unfortunate boy appears as if riding on a rail, just touching the pedals with the tips of his toes.

Then, the position must be carefully studied. Young growing tissues are easily distorted, and a saddle too far back and handles too far forward would certainly cause a curved spine and a permanent camel's hump. The peak of the saddle two inches behind the crank axle and handles so brought round and back that the child can sit perfectly upright on the machine are two things that must be insisted on in buying either a bicycle or a tricycle for a young rider.—*Bicycling News.*

He Prefers the L. A. W.

EDITOR BICYCLING WORLD: I notice in the June 8th number of *Canadian Cycling*, that "Mirror of Wheeling Events," a spicy article entitled "The C. W. A. Down East;" in which the writer refers to me as the "Pooh Bah" in New Brunswick. The author also quotes from Scripture, and asks "Can a man serve two masters?" In the first place, I wish to state that I am not a "Pooh Bah," or even a Chief Consul of the C. W. A., having resigned the latter office on being appointed to a similar position in the L. A. W. My reasons for resigning the office in the C. W. A. and accepting the same position in the L. A. W. are too numerous to mention. I trust that that "Circle of Useful Knowledge"—*Cycling* will be sure of its ground, before making further erroneous statements. FRED L. TEMPLE,

C. C. for Mar. Provinces.

St. John, N. B., June 13.

THE C. W. A. DOWN EAST.

From an eastern paper we clipped a note recently stating that the wheelmen of the Maritime Provinces were meditating the formation of a new association.

In a recent issue of the *Wheelman* appears the following: "Mr. Fred L. Temple, Chief Consul of the Maritime District, writes contradicting the report that there was any intention of the wheelmen in the lower provinces to organize an association apart from the C. W. A."

It would seem as though Mr. Temple were a sort of "Pooh Bah" in New Brunswick, for in the column of Division officers published in the *L. A. W. Bulletin* is the following: — "MARITIME PROVINCES—Chief Consul, Fred L. Temple, 128 Prince William street, St. John, N. B.," and among the official notices in the same paper: MARITIME PROVINCES—Arthur A. Shute is hereby appointed Local Consul for Fredericton, N. B. Fred L. Temple, Chief Consul."

In this connection the question naturally arises, "Can a man serve two masters?" In other words, is it the proper thing for Mr. Temple to hold the office of Chief Consul in the C. W. A. and L. A. W. at the same time? It is true the two associations are both working towards the same end, but at the same time we do not think that Mr. Temple will be a source of strength to the C. W. A. when also working in the interests of the L. A. W.

INVENTIONS.

The Latest Patents.

A LIST of recent patents, reported especially for the BICYCLING WORLD, by W. F. Aughinbaugh, patent attorney, Washington, D. C. Copies of these patents may be had of the above named attorney at twenty-five cents each.

499,221. Self-Timing Attachment for Bicycles. Maurice Friedberger, Stockton, Cal. Filed Jan. 10, 1893.

499,244. Bicycle Saddle. Sarah L. Nagy and Mary S. Jones, Philadelphia, Pa. Filed Nov. 28, 1892.

499,245. Bicycle-Bell. John D. Nesbitt, Nantucket, Mass. Filed March 11, 1893.

499,378. Bicycle or Velocipede Saddle. Warren L. Fish, Newark, N. J. Filed Oct. 19, 1891.

499,440. Bicycle-Lantern. Frank Rhind, Meriden, assignor to the Bridgeport Brass Company, Bridgeport, Conn. Filed June 11, 1892.

499,457. Bicycle-Support. Gipson Finley, Grand Ridge, Ill. Filed Dec. 12, 1892.

499,514. Vehicle-Wheel. James Buchanan, Indianapolis, Ind. Filed Jan. 31, 1893.

499,574. Pneumatic Tire. Charles H. Pagett, Oxford, Ind. Filed Nov. 7, 1892.

499,581. Bicycle Attachment. Isaac Polhamus, San Diego, Cal. Filed Feb. 20, 1893.

499,600. Pneumatic Tire. Walter Sherbondy, Akron, Ohio. Filed April 17, 1893.

499,659. Tire-Inflating Device. James F. Cranston, Springfield, Mass. Filed Sept. 6, 1892.

499,675. Saddle for Velocipedes. Joel H. Hendrick, Springfield, and Jarvis P. Kelly, Chicopee, assignors to the Warwick Cycle Manufacturing Company, Springfield, Mass. Filed Dec. 5, 1892.

499,694. Bicycles, etc. Wm. A. Wright, Centreton, N. J., assignor of one-half to Charles N. Apple, Philadelphia, Pa. Filed Oct. 14, 1892.

SHEPARD, NORWELL & CO.

OUTFITS FOR

Wheelwomen.

BICYCLE HABITS AND Perfect Travelling COSTUMES.

These garments are made to measure from the

Celebrated Cravenette Goods,

Absolutely dust and water proof, and warranted to neither spot nor shrink when exposed to rain.

These garments are tailor-made and finished with thoroughness, in styles to suit individual tastes.

Bicycle Skirts.

We are making Cyclestrienne Skirts for wheelwomen, especially designed by one of the pioneer lady cyclists of this country,

Mrs. Mary Sargent Hopkins,

Lecturer and writer on "Wheeling for Women," who will give all interested parties the benefit of her judgment and experience.

This skirt incorporates all the merits, besides possessing novel and original features, the result of valuable experiments, and looks equally well as a wheel or street costume, a feature which will be readily appreciated by all lady cyclists. As a travelling costume this habit is without a peer, and will be found invaluable to tourists.

We have in stock complete outfits, including Bicycling Hats, Shoes, Equestrian Tights, Etc., and all accessories to a perfect wheel costume.

Orders taken for costumes for ladies' wheel clubs.

Mail orders and inquiries will receive prompt atttention.

Shepard, Norwell & CO.,

Winter St., BOSTON, MASS.

Pneumatic



908, Solid Gold, - $2.50
958, Rolled Gold, - 1.25

SEND $2.50 TO MARTIN, METZGER & CO., 42 Maiden Lane, New York, FOR A

Pneumatic L. A. W. Pin.

Sent by mail at our risk. Discount to jewelers. Catalogue will be sent FREE.



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See our

Bargain Catalogue.

We ship bicycles all over the country C. O. D. by express, with privilege of examination,

All at Wholesale Prices.

Security Bicycles

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THOUSANDS HAVE

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By ordering Direct from us.

Send two-cent stamp for Catalogue and Prices.

CHAS. H. SIEG MFG. CO.,

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[Mention the BI. WORLD.]

Bicycle Shoe.



TRY THEM. $2.

Made of the best Dongola Leather and warranted. Delivered free to any part of the United States or receipt of $2.00 cash, money order or postal note. If not satisfactory we will refund the money or give you a new pair. They are unequalled as an easy walking, Police, or Letter Carrier's Shoe. Sizes 1 to 5, or 5 1-2 to 11.

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RED CROSS REPAIR OUTFIT



These metallic cases are nickel plated and are very neat and attractive. Can be conveniently carried in the pocket or placed in the tool bag. Each case contains a double tube of Red Cross Cement, a roll of our Pure Gum Patching, a sheet of Friction Cloth.

Ask your dealers for them or we will send prepaid to any address upon receipt of regular price, 75 cents each.

A. U. BETTS & Co., Toledo, O.



The Chicago Grip

For Tangent and Direct Spokes. For sale by all dealers, or sent post-paid for

75 CTS.

AVERY & JENNESS,

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USE EAST INDIA STICK GRAPHOLINE



FOR BICYCLE CHAINS.

The only chain lubricant that gathers no dust. It is easily applied, being manufactured in sticks three inches long. It protects the chain from rust, dust, mud and wear. Price 25 cents, by mail.

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KENTUCKY BICYCLE AGENCY,

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East India Stick Grapholine

Sold in the East by the

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PRICE BY MAIL, 25 CENTS.

World's Record In Competition.

1 HOUR 14 MIN. 10 SEC.

WARWICK AND VAN WAGONER.

MARTIN ROAD RACE, MAY 30, 1893.

"Facts count, not jawbone."

WARWICK CYCLE MFG. CO., - Springfield, Mass.

SINGER CYCLES.

NO CHANGE IN PRICE

The Only Wheels Absolutely Guaranteed.

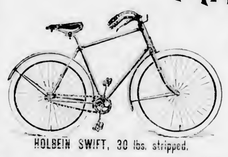
The Only Wheels Fitted with 1893 Improvements.

Our prices correspond with the value of the articles furnished, and in the future, as in the past, will be maintained in all countries, against the inflated prices of goods of inferior make.

SINGER & CO., 6 and 8 Berkeley St., and 2 Warren Avenue, BOSTON, MASS.

LIBERAL DISCOUNTS TO RELIABLE AGENTS.

MATERIALLY MATED.

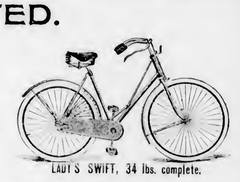


HOLBEIN SWIFT, 30 lbs. stripped.

SWIFT By Name.

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CATALOG FREE.



LADY'S SWIFT, 34 lbs. complete.

COVENTRY MACHINISTS' CO.,

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Another Cut on Wheels.

THE

D. & R. Special

Highest Grade, Dunlop Tires, etc., regular 30 wheel, reduced from

$150 to $85.00

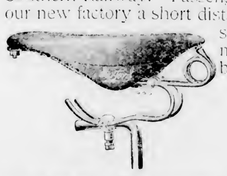
This applies only to our 30-lb. Light Roadster and 36-lb Full Roadster.

As we have but a limited number of these wheels we shall fill orders in rotation until our present stock is exhausted. Cash to accompany orders in all cases.

Dean & Rogers Cycle Co.,

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ELYRIA is twenty-six miles west of Cleveland on the Lake Shore and Michigan Southern Railway. Passengers traveling this route will notice our new factory a short distance east of the depot on the north side of the tracks, and seeing it will not be surprised at our claiming to be the . . . . . .





LARGEST SADDLE MAKERS IN THE WORLD.

By the way, if it be convenient stop over a train. We are always pleased to show our new plant, and our visitors so far have enjoyed seeing the building of saddles reduced to a science.

GARFORD MFG. CO.,

CORRESPONDENCE SOLICITED. ELYRIA, OHIO.

This is the lightest "Road Wheel" made. Was ridden on country roads over 1,000 miles, and stood the test perfectly.

KEATING.



KEATING.

MODEL D.

As a hill climber it stands at the head. Hollow Rims, Bidwell Tire, Fine Finish.

You miss it if you do not see, and that means purchase. Guaranteed for any weight rider.

KEATING WHEEL CO., Holyoke, Mass.

1775 Broadway, New York. 145 Columbus Ave., Boston, Mass.

EIGHTH ANNUAL MEET

. . MISSOURI DIVISION . .

AT SEDALIA, JULY 4.

Twelve Events. Fifteen Hundred Dollars in Prizes.

FASTEST HALF-MILE TRACK IN THE STATE.

Handicap events close June 27, other events July 3.

W. H. REYNOLDS, Sec'y, Sedalia, Mo.



The Billings' Bicycle Wrench.

Adopted by the Pope Mfg. Co., and pronounced by them the Best Bicycle Wrench in the Market.

THE BILLINGS & SPENCER CO., HARTFORD CONN.

BOSTON

Press Cycling Club Race Meet,

WALTHAM BICYCLE PARK, WALTHAM, MASS.

JULY 4, 1893.

Races at 2.30 P. M.

ALL THE CRACK FLYERS.

List of Races and Prizes.

1. **Novice (One Mile).**
   1st. Gold Medal. 2d. Silver Medal. 3d. Bronze Medal.
2. **One Mile, 2.40 Class.**
   1st. Union No. 3 Lady's Wheel, full nickel. VALUE. 100
   2d. Combination Desk and Bookcase with set of Chambers Encyclopædia, Morocco. 100
   3d. "Kamaret." 55
   4th. Bicycle Suit. 15
   5th. Game of Lassola. 15
   6th. Bicycle Shoes. 4
3. **One Mile Invitation Diamond Race.**
   An attempt will be made to break the One Mile World's Record in competition.
   1st. Diamond. $150
   2d. Diamond. 100
   3d. Diamond. 50
   An additional prize, $150 Diamond, is offered for breaking the World's Record for One Mile in competition; also a $50 Diamond to the man leading on the first lap, and a $50 Diamond to the man leading on the second lap, provided the record is broken.
4. **One-Third Mile Open.**
   1st. Waltham Safety Bicycle. $150
   2d. Gold Watch. 100
   3d. Sideboard. 75
   4th. Bicycle Suit. 16
   5th. Chest Weights. 12
   6th. Meerschaum Pipe. 10
5. **One Mile L. A. W. State Championship.**
   1st. Gold Medal. 2d. Silver Medal. 3d. Bronze Medal.
6. **Team Race.**
   1st. To be selected. $100
   2d. Roll Top Desk and Chair. 75
   3d. Clock and Bronze. 50
7. **One Mile Open.**
   1st. Victor Flyer. $150
   2d. Diamond. 100
   3d. Couch. 75
   4th. Field Glasses. 35
   5th. 1 Pair Rat Trap Pedals. 10
   6th. Sweater. 5
8. **Two Mile Handicap.**
   1st. Quadrant Racer.
   2d. To be selected. 100
   3d. Double Barrelled Shot Gun. 75
   5th. Oak Easy Chair, Leather Trimmings. 35
   5th. Gold Pin, Garnet and Pearls. 15
   6th. Cane. 8

This price list subject to additions and changes for the better.

Entrance Fee, $1.00 for each Event.

Entries Close June 27, at 12 M.

SEND ENTRIES TO

B. W. ISFORT.,

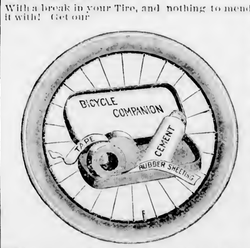
44 Warren Ave., Boston, Mass.,

Of Whom Entry Blanks May Be Obtained.

ADVERTISE IN THE BICYCLING WORLD.

DON'T GET CAUGHT

With a break in your Tire, and nothing to mend it with? Get our



Which contains everything you need for repairing. Always handy, fits the pocket, and *absolutely necessary to every owner of every wheel.*

Price 50c. Postage Paid.

If your local dealers do not keep

The COMPANION,

send your order and 50c. to

BOSTON RUBBER CEMENT CO.,

200 Devonshire St., Boston, Mass.

"Featherweight"

BICYCLE BELL.

PRICE $1.00.

WEIGHT, 1 & 1-2 OUNCES.

The Neatest, Lightest and Handsomest Bicycle Bell in the World. Sound musical and far reaching. No iron. No rust. No rattle.

☞ Send size of handle-bar. If not for sale in your town, send price and size of bar, and receive one by return mail.

J. D. NESBITT & Co., Manufacturers,

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Hubs, Spokes, Rims, etc.

HIGH GRADE:

"Perfectos."

$125.00.

Safeties built to order. Repairing all kinds.

V. DUGMORE AND CO.,

194, 196 Columbus Ave., Boston, Mass.

They're jealous, that's all.

Of course we all want to be up with the times. Of course the jealous manufacturers whose wheels *don't* make records, sing out against those whose wheels do.

But it's all talk. They'd do the same if they could. Their wheels aren't FAST enough. That's the trouble.

You want a modern wheel—a fast wheel—a strong wheel—a wheel that will work—a roadster that will beat racers of of other makes. Get an "Imperial"

A catalogue will give you some more pointers about it.

AMES & FROST COMPANY,

302 & 304 WABASH AVENUE,

CHICAGO.

"THE MIDGET"



JUST THE TRICK FOR SCORCHERS. SIZE, 1 1-2 x 2 1-2. WEIGHT, 2 OZ.

The Midget is the scorchers' friend, and the only vest pocket Kit that meets the requirements of all pneumatics.

PRICE BY MAIL 35 CENTS.

PRINCE WELLS,

626 Fourth Avenue, - Louisville, Ky.

Don't Forget that the JERSEY DIVISION L. A. W.

Will this year hold their meet at

TRENTON, SATURDAY, JULY 1.

$1000 IN PRIZES,

And no padded values. Elegant track.

Philadelphia & Reading station at the grounds. Special entertainments for the visitors from early morn till midnight.

For entry blanks, etc., address

J. C. TATTERSALL,

Box 329, Trenton, N. J.

Do You Want a Pneumatic?

. . . Are you . . .

Handicapped by an old wheel?

IF YOU WANT ANY HELP

WRITE

H. S. OWEN MFG. CO., Washington, D. C.

FOR

Souvenir of Washington,

Catalog of . . . . **Capital Cycles,**

AND TERMS.



A MODEL RACING SUIT

That is modest, light and convenient, with all the weight hung on the shoulders and no extra material to carry. This suit meets all the requirements of the L. A. W. rules. No. 130, worsted, full fashioned, $5; No. 132, worsted, cut goods, $3.50; No. 133, worsted, light weight, $2.25; No. 134, pure silk, 1st quality, $15.00; No. 135, pure silk, 2d quality, $10.00; No. 136, sateen, very light, $2.50. By mail, 10 cents extra.

Above suits are same as cut; 1-4 Sleeve, 16-inch inseams. Sleeveless suits same price. Black and Navy Blue, only in stock in worsted and sateen. Silk suits made to order also, any color in worsted. Striped suits, $1.00 extra. Letters, 50c. each. Measurements: Chest, waist, back of neck to crotch and inseam.

CALL A 1 SUPPORTER

A light, cool and durable supporter for Bicyclists, Athletes and Gymnasts. Made of cloth and elastic, a surprise. Price $1.00. Sent post-paid on receipt of price. Measure and send tight waist measure. Illustrated catalog of Bicycle and Athletic Goods free.



S. B. CALL, 299 Main Street, Springfield, Mass.

"CUT" PRICE BARGAINS IN Sweaters, Duck Pants, and Bicycle Suits.

SWEATERS—ALL WOOL, ENGLISH GOODS, White, Black, Blue. We sell for $2.63. Send chest measurement. Others sell for $3.50.

ANOTHER BIG "CUT" DUCK PANTS FOR $1.25. This is away under all others. Send waist and length measure. Third big "Cut" BICYCLE SUITS L. A. W. Gray, Blue, Black, and Light Gray, $5.50 and $6.50. This is the bargain to take advantage of. Send coat and pants size. We are manufacturers' agents and guarantee every article we sell. ☞ We make big discount to L. A. W. clubs.

THOS. W. FARNSWORTH, 89 and 91 Summer St., Boston.

N. B.—We fit out entire clubs. N. B.—We do it cheap. N. B.—Goods delivered on receipt of price. Satisfaction guaranteed.



To the Wheelmen

Pat. June 6, 1893.

Wheelmen have often experienced that uncomfortable feeling when their belt binds, and their pants being tight at the knee impede easy action, and have to be unbuttoned, thereby spoiling the neat appearance. Our pants give absolute freedom to all muscular action having a covered elastic band on waist and knee that is self-conforming and self-supporting.

They are designed on scientific principles, and are a model of ease and comfort. They are easily fitted to any form, and are considered by those who have used them as perfect.

The PEERLESS BICYCLE PANTS

Are buttoned with ball and socket fastener. Are without fly front, and more convenient than old style, and without doubt the best bicycle pants made. Also made in Bloomer style. Send for circular. For sale by all the leading clothiers.

Mail orders promptly attended to.

MANUFACTURED BY THE

PEERLESS BICYCLE PANTS CO., 56 SUMMER STREET, BOSTON.

$25,000 In Cash Prizes.

Will be Offered at Wheel Races Held Under the Rules of the National Cycling Association at

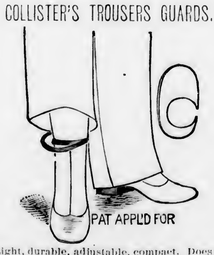
New York	July 3, 4
Brooklyn	July 6, 8
Philadelphia	July 13, 15
Troy	July 20, 21
Boston	July 22, 24
Buffalo or Springfield, Mass.	July 26, 27
St. Louis	July 30
Milwaukee	Aug. 5, 6
St. Louis	Aug. 12, 13
New York	Aug. 17, 19
Boston	Aug. 24, 26
New York	Sept. 2, 4
Brooklyn	Sept. 7, 9
Philadelphia	Sept. 14, 15
Brooklyn	Sept. 21, 23
St. Louis	Oct. 1, 4, 6, 7
Milwaukee	Oct. 14, 15
New York	Oct. 19, 21
Boston	Oct. 26, 28

Entrances, applications for licenses or requests for further information regarding the above must be made to

FRANK A. EGAN, Secretary-Treasurer.

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COLLISTER'S TROUSERS GUARDS.



Light, durable, adjustable, compact. Does not show when in use. Keeps trousers close to leg on the inside, and away from chain when riding the wheel, and from rubbing together when walking. Free air circulation in warm weather. Good for cycle riding or walking. Adjustable to any size trousers. Mailed to any address for 25 cts. For sale by all cycle dealers, or COLLISTER & BILL, 147 Ontario St., Cleveland, O.

$2. SCORCHER Shoe

Why wear BROGANS?

You want light wheels. Why not light shoes?

OUR GLOVE FITTING HORSEHIDE SHOE

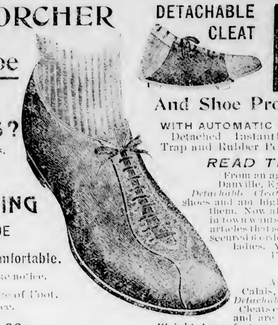
is Stylish. Neat. Comfortable.

Sizes, 3 to 11. Ladies take notice.

Send Money and Size of Foot. Postage free.

DETACHABLE CLEAT CO.,

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Weight, 4 oz.

DETACHABLE CLEAT $1.

And Shoe Protector,

WITH AUTOMATIC SOLE CLASP

Detached Instantly. For Rat-Trap and Rubber Pedals.

READ THIS:

From an agent.

Danville, Ky., May 26, 1893.

Detachable Cleat Co.: Received shoes and am highly pleased with them. Now all-most every rider in town wants one. They are articles that if you might have secured orders. A pair are for ladies. Yours respectfully,

C. CHRISTMAN,

L. A. W. 19744.

ANOTHER.

Calais, Me., May 26, 1893.

Detachable Cleat Co.: Cleats came to hand O. K. and are perfectly satisfactory. Yours truly,

D. & F. H. MOORE.

A. O. VERY CYCLE CO. WHOLESALE DEALERS IN BICYCLES AND SUNDRIES 245 Columbus Ave. BOSTON, MASS.

BICYCLES FOR EVERYBODY.

POPULAR STYLES AT POPULAR PRICES.

The Largest and Finest Assortment of Wheels in the World for a dealer to handle. Send for terms.

A. O. VERY CYCLE CO.,

245 Columbus Ave., Boston, Mass.

BICYCLISTS BEWARE!

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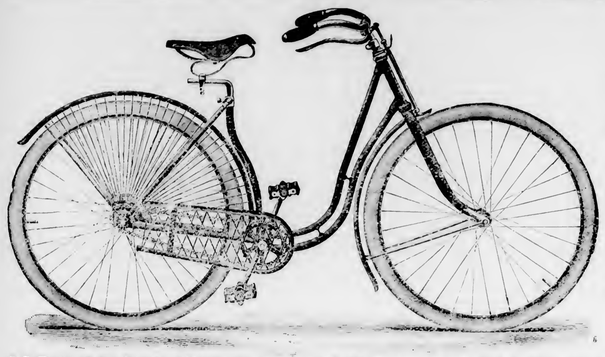
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What They Think of The Liberty

RIDLEY, N. Y., May 8, 1893.

Wilson, Myers & Co., 55 Liberty street, New York.

Gentlemen:—In the Relay Race from Boston to Chicago, which took place last week, my brother, S. B. Onthank, weight 165 pounds, and myself, weight 153 pounds, rode from North East, Pa., to Westfield, Pa., eleven miles in 41 minutes over rough and badly rutted roads. Our mounts were the Liberty road scorchers and they showed no signs of the great strain to which they were subjected.

Very respectfully, G. W. ONTHANK.

BUFFALO, N. Y., Feb. 11, 1893.

Messrs. Wilson, Myers & Co., New York.

Gentlemen:—Early last summer I bought of your agents in this city a pneumatic tired Liberty and used it all the rest of the season and find it to be the best wheel I have ever ridden. I find its ease of operation on country roads very remarkable, being for all kinds of work unexcelled. I think it is one of the strongest built wheels for its weight in the market. Hoping that you may have as good success with this year's wheel as last and a great deal better, I remain

Yours very truly, C. J. PLANZ.

KANSAS CITY, Mo., May 29, 1893.

Wilson, Myers & Co., New York City.

Gentlemen:—I purchased from Taylor one of your road racers of this year's pattern and it is perfection itself. I could not be better pleased with a wheel; although I have met with some accidents which ordinarily would seriously damage a wheel, yet beyond the cost of having it straightened out or repaired, I am none the loser; nor is the wheel any the worse so far as appearance goes. It was not the fault of the wheel or mine either I believe, but simply these unavoidable accidents that will happen at times to any one.

Yours very truly, J. M. ORR.

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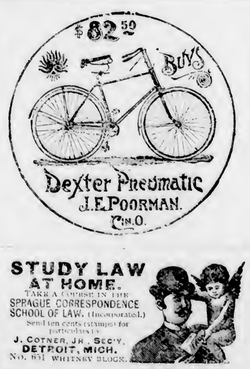


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L. A. W. LEAGUE OF AMERICAN WHEELMEN

OFFICIAL DEPARTMENT.

Boston, Mass., June 23, 1893.

LEAGUE HEADQUARTERS:

12 PEARL STREET, ROOM 20. - - BOSTON, MASS.

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SECOND VICE PRESIDENT, DR. G. CARLETON BROWN, 88 Broad St., Elizabeth, N. J.

TREASURER, W. M. BREWSTER, 4 Francis St., St. Joseph, Mo.

SECRETARY, ABBOT BASSETT, 12 Pearl St., Boston, Mass.

The President and Vice-Presidents constitute the Executive and Finance Committee. Dr. G. Carleton Brown is Secretary of this committee, and all correspondence with the committee must be addressed to him.

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Howard L. Perkins, P. O. Box 103, Providence, R. I.

M. A. Bigh,.....Cincinnati, Ohio.

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MARITIME PROVINCES—Chief Consul, Fred L. Temple, 128 Prince William street, St. John, N. B.

FOREIGN MARSHAL, Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C., England.

Annual Meet At Chicago.

The dates selected by the National Executive Committee for holding the annual League meet and International races are August 5th to August 12th, inclusive.

GENERAL COMMITTEE.

Thomas F. Sheridan, Chairman, Lock Box 951 Chicago. F. W. Gerould, T. L. Sloan, C. E. Randall, J. D. Biddle, R. D. Garden, Wm. Herrick, C. E. Stokes, A. J. Marrill, F. G. Gere, H. G. Rouse, A. A. Billingsley.

This committee to have general supervision of the annual meet under the direction of the National Executive Committee.

RACE AND TRACK COMMITTEE.

Frank W. Gerould, 108 Madison street, Chicago; R. D. Garden, N. H. Van Sicklen, and J. M. Erwin.

This committee to have general charge of the construction of the track, running of the races and arrangement of events, under the direction of the International Race Committee.

PRESS COMMITTEE.

Samuel A. Miles, *Referee*, Chairman, Caxton Building; L. J. Berger, *Bearings*; W. Wardrop, *Cycling Life*; T. A. Lane, *The Dial*; F. L. Spooner and H. H. Wylie, *Sportsman's Review*.

This committee to have charge of the news and promoting the general interests of the meet.

HOTEL COMMITTEE.

Charles E. Randall, Chairman, 4747 Champlain avenue; L. B. Taylor, W. A. Leonard. All communications for this committee should be addressed to W. A. Leonard, Sec., 908 W. Madison street, Chicago.

This committee to have charge and arrange for hotel accommodation during the League meet and International races.

TRANSPORTATION COMMITTEE.

J. O. Blake, chairman, No. 85 Madison street, Chicago.

PRIZE COMMITTEE.

William Herrick, chairman, 236 Wabash avenue, Chicago.

RECEPTION COMMITTEE.

R. D. Garden, chairman, 291 Wabash avenue, Chicago.

ENTERTAINMENT COMMITTEE.

A. J. Marriott, chairman, 236 Wabash avenue, Chicago.

RUNS COMMITTEE.

C. P. Roots, chairman, Caxton Building, Chicago.

PRIVILEGES COMMITTEE.

F. W. Gerould, chairman, 108 Madison street, Chicago.

Racing Board Matters.

Harry G. Nye, Carey, O., is hereby declared to have forfeited his amateur status by competing for a cash prize. Amateurs are warned against competing with him in future.

The resignation of S. W. Merrihew as official handicapper, District No. 3, is hereby accepted.

For competing in an unsanctioned race at Beavers Falls, Pa., May 30th, the following are suspended for thirty days from all track racing, and amateurs are warned against competing with them during time of suspension: Harry G. Fry, Jr., Rochester, Pa.; Thos. Fry, Rochester, Pa.; David Mitchell, Beaver Falls, Pa.; W. H. McCoole, Beaver Falls, Pa.

SANCTIONS GRANTED.

July 4th, Brunswick Wheelmen, Simon Island, Ga.

July 3d and 4th, Harrisburg Wheel Club, Harrisburg, Pa.

July 4th, E. H. Crowhurst, Neshaminy Falls, Pa.

July 4th, Thomas Fassitt, Easton, Pa.

July 4th, Penn Wheelmen, Reading, Pa.

June 17th, Y. M. C. A., Wilmington, Del.

June 16th, Knights of Pythias Picnic, Carbondale (Fairview), Pa.

June 17th, Y. M. C. A., Scranton, Pa.

July 4th, Pittsburg Athletic Club, Pittsburg, Pa.

June 27th, Liberty Cycle Club of Baltimore, Tolchester Beach, Md.

June 10th, Conn. High School Athletic Association, New Haven, Ct.

July 18–St. Vincent de Paul Society, Lake Walden Grove, Mesne.

July 4—Thread City Cyclers, Willimantic, Ct.

June 28—Conn. River Valley Assn., White River Junction, Vermont.

July 4—Campbell & Cox, Hills Grove, R. I.

June 17—St. Lukes Guild, Westboro, Mass.

June 9—Inter-scholastic games, Holmes Field, Cambridge, Mass.

July 3—Vermont Division, Barre, Vt.

June 17—Dover Bicycle Club, Dover, N. H.

June 20—C. L. Meigs, Branford, Conn.

July 4—Shoe City Wheelmen, Brockton, Mass.

July 5—Young Men's Lyceum, Natick, Mass.

July 1—St. Mary's Parish, Lee, Mass.

July 20—New Hampshire Division, Concord, N. H.

July 4—Lawrence Riding Park Assn., Lawrence, Mass.

June 19—Spencer Bicycle Club, Spencer, Mass.

June 20—Y. M. C. A., Oswego, N. Y.

June 27—Y. M. C. A., Herkimer, N. Y.

July 1—Passaic Ath. Club, Passaic, N. J.

July 4—Fairview Ath. Club, Spring Valley, N. Y.

Sept. 4—Poughkeepsie Bi. Club, Poughkeepsie, N. Y.

July 4—C. H. Stuart, Sodus Point, N. Y.

June 20—Weedsport Athletic Club, Weedsport, N. Y.

June 17—Col. Springs Wheelmen, Colorado Springs, Col.

July 4—Cambridge Fair Assn., Cambridge, N. Y.

June 28—Y. M. C. A., Oneida, N. Y.

July 4—Buffalo Bicycle Club, Buffalo, N. Y.

June 30, 27—Utica Cycling Club, Utica, N. Y.

July 12—White Star Wheelmen, Sag Harbor, N. Y.

July 4—Homeopathic Hospital, Middletown, N. Y.

July 4—Lake City Wheelmen, Dunkirk, N. Y.

July 4—Lockport City Wheelmen, Lockport, N. Y.

July 4—Y. M. C. A., Ilion, N. Y.

Aug. 26—Riverside Ath. Club, Waverly, N. J.

July 16—Gramercy Wheelmen, New Dorp, S. I.

H. E. RAYMOND.

Missouri Division Meet.

To Members:

Transportation arrangements have now been completed and are as follows:

A rate of one fare for the round trip has been made from all points in the State to Sedalia.

Sedalia can be reached by the Missouri Pacific and M. K. & T. railways. Members residing in the north-eastern part of the State should purchase tickets to Hannibal and thence via M. K. & T. Ry to Sedalia. Address T. C. Howell, Moberly. Members residing in northwest Missouri are advised to purchase tickets to Kansas City and join party in charge of E. A. Merrifield, 706 Wall street. Members from points near St. Louis are invited to join St. Louis party and advise M. J. Gilbert, 205 North 4th street.

The Missouri Pacific Railway has agreed to furnish a special baggage car for wheels, and a special chair car if the crowd justifies. All wheels must be shipped in the special baggage car which will leave St. Louis on the night of July 1 or morning of July 2, as no wheels will be carried in the regular baggage cars on account of the heavy Fourth of July travel. Members can save themselves and the officers a great deal of trouble by carefully noting above. No member who leaves the same leaves the wheel must be shipped in the special baggage car. The special cars will be held at Sedalia until the night of July 4, 12 P. M., when all will be insured a seat to St. Louis. Fraternally, M. J. GILBERT, Approved: CHAS. TOMLINSON.

ROBT. HOLM, C. C.

Missouri Division Meet.

The annual meeting of the Division will be held at Sedalia on July 2, 3 and 4, and it behooves every member who has the best interests of the Division at heart to make arrangements now to attend. As the officers to serve during the ensuing year will be nominated at Sedalia, it is of prime importance that every member be personally present.

Sedalia Hotel will be the official headquarters and a special rate of $1.50 per day has been made for said hotel only on presentation of League ticket.

Sedalia has prepared a magnificent programme for our entertainment, and no member can afford not to attend the grandest meet in the history of Missouri.

Entry blanks for the races and full information regarding track, hotels, programme, etc., can be obtained by addressing W. H. Reynolds, Secretary St. C. T. A., Sedalia, Mo.

Fraternally, ROBT. HOLM, C. C.

P. S.—Club captains are requested to look after the badges for their clubs and a neat L. A. W. pin will be furnished for holding same at a cost of 75 cents.

Illinois.

Illinois members please note:

Members of the League should not fail to notice the recent action of the Western Passenger Association in reference to the free carriage of bicycles over any of its lines.

Through the efforts of the baggage masters association at their meeting some two months ago a strong set of resolutions was adopted protesting against the transportation of bicycles unless crated. The rules were then passed by the Western Traffic Association on the plea that World's Fair business would so crowd their cars that cycles could not be carried. Later this action was amended by placing a charge on bicycles of the amount charged for excess baggage, the minimum charge to be twenty-five cents. Through the efforts of Mr. John A. Blake, western member of the L. A. W. Transportation Committee this action of the railroads has been rescinded, and the roads comprising this association will make no charge for transportation of wheels.

The Western Traffic Association includes every line west and south-west of Chicago; the Northwestern, the Chicago & Milwaukee, and the C. B. & Q. being among them.

The Central Traffic Association lines, east and south-east of Chicago will also do the same as the Western Traffic Association.

A mere mention of this victory by the L. A. W. should convince every wheelman who is not married (on his dollar) that membership in the League is worth many times its cost, and that it is the duty of every rider to lend his support to the work which the League has in hand.

PERTON F. WHITE, Sec.-Treas.

Chicago, June 16, 1893.

Kansas Division.

SEVENTH ANNUAL MEET.

To LOCAL CONSULS: A rate of one and one-third fare for the round trip has been agreed on by the following roads for persons desiring to attend the Annual Meet at Fort Scott:

Atchison, Topeka & Santa Fe,
Chicago, Rock Island & Pacific,
Kansas City, St. Joseph & Council Bluffs,
Kansas City, Wyandotte & Northwestern,
Missouri Kansas & Texas,
Missouri Pacific,
St. Joseph & Grand Island,
St. Louis & San Francisco,
Union Pacific.

The above rate is on the certificate plan. Please inform every League member within your respective jurisdictions that in buying tickets to Fort Scott they pay full fare and secure a receipt for same from the Station Agent; this receipt, when properly signed by me, will entitle the holder to a return ticket on paying one-third of the regular fare. Do not fail to take a receipt.

Tickets good, coming, July 1st, 2nd and 3rd, and returning, July 4th, 5th and 6th.

The Kansas City, Fort Scott & Memphis Railroad has granted a one fare rate. No receipt need be taken on this line.

Agents will sell round trip tickets for one fare.

☞ Please make the above known at once.

HENRY E. HARRIS, Chief Consul.

Ft. Scott, June 14, 1893.

New Hampshire.

To all who have not renewed I would earnestly ask them to attend to the matter at once as the time for renewing expires June 30. As yet New Hampshire is behind on renewals, not more than one-half have sent in their dollar to the Secretary.

It is very easy to let the matter slip your mind if you put it off any longer, and you cannot afford to let your League membership expire. It will cost you $2.00 after July 1st.

Fraternally yours, GEO. A. PLACE, C. C.

New Hampshire.

The eleventh annual meet of the New Hampshire Division, will be held on July 20th, 1893. The place of meeting, Pythian Hall, 11.45 A. M.

GEO. A. PLACE, Chief Consul.

Pennsylvania Division.

The members who have received their renewal cards for the current year need have no fear that there is any trouble connected with their renewal. The list of members in my possession is quite inaccurate, and in order that no member may be overlooked the circular relating to renewals was sent to every one whose name was not checked off upon my list. In this way many who renewed directly to Mr. Bassett in Boston received a circular suggesting the renewal of their membership. I make this announcement publicly because I have received some hundred or more letters from those who so renewed, and to reply directly to each one would entail trouble and expense which I cannot undertake. I trust everyone who has so written to me will pardon my not replying directly to him. Fraternally,

SAMUEL A. BOYLE, Chief Consul.

Minnesota.

I have been authorized by the State Board of Officers to distribute twenty dollars ($20) in payment for pictures of Minnesota roads. I have decided to make the following offer, to wit:

For the best lot of not less than three pictures, $10; for the second best lot of not less than three pictures, $6; for the third best lot of not less than three pictures, $4. All pictures sent to me at 45 Temple court before the first day of September will be submitted to an impartial committee who will act as judges. The object of the pictures is to illustrate the importance of more intelligent highway work. Yours truly,

A. R. CHOATE, C. C.

Kentucky.

THE Chief Consul has appointed H. L. Rambo to be Local Consul at Newport, Ky., vice Fred W. Specht, resigned. ORVILLE W. LAWSON, Secretary-Treasurer.

Louisville, Ky., June 12, 1893.

Georgia.

At a meeting of the State Racing Board held this day, the following distances were adopted for the State Championships: quarter mile, one half mile, one mile, two miles and five miles, (safety.) Fraternally yours, W. EDWIN GRADY, chairman.

Savannah, Ga., June 12, 1893.

Nebraska Division.

THE championship races to be competed for at State Meet held at Lincoln, July 4 will be one-fourth, one and two miles for which the Division will put up three handsome solid gold medals.

Fraternally, A. H. PERRIGO, Chief Consul.

June 12, 1893.

Oregon.

The following local consuls have been appointed:

S. C. Force,	McMinnville, Ore.
J. L. Elam,	Milton.
C. M. Lockwood,	Salem.
L. D. Ainsworth,	The Dalles.

League repair shop, Fred T. Merrills, 326 Washington street, Portland, Ore., 20 per cent. discount on all repair work to L. A. W. members.

C. L. HOWE, C. C.

Portland, Ore., June 10, 1893.

Rhode Island Division Championship.

The three mile Division championship has been awarded to the Narragansett Wheelmen. To be run at Hills Grove track on July 4th.

JAMES FOSTER, Chairman Race Board.

June 17, 1893.

South Carolina.

The resignation of Dr. T. P. Whaley, Chief Consul of South Carolina has been received and accepted. The resignation was tendered on account of an anticipated prolonged absence. An election for a successor will be immediately called. Members of the Consulate will receive within a few days blank ballots upon which they may vote for Chief Consul. The ballots will contain full instructions for voting. If the members see fit to consult with one another and will make a good nomination the results of the election will be much better for all concerned.

ABBOT BASSETT, Sec.

Boston, Mass., June 19, 1893.

Florida.

Florida has now enough members for a Consulate. An election for Chief Consul will be immediately called. This is to notify members in that State of the approaching election that they may take measures to secure the choice of a good man for the position. Blank ballots with full instructions for voting will be mailed each member.

ABBOT BASSETT, Secretary.

Boston, Mass., June 19, 1893.

New League Clubs.

511—Flemington Bicycle Club, N. J.

512—Naugatuck Wheel Club, Naugatuck, Conn.

513—Duluth Cycle Club, Minn.

Mexico.

WM. M. BUTLER has been elected club representative for the Pastime A. C. Bicycle Club, vice Alvord resigned. EDGAR S. BARNES,

Sec.-Treas.

Pennsylvania Division.

The meet at Harrisburg will be held on the 3d and 4th of July, instead of the 4th only. That will give visiting wheelmen an opportunity to see the races and take runs in the neighborhood of Harrisburg.

I hope to see a large and enthusiastic attendance.

SAMUEL A. BOYLE, C. C.

Philadelphia, June 26, 1893.

Applications for Membership.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III. of the Constitution, which is as follows:

SECTION 1. Any amateur wheelman of good character, eighteen years of age or over, shall with the endorsement of two League members be eligible to membership in this League upon payment of the initiation fee and dues, as provided in this Constitution and By-Laws, and the By-Laws of his Division.

SEC. 2. The name of each applicant for membership must be published in the official organ, and unless within two weeks thereafter, a protest shall be filed with the Secretary, he shall become a member of the League.

Tickets will be issued fourteen days after the publication of names, and on the same date the applicant will be put on the mail list of this paper.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week. (When a holiday falls on Monday the list is closed on Saturday preceding.)

BOSTON, June 23, 1893.

Total 612.

ALABAMA DIVISION—2.

56957	White, G. W.	Birmingham
958	Wilcox, J. W.	Mobile

NORTH CALIFORNIA DIVISION—5.

56959	Fyfe, Robert,	Stockton
960	Clark, M.	San Mateo
961	Seavey, Otis L.	San Francisco
962	Brown, Thos.	"
963	Burris, L. W.	Santa Rosa

SOUTH CALIFORNIA DIVISION—6.

56964	Polhamus, Isaac, Jr.	San Diego
965	Ross, Robert E.	Los Angeles
966	Beyer, Otto H.	"
967	Candy, S. W.	Santa Barbara
968	Donohue, Chas. L.	"
969	Crawford, J. M.	Summerland

COLORADO DIVISION—10.

56970	Southard, Clare L.	Denver
971	Behymer, H. W.	La Junta
972	Sherman, James B.	"
973	Doll, Howard	Denver
974	*Hart, Mrs. Abbie Smith,*	"
975	Raub, H. D.	"
976	Crain, L. D.	Fort Collins
977	Cowpitts, Percy	"
978	Hawkins, E. G.	Pueblo
979	Harpst, Chas. H.	Wagon Wheel Gap

CONNECTICUT DIVISION—14.

56980	Neithercut, Richard I	Bridgeport
981	Klintz, Herman	Meriden
982	Klintz, R. Louis	"
983	Holmes, LeRoy J.	"
984	Gilbert, W. H.	Milford
985	Glahn, Raymond D.	Wallingford
986	Hall, Harry S.	"
987	Hitchcock, Eugene	Hartford
988	Rawlins, Wm. F.	Danbury
989	Johnson, Geo. T.	Norfolk
990	Hines, John T.	Riverton
991	Saffell, J. Chas.	Westport
992	Clark, Arthur L.	Middletown
993	Sherwood, A. Preston	Greens Farms

ILLINOIS DIVISION—16.

56994	Bouck, Wm. E.	Arcola
995	Sentenev, E. E.	"
996	Sentenev, H. G.	"
997	Hechel, Frank 454 W. 19th st	Chicago
998	Griswold, M. E.	Washington Heights
999	Price, W. Mc.	Allendale
57000	Ford, Del E.	Chicago
001	Hall, Howard E.	"
002	Oesterreicher, Leopold	Chicago
003	Bowman, Geo.	"
004	Stoltz, Fred W.	Pekin
005	Rayburn, Frank S.	Roseville
006	Gossett, W. Tullis	"
007	Jordan, R. B.	"
008	Hicks, Chas. W.	Sparland
009	Griffin, J. D.	Wenona

INDIANA DIVISION—10.

57010	Weyburn, Will L.	Goshen
011	Tescher, F. E.	So. Bend
012	Hindman, Ambrose C.	Burlington
013	Bradner, Fred C.	Angola
014	Zollinger, Christ	Ft. Wayne
015	Leonard, I. W.	"
016	Hoff, T. J.	Plymouth
017	Campbell, John B.	South Bend
018	Kolb, Chas.	Goshen
019	Hild, Fred W.	Muncie

IOWA DIVISION—27.

57020	Hughey, D. R.,	Council Bluffs
021	Bennett, M. C.	Des Moines
022	Emery, Emmett	Muscatine
023	Miller, George B.	Waterloo
024	Port, Glen A.	Vinton
025	Creisman, L. T.	Ottumwa
026	Keyhor, Horton J.	"
027	Lee, A. W.	"
028	Thompson, Albert	"
029	Partridge, John	Marengo
030	Scott, Geo. W.	"
031	McKnight, R. W.	"
032	Reno, B. F., Jr.	"
033	Talbot, Gardner W.	Atlantic
034	Hilton, A. C.	Davenport
035	Schricker, R. L.	"
036	Bissell, E. E.	Dexter
037	Cook, John A.	Hampton
038	Guilford, C. S.	"
039	Haight, F. A.	"
040	Jane, Geo. L.	"
041	Parks, D. H.	"
042	Parks, Derwin W.	"
043	White, R. G.	"
044	Mott, D. W., Jr.	Hainsell
045	Gephart, Walter	Ottumwa
046	Henry, L. H.	"

KANSAS DIVISION—11.

57047	Durand, Charlie G.	Mt. Hope
048	Jewell, Daniel I.	"
049	Boswell, C. M.	Weir City
050	Smith, C. W.	"
051	Boyer, S. R.	Lawrence
052	Hayne, H. W.	"
053	Manley, R. C.	"
054	Waystaff, R. B.	"
055	McDonald, John H.	Leavenworth
056	Millis, T. J.	"
057	Wilson, Frank F.	Independence

KENTUCKY DIVISION—16.

57058	Rankin, W. F.	Ashland
059	Biber, William	Harrodsburg
060	Wimp, E. L.	Owensboro
061	Clarke, Edl.	Catlettsburg
062	Mair, G. Wallace	Lexington
063	Rowles, W. T.	Louisville
064	Elgin, J. C.	"
065	Gates, Will C.	"
066	Metzger, A. W.	"
067	Moore, Saml W. Jr.	"
068	Otter, John D.	"
069	Smith, Dr. Gilbert C.	"
070	Stoerr, J. G.	"
071	Sotman, S. E.	"
072	Seaman, H. D.	"
073	Colford, George R.	Newport

MAINE DIVISION—3.

57074	Litchfield, John H.	Auburn
075	Bryant, Frank M.	Portland
076	Hartshorne, Wm.	So. Robbinston

MARYLAND DIVISION—4.

57077	Courtney, Wm. F., Jr.	Baltimore
078	Slingluff, H. B.	Baltimore
079	Emmert, Ernest	Hagerstown
080	Boyer, E. R.	Baltimore

MASSACHUSETTS DIVISION—64.

081	Jackson, L. F.	Boston
082	Quinlan, George	"
083	Clarke, Wm. F.	Dorchester
084	Randall, Wm. A.	Ridge Hill
085	Fletcher, Chas. P.	So. Weymouth
086	Sears, Herbert W.	"
087	Loud, Daniel W.	"
088	Alexander, Elmer M.	"
089	Cole, H. L.	Weymouth
090	Vinton, Albert E.	Rockland
091	Austin, Chas. M.	Mansfield
092	Teler, Bert L.	Mattapan
093	Kemp, Wm. S.	Dorchester
094	Hoppin, J. R.	Worcester
095	Young, W.	"
096	Asprey, W. P.	Boston
097	Cobb, Frank I	"
098	Gillespie, Hugh W.	"
099	Litchfield, Irving F.	"
100	Howes, Fred E.	"
101	Mason, Thomas	"
102	Carling, M. L.	"
102	Danforth, Chas. W.	Brockton
104	Porter, C. E.	"
105	Royce, C. B.	Dorchester
106	Coburn, Robert W.	Everett
107	Leonard, W. T.	Elmwood
108	Sunderland, Geo. W.	Fall River
109	Dyer, C. N.	Haverhill
110	Brewster, Bertols	Hyde Park
111	Dunham, J. H.	Lowell
112	Johnson, Michael	"
113	Erskine, Chas. M.	"
114	Miller, T. N.	Lynn
115	Woods, Walter H.	"
116	Brown, Harry	Marlboro
117	Sawyer, E. L.	"
118	Sherlock, J. F.	Medford
119	Hathaway, Lewin W	New Bedford
120	Taylor, John A.	"
121	Caryl, Fred H.	Palmer
122	Sproul, A. E.	Quincy
123	Granger, E. B.	Randolph
124	Roger, E. W.	Revere
125	*Hill, Edith B.*	Reading
126	Whyte, Chas. F.	Saxonville
127	Coker, John J. K.	Salem
128	Rhoddick, Frank	Somerville
129	Stanley, Samuel P.	So. Boston
130	Mead, B. W.	Stoughton
131	Parlow, Wm.	Taunton
132	Spaulding, F. F.	Townsend Harbor
133	Adams, R. F.	"
134	Hildreth, W. A.	"
135	Moran, Leon	Walker
136	Fales, Lewis F.	Walpole
137	Hayes, John F.	W Ffitchburg
138	Walker, Frank H.	West Somerville
139	Carter, D. W.	Worcester
140	Parker, A. H.	"
141	Whitney, Harry S.	"
142	Taylor, Walter	Ffitchburg
143	Jones, Clarence M.	Randolph
144	Haskell, Fred F.	West Somerville

MICHIGAN DIVISION—15.

57145	Henning, Ed	Detroit
146	Read, David	"
147	*Kellogg, Miss Charlotte*	"
148	Blickle, Geo. C.	Grand Rapids
149	Lawrason, Fred A.	"
150	Stone, Geo. C.	Saginaw
151	Emerderfer, Frank A.	Saginaw
152	Aldrich, W. T.	Ann Arbor
153	Hopkins, Anderson H.	"
154	Edwards, W. Frank	"
155	Gibbings, Fred	Detroit
156	True, Chas. F.	"
157	Stiles, J. S.	Grand Rapids
158	Gibson, Ora A.	Kalkaska
159	Perkins, W. N.	Port Huron

MINNESOTA DIVISION—5.

57160	Dalgneau, F. E. M. D.	Austin
161	Hine, F. S. 2	Duluth
162	Woodward, Austin M.	Minneapolis
163	*Justin, Miss Irene*	"
164	Kragness, Eddie O.	"

MISSOURI DIVISION—22.

57165	Wilten, James	Trenton
166	Clark, H. N.	Lebanon
167	Read, G. E.	"
168	Read, Geo. W.	"
169	Vernon, C. R.	"
170	Rommel, E. F.	Kansas City
171	Schricker, A.	St. Louis
172	Jones, Sterling P.	"
173	Shafer, F. G.	"
174	Aber, Alfred	"
175	Jackson, Walter E.	Kansas City
176	Hayden, R. W.	St. Joseph
177	Thomas, John M.	"
178	Hynes, Chas.	St. Louis
179	Kraft, Conrad	"
180	Northrop, Sanford	"
181	Braeht, Otto	"
182	Braun, J. F.	"
183	Coburn, Louis	"
184	Smithers, J. H.	"
185	Sams, Ben T.	Warrensburg
186	Haskins, Frank E.	Webb City

MONTANA DIVISION—2.

57187	Shaw, Jno. K.	Bozeman
188	Gardner, E. M.	"

NEBRASKA DIVISION—5.

57189	Allen, Robert	Omaha
190	Boyd, A. J.	Chadron
191	Davidson E.	"
192	Stanford, Richard B.	Fremont
193	Borglum, Arnold S.	Omaha

NEW HAMPSHIRE DIVISION—42.

57194	Southwick, James H.	Dover
195	Laughlin's, Dan'l D. G.	"
196	Wiggin, Harry M.	"
197	Pinkham, Alonzo T.	"
198	Varney, Thos. E.	"
199	Seavey, J. Herbert	"
200	Grime, Herbert C.	"
201	Vickery, John E.	"
202	Whitehead, Fred J.	"
203	Littlefield, James	"
204	Littlefield, Chas. O.	"
205	Varney, Geo. H. Jr.	"
206	Tuttle, Eugene	"
207	Gray, Joseph	"
208	Henderson, Harry	"
209	Wolfenden, Richard L.	"
210	Blanchard, Fred	"
211	Marshall, Chas. F.	"
212	Burwell, J. W.	"
213	Richardson, Frank T. E.	Manchester
214	Hastings, George P.	"
215	Kendall, John M.	"
216	Bean, L. Willis	Concord
217	Boynton, C. Everett	Concord
218	Rogers, David S.	"
219	Hoague, H. Morton	"
220	Stone, W. A. Jr.	"
221	King, Albert R.	"
222	Sanborn, General H.	Farmington
223	Longee, Chas. P.	Laconia
224	Woodworth, Wellington L.	Lakeport
225	Welch, A. J.	Manchester
226	Libby, Marvin W.	Manchester
227	Osborne, John L.	"
228	Hobbs, A. K.	Manchester
229	Loring, C. H.	"
230	Chandler, Henry C.	"
231	Shillaber, Chas. F.	Portsmouth
232	Grace, Wm. D.	"
233	Alkon, Walter H.	"
234	Shaw, Albion	"
235	Hayden, Frank H.	S. Newmarket

NEW JERSEY DIVISION—43.

57236	Bain, Edwin V.	Elizabeth
237	Able, Frank	Flemington
238	Abbott, Wm. A.	"
239	Case, John C.	"
240	Farmer, James B.	"
241	Fauss, Jos. S.	"
242	Van Cycled, Emmett	"
243	Hind, Wallace	Newark
244	Keer, Howard	"
245	Lauer, John B.	"
246	Robertson, J. Albert	"
247	Hellman, E. R.	Matteson
248	Grattan, Wm. E.	Jersey City
249	Sweden, George	Woodbury
250	Brigham, Harry	Vineland
251	Rubl, Charley	"
252	Barrotin, John	"
253	Beckett, F. R.	"
254	Troupe, Herbert	"
255	Gault, Christian	"
256	Crowcup, George	"
257	Kelk, George	"
258	Beins, Benj.	Camden
259	Sharple s, Jesse	"
260	McDavit, Harry	Irvington
261	Ralphin, Joseph	Moorestown
262	Collins, Irving A.	"
263	Lippincott, David R.	"
264	Cochran, Samuel	Morristown
265	Andrew, A. P., Jr.	"
266	Wells, George M.	Trenton
267	Carrington, Paul R.	Newark
268	Andruss, Alfred D.	Upper Montclair
269	Smith, Chester M.	Westfield
270	*Gluck, Mrs. John D.*	"
271	Jarvis, Arthur	"
272	Dailey, John P.	"
273	*Wells, Miss Adriana*	Westfield
274	Smith, Frank S.	"
275	Dallas Wiliam	"
276	Dennis, Oliver W.	"
277	Littlefield, C. C.	"
278	*Simpson, Miss Julia*	"

NEW YORK DIVISION—63.

57279	Babcock, W. Willard	New York
280	Adams, Frank W.	Albany
281	Brice, David N.	"
282	Eppleberger, David	"
283	Felshaw, Charles	"
284	Guthrie, Alfred A.	"
285	Hallman, Edwin C.	"
286	Hubbard, Frederick R.	"
287	Hills, Wm.	"
288	Jennings, Frederick P. O.	Albany
289	Knapp, Frank W.	"
290	Knapp, Christopher	"
291	Killip, Joseph R.	"
292	Schoolcraft, George E.	"
293	Sayers, J. Henry	"
294	Wagner, Joseph J.	"
295	McEwen, D. C.	Brooklyn
296	VanWinkle, F. L.	"
297	Leigh, Arthur F.	"
298	Hills, Willis	Hudson
57299	Hare, Edward	Mamaroneck
300	Gedney, Burton G.	"
301	Hegeman, Niven	Jamestown
302	Landry, Arthur J.	Ogdensburg
303	Waldron, T. F.	"
304	Ferguson, Geo. A.	Peekskill
305	Hoyt, Bobbin A.	"
306	Chamberlain, Geo.	Oneonta
307	Richards, Harry	"
308	Steven, James P.	"
309	Morris, B. H.	"
310	Folger, Homer O.	Waterford
311	Bryer, A. G.	New York
312	Belding, M. M. Jr.	"
313	Corwith, Henry N.	"
314	Gentle, James M.	"
315	*Guerinpes, Miss Edith*	"
316	Hoagwel, A.	"
317	Hermes, Frank J.	"
318	Hermes, Geo.	"
319	Roof, Stephen W., Jr.	"
320	Marx, Morris	"
321	Rennick, Jos. B.	"
322	Sharp, M. M.	"
323	Schloss, Joseph	"
324	Smith, H. A.	"
325	Shoemaker, Geo.	"
326	Pettit, Theodore	Brooklyn
327	Nichols, W. V.	"
328	Thurlow, Lewis K.	"
329	Leonard, W. B.	Big Flats
330	Tompkins, W. L.	Flatbush
331	Knapp, Elmer R.	Garnerville
332	Brewster, Wm. D.	Hillburn
333	Sillman, John L.	Maybrook
334	Moore, Alton M.	Matteawan
335	Hatch, Arthur J.	Monticello
336	Harris, Oscar W.	Newark
337	Canning, R. B.	Ogdensburg
338	Russell, C. Jr.	Penn Yan
339	Gunzel, Andrew P.	Pelham Manor
340	Scobey, F. C.	Watkins
341	Pierson, George W.	Willard

OHIO DIVISION—65.

57342	Black, Emmet C.	Canton
343	Mayforth, A. P.	"
344	Schaefler, G. S.	"
345	Weissert, Warren H.	"
346	Woehle, Chas. H.	"
347	Gross, P. J.	Cincinnati
348	Joseph, Mrs. James	"
349	Murphy, Dan A.	Newark
350	Morehart, Myron	Findlay
351	Ames, Louis	Portsmouth
352	Rickar, J. P.	Steubenville
353	Reinhart, Reuben Y. 4	Toledo
354	Aten, J. H.	Wellsville
355	Halley, C. S.	"
356	Rogers, Howard A. V.	"
357	Young, D. W.	"
358	McKee, C. L.	East Liverpool
359	Fisher, William	Wellsville
360	Rogers, A. H.	"
361	Spahr, C. L.	"
362	Daugherty, Edward	Dayton
363	Munnna, L. G.	"
364	Ott, Louis G.	"
365	Stolz, A. C.	"
366	Stoppleman, J. H.	"
367	Tibbles, H. M.	"
368	Walker, W. D.	"
369	Winchel, Alex	"
370	Thomas, Harry E.	Alliance
371	Patterson, Clifford C.	"
372	Senn, Charles	"
373	Remelin, C. O.	Bellefontaine
374	Way, E. S.	Caldwell
375	Maddox, Rohl D.	Cincinnati
376	Burwell, A. W.	"
377	Frost, Geo. M.	Cleveland
378	Hopkins, George A.	Columbus
379	Gatrell, James E.	"
380	Steinborger, I. P.	De Graff
381	Crosby, George B.	Findlay
382	Stoppelman, Will S.	Dayton
383	Crosby, E. C.	Delta
384	Pliason, Frank M.	"
385	Pliason, Geo. F.	"
386	Norris, O. L.	"
387	Cochran, W. R., Jr.	Delphos
388	Schirfranz, John H.	Hamilton
389	Sunbury, W. S.	Fostoria
390	*Ghaster, Mrs. Myra W.*	"
391	Robinson, T. S.	"
392	Sproll, L. O.	"
393	Peddicord, W. C.	Hillsboro
394	Ammon, Earl	Gordon
395	Rice, Will D.	"
396	Canavan, P.	Lima
397	Harper, T. S.	"
398	Gallaher, C. C.	"
399	Rafferty, R. E.	"
400	Riely, W. E.	"
401	*Stoerel, Mrs. S. J.*	"
402	Williams, Morgan L.	Norwalk
403	Shontds, Chas.	Mt. Vernon
404	Rockwell, Chas. B.	"
405	Young, Frank L.	Newark
406	Lingafelter, Robt. C.	"
407	Harrison, W. G.	"
408	Murch, L. S.	"
409	Parks, Harry H.	"
410	Taylor, Frank H.	"
411	Bieber, A. C.	St. Mary's
412	Peebles, Arthur F.	Springboro
413	Corwin, David F.	"
414	Eagen, Harry M.	Toledo
415	Stehnberg, Albert	"
416	Hopkins, Asa, P.	Washington C. H.

PENNSYLVANIA DIVISION—128.

57417	Brown, Edwin H.	Philadelphia
418	Bungay, Wm. F.	"
419	Jarden, Edward B.	"
420	O'Keefe, Wm.	"
421	Ulmer, Edward	"
422	Rankin, Edward B.	Bellefonte
423	Wetzel, Louis C.	"
424	Wineman, J. C.	Bedford
425	McKanna, George	Chester
426	Longstetton, J. Harry	Crum Lynne
427	Pressler, Harris H.	Huntingdon
428	Powell, Emmet S	Johnstown
429	Reinsmith, F. T.	Emans
430	Bickford, F. A.	Lock Haven
431	Halm, Chas. E.	Williamsport
432	Arnold, Wm. F.	Reading
433	Berliner, A. A.	"
434	Beyerle, John F.	"
435	Cope, Fred S.	"
436	Dien, H. S.	"
437	Ermentrout, J. Fred	"
438	Frame, R. Dan	"
439	Killmer, Murry T.	"
440	Remminger, Geo. H.	"
441	Roth, Irwin S.	"
442	Sieman, John	"
443	Schwartz, H. B.	"
444	Yousse, Edward	"
445	Eckert, George	W Reading
446	Binkley, H. J.	Philadelphia
447	Peifer, U. S. G.	Watsontown
448	Brennan, Jas. J. M.D.	Williamsport
449	Bremer, Howard	Philadelphia
450	Brown, Landy B.	"
451	Gratz, Chas. A.	"
452	Haynes, Wm. L.	"
453	Johnston, Theodore W.	"
454	Kennedy, John P.	"
455	Loomis, J. T.	"
456	Oesterle, A.	"
457	Pitts, John W.	"
458	Smith, Harry	"
459	Schenfele, Wm. F.	"
460	Scott, Wm. M.	"
461	Barber, Thos. W.	Allentown
462	Baker, Saml G.	"
463	Galusha, E. H.	"
57464	Hagenbough, Jos. J.	Allentown
465	Hartung, Wm. J.	"
466	Hauser, O. F.	"
467	Kleppinger, Harry U.	"
468	Kistler, O. C.	"
469	Reims, Jacob	"
470	Scafton, Hartley	"
471	Sterne, C. A.	"
472	Butler, Dr. C. A.	Allegheny
473	Conrad, Emmett	Altoona
474	Livingston, W. G.	Blairsville
475	Pearson, Charles P.	Colwyn
476	Degener, A. W.	Catasauqua
477	Shaffer, Elmer E.	Carrollton
478	Cameron, John H.	Carlisdale
479	Quinlin, W. F.	Dunmore
480	Reedeker, F. W.	Espy
481	Beck, James A.	Greensburg
482	Boriz, S. H.	"
483	Adams, Edward A.	Hanover
484	Bowman, Samuel T.	"
485	Cline, Harvey E.	"
486	Durham, John A.	"
487	Eckert, E. G.	"
488	Fleckinger, John	"
489	Frimann, Edward J.	"
490	Hershey, Harry O.	"
491	Hertz, John J.	"
492	Hoff, Geo. W.	"
493	Hoffman, Jess	"
494	Kolter, Jas. M.	"
495	Miller, J. Granville	Hanover
496	Nace, Jno. T.	"
497	Penfil, Jno. B.	"
498	Snyder, Edward, Jr.	"
499	Wiest, C. A.	"
500	Wolfe, Jno. S. C.	Jeannette
501	Gebhardt, A. F.	Jermyn
502	Frank, Will R.	Johnstown
503	Gruger, Walter P.	Lancaster
504	Chauss, Geo. E.	Lehighton
505	Mertz, C. D.	"
506	Huber, Joseph	Lebanon
507	Martz, Walter C.	"
508	Rank, Wm. M.	"
509	Kreider, Monroe S.	"
510	Sherk, John N.	Myerstown
511	Weinstock, C.	McKeesport
512	Jones, John	"
513	Parker, S. D.	Pittston
514	Josephi, Mrs. James	"
515	Wimmer, Dr. G. J.	Nazareth
516	Gutelius, H. C.	Punxsutawney
517	McConway, W. L.	Pittsburg
518	Mazer, Jos.	"
519	Sweeley, P. E.	"
520	McElroy, Sami M.	"
521	Atherton, A. M.	Olyphant
522	Ellis, Wm. J. Jr.	Scranton
523	Hintermister, Fred A.	"
524	Simpson, John	"
525	Rouke, Edward L.	"
526	Lacey, B. Taylor	"
527	Keisel, Chas. A.	"
528	Ruth, Wallace M.	"
529	Kemerer, Willis M.	"
530	Pressman, A. W.	"
531	Dicklow, C. B.	"
532	Frey, H.	"
533	Schmidt, J. O.	"
534	Wideman, J. B.	"
535	Geyer, L. F.	Sunbury
536	Bucher, J. B.	"
537	Strunk, J. K.	"
538	Smith, Walter B.	St. Davids
539	Grover, Harry A.	Weissport
540	Strasburgh, Warren	"
541	Lutz, Dr. W. H.	W. Newton
542	Rosen, D. E.	"
543	Stevenson, Walter F.	"
544	Goundlin, James	Wayne

RHODE ISLAND DIVISION—6.

57545	Dailey, D. F.	Pontiac
57546	Dyer H. Anthony	Providence
547	Bailey, Sam'l H.	"
548	Read, Theophilus H.	"
549	Stackpole, Walter G.	"
550	Gaskin, P. J.	Valley Falls

SOUTH DAKOTA DIVISION—1.

57551	Elliott, C. R. Lock	Aberdeen

TENNESSEE DIVISION—2.

57552	Lyons, A. M.	Knoxville
553	McArthur, W. R.	"

WISCONSIN DIVISION—2.

57554	Barber, Bert S.	Beaver Dam
555	Stolte, Edl. G.	Reedsburg

WEST VIRGINIA SUB-DIVISION—2.

57556	Hann, F. D.	Sistersville

DELAWARE SUB-DIVISION—3.

57557	Rogers, J. Morris Jr.	Wilmington
558	Turner, Frank	"
559	Tyson, F. C.	"

VERMONT SUB-DIVISION—2.

57560	Gale, O. A.	Barre
561	Mitchell, Edl. A.	"

ARKANSAS CONSULATE—7.

57562	Bernath, Henry	Pine Bluff
563	Corkrill, S. R. Jr.	"
564	Crawford, John W.	"
565	Fox, Fred	"
566	Hudson, F. M.	"
567	Locher, Wm. W.	"
568	Thompson, A. G.	"

L. A. W. Renewal Blank

1893.

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Don't send soiled bills. New bills are safer in the mails.

Don't Forget to send your Number.

Don't send checks for $1.

Write very plainly—PRINTING PREFERRED.

Stamps of a denomination above two cents will not be received.

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Ticket holders, 25 cts.; with name stamped, 50 cts.

Leave space above this line Blank.

Number

Name,

Street and Number,
or P. O. Box,

Address for Bulletin:
City and State,

Residence:
City and State,

Enclose for Holder cents.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston: *Enclosed you will find $ . . . . . for initiations, fees, and dues in the League of American Wheelmen and subscription to the "Bicycling World and L. A. W. Bulletin" and "Good Roads" to April 30, 1894. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below:*

Date,..... Name .....

Club,..... St. and Number, or Box.....

References,..... City.....

State.....

Enclosed.....for Holder.

(Each Applicant must give as references the names of two L. A. W. members.)

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If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket where it can easily be exposed to view, and pocket for membership cards, send 25 cents. If you want your name in gold stamped on the holder, send 50 cents. *Leave the margin in using the blank.* Autograph signature not required. Write plainly, print name, or enclose personal card.

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Unless they purchase a reliable bicycle that can be **depended upon,** and one fitted with a pneumatic tire that **can't** get out of order—no mechanical wires to **kink** and become unmanageable. A **TOURIST** bicycle is infallible, it **can't** go wrong, and the Bidwell Constrictive Tire—**laced all around**—is the most resilient and simplest tire to repair that you can find.

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New Wheel

For $18.00

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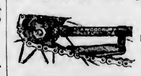


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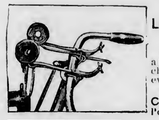
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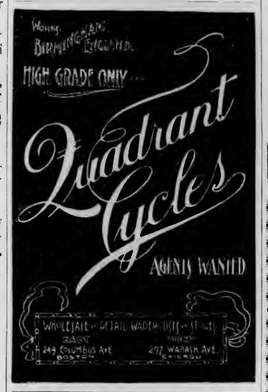
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Aug. 5-12. L. A. W. Annual Meet and International Races.

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The Bicycle Factory proper is better provided than any other with all the most approved means of carrying through the goods, from the raw material to the finished product, and its forging, machining, ball rolling, swaging, testing, enamelling, nickeling, inspection, assembling and each of the various other departments is complete in itself.

In this great plant every resource is utilized and every effort concentrated in the single direction of making Columbias as nearly right as lies within human power.

The great care taken to make Columbia bicycles as nearly perfect as possible in design, materials, workmanship and finish, the value put into them, the conservative methods by which they are sold at standard fixed prices, with fair discounts only to regular agents, the watchfulness with which every machine is followed after it has left our hands, the value of the Columbia guarantee, and the liberal manner in which it is applied, these are the important factors in the popularity of Columbias and the chief reasons for the confidence with which the public buy new Columbias at the established catalogue prices, while less valuable machines are being sold at cut rates.

We do not have to reduce prices because we give full value for the money and everyone pays the same.

We guarantee to all purchasers of Columbia bicycles that we will make no reduction of selling prices during the year 1893.

POPE MFG. CO.

BOSTON. NEW YORK. CHICAGO. HARTFORD.

The Hartford Safeties

Better Than Represented

PAWTUCKET, R. I., May 12, 1893.

Hartford Cycle Co., Hartford, Conn.:

Gentlemen:—

Allow me to say your wheels are going beautifully. We never hesitate to put them into any one's hand, knowing them to be better than you represent.

Very respectfully,
H. L. SPENCER.

THE HARTFORD CYCLE CO.,

HARTFORD, CONN.

The Bicycling World and L. A. W. Bulletin

Founded 1877

Volume XXVI. Number 17. BOSTON, FRIDAY, JUNE 30, 1893. 50 Cents a Year. 5 Cents a Copy.

The Pneumatic Inner Tube Question.

We early demonstrated that a removable inner tube was essential to the highest grade pneumatic tire.

Victor Bicycles go one step further by making it removable through a hole in the rim.

This is the only right way.

Makers of hose pipe pneumatics are gradually coming to the inner tube as an indispensable part of the tire, but they can never rival the Victor because our "man-hole" patent covers the point thoroughly, and no other maker can use it.

"Victors Make the Pace"

In tires and improvements.

OVERMAN WHEEL CO.,

BOSTON. WASHINGTON. DENVER. SAN FRANCISCO.

HERE AND THERE.

Do not fail to notice our special offer on page 331. You stand a chance to get a high-grade Bicycle free.

THE Milwaukee Wheelmen's commodious new quarters were formally opened last week.

NEW BRUNSWICK has a new city ordinance providing a $20 fine for bicyclists who ride on the sidewalks or travel at night without lamps.

WITH Rhodes, Knisely, Kennedy, Fick, Elsenberg, and Cutting the Illinois Cycling Club is more than ever determined to excel on the track his season.

THE Philadelphia *Times* says that although fast bicycle riding is to be stopped in Gotham the elevated roads will still continue to run over people with impunity.

A VERY remarkable accident happened to James Smith, a Cementville, Ind., boy. While riding a bicycle he caught his foot in the chain and two toes were torn off.

CLARENCE ELLIOTT, of Wilmington, Del., met with an accident last week, which nearly deprived him of his left ear. Elliott was riding along the Kennett turnpike and his machine broke, throwing him to the ground, nearly severing his ear, bruising his shoulder and cutting a severe gash on his head.

A NEW bicycle club has been formed at Dedham, Mass., to be known as the East Dedham Ramblers.

LAST Tuesday night was ladies' night with the Narragansett Wheelmen of Providence, R. I., the occasion being the dedication of the piano and organ, which they won at the Worcester meet on Decoration Day.

THAT race between R. C. Lennie and Will Herrick for a yellow dog at Sandusky, Ohio, July 4, promises to be a most exciting and hotly contested affair. Herrick is a favorite, but Lennie is training twice daily and determined to win. Walters is caring for him.

THE largest bicycle parade ever seen in Albany N. Y., occurred last week, under the auspices of the Albany County Wheelmen. The following clubs took part: Albany County Wheelmen, Cohoes Wheelmen, Bicycle Club, Albany Bicycle Club, West Troy Bicycle Club.

ON complaint of Sergt. Cullen of the Park Police, Buffalo, N. Y., Walter Lampman, Walter L. Fowler, Eugene Clifford, William Wilson and Nelson Reed were apprehended and taken to the Municipal Court to answer a charge of violating the city ordinances governing the speed of wheels.

THE wheelmen of North Adams, Mass., held their first illuminated parade last week. About one hundred bicycles were in line, and a very pretty spectacle was presented by the various displays of Chinese lanterns, lamps and bunting. Wheelmen were present from Adams and Williamstown.

THE bicycle relay message from the Governor of Illinois was received by Gov. Brown at Frankfort at 7.06 P. M., Monday June 19. The time between Louisville and the Capital city was covered in three hours and six minutes. The start from Springfield was made Wednesday at 9 A.M.

THE Jacksonville (Fla.) Athletic and Bicycle Club has in prospect a fine quarter-mile race track out at the Miller place, which was recently purchased by Harry Maynard. Work was commenced on the track about a week ago and has been progressing rapidly, and it will be in readiness for the races on the Fourth of July.

TEN young ladies of Meadville, Pa., have organized a cycling club. They have adopted violet and green as the club colors, and are now deliberating over an appropriate club name.—*Derrick.* Might follow baseball style and call it "Oil City Black Stockings," or "South Side Russet Tans," or if they adopt one of the new and startling designs, the "Columbian Cycleresses" might answer.

THE members of the Pelican Cycling Club, of New Orleans, and their lady friends, enjoyed a day's outing last week at Bay St. Louis. The party of wheelmen left on a special car attached to the coast excursion train, and when the Bay was reached the car was sidetracked, and the cyclists, mounting their wheels, rode in a roundabout way to the Crescent Hotel, where they partook of a light luncheon which had been prepared for them. The riders then enjoyed a run along the beach road to Waveland and return.

MR. H. W. LOWE, of Augusta, Me., who was knocked off his bicycle at Augusta Park, last week, by coming in collision with the carriage of Mr. Henry Pinkham with such force as to break the thill and crush Mr. Lowe's skull, died in two hours after the accident. Mr. Lowe was a very fine young man, twenty-six years old, of exemplary character, and possessed of considerable literary talent.

THE several signal corps of the Connecticut National Guard, of New Britain, will, under the new law, be organized as staff corps of the brigade and will probably be encamped near brigade headquarters at camp, and will be under the command of the brigade-engineer and signal officer. The entire corps will probably be mounted on wheels and be drilled as cyclist infantry, probably under Ordway's tactics for cyclist infantry drill.

A SAD accident caused the death of Rev. E. C. Crane, at Plymouth, Vt., a small town fourteen miles from Ludlow, the home of the deceased. Monday of last week Mr. Crane met with an accident while riding a bicycle which terminated in his death. At the time he was going down a steep hill in company with two gentlemen friends and lost control of his wheel. He was rushed at terrific speed to the bottom of the hill, where he was thrown a distance of eighteen feet over a ledge, striking upon his head. His companions were also thrown from their wheels but escaped serious injury. Mr. Crane was so badly injured that it was impossible to remove him to his home at Ludlow and he was cared for in Plymouth, where he died last evening.

This Is What They Say About the Hickory.

H. L. Wenner, M.D. 91 East Perry St.,
TIFFIN, OHIO, May 12th, 1893.

Hickory Wheel Co.:

Dear Sirs--We shipped you by express, two days ago, wheel 1086. The owner, Charles Herman, Jr., had a very narrow escape from death on it. He was racing at night and ran into an unseen obstruction and had he not had a HICKORY it would have been into such very small pieces that it would not have paid to have repaired it.

Fix it as quickly as possible as it is that wheel that is doing the talking for us as he uses it constantly in showing off the HICKORY.

Yours truly, HERMAN & WENNER.

Hickory Wheel Co. Newton, Mass.

THE REMINGTON.

3 PATTERNS FOR 1893.

Light Roadster, Actual Weight, 32 lbs. **Roadster, 44 lbs. Ladies Wheel, 42 lbs.**

PRICES, $140.00.

Material, best obtainable. Workmanship unsurpassed. Mannesmann Tubing. Warwick Hollow Rims, and a variety of the best pneumatic tires to select from.

REMINGTON ARMS CO., 315 BROADWAY, NEW YORK.

SEND FOR CATALOGUE. WORKS AT ILION, N. Y. [MENTION THIS PAPER.]

A HARVEST FOR ENERGETIC AGENTS.

CATALOGUES READY. SENT UPON APPLICATION.

LOVELL DIAMOND CYCLES.



WEIGHT 31 LBS.

Our Best Efforts Combined in Our '93 MODELS.

THE RESULT: Not a Semblance of ANTEDILUVIAN IDEAS.

Improved Columbia Pneumatic Tire.



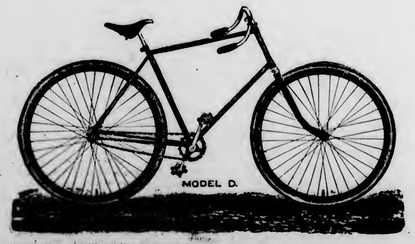
WEIGHT 37 LBS

Pneumatic Tires, $115.00, $100.00, $85.00. **Cushion Tires, $105.00, $90.00, $75.00**

JOHN P. LOVELL ARMS CO., Manufacturers, BOSTON, MASS.

CONSIDERABLY HEARD OF AND CAN BE HEARD OF EVERY DAY.

SEND IN FOR A CATALOGUE.



ARIEL CYCLE MFG. CO.,

GOSHEN, IND.

"The Winton is a Winner."



WINTON LIGHT ROADSTER.

. . . HIGHEST GRADE THROUGHOUT. . . .

No Agency complete without this Distinctive and thoroughly First-Class Machine.

Winton Roadster, all on, 40 lbs., price $150.
Winton Light Roadster, stipped, 30 lbs., price 150.
Winton Ladies', improved design, 38 lbs., price 150.
Winton Racer, nothing lie it, 20 lbs., price 160.

Easiest running bearings in the world. True double diamond frame. Winton perfect pneumatic tires.

If there is no agent in your place, know all about us by asking for a catalogue.

THE WINTON BICYCLE CO., CLEVELAND OHIO.

110 PERKINS AVENUE.

UDELL WOODEN WARE CO., St. Louis, distributing agents in Texas and Missouri, except Kansas City.

We are preparing designs for 1894, and **SOLID COMFORT SADDLES** will be up in front as usual next year.

So do not think of placing any orders until you see us.

BRETZ & CURTIS MFG. CO., - - PHILADELPHIA, PENN.,

A Revolution In Bicycles.

LIGHTNESS WITH STRENGTH.

ST. LOUIS REFRIGERATOR & WOODEN GUTTER CO.

ST. LOUIS, MO.

Manufacturers of **BICYCLES.**

INCORPORATED 1873. CAPITAL STOCK, $500,000.

The last in the field to manufacture, we leap to the front in one bound. Having discovered a process for making aluminum stronger and more elastic than steel, we will, in the course of the next 60 days, offer to the public our . . .

▲ ▲ ▲ LU MI NUM ▲ ▲ ▲

HIGH GRADE BICYCLES.

There will be no brazed joints to give out. They will never tarnish, and the frame will last a life-time. The **LU MI NUM** is more of a revolution in bicycle frames than the steel tubing is over the gas-pipe or malleable iron frame, the pneumatic tire over the solid rubber tire, or the ball-bearing over the cone-bearing.

MARK WHAT WE CLAIM

The steel tubing and drop forging must go. Their usefulness is past. To show that we mean what we claim we issue the following challenge to any first-class maker of bicycles, either in Europe or America:

"The manufacturer of the machine wishing to contest with the LU MI NUM shall select two judges. We to select two judges, and the four judges to select one more. They are to put the machines to all the various tests necessary to show their strength.

If the judges do not testify that the LU MI NUM is by far the strongest frame, we will contribute $500 to any charitable institution the manufacturer of such bicycle contesting may name. If it is proven, and the judges so testify, that the LU MI NUM is Twice as strong as the steel tubing frame contesting, the manufacturer of such bicycle shall contribute $500 to any charitable institution WE may name. And if further the contest shows that the LU MI NUM is THREE TIMES stronger than the steel frame bicycle contesting, the manufacturer of such bicycle shall contribute $750 to such charitable institution as we may name. Machine to weigh 30 lbs. and under."

Who will accept the Challenge? The celebrated high-grade machines are especially invited. [MENTION THIS PAPER.]

HIGHEST GRADE

EXCELSIORS

Few more good agents wanted in



New England, Middle and Southern States.

Racers. Road Scorchers. Light Roadsters. Ladies'.

Weights, 25, 30, and 35 lbs.

LIVING DISCOUNTS TO LIVE AGENTS. SEND STAMP FOR ENCYCLOPEDIA OF CYCLERS' WANTS, NOW READY TO MAIL.

MANUFACTURERS OF

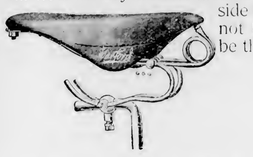
SUNDRIES.

ACKNOWLEDGED LARGEST SUNDRY HOUSE IN THE UNITED STATES.

Cork Handles. Rims, Lamps,

HOWARD A. SMITH & CO., NEWARK, N. J.

ELYRIA is twenty-six miles west of Cleveland on the Lake Shore and Michigan Southern Railway. Passengers traveling this route will notice our new factory a short distance east of the depot on the north side of the tracks, and seeing it will not be surprised at our claiming to be the . . . . . .



LARGEST SADDLE MAKERS IN THE WORLD.

By the way, if it be convenient stop over a train. We are always pleased to show our new plant, and our visitors so far have enjoyed seeing the building of saddles reduced to a science.

GARFORD MFG. CO.,

CORRESPONDENCE SOLICITED. ELYRIA, OHIO.



P. & M.

CENTURY.

WEIGHT, 14 OZ.

Price $5.00.

MILWAUKEE, WIS., Nov. 14, 1892.

PERSONS & MULLER MFG. CO., New York City.

Gentlemen:—After giving your Century Racing Saddle and your three coil spring Light Road Saddle a thorough test, I can frankly say that they are the best thing in the saddle line I have even seen. I am using the Century saddle on my special Sanger racer.

Yours truly,

(Signed), W. C. SANGER

PERSONS & MULLER MFG. CO., NEW YORK CITY.



The LEAGUE CHAINLESS SAFETY.

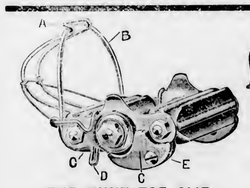
FIFTY PER CENT. less friction with BEVEL GEARS than with chain and sprocket.

NEATEST IN APPEARANCE and Latest in IMPROVEMENTS.

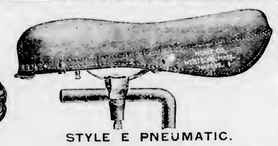
Nearer a "'94" Wheel than Any Other Make.

THE LEAGUE CYCLE CO.,

30 UNION PLACE, - - HARTFORD, CONN.



THE HUNT TOE CLIP,
Adapted to rubber or rat-trap pedals. The best thing yet produced.



STYLE E PNEUMATIC.



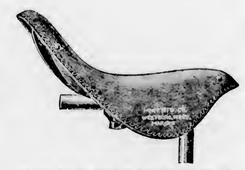
Road Saddle, Style M M. Special Top No. 8.



Road Racer, Style N N. Special Top No. 12.



Scorching Saddle, Style M, Special Top No. 6.



Track Racer, Style N, Special Top No. 15.



Square and Round Tool Bags of different sizes.

Send for Illustrated Circulars, Prices, etc.

HUNT MFG. CO.,

WESTBORO, MASS.

Licensed under Garford Patents.

HAVE YOU EVER STOPPED



To consider how much more pleasure you can obtain from cycling with a good reliable cyclometer attached to your wheel? The '93 pattern Weston fork cyclometer leaves nothing to be desired in a registering device. Many points of excellence. Be sure and see it before purchasing.

FRANK C. WESTON, BANGOR, ME.

N. B. One agent, (exclusive,) wanted in every town and city in the United States.

One Important Factor

In the inflation of a Pneumatic Tire is to have a good connection between the pump and the tire. To accomplish this, always use the C. I. TUBING, made by the . . . .

Boston Woven Hose & Rubber Co.

Made to fit Pneumatic Pumps, and weighs less than one ounce to the foot.

It will not swell or give under pressure of the pump, and saves one-half the labor of inflating the tire.

Manufacturers and Dealers Supplied by the

BOSTON WOVEN HOSE AND RUBBER CO.,

275 Devonshire St., Boston, Mass.



Figures Talk.

The DUNLOP TIRES sold up to May 15th, 1893, number

505,000.

You can't go wrong in getting a DUNLOP.

They Cost a Little More, but——

The American Dunlop Tire Company,

160 FIFTH AVENUE, NEW YORK.

THE BICYCLING WORLD.

Published Every Friday

—BY—

THE WHEELMAN CO.

Incorporated under the Laws of Massachusetts.

167 OLIVER STREET,
BOSTON, MASS., U. S. A.

☞Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 2287, Boston, sending their old address as well as their new, and their League number.

TO OUR ADVERTISERS:

Copy for new advertisements must be handed in by Tuesday morning to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday to insure attention for the following issue.

☞All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN CO.

☞*Postage stamps will not be accepted hereafter in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken.*☜

C. W. FOURDRINIER, Editor and Manager

EDITORIAL STAFF:

J. S. DEAN. JAS. W. CARTWRIGHT, Jr.
H. CROWTHER.

BOSTON, JUNE 30, 1893.

WE are on the eve of an event which may change the entire course of amateurism and cycle racing.

Next week there open at New York the initial races under the auspices of the Cash Prize League, and the cycling world awaits the event with interest, if for no other reason than the fact that when the bell rings for those events it will compel a showing of the hands of those racing men who have been on the fence for some time past. For they must now declare themselves for or against the L. A. W.

For weeks past the press of the country has been cleverly worked by the inducers of the N. C. A., statements having been made that first this prominent man and then that one had cast his lot with that organization, and amidst all these assertions and the many denials which they provoked it was impossible to obtain definite ideas as to whom they had secured, but now the men can no longer play fast and loose. It is certain that next week will witness the professionalizing for good and all of a grist of racers. As to who these will be is a matter of conjecture but rumor is busy with the names of some of the most prominent flyers of the path.

IT is to be presumed that the men who elect to cast their fortunes with the Cash Prize League understand that once out of the League fold there is no salvation or return. The day for reinstatement has gone by. The action of the last National Assembly at Philadelphia settled that hitherto unknown quantity, and the men who professionalize themselves now stamp themselves with that name for all time.

And it is well that this should be so.

For no one thing have the Racing Boards of the past been more severely criticized than for the indiscriminate reinstatements which characterized so many of them, and one of the wisest moves of the 1892 Board was the recommendation which finally did away with that much-abused privilege.

WHETHER the race meets of the N. C. U. will prove a financial success or not is one of those things which it is impossible to decide until it has been tried, but at all events the men back of the organization promise that this season's schedule, at least, shall be carried out whether they make or lose, and that being the case, while we have our own private opinion on the subject, it would be superfluous to predict the outcome. It is a clear case of the proof of the pudding being in the eating. If they score a success it will be a distinct one; if they lose money the figures will be no small ones; but, gain or lose, the experience will settle once and forever the much-discussed subject of amateur racing vs. professional.

WELL were it for the L. A. W. could it receive the assurance that the venture of the N. C. A. would put an end to *its* tribulations over the amateur question.

We are wading in deep waters this year of grace 1893, and no man can say what the outcome will be, for many and grave are the problems confronting us. Steer we never so wisely it will need all our care to escape the Scylla of professionalism on the one hand and the Charybdis of maker's amateurism on the other.

Already are we reaping the fruits of the error committed by the National Assembly at Philadelphia last February in turning down Class B, and already is the Racing Board at its wit's end to solve the knotty questions which they cannot put away from them, but *must* meet whether they will or no. Cajoled by the fetish of "amateurism" the Assembly voted to continue the old order of things, and as a result we have the same old farce re-acted before our eyes, the while the racing men coolly ask: "What are you going to do about it?" and the erudite writers on the cycling press howl in unison for the Board to "act!"

These sapient critics of the Board's policy (and it is shrewdly surmised that some at least of these critics are actuated in their virtuous assertions that the stars must be declared professionals if the Board lives up to its duty by the hope that such action would force the men to seek a refuge in the Cash Prize League, and thus inure to the direct benefit of that organization) conveniently choose to lose sight of the fact that that committee cannot act in the face of affidavits from racing man and manufacturer alike, which specifically declare that the man is *not* hired for racing but as a travelling man, designer, etc., and that he is legitimately in their service the same as any other employee; or when an affidavit comes along stating that another racer's expenses are being borne by his father or his club.

Suspicious?

Certainly.

It is a moral certainty that the one man would never have been hired by the firm in question had not his speed been of sufficient value to them to cause them to pay handsomely for his services on the track; and that the other is receiving his expenses (and something more) from another maker *through his father or the club he represents.*

And how are you going to get around it?

There is not—and we make the assertion boldly—a man prominently connected with the trade or the sport who does not know this to be the case, and yet moral certainty is not indisputable proof. So how can the Racing Board *expel* a man in the face of such testimony. It cannot—it dare not—do it. True, it might *suspend*, but of what use would that be? The members of the Board are thoroughly cognizant of the results which would follow, and why suspend when the charges cannot be proven and must therefore be withdrawn?

THE truth of the matter is that this amateur business is nothing more nor less than a hypocritical farce which is calculated to make gods and men weep. We shut our eyes to facts and conditions that are self-evident and obstinately refuse to be convinced, the while we attempt by a legislation, which sooner or later invariably proves inoperative, to confine the workings of a universal and fundamental law, that law being the one which makes money the modern standard of value the world over. At best the old amateur line of demarkation was but a class distinction born in a foreign land whose conditions of society are entirely different from our own and as such repugnant to the democratic spirit of equality which obtains in free America.

It will not be contended by any sane man that a rider is any the worse either as a racer or as a man for receiving openly what he now takes covertly; or that he rides any the slower for being paid to pilot a certain make of wheel to victory? On the contrary we believe in putting a premium on honesty and it is furthermore certain that a rider in the employ of a cycle maker *must* push that maker's machine to the extent of his ability or he loses his position; and thus from whichever standpoint the matter is viewed the cause is benefited.

ON the other hand so long as we continue to uphold a system that is rotten to the core, that has been long weighed in the balance and found wanting—a system that forces men to be hypocrites and harsa against their wills—so long will the League find itself in hot water.

Many plans have been tried and discarded; nor would the licensing scheme as now in use by the N. C. U. prove any more effectual in curing the evil.

ANOTHER SPECIAL OFFER.

Bicycling World and L. A. W. Bulletin Reduced to 50 cents per Year.

(This does not include L. A. W. membership or renewal to same.)

Every New Cash Subscriber Can Have a Chance to Secure a

HIGH GRADE BICYCLE FREE OF CHARGE.

The winner can have choice of any bicycle of any make which is advertised in the columns of the BICYCLING WORLD between May 11 and Aug. 11, 1893.

Cut out this coupon, or else copy same *verbatim* on a sheet of paper, and enclose with the subscription price of paper.

COUPON.

WHEELMAN CO., 167 Oliver Street, Boston.

Enclosed find 50 cents, for which send me the BICYCLING WORLD AND L. A. W. BULLETIN for one year to following address:

Name, _____

_____

_____

I ride a _____ make of wheel. I guess that the greatest number of machines, of any one make, ridden by those sending in new subscriptions (which will be sent in for the BICYCLING WORLD in response to this offer) between May 12 and Aug. 11, will be _____ machines.

THE SCHEME:

The new subscriber who guesses *the nearest* to the true figures will get a High Grade Bicycle. No matter whether the estimate is above or below the figures, *THE NEAREST WILL WIN.* In case of a tie, priority of date of estimate will determine the winner.

As *Wheeling* very truly says: "Either a man is an amateur, or he is not an amateur. If he is not an amateur, he should not have a license granted to him, no matter what the outcry may be about spoiling sport. If he is an amateur, then the Union have no more right to dictate to him what machine he shall ride than they have what food he should eat, or what hat he should wear."

And *Wheeling* is very right.

NOW what is the remedy?

It is not far to seek if it is really and honestly desired.

Let the L. A. W. throw aside the hidebound prejudice which has so long held it in thraldom and compelled it to support and condone an out and out hypocrisy, and establish two classes of riders as has been already proposed, calling the one makers' amateurs, promateurs, Class B—what you will; and the other genuine amateurs or Class A; and then let the former ride for whom they please and for what they please, always excepting money, which, as a divisible prize, will inevitably lead to crooked racing.

And thus at one stroke cut the Gordian knot.

ONE thing is certain:

You cannot have fast racing without thorough and regular training; and thorough training cannot be done on wind. Moreover the public want and demand that they shall be gratified with the sight of the cracks at the race meets, or the said race meets do not draw. And racing, despite what some of the obstructionists would have us believe, has done more to attract public attention to the sport than all else combined.

So which shall it be?

Hypocrisy, cant and prejudice, with their inevitable failure; or progressiveness, honesty, and liberality—a wise recognition of the demands of a progressive world—with resultant success?

The handwriting is on the wall. Will it be heeded?

A Call for the National Assembly.

The much-talked-of call for a special meeting of the National Assembly is now in process of circulation, the same having been definitely decided upon at the last meeting of the Massachusetts board of officers. It is understood that Connecticut and a number of the other divisions will unite with Massachusetts in signing this call; the intent of the meeting being for the purpose of investigating the financial standing of the League, particularly in connection with *Good Roads* magazine, and also for consideration of the powers of the Executive Committee. The call has not yet, we understand, received all its signatures and is not yet therefore in the hands of the President. Where the meeting will be held is a matter for conjecture.

At a meeting (which is said to have been an exceedingly lively one) of the Board of Officers of the Connecticut Division, held in New Haven last Saturday night, it was voted to sign the call.

The Cottage City Meet.

MEMBERS of the Massachusetts Division want to bear in mind July 27-28-29th, when the annual meet at Cottage City comes off. As is usual in this annual fixture, the enjoyment is so great compared with the expense that no one can afford to miss it. The arrangements for the entertaining of the visitors this year are unusually fine.

Metropolitan A. C. C. Meet.

THE Metropolitan Association of Cycling Clubs, of New York City, met Thursday of last week at the Columbia. Fifteen clubs were represented. It was decided to have a picnic on July 22. The place was not decided upon, but it will probably be on Staten Island. At this picnic, at which 300 wheelmen are expected to be present, there will be some informal games.

The Political Action Committee presented a lengthy report, and Alderman Hughes's proposed ordinance limiting the speed of wheels to eight miles an hour was discussed. The wheelmen approved the new rule, but suggested that the new law regarding bicycles carrying lights be extended to all vehicles. They thought the clause in the law requiring them to ring their bell's at all crossings was absurd, and should be eliminated.

The Cycling Evils Committee presented another lengthy report, which contained suggestions for the regulation of the speed of bicycles for the safety of riders and pedestrians. This will be printed and circulated freely.

The Plainfield Bicycle Club was elected to membership.

Massachusetts Highway Commissioners Appointed.

THE Governor of Massachusetts last week appointed the members on the permanent Highway Commissioners of the city. The three gentlemen who had figured on the temporary commission, namely Chief Consul Perkins, whose appointment is for three years, Prof. Shayler, two years, and Mr. McClintock for one year, were continued on the permanent commission.

Tom Roe's Fiasco

TOM ROE reached Chicago last week having made the trip from New York in eleven days and five hours, but he was foolish enough to deliberately break his contract with the Union Cycle Co. by having ridden another make of machine at Erie and again at Cleveland. In consequence they stopped his salary and expense account and called the contract off. In addition to his having broken faith with them he attempted to run away from Waller who had paced him and aided him in every way possible throughout the ride.

The latest news from Chicago is to the effect that he had again taken up the trip, presumably on another wheel.

World's Record for 25 Miles.

The World's 25-mile road race record was made at Detroit, on June 25, by W. H. Hurlburt, who made the distance in one hour 11 minutes 59 seconds. Hurlburt took the record from Herrick, his racing partner, and beat him by two-fifths of a second. The race took place at the second annual meeting of the Y. M. C. A. and was over the Belle Isle course.



SUPPLEMENTING what the BICYCLING WORLD last week said editorially on the subject of the N. C. U.-L. A. W.-Zimmerman-License complication, it is of interest to read what "The Scorcher" has to say in the *Irish Cyclist* just to hand. His remarks, which are very much in order and to the point would serve to indicate that the English sense of fair-play is not as moribund as we had supposed.

A good many Americans seem to think that it is "anything to beat Zimmy out of the N. C. U. championships" and we are pleased to know that there are at least a few Englishmen who dare to assert themselves.

Said the O'Reilly:

Unless something happens, we are in for war to the knife. The N. C. U. has granted Zimmerman a license only on condition that he rides some other machine than the Raleigh. This is absolute rot. He is entitled to a licence, or he is not. The Union has no right to dictate to any man what machine he will ride. Why should they do that which they object to the makers doing? The result is that Zimmerman won't race at all. The Union has also asked Zimmerman for an explanation as to why he rode against Vogt in Paris! An American races against a Scotchman in France, and the English Union dares to pretend that it exercises jurisdiction in such a case! The fellows have gone mad, and they are raising against them the hands of every union in the world. The impudence of suggesting that two men, neither of whom owes allegiance to the English Union, cannot meet on neutral ground, France, without offering explanations to England, is too delicious for words. I hope that the other countries will get their backs up, and show that they have no idea of submitting to such arrogance.

I DON'T know that I was ever more surprised then when I received word from Philadelphia last week that Russell M Thayer, Superintendent of Fairmont Park, had purchased a safety from the Hart Cycle Co., and was actively engaged in conquering his fiery, untamed steed.

For years and years, dating way back to the earliest history of the sport, Mr. Thayer was one of the most uncompromising opponents that cycling had. In every way possible he expressed his profound dissatisfaction with the bicycle and his antipathy to its use, and although the interference of such men as President W. R. Tucker of the Associated Cycling Clubs of Philadelphia, Chief Consul S. A. Boyle, Presidents Longstreet and Lewis of the Philadelphia Bicycle Club, and a number of other prominent riders of the early days, in the Philadelphia, Pennsylvania, Germantown and other clubs, caused him to look with mor favor upon the sport, never, up to the time of my leaving the Quaker City, had he quite gotten over his dislike for the wheel.

But time works many changes, and Mr. Thayer in common with us all, has found out that it is just as well to swim with the tide instead of endeavoring to drive against the stream.

IT will scarcely be believed, but it is the truth nevertheless, that on last Sunday the Secretary of the L. A. W. had the pleasure of enjoying his first ride on a pneumatic tire.

Mr. Bassett is such a firm believer in true amateurism that he has always steadfastly refused the offers of the loans of various machines which have been made to him from time to time by the manufacturers (not, be it understood, as permanent gifts, but merely that he might enjoy the pleasures of a two-wheeler, Mr. Bassett having for years pottered round on a four-wheeled contraption called a quadricycle), but when Mr. Elliott offered him a trial on a special brand new Hickory, which the former had built for his own particular use, the temptation was so great that Mr. Bassett in an evil moment consented to take a trip. One difficulty remained to be overcome, but Mr. Elliott's ingenuity was equal to the occasion. He attached clever little folding step-ladder to the frame of the machine, by which Mr. Bassett was enabled to climb into the saddle, and once there he was able to make the wheels go round, darkly intimating that he was now practising on a home-trainer. We had lots of fun on the trip (and lots of exercise, I may remark incidently), but Mr. Bassett, divided between the difficulty of maintaining his balance and the haunting dread of puncture to his tire, came home in a state of mental perturbation and physical disturbance that prepared me for the opinion which he gravely delivered upon his safe arrival, to wit: That the pneumatic tire was no great shakes any way, and that a four-wheeler was good enough for him.

MY friends at Goshen, the Ariel Cycle Mfg. Co., are exceedingly hospitable people, and Messrs. Meader and Wilcox, particularly so. It was my good fortune to spend an afternoon and night in Goshen recently, and while there, after our business had been duly transacted, Mr. Wilcox suggested that we take a hand at rifle shooting to while away an hour or two, and in order to kill two birds with one stone drive out in his natty little turnout to a noted country resort nearby, so as to enable me to get some idea of the beauties of what is really a charming country. Of course I assented willingly, and loading up with the necessary paraphenalia we wended our way several miles out. We unloaded a couple of cases, one of which contained cartridges and guns, and the other—but there is no use in going into too many details, so we will let the contents of the other go—particularly as we left an empty case behind us. After having made ourselves comfortable, Mr. Wilcox proceeded to load his rifle and it was not until the air turned sulphureous within a radius of at least a hundred yards around that we learned he had brought revolver cartridges instead of those for the rifle, so we did without our shooting, and the strange part of the whole affair was that J. J. Prial received all the blame for loading up the wrong cartridges. But we had lots of interesting trade talk from Mr. Wilcox all the same, and nobody is better able to do that very thing than he.

THE National Columbian United Wheelmen's Association of Chicago write me that they have received so much free advertising from the complimentary booming given them by the disgruntled cycling editors who have not gotten any advertisements from them, that the applications for accommodations in their club house during the League meet have been coming in more rapidly than ever of late. Their club house is now being completed and they are already receiving guests, and the League member who intends to visit Chicago at all cannot do better than write to Secretary Taylor and secure quarters in advance. As for the man who contemplates being in the Windy City Aug. 5th to 12th, he is not up to the times if he has not already made arrangements for accommodations.

NOW that Zimmy has his feet upon his native heath once more we are like to witness the solution of a question that has puzzled a good many people this year, namely as to who is who on the '91 racing path.

Recent tournaments have tended to upset some preconceived notions quite rudely. Berlo seems to have lost his grip entirely, Windle is no longer the sure conqueror that he was and Taylor and Tyler have both taken back seats.

At the Decoration Day races at Waltham, Gary and Nelson beat both Taylor and Tyler, while Nelson had at Worcester the day previous done some good work in competition with Windle and Johnson; and last Saturday, at Waltham, Gary, in the one-third mile open got away with Windle, Taylor, Tyler and Berlo. It would seem at the present time as though these men, with Johnson, were pretty nearly on the same mark.

Wheeler has not maintained the promise of the form shown by him at Savannah early in the season, although he has done some very good work, and if he takes care of himself I am inclined to think he will be placed among the leaders, but alas for Windle's old time supremacy! In but one of the races so far this year has he exhibited anything like his old burst of speed, and that was in the one mile open last Saturday, when he came away on the last lap leaving the others as if they were standing still.

So now we can only sit down and possess our souls in patience until we have seen what Arthur Augustus can do.

A GOOD many complaints come to the BICYCLING WORLD as to the poor condition of the roads in some localities, but I don't think that many of these complainants ever had occasion to object to the sort of thing that Kansas City has to contend with.

A letter complaining about the bad condition of Twenty-third street in that city, was filed with the Board of Public Works last week. In it the writer complained that mud holes were so wide and deep as to imperil the lives of travelers. "It is an outrage," he wrote, "that the city authorities have allowed this street to remain in such a dangerous condition. Time and again we have pleaded with the officials to make it safe." He further stated that only a few days ago a little child fell into a hole of water four feet deep in the street and but for a passerby going to its rescue would have drowned. Holes deep enough and large enough to imperil the lives of children are not common in this section of the country fortunately.

MR. STERLING ELLIOTT'S new timing chronograph made its first public appearance on any race track at the meet of the Waltham Cycle Club at Waltham last Saturday, and although Mr. Elliott was unfortunate in not being able to have it set up in time to regulate it (which lack of regulation caused it to uniformly gain on the watches) the exhibition was yet sufficient to demonstrate what a valuable adjunct it is going to be to the timing of races—not only cycling but any others. All it needs now is an electric attachment by which the starts and finishes can be automatically recorded on the instrument, and there will be no longer any need for any controversies over disputed finishes, to say nothing of the times recorded being absolutely certain.

Mr. Elliott is to be congratulated and it is to be hoped that he will receive a more substantial reward than usually falls to the lot of the average inventor, especially as the timing done by the chronograph is absolutely correct, there not being a variation of a sixtieth of a second in a number of repeated trials which the machine was subjected to in the course of a thorough and exhaustive series of tests on Wednesday, the watches being held by experienced timers. ARIEL.

IN A QUIET WAY.

Timely Trade Topics Told To Interested Riders.

I HAVE, of course, in common with the rest of the cycling world, seen and heard a great deal of the famous Burris-Michelin tire, but until within the last fortnight I have had no opportunity of giving it any actual test.

Recently, however, upon the occasion of a visit to New York, having had an interesting conversation with Mr. Elliot Burris, manager of the New York Belting & Packing Co.'s tire department, on the subject of pneumatic tires in general, and the Burris-Michelin in particular, the latter promised to send me a pair of the company's tires for the purpose of making a fair and practical test of them. So when they came along in accordance with his promise I had them fitted to a machine which I keep in commission for "experimental" purposes, and I am pleased to be able to add my testimony to that of the thousands of others who are riding this tire, as to the unusual elastic properties of the wind which they confine. I should say that, of course, the tires were pumped full when they reached me and the fact that it was New York wind might have had something to do with the resiliency, but whether this was so or not I have no means of determining until they are emptied and filled with the air that blows in from the Atlantic across Boston Bay.

But I don't believe I shall find much difference in the two kinds of wind.

The tire is an unusually easy riding one, yielding any amount of comfort through its remarkable resiliency which is eclipsed by no other wind-confined tire, and it certainly bears out the claim made for it by its devotees that it is one of the best of its kind. It is moreover, quickly repaired in case a puncture occurs, the inner tube being easily got at.

Mr. Burris informs me that they have simply been rushed with orders, the demand still continuing, and that even at the present time they have a great many booked ahead.

LOTS and lots of riders dislike the wire and steel trouser guards, and for those who are in this category the elastic rubber guards which the Overman Wheel Co. are getting out fill the bill exactly. They can be readily carried in one's pocket and instantly applied, holding the trousers firmly in place, and in addition they are extremely useful as a means of fastening small bundles or packages to the handlebars of one's machine. They are something that no rider should be without.

BESIDES these elastic trouser guards, the Overman Wheel Co. has brought out a saddle, new this season, called the Victor Scorcher, which is one of the best light saddles that I have ever mounted. They say of this saddle: "This is the most perfect scorcher saddle made and we so recommend it. It is the invention of a practical wheelman and meet the case and is about as perfect as it is possible to construct. This saddle can be used for every day riding without fatigue, and we are confident it will prove the most perfect scorcher saddle in the world."

And they ought to know if any one does.

AMERICAN industry and ingenuity can always be depended upon to see foreign skill and go it one better.

The Shelby Steel Tube Co. of Shelby, Ohio, owning the first plant erected in this country for the manufacture of weldless steel tubing, has run behind on its orders ever since the tires were first started, and in nothing have they been more successful than in their attempt to make tubing larger and smaller than the English works. The English preceptor of the Shelby Co advised them that it would not be possible to make tubing smaller than 3-8 or larger than 1 3-4 inches, but they send us samples as large as 2 1-4 inches, and as small as 1-8 inch, and as large as 28 inch gauge, and all of it shows splendid tests for tensile, crushing, and torsional strains.

The 1-8 inch, in particular, is a marvel of ingenuity and skill.

HERE'S heavy weight—and reverend—testimony as to the value of the new Helical tubing. It is sort of a case of heavyweight versus feather-weight:

PATERSON, N. J., June 5, 1891.

PREMIER CYCLE CO.,

Gentlemen: I take great pleasure in recommending your Helical Roadster. When I purchased it I must confess it was with some misgiving. My weight is 227 pounds and that of the wheel only 29 1-2 pounds, and I had very serious doubts as to whether it would stand up under me. However, it has been put to the test on roads roughly paved with cobbles and laid with car tracks by no means level with the street, and the wheel has been operated with the greatest ease and without it showing any signs of strain or wear whatever.

To say that I am well pleased with my purchase is putting it very mild.

Respectfully yours,
(Signed) REV. G. M. DORWART.

THE Visitors' Register in the office of the Gormully & Jeffery Mfg. Co., at Chicago, records the visits of Richard Faces, representative of the Munich cycling paper, *Radfahr Humor*; Wilhelm Opel, of Russelsheim, bicycle champion of Germany and representative of that country at the International Race Meet; Rev. Henry Kingman, of Tientsin, China, a missionary and an enthusiastic Rambler rider, also Kazimier Seidlewski, of the firm of Lud. Reincke & Co., agents for the G. & J. pneumatic tires in Warsaw, Russia. They come to see the great World's Fair.

THE plans for the new Gormully & Jeffery Mfg. Co. factory, to be erected in the fall, as already noted in the BICYCLING WORLD, will have following dimensions: 40 x 120 feet; the height will be eight stories. This will join with and be a part of the new eight-story factory which was built last season. Rambler business is booming.

"Q. T."

An Indiana Century.

THE Fort Wayne, Ind., Battery Cycling Club's century run on June 18, was participated in by fifty-three wheelmen. The, left the armory on Calhoun street, at 5.25 A. M., to make a run from Fort Wayne to Bufftonvia Huntington and return. Twelve out of the fifty-three finished the run, the others returned by train, as the trip was too much for them. The thermometer stood 91 degrees in the shade.

Zimmerman Home Again.

A. A. ZIMMERMAN arrived in New York last Saturday morning from London on the City of Paris. Nick Kaufman came back with him. The latter is the noted trick and fancy rider, who comes here for the first time in seven years.

In an interview Zimmerman said that he considered his treatment exceedingly unsportsmanlike and contrary to a spirit of fairness; that he had called at the office of the National Cyclists' Union and offered to answer all questions they had to put to him. He was told that there was nothing they wanted answered. Then within ten days of the running of the N. C. U. championships he was, without having been given a proper hearing, told to change his wheel; this he declined to do unless he was given time to get an American make of wheel.

The New York *Times* says that a peculiar incident of this refusal of license is thought to surround the fact that two English wheelmen high in the confidence of the inner councils of the National Cyclists' Union were largely instrumental in securing the refusal of a license to Zimmerman, yet these same two men are busily training and booming Sanger, and it is also said that Mr. Sanger got his license without trouble. He was not asked to change his wheel, but has been allowed to ride unquestioned.

Mr. Zimmerman will make a full statement to the Racing Board early this week.

Boston's Races on the Fourth.

THE City of Boston intends that every rider unfortunate enough to receive an injury at its bicycle races on July 4 shall not be without the aid of a surgeon. At the meeting of the committee on bicycle races last week, it was voted to have a surgeon on the grounds.

These races were decided on, to be run in the order given: Novice, one mile; handicap, one mile; one mile; handicap, two miles; quarter-mile; quarter-mile, boys under 16; consolation, one mile.

First prize in each event, gold medal; second prize, silver medal. In any of the above, where there are a large number of entries, the races will be run in heats, the first two men in each heat to ride in the final.

The Scorcher.

The Scorcher is a youth evolved
Within a year or so,
One half his brain is labelled "Speed"
The other half is "Go."
Wherever he is seen to ride
On roadway or on track,
It is his sole delight to scorch
With elevated back.

He sees no gullies in the road
No rocks can make him swerve,
With deathlike grasp upon his grips
He strains each wearied nerve,
And should his mount be e'er so light,
He pounds along apace,
He always seems to think he's in
The last lap of a race.

His countenance full oft is marred
With deep unsightly scars,
Which have resulted from a dive
Across his handle bars.
Or peradventure it may hap,
A fragile wheel was his,
Which broke, and is responsible
For his unsightly phiz.

He loves to cross the railroad tracks,
At a two-forty gait,
And in this youth's bright lexicon,
Is no such word as "wait."
The empty fruit can is a treat,
To his voracious maw,
But if his wheel should twist or squeak,
He loudly trumpets "flaw."

Yet he may scorch and bump at will,
Should he but choose a bike
Built of a strength commensurate
For scorching o'er the pike.
The ideal mount for this strange wight
A sturdy wheel and true,
Is that we herewith advertise
The UNION P. D. Q.

Union Cycle

Mfg. Co.,

HIGHLANDVILLE, MASS.

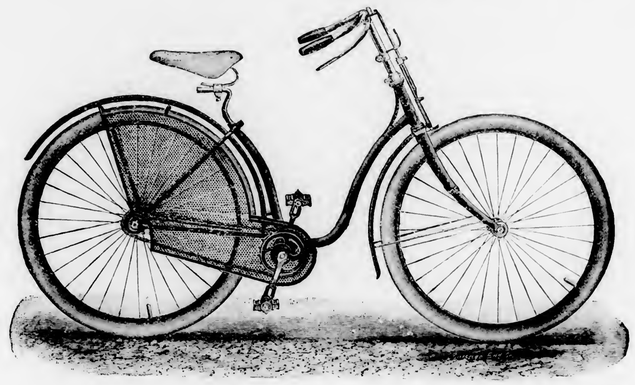
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SEND FOR CATALOGUE.

WESTERN WHEEL WORKS,

MANUFACTURERS

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JUNO NO. 2. $90.00.

Experienced lady riders ride the "JUNO"—it has PROVED itself reliable.

NOTE
THE SPECIAL FEATURES
FOUND IN
NO OTHER WHEEL.

Our new style ONE-PIECE dress and chain guard, light and beautiful, (no bottom at chain guard). Chain CANNOT RATTLE—no dirt can collect around chain—chain can be cleaned without removing chain or guard.
Position—Very comfortable and graceful.
Handle bars—Come well back--no REACHING for them.
Its riders—CLAIM it rides easier--coasts further--steers easier than any ladies' wheel made.

Popular Wheel. Popular Price.

(Same with Cushion Tire, $75.00.)

R. L. COLEMAN CO.,
35 BARCLAY STREET,
NEW YORK.

SOLE EASTERN AGENTS.

RAMBLERS ON TOP AGAIN.

IN THE GREAT NEWARK-PHILADELPHIA CENTURY RUN JUNE 10th, 1893,

100 pairs of G. & J. PNEUMATIC TIRES, on RAMBLERS and other machines, started on this run. Every RAMBLER completed the run, and every machine fitted with G. & J. Pneumatics, except four (not Ramblers,)—the frames of which broke down—came through all right.

NOT A G. & J. PNEUMATIC WAS PUNCTURED

during the entire trip, while out of one hundred machines, fitted with another well-known pneumatic, forty punctures were received, and fourteen of the machines of that make were unable to complete the run.

The American Athlete says editorially:—"..... about seventy per cent. of the total accidents, punctured tires and other fatalities, occured to the .....

RAMBLER RIDERS ARE PRETTY SAFE ANYWHERE.

G. & J. PNEUMATIC RIDERS ARE ALWAYS IN LUCK.

GORMULLY & JEFFERY MFG. CO.,

221 TO 229 & 222 TO 228 N. FRANKLIN ST., CHICAGO.

174 COLUMBUS AVE., BOSTON
85 MADISON ST., CHICAGO
1325 14TH ST., N. W., WASHINGTON.
5 AND 6 HERTFORD ST. COVENTRY, ENG
BROADWAY AND 57TH ST. NEW YORK.

P. S.—You know, any maker or dealer will fit the "G. & J." tires to your favorite mount, and any Rambler agent will be pleased to hand you a handsome catalogue of all Rambler Bicycles.



WALTHAM, MASS.—The Waltham Cycle Club's race meet on the new track at Waltham, last Saturday, while a very successful affair, did not attract as large an audience as should have attended, the unfortunate postponement from the previous Saturday caused by the rain together with the threatening weather on the morning of the race meet, all combining to prevent a large attendance. But the 3,000 spectators who were present were treated to an exhibition of some fine work.

Since the Memorial Day races the track and grounds have been greatly improved. The track itself was in better shape, while the accommodations were everything that could be desired. Of course the rain of the last two days had made the track somewhat heavy, yet Tyler did a mile from scratch in a handicap event in 2m. 23s., and the final in the mile open was ridden by Windle in 2m., 25 3-5s., and the third by Gary in 48 seconds.

Tyler's time is a track record, and was the fastest mile of the day, he thereby capturing the piano offered for that time.

There were many surprises. Guy Gary, the Press Club's wonder, again demonstrated his ability to ride, defeating Windle, Taylor and Tyler in the one-third mile open although this was due as much to an error in judgment on Taylor's part as anything else. Taylor got a good start and took the pole within the first twenty yards, but he on the upper turn allowed Gary to take this position of advantage, and the latter then spurting all out the balance of the lap, neither Taylor, Tyler or Windle were able to wrest the place from him, although Taylor was a close second, the rest finishing in a bunch.

In the mile open Windle showed a burst of speed that recalled his old-time spurt, coming away from the bunch on the last turn at a gait that speedily opened up daylight between his wheel and that of Gary. Tyler, Berlo and Taylor, the latter having sat up on the last stretch.

Barber did some trick riding and C. J. Pope and Fred Perkins gave an exhibition mile on their three wheel tandem.

Summaries:

One mile novice, first heat, six starters—First, C. W. Bowles, Waltham Cycle Club; second, Julius F. Honestosh; third, H. C. Harrison, Waltham Cycle Club; fourth, H. L. Fel h, Waltham Cycle Club. Time 2.43 1-2.

Second heat, 10 starters—First, F. M. Haggarty, Waltham Cycle Club; second, W. Coleman; third, John Branchi, Malden Cycle Club; fourth, E. F. Proctor, Lowell. Time 2.41.

Final heat, eight starters—First, Haggarty; second, Coleman; third, Proctor. Time 3.01 2-5.

One mile open, first heat, five starters—First, George Taylor; second, Willie Windle; third, E. A. McDuffee; fourth, D. T. Connolly. Time 2.48 3-5.

Second heat, seven starters—First, H. C. Tyler; second, Guy L. Gary; third, A. W. Warren, Hartford Wheel Club; fourth, P. J. Berlo. Time 2.42 2-5.

Final heat, eight starters—First, W. Windle; second, Guy L. Gary; third, H. C. Tyler. Time 2.25 1-5.

Special, one-third mile, prize $50 diamond—Warren.

Special, two-thirds mile, prize $50 diamond—Gary.

One mile, 2.40 class, first heat, 10 starters—First, James Clark, Press Cycling Club; second, H. D Hutchins, Malden Bicycle Club; third, J. P. Clark, Press Cycling Club; fourth, W. G. French, Press Cycling Club. Time 2.39.

Second heat—First, H. W. Robinson, Waltham Bicycle Club; second, Ned Mansfield, Waltham Bicycle Club; third, E. B. Snow, Press Cycling Club; fourth, J. F. Cochrane, Malden Bicycle Club. Time 2.44.

Final heat, eight starters—First, James Clark; second, E. B. Snow; third, W. G. French; fourth, J. F. Cochrane. Time 2.27 1-5.

Special one-third mile, prize $40 gold watch, Hutchins; special two-thirds mile, prize $40 diamond pin, Hutchins.

One-third mile, open, first heat—First, George Taylor; second, A. W. Warren; third, E. A. Nelgetter. Time 48.

Second heat—First, H. D. Hutchins; second, Guy Gary; third, Willie Windle; fourth, A. B. Rich. Time 49.

Final heat, eight starters—First, Guy Gary; second, Willie Windle; third, George Taylor; fourth, H. C. Tyler. Time 48.

One-mile Waltham championship, eleven starters—First, H. W. Robinson; second, F. M. Haggarty; third, Ned Mansfield; fourth, C. W. Bowles. Time 2.39.

One-mile handicap, first heat—First, A. W. Porter, 70 yards; second, H. C. Tyler, scratch; third, J. P. Clark, 70 yards; fourth, Fred Miebcrild, 80 yards. Time 2.22 1-5.

Second heat—First, P. J. Berlo, 25 yards; second, James Clark, 60 yards; third, A. F. Wisner, 100 yards; fourth, C. G. Williams, 90 yards. Time 2.23 1-5.

Third heat—First, F. M. Haggarty, 150 yards; second, W. G. French, 110 yards; third, E. B. Snow, 30 yards; fourth, Frank Mayo, 100 yards. Time 2.21 1-5. Gary's time from scratch 2.28 2-5.

Final heat, 15 starters—First, James Clark, scratch; second, F. M. Haggarty, third, A. W. Porter; fourth, A. W. Warren; fifth, J. P. Clark; sixth, A. F. Wisner. Time 2.21 4-5.

PHILADELPHIA.—The sixth annual race meet of the South End Wheelmen was run at the Tioga grounds on last Saturday afternoon, before an audience of 2,000 people. The track was in fine condition, and the event of the afternoon was the breaking of the track record by George C. Smith, who, in the first heat of the mile handicap, rode from the 25 yard mark in 2.23 1-5, covering the full mile in 2.25. Two spills occurred in the novice race, but fortunately no one was hurt.

Summary:

One mile novice, first heat—Frank W. Hutchings, Y. M. C. A., Washington, first; John Dunn, Alpha Wheelmen, second; Jo Wil Clinton Griffiths, Wissahickon Wheelmen, third. Time 2.34 1-5.

Second heat—Frank Boyd, Philadelphia Turners' Cyclers, first; E. C. Hockstadter, Alpha Wheelmen, second; Samuel Barnes, unattached, third. Time 2.50 1-5.

Final: Frank W. Hutchings, Y. M. C. A., Washington, first; E. C. Hockstadter, Alpha Wheelmen, second; John Dunn, Alpha Wheelmen, third. Time 2.39 1-5.

One mile handicap, first heat—George C. Smith, New York Athletic Club, 25 yards, first; E. B. Marriott, South End Wheelmen, 80 yards, second; W. S. Price, Wissahickon Wheelmen 90 yards, third. Time 2.23 1-5.

Second heat—F. H. Middletown, Century Wheelmen, 130 yards, first; H. C. Beebe, unattached, 100 yards, second; E. F. Miller, Vineland Wheelmen, 120 yards, third. Time 2.25 3-5.

Final—E. F. Miller, Vineland Wheelmen, 130 yards, first; E. B. Marriott, South End Wheelmen, 50 yards, second; L. Geyler, Century Wheelmen, 80 yards third; A. H. Rogers, Mercer County Wheelmen, 90 yards, fourth; A. C. Marple, Park Avenue Wheelmen, 135 yards, fifth. Time 2.25 3-5.

One mile, 2.50 class, first heat—Herbert N. Swank, Park Avenue Wheelmen, first; John Heilshies, Philadelphia Typographical Athletic Association, second; L. E. Jones, Germantown Y. M. C. A., third. Time 2.41.

Second heat—G. M. Coates, C. of P., first; F. H. Middleton, Century Wheelmen, second; Edward F. Miller, Vineland Wheelmen, third. Time 2.41 2-5.

Final—Edward F. Miller, first; G. M. Coates, second; Herbert N. Swank, third. Time 2.45 2-5.

Half mile handicap, first heat—D. C. Howard, 80 yards, first; E. E. Clapp, 50 yards, second; J. B. Pierson, 155 yards, third. Time 1.06 2-5.

Second heat—R. F. Rich, 55 yards, first; G. M. Coates, 60 yards, second; W. W. Taxis, scratch, third. Time 1.06 1-5.

Final—D. C. Howard, 80 yards, first; E. E. Clapp, 50 yards, second; J. J. Diver, 35 yards, third. Time 1.07 1-5.

One third mile open—George C. Smith, first; W. W. Taxis, second; C. M. Wells, third. Time 48 1-5S.

One mile championship—F. E. Marriott, first; W. A. Wensel, second; Benjamin A. Fox, third. Time 2.54 2-5.

One mile club handicap, Fairhill Wheelmen—S. Baines, scratch, first; H. Kershaw, 10 yards, second; C. Smith, 110 yards, third. Time 3.02 1-5.

One mile championship, Frankford Bicycle Club—A. B. Tomlinson, first; L. D. Caster, second; George Whittington, third. Time 2.42.

One mile open—W. W. Taxis, first; G. M. Wells, second; George C. Smith, third. Time 2.46 1-5.

One mile, club handicap, South End Wheelmen—E. B. Marriott, scratch, first; F. M. Dampman, 40 yards, second; W. A. Wenzel, 50 yards, third. Time 2.33 3-5.

ORANGE, N. J.—Barring several bad falls, owing to the manner in which the track was banked, the tournament held at the Orange Oval, East Orange, last Saturday afternoon, under the management of the Orange Athletic Club Cyclers, was a great success. No records were broken, but A. A. Zimmerman, just home from England, was there, and that was enough.

In the half-mile safety handicap eleven riders started. On the second lap, H. R. Wemple rode too close to the fence and slipped. Before he could straighten his wheel into the course a bunch of three racers ran into him, and the four piled up on top of each other. Only bicycles were injured, and no delay was occasioned.

The one mile safety scratch was attempted twice. Twenty-four entries had been made for the event, but only five riders started: Carl Hess, W. F. Murphy, George E. Waters, C. M. Murphy, and Harry C. Wheeler. The race was ridden in one heat and won by C. M. Murphy. Hess entered a protest, claiming he had been fouled, and the referee ordered the event run in a second time. On the second lap W. F. Murphy and Waters collided, smashing both wheels. Wheeler and C. M. Murphy rode together until about 100 feet from the finish, when Wheeler's machine slipped, and he and Murphy became badly tangled up, while Hess won, being the only man left on his bicycle. The two fallen riders shouldered their wheels and started for the tape, which was reached first by Wheeler. Results:

One mile safety, novice, first heat—Won by Truman Schenck of Brooklyn; Victor D. Baldwin of Orange, second. Second heat—Won by Ray Dawson of Boonton; A. S. Gilles of East Orange, second. Third heat—Won by H. H. Picking of East Orange; Fred N. Cowin of East Orange, second. Fourth heat—Won by R. L. Smith, Asbury Park; Leon M. Berg, Orange Athletic Club, second. Fifth heat—Won by J. H. Lowman, Riverside Athletic Club; Clifford Ammock, Keyport Cycling Club, second. Final—Won by Truman Schenck, Brooklyn; Ray Dawson, Boonton, second; A. S. Gillespie, East Orange, third. Time 2.32 4-5.

Two mile, safety, handicap.—First heat—Won by Carl Hess (90 yards). Harry C. Wheeler, Orange A. C. (50 yards), second. Second heat—Won by E. L. Blauvelt, Elizabeth A. C., 185 yards; P. Hardifer, Passaic A. C., 250 yards, second. Third heat—Won by W. F. Murphy, Brooklyn, 75 yards; A. D. Youmans, New York, 215 yards, second. Fourth heat—Won by C. W. Price, Montclair Wheelmen, 120 yards; G. A. Beckwith, Tourists A. C., 135 yards, second. Final heat—Won by E. L. Blauvelt, 185 yards; U. S. Paige, Kings County Wheelmen, 180 yards, second; C. W. Price, Montclair Wheelmen, 170 yards, third. Time 2.05 1-5.

Half-mile safety, handicap—Won by G. Fred Royce, Passaic A. C., 55 yards; A. C. Wilson, Union County R., 95 yards, second; Charles Brown, Elizabeth A. C., 50 yards, third. Time, 1.08.

One mile safety, 2.40 class.—Won by H. R. Steenson, Rockaway A. C.; James Mills, Union League, second; Durant McLean, Kings County Wheelmen, third. Time, 2.38 3-5.

One mile safety, scratch.—Won by Carl Hess, Atlanta Wheelmen; H. C. Wheeler, Orange A. C., second; C. M. Murphy, N. Y. A. C., third. Time, 2.39 3-5.

Quarter-mile safety, for the League of American Wheelmen Championship of New Jersey.—Won by Paul Grosch, Passaic A. C.; C. W. Price, Montclair, second; Charles Brown, Elizabeth A. C., third. Time, 35 1-5.

One mile safety, handicap. Won by Paul Grosch, Passaic A. C., 70 yards; W. S. Paige, Kings County Wheelmen, 120 yards, second; George W. Coffin, Orange A. C., 95 yards, third. Time, 2.22 1-5.

HARRISBURG, PA.—The fourth annual race meet of the Keystone Bicycle Club was held here last Saturday. George A. Banker won the two mile State championship in 5.10 3-5. The mile handicap was won by J. S. Johnson in 2.10, who also won the five mile race in 17.57. Banker won the half in 1.17 and the quarter mile in :34.

Johnson won the two mile handicap in 4.47 3-5; and in the paiming race against time he did 25.09 3-5, which is the fastest mile made this year.

NEW HAVEN, CT.—The New Haven Bicycle Club held its annual field day at Savin Rock on Saturday afternoon. The results:

Five mile club race—Won by E. T. Catlin, scratch; L. Clauson, 1m. handicap, second; C. E. Larom, 1 1-2m., third. Time 15.01.

Five mile open, handicap—Won by F. Young, 2m.; G. R. Barnes, 2m., second; A. Alling, 2m., third. Time 14.58.

Mile open—Won by J. Adams; F. C. Hoyt, second; P. L. Smith, third. Time 2.56.

Half mile open—Won by F. T. Catlin; Otis Spencer, second; J. Parker, third. Time 1.46.

LOUISVILLE, KY.—The Prince Wells road race and cycle derby at the Auditorium track was run last Saturday. The ten mile road race was won by Charles Pfeffer of Louisville in 21 3-5 minutes; C. F. Schnell, second, in 22 3-5 minutes; James C. Mitchell, third, in 22 4-5 minutes. Each had nine minutes start.

The mile cycle race was won by Charles J. Kinsely, of Chicago, from scratch.

The fourth race, a half-mile handicap, was won by Kinsely in 1.17 with a start of ten yards; J. P. Bliss, scratch, second.

There were only three starters in the two-mile Auditorium Derby, J. B. Bliss, H. A. Githens and P. H. Sercombe. Bliss won in six minutes.

MILLVILLE, N. J.—A road race took place last Saturday afternoon between Mauricetown and Millville against a strong wind. The entries were Bard and Griffith, from Millville, and Hand, Rogers and Myers, of Port Norris. The distances, nine miles, was ridden by Bard, the winner, in 31 minutes; Hand was second and Griffith, third.

NORTH WILBRAHAM, MASS.—The wheelmen held a road race last Tuesday week. The distance was 12 miles. Finish: Loring Andrews, first, time 43.08; Tufts, second, 41.54; C. E. Fletcher, third, 51.02; A. D. King, fourth, 63; A. F. Calkins, 51.37; P. Lucier, 44.42; William McGuire, 58.54; J. Dalton, 65.36.

Racing Continued on Page 340.

SPECIAL!

This Week Only!

In order to place a copy of our

. . . Elegant Art Catalogue . . .

containing Five 7 x 9 inch Photographs of the

Lightest Line of Wheels

ON EARTH

in every town where we have no agent, we will, upon receipt of the annexed Coupon, mail one free of Charge to any address.

Cut This Out and Mail it to Us.

Bicycling World and L. A. W. Bulletin

COUPON.

PREMIER CYCLE CO., New York.

Please forward free a copy of your Art Catalogue to

Name, _____

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State, _____

N. B.---Wheeler and the Helical Tube Premier Racer has repeatedly defeated both Zimmerman and Johnson. Query: Is he faster than they are? If not, **who rides the fastest wheel?**

PREMIER CYCLE CO.,

NEW YORK.

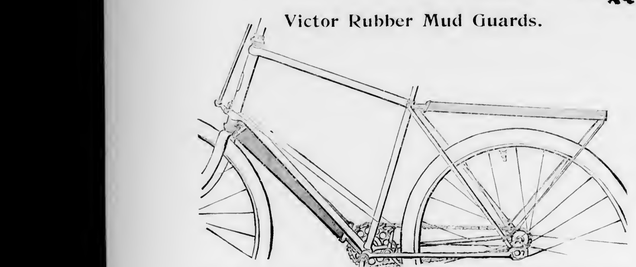
Victor Cycling Sundries

We carry a large line of Sundries, and are prepared to fill orders promptly. The following is a partial list of our specialties, and we guarantee them to be the best of their kind.

OVERMAN WHEEL CO., CHICOPEE FALLS, MASS.

BOSTON. WASHINGTON. DENVER. SAN FRANCISCO.

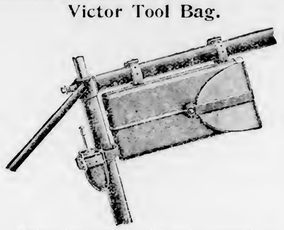
Victor Rubber Mud Guards.



These mud guards are made from best quality of rubber, and for the purpose are the lightest and best attachment ever offered to the public. Can be readily attached or removed.

PRICE PER PAIR, $2.00. BY MAIL $2.15.

Victor Tool Bag.



Made to hold wrench, oiler and pneumatic repair kit, and tools; also an extra inner tube. The best bag for pneumatic bicycles ever introduced, doing away with the old style bag carried in rear of saddle.

Price, black leather, $2.00.
By mail, $2.10.

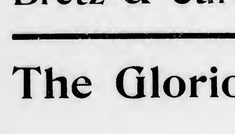
Cycle Brush Tool.



Every bicycle rider needs a Brush Tool, and the accompanying cut illustrates perfection in that line. Any point in a machine can be reached and thoroughly cleaned by it. Combines also a screw driver and spanner.

Price, by mail, 50 cents.

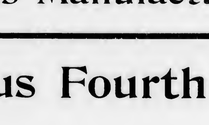
Cycline.



For cleaning bicycles, this preparation is unequaled. It will keep a machine beautifully polished, and is warranted not to mar or scratch the enamel or nickel. To apply, take a sponge or cloth, dampen in water and rub on the soap; then apply briskly over the surface to be cleaned, after which wipe dry with a clean cloth, and polish with same.

Price, by mail, 25 cts. per cake.

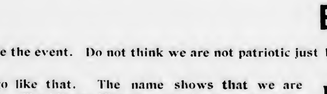
Victor Scorcher Saddle.



This is the most perfect Scorcher Saddle made, and we so recommend it. It is the invention of a practical wheelman and mechanic, and is about as perfect as it is possible to construct. This saddle can be used for everyday riding without fatigue, and we are confident it will prove the most popular Scorcher Saddle in the world.

Price, $4.50. By mail, $4.75.

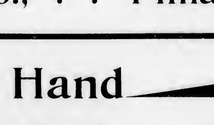
Victor Wrench.



Our new model Wrench possesses, by actual test, 80 per cent. more strength than the best Wrenches heretofore offered to the trade. All forged steel, jaws hardened, every part finished to gauge. Length 5 1-2 inches. Opens 1 1-2 inches.

Price, nickeled, $1.00. By mail, $1.10.

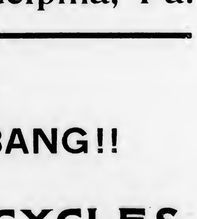
Victor Spring Saddle Post.



This valuable device met with a great reception within a short time after its introduction last year. It is the best made. Adjusts saddle to any pitch, and fastens by a set screw. Made of toughened tool steel, nickeled.

Price, $2.00.
By mail, $2.30.

Elastic Trouser Guard.



Many riders object to a metal trouser guard, and in response to a demand for a substitute, we offer the Elastic Trouser Guard as the best of its kind.

Can be carried in the pocket without inconvenience.

Price, per pair, by mail, 10 cents.

SIDWELL & SABEN CYCLE CO., 243 Columbus Ave., Boston,

Are sole NEW ENGLAND AGENTS for the

Beautiful Quinton Scorcher Bicycles

Have you had an opportunity of seeing the 1893 line? If there is no agent in your city, write us and we will talk business to you. Good agents always in demand.

Bretz & Curtis Manufacturing Co., : : Philadelphia, Pa.

The Glorious Fourth is at Hand

BANG! BANG!!

Go the tires as if to celebrate the event. Do not think we are not patriotic just because the

LIBERTY TIRES Don't go like that. The name shows that we are patriotic. The Liberty Tire does not bang or sizz because it is not built that way. It is made to stand the most severe tests. In this respect it is just like the . . . . . LIBERTY CYCLES.

WILSON, MYERS & CO.,

MAKERS OF LIBERTY CYCLES.

55 Liberty Street, New York City. Retail Department: 1786 Broadway, New York City.

A. O. VERY CYCLE CO., 215 Columbus Ave., Boston, Mass., General New England Representatives.

Mention BICYCLING WORLD.

"SOFT."

A Soft-Handed Observer's Ideas of Soft Cones—More Chances for Fun with "Mike."

WHO IS "SOFT?"

THE gentleman from Cadiz, Ohio, arises to remark that Michael is the author of "intolerable nonsense."

That is good.

The gentleman from Cadiz, Ohio, says I did not see the rollers of a chain so worn that the chain was still a fair fit, notwithstanding the rivets had worn and the chain was longer than when new.

Now then, will the gentleman from Cadiz, Ohio, Mr. Scott—will Mr. Scott kindly tell the readers of this paper what Michael saw when Michael examined that roller chain? Again "Telemachus" says of the roller chain—and "Telemachus" is very good authority for he has used several pounds of roller chain, first and last—that "it can go down hill very much more rapidly than the latter (Humber) and still give satisfaction."

Michael will not take advantage of the chances to claim that his remarks concerning the worn rollers were in the line of a joke.

It is desired to know about this wearing of the roller chain.

Mr. Scott will now tell what "Mike" saw.

A "HORNY-FISTED MECHANIC"

has recently remarked that "we" have all along been trying to make sprockets that will wear away as slowly as possible.

I have a little rear sprocket that has been used in running not more than two hundred miles. This sprocket is worn very perceptibly even now. I have been in the factory where these little rear sprockets are made, and have followed the process of their fashioning from the forge hammer to the case-hardening oven. This little sprocket of which I speak will resist the file in all places except where it is worn; but now that the hard shell is worn through it will cut away very quickly. If my friend the "horny fisted" has been making his sprockets of soft machinery steel and case-hardening them, it is quite easy to see where the difficulty has been.

MORE SOFT.

While I was roaming about a bicycle factory one day, I noticed a workman cutting the adjusting cones for the bearings from a bar of steel, and I asked the workman if the cones were to be tempered. He told me they were to be *case-hardened*. Upon inquiry, very carefully followed up, I learned that not a single wearing surface in the whole machine was *tempered*, except the balls. Every part that needed a hard surface was *case-hardened*.

Now I am not a "horny-fisted mechanic," but I will venture that the reason this cycle manufactory *case harden* every bearing instead of *tempering* them is because, firstly, it would be somewhat difficult to *temper* the quality of steel necessary in wheel construction, and be anywhere certain of uniform temper; and secondly, it would cost more and the wheels would wear longer.

A CASE-HARDENED CONE IN A BEARING.

I have known a wheel to come in from a rain and mud "plug" and be put away for several days. The oil had gone from the bearings and water enveloped the balls within the cases. A rust formed within the bearings, both on the balls and on the surfaces in contact with them. In the process of evaporation and oxidization within the bearing, the water lingered longest at the points of contact between the balls and the cups and cones. At these points the rust was heaviest. It was a case-hardened bearing, and the rust cut through the case hardened shell, so that when the wheel was again put to use the balls wore dimples in the cones.

First and last I have been troubled no little with *case-hardened* bearings. In the days of the "G. O. O." the second year of the mount very often found the rear wheel in a rattling condition from cones worn through the case hardening, and worn much more on the side that took the load than on the other, with the result that nothing like close adjustment could be effected without the bearing pinching spasmodically and perchance binding up altogether, while if allowed leeway enough it rattled like a tin cart at a twelve to the hour pace.

Adjusting cones are not made as well as they might be made, but I surmise it would be costly to temper them.

Six Miles an Hour in Detroit.

So great a number of accidents have occurred by reason of fast bicycle riding that the police department of Detroit has decided to take a hand in an attempt to stop it. Orders have been issued to all members of the force to make complaint against any bicyclist who is seen riding at a greater rate of speed than six miles an hour.

Supt. Starkweather says the courts having held that a bicycle is a vehicle in the meaning of the law, riders are subject to the same laws as the driver of a carriage or wagon. He has notified Chief Consul Jos. M. Bresler of his order and requested him to lend what assistance he can to prevent fast riding of the machines.

Is This A Record?

EDITOR BICYCLING WORLD: I am a humble seeker after information in regard to a hill in Boston. It is a well-known hill. I refer, in point of fact, to Beacon Hill. I encountered one of its several slopes recently. My sensations the following morning were by no means as disagreeable as I had fully expected, but still, they convinced me that I had done about as stiff a climb as it was in me to do; and I have taken this somewhat public means of inquiry whether my laborious ascent was merely an ordinary piece of work, or whether it was something to remember—and brag about, were I so inclined.

Let me first designate the particular slope of Beacon Hill, and then describe the outfit that crawled up its surface.

I refer to Pinckney street, from Charles street to the top. The outfit consisted of a 145 pound rider, a 35 pound wheel with pneumatics, and a 63 gear—circular sprocket wheel. I am prepared to hear that this climb has been done, and often, but from the fact that most of the time my front wheel bore on the ground with extreme delicacy, I have been led to believe that my effort was at least not commonplace.

Perchance this incident will take on added interest to the "Bicycle Worldlings" who read it, if a word of description be given of the particular fragment of the League who did it and who affixes his number to the end of this communication. He is untrained except by constant or rather, regular riding. He is tall and thin. He does not hump. He wears loose clothing (of any color but dark, which draws the sun and throws every speck of dust into beautiful bas-relief) and disports himself in canvas leggins which move the small boy to remark, "See de dude in rubber boots!" when yours very truly,

L. A. W. 18,627 passes along.

P.S.—Will some one please enlighten me?

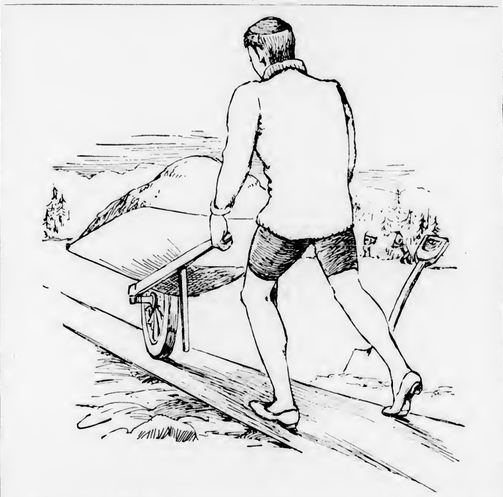
A Novel and Wet Receptacle for Stolen Bicycles.

THE thieves of Providence, R. I., have many ways of disposing of stolen property, but the latest method adopted by them was discovered a day or two ago by a man employed in the city yard. Several days ago reports of two stolen bicycles were entered upon the journal at police headquarters, but for all the hunting of the detectives the wheels could not be found. Late last week a laborer at the city yard had occasion to throw a small line, to which was attached a hook, into the muddy Woonasquatucket opposite Brown & Sharpe Mfg. Co.'s factory. When he pulled in the line he found on the hook one of the stolen bicycles. He threw his line in again and drew out another bicycle.

The owners of the wheels appeared and describing them were allowed to take their property. The man was well paid for his find. The police say that it is quite likely that considerable stolen propery is hidden in shallow places in the river, and after the cases leave the mind of the public the thieves fish out their booty and dispose of it at pawn and junk shops at good prices.

Special Trainers an Advantage for Racing Men.

THE advantages of a special trainer in close and constant attendance upon one racing man are too obvious. How many Englishmen have enjoyed this privilege? There is no question that our American visitors, Zimmerman and Sanger, derive immense benefits from the sole personal attention of Messrs. McDermott and Culver, and it would not be difficult to pick English racing men, who, with a similar amount of leisure and a special trainer, might score quite as heavily. Perhaps, and we are not sorry to say it, our best men play too much at racing. We know of few English racing men to-day who take as much care of themselves as our American visitors. Our cracks enjoy themselves on their excursions—are not in a hurry to get to bed—take "another" when they ought not to have taken any—in short, play at cycle racing, and do not make a business of it—and for our part we don't blame them, despite the fact that this course puts us, for a time at least, behind other countries in the championships.—*Bicycling News.*



"The new track at Waltham is receiving its finishing touches. Taylor is doing regular work on it."—*Boston Record.*

Is this the kind of work the *Record* would have us believe Taylor is doing?

Electricity as a Cycle Motor.

WE are again threatened with a revival of the electric bicycle. Many inventors seem to consider the idea a novelty and the outcome of their genius as a commercial article. It is difficult to understand how anyone can be so deluded as to spend time and money in the vain hope of doing something with primary or secondary batteries, and a vehicle which is part cycle, part cabriolet, and part goods wagon with a perambulating accumulator house and switchboard as an ornamental feature.

The spread of up-to-date information should save the would-be inventors of such combinations the disappointment which is sure to dog their footsteps if they persist in pushing the electro-cycle in face of an unwilling market. The latest in this direction is to be run by batteries weighing over 40 pounds, and having a total weight of between 150 and 160 pounds, but, as might be expected, no data are given of distance run or speed obtained by the aid of such a contrivance.—*Electrical Review.*

Ohio Protects The Bicycle.

THE Ohio legislature by a unanimous vote has passed Mr. Brack's bill providing for a fine of not more than $100 or imprisonment of not more than 60 days to be imposed upon persons who take bicycles for the purpose of using them without authority and the same is now a law. The bill further provides that a person convicted of puncturing the tire of a wheel or otherwise injuring it shall be fined not more than $50 or imprisoned not more than 30 days.

Does Not Think An Electric Cycle Lamp Practical.

EDITOR BICYCLING WORLD: The enquiry in a late issue from L. A. W. 45,168 in the matter of incandescent lighting for bicycles, in which he asks regarding the feasibility of using a small generating plant driven by the moving parts of a machine, "on the premises," as one might say, is conditioned by the following considerations:

The best 6 candle power lamp takes 1-50 of an electrical horse power. The dynamo generating this amount will take fully 1-20 of a mechanical horse power. This is decidedly a large quantity to have to supply over and above what is required to drive the machine.

A circumstance which quite interferes with the practicability of the scheme is the fact that the allowable limit of variation in the driving speed is 1-10 and such uniformity is, of course, unattainable in connection with the moving parts of a road machine.

Of course, without the use of a heavy storage battery "reservoir," the light would be entirely extinguished during a stop of the machine.

E. A. LE SUEUR.

Ottawa, Ont., May 25.

COMING EVENTS.

Clubs desirous of booming their race meets will be quoted special advertising rates upon application. You reach everybody in the Bicycling World.

Fixtures.

JULY.

1.—Trenton, N. J. Tenth Annual Meet N. J. Division L. A. W. by Mercer County Wheelmen.
1.—Harrisburg, Pa., Susquehanna Wheelmen's race meet.
1.—Brooklyn. K. C. W. Race Meet.
1, 3.—Sarnia. Canadian Wheelmen's Asso. race meet.
1-3-4.—San Francisco, Cal. Bay City Bicycle Club.
1-3-4.—California Div. Meet, San Francisco.
2-3-4.—Annual Meet Missouri Division at Sedalia.
2-4.—Sandusky, Ohio Div. Annual Meet.
2-4.—Sedalia, Missouri Division Annual Meet.
3.—Waco, Texas. Texas Division L. A. W.
3.—Pennsylvania Division Meet, Harrisburg, Pa.
3, 4.—Vinton (Ia.) Cycling Club races, Vinton, Ia.
3-4.—Hartford, Columbia C. C. Race Meet.
3, 4.—Iowa State meet, Vinton Cycle Club.
3-4.—Harrisburg, Pa. Annual race meet Pennsylvania Division.
4.—Detroit, Mich. Race Meet of Detroit Wheelmen.
4.—Lincoln, Neb. Annual Meet and Championship races of Nebraska Div., L. A. W.
4.—Hillsgrove, R. I. Race Meet.
4.—Race meet at Greenwich (Ct.) Driving Park.
4-5.—Union County (N. J.) Roadsters meet at Rahway, N. J. A. H. Chandler, Lock Box 55, Rahway, N. J.
4.—Vineland, N. J. Vineland Wheelmen's Race Meet.
4.—Penn Wheelmen Tournament, Reading, Pa.
4.—New Castle, Pa., New Castle Cycle Club's Fifth Race Meet.
4.—Reading, Pa. Penn. Wheelmen race meet.
4.—Waltham, Mass. Boston Press Cycling Club race meet.
4.—Milwaukee. Waukesha Road Race.
4.—Asbury Park Wheelmen's Race Meet.
4.—Tonawanda, N. Y. Tournament Tonawanda Bicycle Club.
4.—Saco Driving Park, Me. York County Wheelmen's Race Meet.
4.—Baltimore, Md. Baltimore Cycle Club.
4.—Cincinnati, Fourth Annual Road Race.
4.—Watertown (N. Y.) Cyclers Race Meet.
4. Cincinnati. Fourth Annual Poorman Road Race.
4.—Lake Walden, Mass. Suffolk Athletic Club.
4.—Waco, Tex. Texas Division L. A. W.
4. Skowhegan, Me.—Skowhegan Wheel Club races.
4.—Eckhart (Ind). Wheelmen tournament.
4.—Tourists' Cycle Club of Paterson, N. J., at Clifton, N. J.
4-5.—Fort Scott. Seventh Annual Meet, Division. Address Henry E. Harris.
4.—Rockford (Ill.) C. C. race meet.
7.—Rochester, N. Y. Race Meet of the Rochester Cycling Club.
7-8.—Toledo, O. Cycle Club Tournament.
8.—Riverside Wheelmen Tournament. Manhattan Field, New York.
10-11.—Detroit, Mich. Race Meet of Detroit Wheelmen.
15.—Newark, N. J. Atalanta Wheelmen 100-mile road race.
16. Cincinnati, O. Annual Steamboat Outing, Brighton Bicycle Club.
18.—Annual Field Day, Springfield (Mass.) Bi. Club.
20.—Chillicothe, O. Chillicothe Handicap Road Race.
21-22.—Herne Hill Track, London. Cinca Cup 24-hour Race.
22.—Detroit, Mich. Second Annual Hilsendegen 25-mile Road Race.
25-26.—Fort Wayne, Indiana Div. Annual Meet.
28.—South Bend, Ind. South Bend C. C.
29.—Asbury Park, N. J. Asbury Park Wheelmen.

AUGUST.

1, 2.—Michigan Division Meet and International Races at Detroit.
2.—Richfield Springs, N. Y. Waiontha Bicycle Club.
4.—Union County (N. J.) Roadsters meet, Rahway, N. J. A. H. Chandler, Lock Box 55, Rahway, N. J.
5-12.—L. A. W. Annual Meet, Chicago.
7-12.—International Race Meet, Chicago.
12.—Alameda Cal. Alameda Bicycle and Athletic Club.
14-15.—Milwaukee Wheelmen's International Circuit Meet.
15.—Cincinnati, O. Annual Hanauer Races at Carthage Fair Grounds.
16-17.—Ripon, Wisconsin Division International Circuit Meet.
19.—Minneapolis, International Circuit Meet.
19.—Buffalo. Inter-club road race.
22.—Evansville, Ill. International Circuit Meet.
24.—Indianapolis. Zigzag C. C. International Circuit Meet.
26.—Cincinnati, O. Century C. C. International Circuit Meet.
26.—Philadelphia. Quaker City W. Annual Meet.
28-29.—Columbus, O. Century C. C. International Circuit Meet.
30-31.—Cleveland O., Wheel Club International Circuit Meet.

SEPTEMBER.

2.—Waltham, Mass. Malden Bicycle Club, Waltham Bicycle Park.
2.—Birmingham, Ct. Crescent C. C. Race Meet.
4.—Waltham, Mass. Young Men's Asso.
4-5. Syracuse C. C. Race Meet.
4-5.—Charter Oak Park, Hartford Wheel Club's tournament.
7.—Lynn, Mass. International Meet.
9.—Waltham, Mass. Associated Cycling Clubs.
13.—Maringo, Iowa. S. H. Rowlands.
13.—Passaic, N. J. Passaic Athletic Club.
12-13-14.—Springfield B. C. Tournament.
16.—N. Y. Metropolitan Association Inter. meet.
20-21.—Baltimore. International Meet, Maryland B. C.
23.—Philadelphia A. C. C. International Race Meet.
25.—Scranton, Pa. Scranton Bicycle Club.
30.—Brooklyn, N. Y. K. C. W. Race Meet.

OCTOBER.

2.—Sacramento, Cal. Capital City Wheelmen meet.
5.—St. Louis. Annual Fall County Tour.

NOVEMBER.

30.—St. Louis. Annual Paper Chase.

A GLIMPSE INTO THE GRAVEYARDS OF THE FUTURE.

(NUMBER THREE.)



"Fortune favors the brave."

On either side of ocean's wave,
His fame was sung alike
By every sportsman, youth or knave
Who loves to ride a "bike."

"Godlike his courage seemed, nor whom delight
Could soften, nor the face of death affright."

—ROBERT BRUCE.

How Zimmerman Won at Dublin—His Bad Fall in the 25-Miles.

ZIMMERMAN'S first appearance in Dublin attracted a big concourse of spectators. He seemed to be in excellent form, and the way he left Camp and O'Callaghan standing in his heat of the mile was an eyeopener. He only commenced to let himself out in the back straight, and yet when he turned the corner he was 30 yards to the good. He sat up 50 yards from the tape and paddled in. His time for the quarter was 30 4-5 seconds, which is just one second under Irish record. All out he could have ridden it in 30 seconds. In the final he found more difficulty in shaking off O'Neill, but he drew away in the straight and won by nearly 10 yards. The 25 miles championship was at his mercy, but unfortunately Campbell came to grief in front of him through his chain breaking, and he collided with the iron railings and sustained a nasty fall, breaking two front teeth, and cutting his chin severely. His limbs did not seem to be damaged, and we sincerely hope that the accident will not keep him out of the saddle or interfere with any of his arrangements. His style did not impress the Dubliners until he began to sprint, and then they realized why it was he is called the "Jersey Skeeter." Although geared to 68 inches his feet seemed to go round like lightning, and he took the turnstile corner at a pace no one had ever taken it before.

O'Neill rode in grand form. In his heat of the mile he left Watson, the Poly crack, who had beaten Harris the previous Saturday, as if he were standing still. Turning into the straight Watson was overlapping his back wheel, and at the tape he was more than 10 yards behind. Kenna he beat by even a greater distance. In the final he rode with wonderful pluck, and held the great Zimmy all down the back straight, and even when the latter got by he stuck to it gamely, and was only beaten by about 10 yards. It was exceedingly hard lines that he was brought down in the 25 miles, as in the form he showed the race seemed to be at his mercy. He exhibited pace and pluck which should make him equal to any rider in the United Kingdom, bar Zimmerman.

Zimmerman's life was saved it appears, by a small boy (name unknown) who had his head through the railings at the time the smash came. The champion's head hit against the boy's instead of directly on the iron rails. Afterwards, when the wounded were being attended to in the dressing-room, the boy came round to ask how Zimmerman was, and exhibited a tremendous bump on his own head, raised by the forcible impact of the American. The teeth lost by the latter were a source of much interest to every one, no less than three people being seen down on the track next morning hunting about for the missing articles. Campbell found one in the dressing-room, and is going to have it mounted in a scarf pin as a memento of the race.

Zimmerman's Raleigh after the smash was a sight. It struck the railings fair and square; but, although the front wheel was knocked nearly inside out and the forks bent right back, nothing was actually broken, and the rear portion of the machine seemed to be quite uninjured.—*Irish Cyclist.*

Zimmerman and the N. C. U.

IT becomes more and more evident that, if the licensing scheme is to preserve the amateur in all his purity, the trade difficulty must be dealt with one way or another. The conditional license will not work for long; its stipulations will be easily overcome, and there is but one way out it—to bar the trade, press, and every one else obtaining a living by the wheel; to carry out the amateur definition in its completeness, and to state definitely whether or not the existing Association will legislate for the hundreds of men refused admittance, in order that they may form a separate association if necessary. At present there is every indication of chaos, and if in the midst of it there rises a red flag and a firm hand to hold it, the N. C. U. may find the ground cut from under its feet, whereas by going straight for the object for which the scheme was promoted, and encouraging proper legislation for another class, their course is perfectly clear.

Every one looked forward to the second visit of Zimmerman to this country, and the popular American has certainly kept the promise he made when leaving us last year. We have had plenty of notice to get our best men ready to meet him, and to-day was to decide whether there was one good enough to lower the Stars and Stripes. Popular opinion is against such a probability, and—so are we. Since he landed in Europe, Zimmerman has competed in a dozen races and has never been beaten. Certainly he has not met our best, but that is not his fault. Last week the temporary license granted him by the N. C. U. expired, but was renewed upon condition that he did not ride a "Raleigh," the supposition being that it was to his pecuniary interest to do so. We have the solemn assurances of the manufacturers that there is absolutely no reason for such a belief. It is quite impossible for Zimmerman to get used to another machine in so short a space of time, and on the day of the championships he steams from Liverpool for home. The American Eagle will of course scream madly, and no wonder, for who would have imagined that amateurism would have acted so violently in so short a space of time? The N. C. U. will be called upon to state its reasons for such a move, whether they will, or can, do so is another matter. There is, however, one fact certain, that by their action to-day's "gate" will be greatly depreciated, and no motives of self-interest can be imputed to them.—*Cycling.*

The Fifty Miles' Record Broken.

ENCOURAGED by C. W. Shafer's trial against time, as reported last week, J. Reilly, of the Manchester Wheelers and the Manchester Athletic Club, went for R. L. Ede's fifty miles' record of 2h. 17m. 1 4-5s. on the capital track of the latter club last Thursday night June 8. The track was in excellent condition, but for the first hour there was a slight breeze to cause a little uneasiness as to the rider's chances. However, as the evening wore on the wind lulled and the result was that Reilly, who was evidently in first-rate form, completed the distance in 2h. 15m. 35 2-5s., thus lowering the English safety record and getting within 12 1-5s. of the fastest "fifty" done on any type of cycle, that of Wass and Newland who did 2h. 15m. 47 1-5s. on a tandem safety over cement at Putney last October. Reilly was first taken in hand by F. H. Koenen, who was followed at intervals by Messrs. H. B. Saunders and E. H. Ainsworth (Liverpool); C. P. Glazebrook (Ashton-under-Lyne); J. Fowler (Macclesfield); and G. D. Ball, J. A. Bennett, H. R. Carter, W. F. Collier, T. A. Edge, S. Heywood, A. Spreckley, W. Turner and H. Vaughan, all of Manchester. The first two miles were done in 5m. 38s.; ten miles in 27m. 28 4-5s.; twenty in 54m. 3 1-5s. At the end of an hour he had accomplished 22 miles, 340 yards and 25 miles being called after the rider had been going 1h. 7m. 31 2-5s. Thirty miles cost 1h. 20m. 58 2-5s.; 40 miles, 1h. 47m. 41 1-5s., and the last mile was done at a 2m. 42s. gait.—*Cyclist.*

They Use the Sidewalk Under Restrictions.

EDITOR BICYCLING WORLD: Council lately passed an ordinance prohibiting wheelmen from riding on the sidewalk at any and all times and fined one man $25 for fast riding and running into a child. The S. S. C. Club took the matter up, and appointed J. S. Elliott, E. E. Remsburgh and Mr. Reeser to have an attorney draw up a proper paper and present it to the Council and see what they could do. What they did do was to secure an amendment to the order permitting wheelmen to use the sidewalks when the roads were too bad for wheeling; wheelmen are to carry a bell or whistle by day and a lantern by night, and not to go more than six miles an hour. The committee were hustlers from the fact that of all the members of Council the committee saw only one voted against the amendment. The committee deserve a great deal of praise for the hard work they did and the business way which they went at it.

Springfield, O. H. A. BASSETT.

Only One Show in England.

WE have pleasure in announcing, on good authority, that, as the result of the mediation of an influential member of the trade, there is yet a probability of only one show being held this year. No definite understanding has at the time of writing been arrived at, so we refrain from saying more than that a successful issue is confidently anticipated. In the interests of the whole trade we hope this will be realized.—*Scottish Cyclist.*

SHEPARD, NORWELL & CO.

OUTFITS FOR

Wheelwomen.

BICYCLE HABITS AND Perfect Travelling COSTUMES.

These garments are made to measure from the

Celebrated Cravenette Goods,

Absolutely dust and water proof, and warranted to neither spot nor shrink when exposed to rain.

These garments are tailor-made and finished with thoroughness, in styles to suit individual tastes.

Bicycle Skirts.

We are making Cyclestrienne Skirts for wheelwomen, especially designed by one of the pioneer lady cyclists of this country,

Mrs. Mary Sargent Hopkins,

Lecturer and writer on "Wheeling for Women," who will give all interested parties the benefit of her judgment and experience.

This skirt incorporates all the merits, besides possessing novel and original features, the result of valuable experiments, and looks equally well as a wheel or street costume, a feature which will be readily appreciated by all lady cyclists. As a travelling costume this habit is without a peer, and will be found invaluable to tourists.

We have in stock complete outfits, including Bicycling Hats, Shoes, Equestrian Tights, Etc., and all accessories to a perfect wheel costume.

Orders taken for costumes for ladies' wheel clubs.

Mail orders and inquiries will receive prompt atttention.

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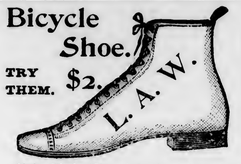
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[Mention the BI. WORLD.]

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101 Bedford St., Boston, Mass.



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Speed Calculator.

Warranted good time keepers. Price, $2.25 from cycle dealers or

SIMON C. LEVY,

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Bicycle Clock.



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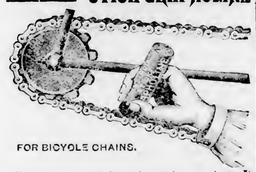
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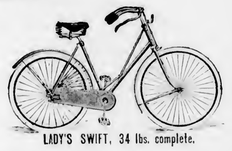


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Highest Grade, Dunlop Tires, etc., regular 30 wheel, reduced from

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This applies only to our 30-lb. Light Roadster and 36-lb Full Roadster.

As we have but a limited number of these wheels we shall fill orders in rotation until our present stock is exhausted. Cash to accompany orders in all cases.

Dean & Rogers Cycle Co.,

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Manchester Road Race—13 starters.
1st, 2nd, 3rd, 4th, 5th, and 7th.

Denver Road Race—20 starters.
1st, 3rd, 4th, and time prize.

Hartford-Columbia Road Race.
1st prize and time prize; also broke the State record.

These wheels are the best "hill climbers" on the market, thoroughly guaranteed for any weight rider over any roads.

FULL ROADSTER, 27 1-2 lbs. SCORCHER, 24 lbs.

KEATING WHEEL CO., Holyoke, Mass.

BALTIMORE, MD.—The Baltimore Club won the team trophy last Saturday afternoon at the races given under the auspices of the Maryland Division at the cycle track on Pimlico road. The score was 14 points to 7 points. White, Mullikin and Morrison, the Baltimore Club's trio, far out-classed the other nine competitors.

An innovation was the employment of a phonograph in conducting the events. Judge John T. Brooks talked to the machine during the race, telling it the winners and other points. The other two contests for the team trophy had both been followed by a great deal of feeling. It was thought that the phonograph would prevent this, as it could, if called upon, make a statement of events just as they happened.

Summary:

One mile novice, first heat—First, W. C. Stewart, second, W. C. Roberts; third, W. F. Ackler. Time, 3.25 1-5.

Second heat—First, F. H. Harvey; second, J. S. Knapp; third G. M. Maxwell. Time 2.52.

Final heat—First—F. H. Harvey; second, J. S. Knapp; third, W. C. Roberts. Time 2.51 1-5.

The starters in the finals of the team race were the winners of the previous heats as follows:

Baltimore Club—J. H. White, W. H. Mullikin, Bert Morrison.

Clifton—Wm. F. Ackler, Walter Wilmer and George Dandelet.

The reward was the team trophy that had already been raced for twice. The first time it had been won by the Maryland Club, and the second by the Baltimore Club. It must be won three times in succession to become the permanent property of the winning club.

The final was for two miles. It was a pretty race, and almost resulted in a dead heat. White won; Wilmer second; Mullikin third; Morrison fourth. Time for the two miles, 7.29 1-5, 7.29 2-5 and 7.29 4-5. Baltimore won by the score of 11 points to 7 points.

The Baltimore Club will own the cup if it can win it at the next contest.

ALBANY, N. Y.—A big row was caused at Albany, N. Y., by the adherents to professionalism on Tuesday of last week, the night before the bicycle races, says the New York *Recorder*. Tom Eck was the cause. Ostensibly Eck made his fight on the condition of the track, but it seems that he refused to allow Johnson to ride unless the Albany County Wheelmen made special concessions. After objecting to the track he came out and declared the prizes were too small. His actions and talk nearly caused a panic among the other riders, who also felt that the prizes were inadequate. Wiser counsel prevailed, however, and the other star riders remained to contest, while Eck and his charge departed for other fields.

There is considerable feeling over the affair, as Eck was flanked by a coterie of old professionals who are inimical to amateurs, and are doing all they can to prevent cycle racing under their auspices.

The summary:

One-mile novice—A. L. Hart, Schenectady B. C., first; Myron J. Higgins, Albany B. C., second; James England, Albany B. C., third. Time 2.45.

Half-mile dash—W. W. Windle, R. C., first; E. A. Nelson, S. B. C., second; F. H. Tuttle, S. A. C., third. Time 1.17 4-5.

One-mile Albany county championship—Won by Walter Piecaver; H. W. Bullock, second and Harry Hendrickson, third. Time 2m. 5.58.

Five-mile L. A. W. State championship—A. B. Rich, New York, first; W. F. Murphy, Brooklyn, second; George C. Smith, N. Y. A. C., third. Time 13m. 59 1-5s.

This was a hot race, the time limit being placed at 16 minutes. Rich crossed the tape two lengths ahead, followed by Murphy, who was a wheel ahead of Smith. The latter protested against the riding.

Two-mile Albany, Rensselaer and Schenectady County championship—W. Piecaver, A. C. W., first; H. W. Bullock, A. C. W., second; O. H. Munroe, Cohoes Wheelmen, third. Time 5m. 53 2-5s.

One-mile handicap—E. H. Tuttle, S. A. C., first; E. A. Nelson, S. B. C., second; P. L. Berlo, M. B. C., third. Time 2m. 52 2-5s.

One-mile team race—Given by default to the Albany County Wheelmen.

One-third mile, boys—J. E. Ayers, Bennington, Vt., first; H. W. Bell, Albany, second; Harry Eller, Albany, third. Time 54 2-5s.

One-mile championship of Albany—Riders disqualified for not racing.

Two-mile handicap—C. M. Murphy, first; P. J. Berlo, second; E. Y. Combs, third. Time 5m. 21 2-5s.

Willie Windle was very sick during the races, and by an extra effort rode, so as not to disappoint the crowd.

ILION, N. Y.—The New York circuit races under the auspices of the Remington Bicycle Club, were held at Chismore Park on Monday, June 19. Over 2,000 persons were present. The half-mile track was in perfect condition, but there was a high wind. Following is the summary:

One-mile novice—Emil George, Utica, first; Emmett Smith, Utica, second; L. R. Divine, Utica, third. Time 2.43.

Half-mile open—First heat won by Geo. C. Smith, New York, in 1.16 2-5; John S. Johnson, Syracuse, second, and F. Howard Tuttle, third. Second heat won by W. W. Windle, Milbury, in 1.15. Final heat won by John S. Johnson, Syracuse, in 1.16 2-5; George C. Smith, New York, second; W. W. Windle, Milbury, third. This was the feature of the afternoon. The last quarter was done in 33 seconds. H. Tyler, of Springfield, had an attack of nausea while lining up, but recovered and started in good form.

One-mile 3-minute class—Emil George, Utica, first; C. F. Kibby, Richfield Springs, second; W. J. Eyssaman, Little Falls, third. Time 2.47 4-5.

Two mile lap, 6.10 time limit; made in 6.35 2-5, as follows: L. D. Munger, Chicago, 9 points; F. H. Tuttle, Syracuse, 5 points; W. L. Messurier, Rochester, 4 points.

One mile, Herkimer County Championship—W. H. Murray, C. C. C., won. Time 3.01 1-5.

Three mile, L. A. W. championship—George C. Smith, N. Y. A. C., first; C. M. Murphy, N. Y. A. C., second; W. F. Murphy, K. C. W., third. Time 8.38 1-5. This is Smith's second State championship won this season.

One mile handicap—John S. Johnson, scratch, first; J. A. Newhouse, second; E. A. Nelson, 15 yards, third. Time 2.28 3-5.

One mile, 2.40 class, 3.10 limit—George C. Smith won in 3.22 2-5; F. H. Tuttle second. J. A. Newhouse third.

Quarter-mile, open—H. Smith won; H. C. Tyler, second; W. J. Heifert, S. A. C., third. W. F. Murphy fell at the scratch. Time 35 4-5s.

One mile open, three minute time limit—Won by C. M. Murphy in 3m. 13 s. and declared off. On the second start, the time limit being made 3m. 10s., and Murphy not starting on account of protest, P. J. Berlo, Malden, won in 2m. 45 4-5s; W. W. Windle second, C. M. Murphy third.

John S. Johnson made an exhibition half mile flying start, in 1m. 6 1-5s.

It was said that Windle went to the meet to beat Johnson, but this was denied by him. He was not in good form, and had a fainting spell after the races.

CHARLESTON, S. C.—The new cement track of the Charleston (S. C.) Wheelmen's Association was formally opened on Saturday, June 17, with a series of bicycle races, with more than 1,000 persons in attendance. The programme embraced ten events. The results were as follows:

First race—One-mile novice—Won by T. F. Whaley, of Charleston. Time 2.45 2-5.

Second race—Quarter-mile open—Won by I. Baird, of Charleston. Time 35 2-5.

Third race—Mile handicap—Won by Connerat. Time 2.27 3-5.

Fourth race—One-mile, 2.45 class—Won by Johnson. Time 2.51.

Fifth race—Half-mile for boys—Won by Frank Boyd, of Charleston. Time 1.10 2-5.

Sixth race—One-mile, 2.35 class—Won by I. Baird. Time 2.56.

Seventh race—Half-mile handicap—Won by I. Baird. No time.

Eighth race—One-mile 3-minute class—Won by T. Gayle, of Charleston. Time 2.51 1-2.

Ninth race—One-mile lap races—Score: Isaac Baird, 13; Johnson, 7; Clark, 5. Time 2.54.

Tenth race—Two-mile handicap—Won by W. J. Baird. Time 5.42 1-2.

MANCHESTER, N. H.—The Varick road race was run Tuesday, June 20. The time was as follows.

Entries.	Handicap.	Time.
Herman Rueter	3 1-2	28.45
R. E. Caldwell	Scratch	28.50
J. H. Fitzgerald	2 1-2	29.15
Eugene Sargent	2 1-2	30.45
James Esmond	2 1-2	27.15
J. S. Dyer	1 1-2	25.30
J. C. McInnis	3 1-2	28.
W. E. Geer	2 1-2	28.15
A. W. Ray	Scratch	26.15
G. A. Doherty	5	28.15
E. C. Allen	5	30.15
E. E. Walsh	4	30.45
S. Price	3 1-2	29.45

BRANFORD, CT.—On Tuesday, June 20, about 1000 people witnessed the road race. The length of the course was 8 1-4 miles, from the Branford postoffice, around East Haven Green and return. The result was as follows:

First, J. Herry, South Norwalk; time 21.55; second, W. F. Parker, Meriden; time 23.18 1-2; third, Fred Catlin, New Haven; time 23.30; fourth, T. Oloff, New Haven; time 23.50; fifth, R. Griswold, Branford; time 24.45; sixth, W. Standard, Guilford; time 25.16; seventh, Samuel Campbell, New Haven; time 25.30.

E. Wilford and W. Lamphier finished last badly bruised, caused by a fall over a dog.

CHICAGO, ILL.—The Æolus Cycling Club five-mile road race on June 17 was lively and interesting. Julius Neumann, who rode from the two-minute mark, finished first in the time of 31 min. 20s. Frank Bodach again won the time prize in 29.55. Order of finish:

	Handicap.	Time.
4 Julius Neumann	2.00	31.20
2 Frank Bodach	scratch	29.55
3 C. R. T. Mittelstaedt	1.00	31.00
1 F. W. Wodrich	1.30	32.15
5 George Frantzen	1.30	32.55
6 Arthur Frantzen	1.30	36.45

CHICAGO, ILL.—There were 22 starters in the Lake View Club race June 17. Arnold Westcott, the scratch man who held the club record last year for all events, won the time medal in 14.30, breaking the record over the course and beating that time by Leonhardt by ten seconds. W. L. Smith, a new rider, won the first medal in 14.27, and L. Shierson won the second in 15.01. H. M. Gardiner, who had a four-minute handicap, stood a fair show of winning the first medal, but ran into the entrance between Argyle and Buena parks, throwing his wheel out of gear and spraining his ankle.

CHICAGO, ILL.—A. C. McClurg & Co's. five-mile road race was run on June 17, from Douglas park. H. Kauffman won first prize and second time medal; Edward L. Jones, second prize; Oscar Evanson, third prize; H. L. Nelson, first time medal. R. H. Worsley came in fifth with a broken wheel and a badly bruised arm. Mr. Walduck received the bodily prize. Kauffmann's time was 18.23 and Nelson's 16.39.

CHICAGO, ILL.—The Minnetie Cycling Corps road race at Chicago on Saturday afternoon June 17 was won by A. R. March from the 1.45 mark. W. J. Anderson won the time prize. Order of finish:

	Time.
1 A. R. March	16.21
2 H. Warden	16.51
3 F. D. McGuire	17.55
4 W. J. Anderson	16.15
5 W. E. Waugh	16.23
6 A. Mortimer	17.54
7 A. Hess	18.29
8 G. Rambolli	17.13
9 L. Campbell	17.47
10 D. Magner	17.40
11 J. Mundy	17.48
12 F. Whitlock	20.55

CHICAGO ILL.—The Calumet Cycling Club held its five-mile road race over the Lake View course June 17. It was a sealed handicap with eighteen starters. A. L. Leonhardt, who started from scratch, was first; W. C. Jacob, handicap 1.10, was second; C. Klaggstadt, 40, third; H. C. Jacob, 1.10, fourth; W. Linneball, 1.10, fifth. Leonhardt's time was 14.22; W. C. Jacob, 15.07 and Klaggstadt, 15.08.

AUBURN, ME.—The road race of fifteen miles was run Tuesday, June 20, to Greene Depot, seven and one-half miles and return.

The starters were H. R. Merrill, A. J. Dyer, Wm. Adams, Ernest White, Ora Towle, and Edmund Wentworth.

Dyer recrossed the line in 51 minutes and 30 seconds, followed by Towle, Adams, Wentworth, Merrill and White in the order named.

In the evening there was a parade of wheelmen with their wheels gaily decorated and illuminated.

BUFFALO'S CENTURY.—The Ramblers' souvenir century run was made last Saturday from Buffalo to LeRoy and return. There were 256 starters and 195 in at the finish, the average time for the 100 miles being 14 hours. The roads were in bad condition, and on the return trip a strong wind blowing directly in their faces retarded the riders not a little.

The annual ten-mile road race under the auspices of the Danbury (Ct.) Wheel Club was held late Monday afternoon and won by Arthur Nutt in 35 minutes and 44 seconds. The time prize was won by Samuel Wheeler, who covered the distance in 33 minutes and 24 seconds.

The annual meet of the New Hampshire Division of the L. A. W. will be held at Concord, Thursday, July 20, 1893. There will be a parade at 10.30 A. M. over a short route, then the annual meeting of the Division, and after the meeting a lunch will be served to all League members. At 2.30 the races held in connection with the meet will be run off at the Capital Driving Park on one of the finest tracks in the country. There will be eight events and music by Nevers Third Regiment Band, with a concert at 1.30. Special rates on all railroads in the State and free transportation of wheels. For entry blanks and information address Geo. A. Place, Concord, N. H.

At the executive committee meeting of the Associated Cycling Clubs of Boston, last Tuesday evening, the following races were decided on: One-mile novice, one-third mile open, one mile 2m. 40s. class, one mile international world's championship, two-thirds mile open, one mile handicap.

The fifth cycling club road race for the Baker prize was run at Rockford, Ill., Thursday, June 22. Bert Keyes for the second time won the medal for place. Distance seven miles; time 24.34.

The Lynn, Mass., High School Athletic Association held its annual sports last Saturday at which there were two cycle races. Results: One mile safety—C. H. Baker, first; J. L. Barnett, second; W. F. Boyt, third. Time 3m. 18 1-2s.

Three mile safety—C. H. Baker, first; J. M. Barnet, second; A. J. Hammond, third. Time 10m. 31s.

A road race was held at Lawrence, Mass., last Saturday afternoon, the distance being 8 3-5 miles. There were 28 starters, and the following were the prize winners: Fred Schmidt, Harry Kerslaw, Hermon Ulrich, and Charles Seed. Schmidt made the best time, 31m. 50s.

The five mile handicap bicycle race for the Converse medal took place Thursday, June 22, at Meriden, Ct. The starters were H. L. Coffin, Jr., Clarence Lester, W. M. Montgomery and Clinton Pomeroy. Lester and Coffin have each won the medal twice and the race last night attracted unusual attention. Montgomery was by a short distance with the others close behind.

The Newbury port Club's road race to Rowley and return, was held Tuesday, June 20th. The contestants 16 miles and W. E. Packard, Fred Varney, H. E. Card, W. Scott Johnson, Harry Eliot and Isaac Allston were starters.

The start was made from Court house at 6.43 and the men reached Rowley at nearly the same time, Packard and Varney coming in with not half a wheel's difference between them. Packard spurted for the finish and beat Varney by only one second.

The time taken was as follows: Packard, 57m, 16s; Varney, 57m, 17s; Card, 57m, 25. Johnson finished fourth and Eliot fifth.

Otto Ziegler, Jr., the young San Jose, Cal., bicyclist, has added one more victory to his list. He won the five-mile handicap race of the San Jose Cycling Club last week in the close time of 16.50. Smith came second and Scully third. Bellon was very close for third place.

The Metropolitan Association's Century Run.

With the good roads and delightful weather the second annual century run of the Metropolitan Association of Cycling Clubs to Princeton and return last Saturday was a highly successful event. About 150 wheelmen started from the Continental Hotel, Newark, in two relays. The first, or slow division, started at 4 A. M. and the fast division three hours later.

Nearly one hundred finished. The slow division maintained a uniform speed of eight miles per hour, and the fast division twelve miles per hour. Miss Ida Brandt, daughter of Dr. J. H. Brandt of New York, was the only lady in the run.

The pacemakers for the fast division were: Captain H. L. Sutton and two of the Elizabeth Athletic Club Wheelmen, Thomas Ward, F. L. C. Martin, and R. G. Betts.

The pacemakers for the slow division were: Captain Fred Keer of the Union County Wheelmen, Carl VonLengerke, H. Chamberlain, J. Whitehead, and Ed Waldron.

The clubs represented were the New Brunswick Wheelmen, Atlantic Wheelmen, Hudson County Wheelmen, Time Wheelmen, Philadelphia, Richmond County, Long Island, Homestead Wheelmen, New York, Plainfield Bicycle Club, Lockville Wheelmen, Prospect Wheelmen, Elizabeth Athletic, Union County Roadsters, Rutherford Club Wheelmen, Mount Vernon, Queens County Wheelmen, Union League Cyclers.

The banner club in point of numbers was the Atalanta Wheelmen of Newark, captained by Capt. Carl Von Lengerke.

New York Wheelmen Arrested For Violation of Ordinances.

The first arrests under the new ordinance of the New York Board of Aldermen regarding reckless bicycle riding on the public thoroughfares were made last Friday night. Edward Ryan and George Goodwin, being the men. The prisoners told Police Justice Meade that they had never been stopped before and did not know that they were riding at an unlawful rate. Charles Doubleday was arrested in the Boulevard for riding a bicycle without a lamp. The prisoner said he had a lamp when he started out, but had fallen from his wheel and broken it. The three riders were discharged with a reprimand.

New York to Chicago, Ten Days, Three and One-half Hours.

Chicago, Ill., June 27, 1893.—H. H. Wylie finished his ride from New York at 12.30 P. M. today. His time for the trip was ten days, 3 hours, 30 minutes. The best previous record was made by Tom Roe last week, 11 days, 5 hours.

Morgan & Wright,

Patent - Pneumatic - Tires

ARE STAUNCH,
ARE SPEEDY,
ARE RELIABLE.

Frank Waller used a 24-lb. Arrow fitted with MORGAN & WRIGHT road tires, from New York to Chicago, while pacing Tom Roe. Did not use a pump the entire distance. Experienced NO TROUBLE from BEGINNING to END. The tires DO NOT even show an ABRASION OF ANY KIND. They are on the wheel yet, and show for themselves. Roe used six different wheels. The FIRST tire failed to hold air at all, and had countless mishaps with it. The wheel he took at Cleveland had NINE punctures in the tire before making Goshen, Ind. It was a ——, fitted with this company's tires.

That which is the most SERVICEABLE. That which causes you NO TROUBLE. That which is REASONABLE IN COST is THE BEST.

Morgan & Wright

PATENT PNEUMATIC TIRES

Are WHAT YOU WANT.

See that our firm name is in raised letters on the side of tire when buying.

Catalogue gives a World of Information.

Morgan & Wright.

331-339 West Lake St.,

CHICAGO, ILL.

[Mention Bicycling World.]

"DOG IN THE MANGER."

Have you read the mutterings and sputterings in the advertisements of those makers whose world-renowned machines . . . . .

DON'T WIN RACES?

Have you noted how quick these same people announce the winning of some unimportant event?

RALEIGHS Won in 1892

2,300 RACES.

The RALEIGH CYCLE CO., Ltd.,

Bank and Greenwich Streets, - - - - - - - - - - NEW YORK.

A GREAT EXHIBIT.

One Exclusive Privilege of Which Every Advantage Is Being Taken.

While the World's Fair fever is at its height, it may be well to say a word regarding one of the largest exhibitors and their display.

Messrs. Adams & Sons Company, manufacturers of Adams' Pepsin Tutti-Frutti, were granted the exclusive chewing gum privilege, and have spared no pains or expense to make their exhibit one of the sensations of the Fair. Large booths, erected by them, may be seen all over the grounds in each one of which their goods are artistically displayed.

It was the popular impression some time ago that the business of the above-named house had reached the zenith, but the possibilities of their growth seem to be unlimited. Since the introduction of their brand of Pepsin Tutti-Frutti, its medicinal qualities have recommended it to public favor, and their output has necessarily been greater than ever before.

The granting by the World's Fair Directors to this house of the exclusive privilege in their line is simply another tribute to the great merit of their manufacture.

Ride a New Wheel for $18.00,

For further particulars see H. W. Smith & Co's. ad. on page 386.

Race Meet of The New Hampshire Division.

At Concord, N. H., on July 20th, there will be eight races as follows: One mile, novice; half-mile, open; one mile L. A. W. State Championship; two mile tandem, open; one mile invitation, first prize, $150 diamond; two mile L. A. W. State championship; one mile relay team race, ran in heats, one man from a team to ride in a heat (open); two mile handicap, open. First prize $150 bicycle. For entry blanks and all other information address

Geo. A. Place, Concord, N. H.

Sleeping Accomodations At The World's Fair.

Rooms can be secured at the National Columbian United Wheelmen's Association's Club House and Hotel. In connection with this Club House is a bicycle livery, where wheelmen can wishing to bring their own, can rent wheels at reasonable prices. Sleeping accommodations can be had at from $1.00 to $3.50 per day per person. Address,

L. D. Taylor, Sec.,
5717 Madison Ave.

Summer Homes.

A beautifully illustrated book—list of over 3000 summer hotels and boarding houses in Catskill Mountains and Central New York. Send six cents in stamps to H. B. Jagow, General Eastern Passenger Agent, West Shore Railroad, 363 Broadway, New York, or free upon application for your information.

World's Fair Tickets.

The Baltimore & Ohio R. R. announces that it has placed on sale at its Boston office, 241 Washington street, tickets to Chicago and return reading via Philadelphia and Washington, with privilege of returning via Niagara Falls, at the very low rate of $30.40. Persons intending to visit Chicago this summer are thus enabled at the same time to visit Washington, the Capital of the country, and enjoy the beautiful scenery of the Allegheny Mountains on the outward trip, and returning will have an opportunity to view the far-famed Niagara Falls without additional cost. The facilities of the Baltimore & Ohio R. R. for handling Chicago business is greatly increased by its new time schedule which went into effect Sunday, May 14th. Berths may be engaged and time tables and other information obtained by addressing A. J. Simmons, New England Passenger Agent, 211 Washington street, Boston.

TRADE NOTES.

The Improved "Perfect."

The improvements in the "Perfect" Pocket Oiler have met with the general approval of the trade. Although this oiler originally was a particularly good one, being very tight and handy, the improvements have insured its tightness without interfering in any way with its usefulness. In oiling your wheel with the "Perfect" it is an easy matter to get only the exact amount of oil needed. There is no danger of an oversupply, which causes dust and dirt to collect, thereby doing much injury to the wheel.

GENDRON CYCLES. You can't tell where our progress will stop.



* * *

IS IT NOT PLAIN TO YOU THAT EVERY CYCLE SHOULD HAVE BACKWARD AND FORWARD ADJUSTABLE HANDLE GRIPS? * * *

With this improvement you can make a Racer out of a Roadster

No wheel complete without.



"Gendron Cycles" Have Them.

Agencies now Being Placed.

GENDRON IRON WHEEL COMPANY.

TOLEDO. NEW YORK. CHICAGO. ST. LOUIS.

A Hartford Fire.

The League Cycle Company were visited by fire on last Friday afternoon on the top floor of their building and consequently were flooded with water from top floor to cellar. They were fortunate in being covered by insurance and will suffer no loss, but shall be delayed some two weeks in manufacturing, as need their wheels be required in cleaning up and getting straightened out.

They ask their friends to deal gently with them during this emergency and they will spare no pains to recover, and get under way as soon as possible. The supply of catalogues was spoiled by water, and as it is now late in the season they shall not print any more of the '93 edition.

Wall & Boyer, an old Philadelphia firm known to the trade as manufacturers of bicycle sundries and to Philadelphians as agents for Singer & Co.'s popular wheels, have taken the entire building at 725 Arch St. Here business will be conducted under the name of the R. C. Wall Mfg. Co. The up-town branch will be run as usual. Mr T. C. Boyer retires from the firm; Mr. Edward P. Roe, a popular cyclist and one very familiar with the business, joining Mr. Wall as partner in the up-town store, of which Mr. Roe will have charge.

Howard A Smith & Co. of Newark, N. J., the old reliable sundry house, is just now making a drive on their Night Hawk lamps, of which they have a very large stock prepared for the summer and fall trade, as the evenings are now growing longer the call for lamps must necessarily increase. This house is also manufacturing rims and cork handles on an extensive scale. As their catalogue is being mailed to all inquirers, it would seem to be the right thing to send a 2c. stamp for their catalogue.

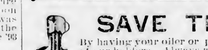
The Iroquois Cycle Stock Company of Baltimore, Md., was incorporated last week by Joseph Wiesenfeld, Meyer Wittgenstein, Aaron Kaufman, Mannes Waldorf, and Isidor Gutman, for dealing in cycling supplies, etc.

The Eastern Rubber Manufacturing Company, of Trenton, N. J., have made several pneumatic bicycle tires as an experiment. One of their tires was tested last week, and it is said 500 punctures were made in the outer tube, and it is still intact, the cuts healing without artificial means. The punctures were made first with a sharp and then with a blunt instrument and the result was the same. The firm has secured the services of a number of Western men who will look after the department and take charge of the sales.

Creditors of Frank C. McLain, of Massillon, O., are beginning replevin suits to get back goods they sent him for which they were not paid. The McIntosh-Huntington Co., of Cleveland, a large bicycle house, has sued the assignee in common pleas court here to get possession of several bicycles and accessories and for $100 damages because the assignee has thus far refused to give up the goods.—*News-Democrat.*

The League Cycle Company, of Hartford, was incorporated last week with a capital of $100,000 to $500,000.

The "PERFECT" Perfected. See our new extra long thread where the tip screws on. Also a catch which locks the can firmly to the body of the oiler. The "Perfect" Pocket Oiler is not only thoroughly tight, but is always ready for immediate use. Best and neatest oiler in the world. Price 25c. each. Handsomely nickeled



One-third size.



SAVE TIME

By having your oiler or pump in one of our holders. Always ready for use. No delay in opening tool bag. Easily attached to any wheel. Price 25 cents each for either size. Handsomely nickeled.

CUSHMAN & DENISON.

172 9th Avenue. - - New York

THE KI-YI.



OR

CYCLE TOURIST'S GUN

A few drops of diluted Aqua Ammonia from the nozzle of our Ki-Yi will teach the bicycle chasing dog a lesson he will not likely soon forget. It works like magic. As a rider puts it: "You could hear him howl ten squares." Price each, 50 cts.

Manu'd by A. U. BETTS & CO.,

302 Water Street, Toledo, Ohio.



Cycle, Boat and Chair Umbrella Holders.

Also for Flag, Club Colors, Military and Lantern Parade poles. Nickel Holder, $3; Umbrella's, $2. Live Agents wanted, 20 per cent. discount.

FRANCIS J. WERNETH.
806 Braid Hill Ave.

BOSTON

Press Cycling Club Race Meet,

WALTHAM BICYCLE PARK, WALTHAM, MASS.

JULY 4, 1893.

Races at 2.30 P. M.

ALL THE CRACK FLYERS.

List of Races and Prizes.

1. Novice (One Mile).
   1st. Gold Medal. 2d. Silver Medal. 3d. Bronze Medal.
2. One Mile. 2.40 Class.
   1st. Union No. 3 Lady's Wheel, full nickel. VALUE.
   2d. Combination Desk and Bookcase with set of Chambers' Encyclopedia, Morocco. 100
   3d. "Ramapo." 55
   4th. Bicycle Suit. 16
   5th. Game of Lassola. 15
   6th. Bicycle Shoes. 4
3. One Mile Invitation Diamond Race.
   An attempt will be made to break the One Mile World's Record in competition.
   1st. Diamond. $150
   2d. Diamond. 100
   3d. Diamond. 50
   An additional prize of $150 Diamond, is offered for breaking the World's Record for One Mile in competition; also a $50 Diamond to the man leading on the first lap, and a $50 Diamond to the man leading on the second lap, provided the record is broken.
4. One-Third Mile Open.
   1st. Waltham Safety Bicycle. . . . $150
   2d. Gold Watch. 100
   3d. Sideboard. 75
   4th. Bicycle Suit. 16
   5th. Chest Weights. 12
   6th. Spectacular Pipe. 5
5. One Mile L. A. W. State Championship.
   1st. Gold Medal. 2d. Silver Medal. 3d. Bronze Medal.
6. Team Race.
   1st. To be selected. $100
   2d. Roll Top Desk and Chair. . . . 75
   3d. Clock and Bronze. 50
7. One Mile Open.
   1st. Victor Flyer. $150
   2d. Diamond. 100
   3d. Couch. 75
   4th. Field Glasses. 35
   5th. 1 Pair Rat Trap Pedals. . . . 10
   6th. Sweater. 5
8. Two Mile Handicap.
   1st. Quadrant Racer. . . . . .
   2d. To be selected. 100
   3d. Double Barrelled Shot Gun. . . 75
   4th. Oak Easy Chair, Leather Trimmings. 35
   5th. Gold Pin, Garnet and Pearls. . 15
   6th. Cane. 8

This price list subject to additions and changes for the better.

Entrance Fee, $1.00 for each Event.

Entries Close June 27, at 12 M.

SEND ENTRIES TO

B. W. ISFORT.,

41 Warren Ave., Boston, Mass., of Whom Entry Blanks May Be Obtained.

WOODBURY'S

AUTOMATIC DRY CHAIN LUBRICATOR AND DUSTER.



[Patent applied for.]

Is fitted to all our Bicycles without extra charge.

By Mail, 75 cts.

Any luxury and necessity it is second only to the Pneumatic tire.

M. A. WOODBURY, Bradford, Pa.

Do You Want a Pneumatic?

. . . Are you . . .
Handicapped by an old wheel?

IF YOU WANT ANY HELP

WRITE

H. S. OWEN MFG. CO., Washington, D.C.

— FOR —

Souvenir of Washington,

Catalog of . . . . **Capital Cycles,**

AND TERMS.

"CUT" PRICE BARGAINS IN
Sweaters, Duck Pants, and Bicycle Suits.

SWEATERS—ALL WOOL, ENGLISH GOODS, White, Black, Blue. **We sell for $2.63.** Send chest measurement. Others sell for $3.50.

ANOTHER BIG "CUT"—DUCK PANTS FOR $1.25. This is away under all others. Send waist and length measure. Third big "Cut"—**BICYCLE SUITS**—L. A. W. Gray, Blue, Black, and Light Gray—**$5.50** and **$6.50.** This is the bargain to take advantage of. Send coat and pants size. We are manufacturers' agents and guarantee every article we sell. Write us and save money. We make big discount to L. A. W. Clubs.

THOS. W. FARNSWORTH, 89 and 91 Summer St., Boston.

N. B.—We fit out entire clubs. N. B.—We do it cheap. N. B.—Goods delivered on receipt of price satisfaction guaranteed.



Pat. June 6, 1893.

To the Wheelmen

Wheelmen have often experienced that uncomfortable feeling when their belt binds, and their pants being tight at the knee impede easy action, and have to be unbuttoned, thereby spoiling the neat appearance. Our pants give absolute freedom to all muscular action having a covered elastic band on waist and knee that is self-conforming and self-supporting.

They are designed on scientific principles, and are a model of ease and comfort. They are easily fitted to any form, and are considered by those who have used them as perfect.

The PEERLESS BICYCLE PANTS

Are buttoned with ball and socket fastener. Are without fly front, and more convenient than old style, and without doubt the best bicycle pants made. Also made in Bloomer style. Send for circular. For sale by all the leading clothiers.

Mail orders promptly attended to.

MANUFACTURED BY THE

PEERLESS BICYCLE PANTS CO., 56 SUMMER STREET, BOSTON.



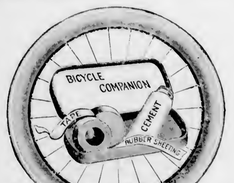
The Billings' Bicycle Wrench.

Adopted by the Pope Mfg. Co., and pronounced by them the Best Bicycle Wrench in the Market.

THE BILLINGS & SPENCER CO., HARTFORD CONN.

DON'T GET CAUGHT

With a break in your Tire, and nothing to mend it with! Get our



Which contains everything you need for repairing. Always handy, fits in the pocket, and *absolutely necessary to every* owner of every wheel.

Price **50c** Postage Paid.

If your local dealers do not keep **The COMPANION,** send your order and 50c. to **BOSTON RUBBER CEMENT CO.** 200 Devonshire St., Boston, Mass.

"Featherweight"

BICYCLE BELL

PRICE $1.00.

WEIGHT, 1 & 1-2 OUNCES.

The Neatest, Lightest and Handsomest Bicycle Bell in the World. Sound musical and far reaching. No iron. No rust. No rattle.

Send size of handle-bar.

If not for sale in your town, send price and size of bar, and receive one by return mail.

J. D. NESBITT & Co., Manufacturers,

110 TREMONT ST., BOSTON, MASS.

WHEELMEN,

ATTENTION!



The Only Recognized L. A. W. Emblem On the market. Neat and attractive.

Retails at 15c. Discount to dealers.

L. A. W. BUTTON CO., 249 East 57th St., New York.

$2. SCORCHER Shoe

Why wear **BROGANS?**

You want light wheels. Why not light shoes?

— OUR —

GLOVE FITTING HORSEHIDE SHOE

Is Stylish. Neat. Comfortable.

Sizes, 3 to 11. Ladies take notice.

Send Money and Size of Foot. Postage free.

DETACHABLE CLEAT CO.,

363 CAMBRIDGE ST., ALLSTON, MASS



DETACHABLE CLEAT



$1.

And Shoe Protector,

WITH AUTOMATIC SOLE CLASP

Detached Instantly. For Rat-Trap and Rubber Pedals.

READ THIS:

(From an agent.)

Danville, Ky., May 26, 1893.

Detachable Cleat Co.,—Received shoes and am highly pleased with them. Now almost every rider in town wants a pair. They are articles that sell on sight; have secured 6 orders, 4 pair are for ladies. Yours respfully,

F. CHRISTMAS, L. A. W. 19744.

ANOTHER.

Calais, Me., May 26, 1893.

Detachable Cleat Co.

Cleats came to hand O.K. and are perfectly satisfactory. Yours truly,

D. & F. H. MOORE.

Weight, 1 oz



BICYCLES

— FOR —

EVERYBODY.

POPULAR STYLES AT POPULAR PRICES.

The Largest and Finest Assortment of Wheels in the World for a dealer to handle. Send for terms.

A. O. VERY CYCLE CO.,

245 Columbus Ave., Boston, Mass.

BICYCLISTS BEWARE!

Do Not Tour Without the

GRIP.



If you cannot come personally for the **GRIP**, we will send it to you express paid, for $2.00 in 2 ct. stamps or postal note, it is very light weight with black enamel waterproof covering, made especially for touring. In ordering, send the following inside measure of frame. Length of head, length of top frame, length of middle brace, and we will send you at once the nearest size we have in stock, equipped with tan color straps and nickel plated buckles, all ready to attach to machine. We are the original manufacturers of the grey cotton duck grips, shellacked to be waterproof, which we have abandoned. Our enamel grip is superior to any on the market. It is not as we represent, send it back and we will refund the money.

BOSTON GRIP CO., 109 Kingston St., Boston, Mass., U. S. A.

Blair's Cameras

— FOR CYCLERS.

BLAIR'S CAMERAS notably the *HAWK-EYE, Folding HAWK-EYE, and KAMARET*, are recognized LEADERS. The "COLUMBIA" and "THE 100," are the very latest models, designed especially for World's Fair visitors, and are positively MORE COMPACT than any Cameras in the world of equal capacity, viz.: one hundred 4x5 pictures without RELOADING.

BLAIR'S FILM in rolls affords the only reliable medium for making a large number of continuous exposures without reloading the Camera.

It is CLEAN, QUICK, and UNIFORM, and safe for all seasons, as it will NEVER FRILL.

OTHER FILMS have joints or seams (which generally appear in the best negatives), and if they can be properly developed in warm weather without frilling, the user has good reason for self-congratulation

WHEN YOU VISIT THE WORLD'S FAIR inquire of some one posted which are THE MOST RELIABLE CAMERAS and FILMS, and select your outfit accordingly.

OUR CHICAGO HOUSE *245 STATE STREET, will be the World's Fair headquarters for everything pertaining to photography. Cameras for sale; Cameras to rent; Cameras loaded; Cameras repaired (seldom required if a Blair's); Negatives developed; Pictures printed, etc.*

THE BLAIR CAMERA CO., manufacturers, 471 Tremont St., Boston; 451 Broadway, way. New York; 245 State St., Chicago. E. & H. T. ANTHONY & CO., New York, Trade Agents.

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L A W LEAGUE OF AMERICAN WHEELMEN

OFFICIAL DEPARTMENT.

Boston, Mass., June 30, 1893.

LEAGUE HEADQUARTERS:

12 PEARL STREET, ROOM 20, - - BOSTON, MASS.

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88 Broad St., Elizabeth, N. J.

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411 Francis St., St. Joseph, Mo.

SECRETARY,
ABBOT BASSETT,
12 Pearl St., Boston, Mass.

The President and Vice-Presidents constitute the Executive and Finance Committee. Dr. G. Carleton Brown is Secretary of this committee, and all correspondence with the committee must be addressed to him.

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Geo. D. Gideon, 17 No. 7th st., Philadelphia, Penn.
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MARITIME PROVINCES—Chief Consul, Fred L. Temple, 128 Prince William street. St. John, N. B.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C., England.

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

ALABAMA—Chief Consul, Wm. C. Harris, Jr., Box 238, Birmingham. Secretary-Treasurer, John A. Snider, 117 North 20, Birmingham.

ARIZONA—Chief Consul, A.W. Gallun, Phoenix.

ARKANSAS—Chief Consul, F. D. Nichols, Fort Smith.

CALIFORNIA—Chief Consul, Geo. H. Strong, 220 Market, San Francisco. Secretary-Treasurer, Lauren W. Ripley, 711 Ninth street, Sacramento.

SOUTH CALIFORNIA—Chief Consul, J. S. Thayer, Box 3016, Los Angeles. Secretary-Treasurer, Ben C. Jordan, Riverside.

COLORADO—Chief Consul, Chas. A. Hackney, Box 1427, Denver. Secretary-Treasurer, Harry M. Booth, 816 25th street, Denver.

CONNECTICUT—Chief Consul, A. H. Schumacher, Box 952, Hartford. Secretary-Treasurer, F. W. Westlake, 91 Lewis Street, Bridgeport

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson Street, Wilmington. Secretary-Treasurer, Chas. S. Wilson, 843 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, Samuel W. Simonds, 1537 Pa. Ave., Washington. Secretary-Treasurer, W. H. Stearns, 719 13th street, N. W., Washington.

GEORGIA—Chief Consul, Samuel M. Whitely, Box 56, Savannah. Secretary-Treasurer, C. M. Rushing, Savannah.

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IOWA—Chief Consul, Fred H. Beach, 111 West 8th St., Muscatine. Secretary-Treasurer, Geo. W. Tones, care Fred Beach, Muscatine.

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MINNESOTA—Chief Consul, A. R. Cheate, 430 Temple court, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI—Chief Consul, Robert Hoen, 908 La Salle street, St. Louis. Secretary-Treasurer, Edgar S. Barnes, Mexico.

MONTANA—Chief Consul, Dr. D. J. Walt, Helena. Secretary-Treasurer, Lewis A. Croll, Anaconda.

TRANSPORTATION COMMITTEE.

J. O. Blake, Chairman, No. 85 Madison street, Chicago.

PRIZE COMMITTEE.

William Herrick, Chairman, 293 Wabash avenue, Chicago.

RECEPTION COMMITTEE.

R. D. Garden, Chairman, 291 Wabash avenue, Chicago.

ENTERTAINMENT COMMITTEE.

A. J. Marritt, Chairman, 296 Wabash avenue, Chicago.

RUN COMMITTEE.

C. P. Roots, Chairman, Canton Building, Chicago.

PRIVILEGES COMMITTEE.

F. W. Gerould, Chairman, 108 Madison seettr, Chicago.

To Members.

THE mailing list will be revised the coming week, and the names of all those who have not renewed membership will be stricken off. We shall have to take off several thousand names.

This revision of the list cannot possibly be done without a great many mistakes, and we desire that every person entitled to the BULLETIN who does not get a copy of the issue of July 7, will send us a postal giving League number and correct address.

If by any fault of ours the name of a person not entitled to the paper appears on the list after revision, we hope he will have the fairness to notify us, and if any such shall receive the paper for any considerable time we shall present a bill for the same and endeavor to collect it.

Secretary-Treasurers are requested to examine the list carefully and to help us Keep it as near perfect as possible.

Racing Board Matters.

Mr. J. S. Johnson and F. H. Tuttle, Syracuse N. Y., have been suspended from June 26th pending an investigation into their amateur standing. Amateurs are warned against competing against them during this suspension.

The suspension placed upon the nineteen college men taking part in the May 30th races at Manhattan Field has been removed. Action will be taken by the Board against the Intercollegiate Association instead.

The entry blanks for the International race meet are now out and can be had of the Chief Consuls of each State, any member of the Racing Board as well as the undersigned. All bicycle clubs will be supplied in the near future also.

The Penn Wheelmen of Reading, Pa., has been granted a permit to hold a comedy race on September 27th.

SANCTIONS GRANTED.

June 24—Multnomah Amateur Athletic Club, Portland, Ore.

July 4—La Grande Athletic Club, La Grande, Ore.

July 4—Menomina River Wheelmen, Menomina, Mich.

July 4—Anderson Cycle Co., Anderson, Ind.

July 4—Clark & Fleeters, Gane II, Ind.

July 4—Tippecanoe Drum Corps, La Fayette, Ind.

July 4—W. J. Klinger & Bro., Grunville, O.

July 4—Saginaw Cycling Club, Saginaw, Mich.

July 4—Elbes Wentz, Canal Dower, O.

July 4—Wabash Cycling Club, Terre Haute, Ind.

July 4—C. L. Scrivens, Ashtabula, O.

July 4—Diamond Wheelmen, Detroit, Mich.

June 23, 24—Virginia Wheelmen, Roanoke, Va.

July 4, 5—Ward II. Allen, Jefferson, O.

July 4th—Mark E. Morris, Youngstown, O.

July 13—Michigan Athletic Club, Detroit, Michigan.

August 17—Michigan Athletic Club, Detroit, Michigan.

May 25—Valley Cycling Club, Phoenix, Ariz.

May 30—Emporia Cycling Club, Emporia, Kan.

June 3—Inter-State High School Field Day, Iowa City, Iowa.

June 4—Ancient Order of Hibernians, St. Louis Mo.

June 6—8—Fleegan, Mitchell, S. D.

June 9-11—V. M. C. A. National Swedish Society, St. Louis, Mo.

June 9—Wisconsin Inter-collegiate Association Oshkosh, Wis.

June 13—Athletic Association, Eureka, Kan.

June 18—Missouri Amateur Athletic Association, St. Louis, Mo.

June 17-22—Kansas City Cyclists, Kansas City, Mo.

July 3-4—Cycle Track Association, Winona, Minn.

July 4—Elkhard Driving Park Fair Association, Elkhard, Ind.

June 25—Five Points Wheel Club, Denver, Col.

July 4—Watertown Bicycle Club, Watertown, S. D.

July 4—B. T. Higgins, Oshkosh, Wis.

July 4—Sparta Cycling Club, Sparta, Ill.

July 7—Rochester Cycling Club, Rochester, Minn.

July 25-26—Minnesota Division, Winona, Minn.

July 4th—C. W. Rowe, Shinnecock, Penn.

August 17—Retail Grocers Association, Trenton, N. J.

June 17—Elmer Carrier, St. Paul, Minn.

July 4—C. A. Meeowan, Philipsburg, N. J.

July 4—Hose Company, Schenectady, N. Y.

July 4—T. B. Higgins, North Collins, N. Y.

H. E. RAYMOND.

Annual Meet At Chicago.

The dates selected by the National Executive Committee for holding the annual League meet and International races are August 5th to August 12th, inclusive.

GENERAL COMMITTEE.

Thomas F. Sheridan, Chairman, Lock Box 951, Chicago; F. W. Gerould, T. L. Sloan, C. E. Randall, J. O. Blake, R. D. Garden, Wm. Herrick, C. E. Sweet, A. J. Marritt, F. G. Geer, H. G. Rouse, A. A. Billingsley.

This committee to have general supervision of the annual meet under the direction of the National Executive Committee.

RACE AND TRACK COMMITTEE.

Frank W. Gerould, 108 Madison street, Chicago; R. D. Garden, N. H. Van Sicklen, and J. M. Erwin.

This committee to have general charge of the construction of the track, running of the races and arrangement of events, under the direction of the International Race Committee.

PRESS COMMITTEE.

Samuel A. Miles, *Referee*, Chairman, Caxton Building; L. J. Berger, *Bearings*; W. Wardrop *Cycling Life*; M. A. Lane, *The Post*; F. E. Spencer and H. H. Wells, *Sportsman's Review*.

This committee to have charge of the news and promoting the general interests of the meet.

HOTEL COMMITTEE

Charles E. Randall, Chairman, 6747 Champlain avenue; L. B. Taylor, W. A. Leonard. All communications for the committee should be addressed to W. A. Leonard, sec., 808 W. Madison street, Chicago.

This committee to have charge and arrange for hotel accommodation during the League meet and International races.

TRANSPORTATION COMMITTEE.

J. O. Blake, Chairman, No. 85 Madison street, Chicago.

PRIZE COMMITTEE.

William Herrick, Chairman, 293 Wabash avenue, Chicago.

RECEPTION COMMITTEE.

R. D. Garden, Chairman, 291 Wabash avenue, Chicago.

ENTERTAINMENT COMMITTEE.

A. J. Marritt, Chairman, 296 Wabash avenue, Chicago.

RUN COMMITTEE.

C. P. Roots, Chairman, Caxton Building, Chicago.

PRIVILEGES COMMITTEE.

F. W. Gerould, Chairman, 108 Madison seettr, Chicago.

Attention, Massachusetts Racing Men.

THERE are very many race meets to be run in connection with the 4th of July celebrations of the various cities and towns in the state.

As these meets are often in charge of men not acquainted with the racing rules, I wish to caution you to be sure that such events as you may ride in have been properly sanctioned by the L. A. W. before you start, and thereby save yourself any trouble. Yours fraternally,

H. W. ROBINSON,
Chairman Mass. Div. Racing Board.

Boston, June 30, 1893.

Massachusetts Board Of Officers.

A regular quarterly meeting of the Board of Officers of the Massachusetts Division L. A. W. was held at Young's Hotel on Wednesday evening, June 14, 1893. Chief Consul Perkins presided; the following officers were present: Vice Consul A. D. Peck, Representatives S. J. Fred Adams, Chas. L. Barker, Abbot Bassett, A. E. Cooper, C. P. Cubberly, J. S. Dean, W. C. Dillingham, J. W. Brown, F. I. Gorton, P. L. Hassenbrider, W. G. Kendall, J. C. Kerrison, F. H. McKee, D. E. Miller, H. Scherwee, J. B. Seward, P. C. Spring, G. W. Hayward, H. W. Robinson, S. T. Williams, A. J. Ochs, E. M. Thayer, Arthur R. Totten, F. McDonough, W. C. Toppan, L. E. Lamphrey, R. S. Swan, Bertram Harriott, F. J. Pope, Edward A. Wade, G. H. Stevens, W. J. Emerson, D. J. Dwyer, Herbert White.

It was voted to dispense with the reading of the minutes of the previous meeting.

The Chief Consul presented a verbal report, telling of the present racing condition of the Division and contrasted its membership with that of much larger states. He referred to the bill which had recently been passed by the Massachusetts Legislature creating a commission for the improvements of the highways of the state and said that the work of the L. A. W. Division in that matter had satisfactorily ended.

The report of the Secretary-Treasurer showed that the total membership on the Division books was 5209.

It was stated that 20,000 application blanks, an equal number of renewal blanks and a large amount of recruiting literature had been distributed among the Local Consuls and the general membership of the Division.

The report showed a very small balance in the treasury but as the Division will receive from the national body nearly $4563 on July 1, the finances of the Division may be considered to be in a more gratifying condition than ever before.

All the accounts relating to the spring meet of the Division held in Boston on May 30 not having been settled, it was impossible to present a complete report, but the Secretary-Treasurer stated that the total expenditures would amount to about $1156. For the payment of this the Treasurer had received $600 appropriated by the board of officers and $350 as contributions from the following cycle dealers: Pope Mfg. Co., $00; Overman Wheel Co., $100; Lovell & Coe, $100; W. W. Stall, $25; J. A. R. Underwood, $25.

On motion of Mr. Seward it was voted that the amounts paid for expenses of securing a sanction for the race meeting at Waltham, the expenses of the several committees and the headquarters at the Grand Hotel and the various bills for printing, all amounting to about $200, should be paid from the general fund of the Division instead of being charged to the meet appropriation fund.

Chairman H. W. Robinson of the Racing Board reported that the following division championships had been assigned: One-mile, to the Press Cycle Club race meeting; one-half mile to the Columbia Cycle Club's meeting at North Attleboro, and the one-third and two-thirds mile, to the Malden Bicycle club.

Mr. Dillingham reported for the committee on rules and regulations and presented various amendments to the Division's constitution, the same having been made necessary by the amendments recently made in the rules of the L. A. W.

It was voted that the committee be authorized to print 1,000 copies of the revised constitution and by-laws and give the same to the secretary-treasurer who shall distribute them among such League members as request them.

On motion of Mr. Adams it was voted that the secretary-treasurer be paid $50 for the expenses he had incurred in hiring assistants during the last month.

On motion of Mr. Harriott it was voted to have printed at once 1000 copies of the Division road book.

It was voted to rescind the vote of the meeting held on December 13, 1892, providing for the publication of a supplement to the present road book. A new book containing maps will be issued early in 1894.

An invitation was received from the Springfield Bicycle Club for the Division to hold its fall meet in Springfield and was referred to the committee on meets.

On motion of Mr. Kerrison it was voted to appropriate $500 for the expenses of the fall meet.

On motion of Mr. Harriott $500 was appropriated for the summer meet of the Division.

The following letter was read in answer to a question as to what had resulted from the resolutions passed at the special meeting of the board held on May 5:

Mr. Chas. Howard, No. 90 Globe Bldg., Boston, Mass.:

Dear Sir: I beg to acknowledge receipt of the copy of the resolution passed by your Division at its recent meeting, and the same shall receive due consideration at the hands of my committee. Before receiving this resolution or before you had passed same, the matter of State Divisions receiving its sanction had been under advisement, and as far as that portion of your resolution goes I can now say that it will be taken care of.

As regards the changing of our rules so as to permit of the award of sanctions freely, I can only say that that must be an intimation on your part that you desire the sanction rule to be eliminated entirely, and I can give you no assurance that any such alteration will be made.

Yours truly, H. E. RAYMOND.

Brooklyn, May 8, 1893.

No action was taken upon the letter or the subject referred to.

There was considerable discussion of L. A. W. finances, particularly of the recent report of the condition of the magazine. Good Roads, as published in the BULLETIN by President Burdett. The report was severely criticised and adverse comment was made upon various actions of the L. A. W. executive committee. It was finally voted on motion of Mr. Miller, that, "It is the sentiment of the Board of Officers of the Massachusetts Division of the L. A. W. that a special meeting of the National Assembly be called as soon as possible and that the Massachusetts Division join in the call for such special meeting."

The meeting then adjourned.

CHAS. S. HOWARD, Sec.-Treas.

Connecticut.

In order that our Division Constitution may not conflict with the National Constitution, I hereby give notice that the following amendments will be offered at the next Annual meeting of the Division.

Article 1 of the Constitution, fifth line, strike out Section 2 and insert "Section 4."

Article 4, Section 3 of the Constitution, third line, strike out "two hundred" and insert "four hundred."

Article 10, Section 1, of the By-Laws, second line, strike out "one hundred" and insert "two hundred."

Article 6, Section 1 of By-Laws to read as follows: "Each League Club in this Division, that shall have twenty League members on its roll October 1, shall be entitled to elect one Representative on the Board of Officers, another for the next eighty, and an additional Representative for each one hundred members thereafter.

C. E. MOORE, Chairman Com. on Rules and Regulations.

Renewal List No. 4.

List No. 4 includes all renewals from June 12 to June 24 inclusive, and total renewals to date, June 24.

	June 24.	Total.
North California,	39	295
South California,	8	63
Colorado,	25	185
Connecticut,	128	1142
Delaware,	8	15
Dist. of Columbia,	16	247
Illinois,	109	1113
Indiana,	21	329
Iowa,	85	282
Kansas,	21	166
Kentucky,	17	276
Louisiana,	3	11
Maine,	30	232
Maryland,	31	412
Massachusetts,	138	3416
Michigan,	138	564
Minnesota,	3	163
Missouri,	70	361
Nebraska,	21	115
New Hampshire,	31	201
New Jersey,	172	1213
New York,	308	2561
Ohio,	179	1636
Pennsylvania,	368	2310
Rhode Island,	51	369
Tennessee,	19	69
Texas,	13	82
Vermont,	1	52
Virginia,	13	77
West Virginia,	5	59
Wisconsin,	40	286
Georgia,	2	65
Montana,	3	57
North Carolina,	2	21
Utah,	0	9
Alabama,	5	97
Arizona,	1	15
Arkansas,	0	19
North Dakota,	0	21
South Dakota,	11	40
Florida,	0	10
Mississippi,	6	6
Nevada,	1	14
New Mexico,	0	9
Oregon,	0	20
South Carolina,	4	23
Washington,	0	81
Wyoming,	2	15
Maritime Provinces,	1	18
Miscellaneous,	0	5
Canada,	3	7
England,	1	2
	2463	19196
Renewals June, 1892,		5477
Renewals June, 1893,		6575
Total renewals June 24, 1892,		15226
Total renewals June 24, 1893,		19196

Applications in June.

No. California,	35	Texas,	10
So. California,	31	Vermont,	4
Colorado,	36	Virginia,	5
Connecticut,	118	West Virginia,	19
Delaware,	4	Wisconsin,	22
District Columbia,	3	Georgia,	17
Illinois,	101	Montana,	10
Indiana,	49	No. Carolina,	6
Iowa,	81	Utah,	1
Kansas,	56	Alabama,	25
Kentucky,	79	Arizona,	0
Louisiana,	8	Arkansas,	8
Maine,	52	North Dakota,	3
Maryland,	19	South Dakota,	3
Massachusetts,	862	Florida,	1
Michigan,	121	Idaho,	1
Minnesota,	47	Mississippi,	0
Missouri,	77	Nevada,	1
Nebraska,	16	New Mexico,	1
New Hampshire,	62	Oregon,	5
New Jersey	192	So. Carolina,	3
New York,	368	Washington,	4
Ohio,	308	Wyoming,	0
Pennsylvania,	443	Mar. Prov.	5
Rhode Island,	36	Oklahoma,	0
Tennessee,	9	Canada,	0
Total,	3383		

Applications, June, 1891, 1882.
Applications, June, 1892, 2935.
Applications, June, 1893, 3383.
Total Applications to June 30, 1892, 7690.
Total Applications to June 30, 1893, 8836.

Our income from renewals and applications published in April, May and June has been:

1892,	$30,169.00
1893,	35,168.00

Connecticut.

I have appointed the following committee to take charge of the midsummer meet of the Connecticut Division L. A. W., to be held at Hartford July 3 and 4, 1893:

T. W. Fay, L. H. Sweet, A. M. Carlisle, A. A. Francis, J. C. Moran. Fraternally,

A. H. Schumacher, C. C.

Hartford, June 24, '93.

Connecticut.

I have appointed the following Local Consuls and L. A. W. Hotels:

Hartford, Lester H. Sweet. U. S. Hotel, L. A. W. rate $2 and 2.50.

Bay River, C. M. Comstock. Wesley Roger's, A. W. rate, $2.

Newington—Wm. G. Brumley.

Berlin—F. B. Fowler.

New Britain—Wm. T. Burritt. Russloni, L. A. W. rate, $2.

Fraternally, A. H. Schumacher,
Chief Consul.

Hartford, Conn., June 29, '93.

Illinois Road Books.

A large number of the members of the Illinois Division have not yet purchased copies of the new Road Book; the touring season has fairly opened and any rider will find this book a great convenience to him in his rides through the country.

It is one of the best books of the kind ever published and is sold to League members for $1 or $1.25 with the Wisconsin supplement.

Orders may be sent to Burton F. White, Sec.-Treas., 852 Washington Boulevard, Chicago.

Chicago, June 20, 1893.

Pennsylvania Division.

I have received from Mr. H. E. Raymond, Chairman of the National Racing Board some entry blanks for the International Race Meet at Chicago in August for distribution. I desire to announce that they will be sent to any person asking for them if such request is made by postal card. I mention this means because I shall be out of town during most of July and have made arrangements to have such postal card requests answered. Fraternally Samuel A. Boyle,
Chief Consul.

Philadelphia, June 24, '93.

New League Clubs.

513—Duluth Cycle Club, Minn.
514—Latrobe Bi. Club, Penn.
515—Miles Bi. Club, East Claire, Wis.
516—Allen Wheelmen, Allentown, Pa
517—Oneonta Wheel Club, N. Y.
518—Harrisburg Wheel Club, Penn.
519—Lebanon Cycling Club, Mo.

Maine Division.

The following additional Local Consuls have been appointed:

Cornish—W. T. S. Morrison.

Eastport—S. P. Hendsh.

Houlton—Frank M. Hume.

Skowhegan—Roland T. Patten.

Chas. A. Litchfield, Sec'y-Treas.

Lewiston, Me., June 24, 1893.

Maine Division.

The following L. A. W. hotels have been appointed:

Augusta—Augusta House, $2.00 per day; meals 50 cents.

Bath—Sagadahoc House, $2.50.

Bangor—Bangor House, $2.00 per day; meals 50 cents.

Bar Harbor—The Marlboro, $2.00 per day; meals 50 cents.

Belfast—Crosby Inn, $2.00 per day; dinner 75 cents.

Brunswick—Elm House, $1.00 per day; meals 25 cents.

Calais—The Border City, $1.50 per day; dinner 50 cents.

Cornish—Park House, $1.00 per day; meals 25 cents.

Castine—Castine House, $2.00 per day, meals 50 cents.

Camden—Bay View House, $2.00 per day; dinner 75 cents.

Ellsworth—American House, $1.50 per day; meals 40 cents.

Farmington—Hotel Willows, $1.50 per day; meals (single) 50 cents.

Houlton—Snell House, $2.00 per day; meals 50 cents.

Kennebunk—Monsam House, $2.00 per day; meals 50 cents.

Kennebunkport—Norton House, $2.00 per day; meals 50 cents.

Lewiston—Exchange, $1.50 per day; meals 40 cents.

Lisbon Falls—Maine Central House, $1.50 per day; meals 40 cents.

Lubec—The Merchants, $1.50 per day; dinner 50 cents. Pembroke, Frank C. Bartlett.

Machias—Eastern, $1.50 per day; dinner 40 cents.

Mechanic Falls—Cobb's Hotel, $1.50 per day; meals 38 cents.

Norway—Beals Hotel, $1.25 per day; dinner 35 cents.

North Berwick—North Berwick House, $1.00 per day; meals 25 cents.

Old Orchard—Hotel Fisk, $2.00 per day; dinner 75 cents.

Oldtown—Cousins Hotel, $1.50 per day; meals 50 cents.

Ogunquit—High Rock, $1.50 per day; meals 50 cents.

Portland—Preble House, $2.50 per day; meals 75 cents.

Phillips—Elmwood, $1.50 per day; meals 50 cents.

Richmond—Gilms Hotel, $1.25 per day; meals 25 cents.

Saco—Saco House, $2.00 per day; meals 50 cents.

South Paris—Andrews House, $1.25 per day; dinner 35 cents.

Sanford—Sanford House, $1.50 per day, meals 35 cents.

Springvale—Hotel Brown, $1.00 per day; meals 35 cents.

Waterville—Elmwood Hotel (single) $2.00; double, $1.50 per day.

Waldoboro—Riverside Hotel, $1.50 per day.

Chas. A. Litchfield, Sec.-Treas.

Lewiston, Me., June 24, 1893.

Pennsylvania.

The Racing Board of this Division have established a third of a mile championship, and the same has been assigned to the meet of the Harrisburg Wheel Club, to be held July 3 and 4.

Yours truly, T. S. Collins.

June 26 1893.

Applications for Membership.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III. of the Constitution, which is as follows:

Section 1. Any amateur wheelman of good character, eighteen years of age or over, shall, with the endorsement of two League members be eligible to membership in this League upon payment of the initiation fee and dues, as provided in this Constitution and By-Laws, and the By-Laws of his Division.

Sec. 3. The name of each applicant for membership must be published in the official organ, and unless within two weeks thereafter, a protest shall be filed with the Secretary, he shall become a member of the League.

Tickets will be issued fourteen days after the publication of names, and on the same date the applicant will be put on the mail list of this paper.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week. When a holiday falls on Monday the list is closed on Saturday preceding.)

Boston, June 30, 1893.

Total 572.

Alabama Division—1.

57569 Knight, Harry, B Arms C. Birmingham

North California Division—7.

57570	Hendricks, Dr. H. T.	Hanford
571	Jahnigen, Adolph	Oakland
572	Gantvee, Fritz	San Francisco
573	Gussefeld, Wm.	San Jose
574	Rossiter, Chas. A.	Snelling
575	Jacobs, Adolph	"
576	Baker, James E.	Visalia

South California Division—11.

57577	Beebe, George R.,	Los Angeles
578	Edwards, L. C.	"
579	Schinabel, E. C.	"
580	Winter, Jack	"
581	Cox, George B.	Riverside
582	Curtis, Chester W.	"
583	Wakeman, A. E.	"
584	Short, Henry S.	Santa Barbara
585	Cook, Geo. G.	"
586	Short, F. M.	"
587	Butcher, W. P.	"
588	Hollenline, A. H.	"
589	Jordan, C. K.	"
590	Packard, E. E.	"

Colorado Division—9.

57591	Salter, R. R.	Denver
592	Carr, Walter	"
593	Wood, J. G.	Denver
594	Bailey, A. T.	"
595	Brazee, Andy,	"
596	Wallie, H. T.	"
597	Badger, F. E.	"
598	Turk, James D.	"
599	Dunbar, Fred C.	Ouray

Connecticut Division—17.

57600	Loomis, Wm. F.	Hartford
601	Jones, Rollin C.	"
602	Daniels, Wilbur W.	Middletown
603	Austin, Harry W.	New Haven
604	Bolding, Chas.	"
605	Curtiss, Edgerton J.	"
606	Judson, Theodore	"
607	Miner, Frank S.	"
608	Bake r, D. G.	Willimantic
609	Bindsley, Fredk	Bridgeport
610	Gaylord, Oliver S.	"
611	Schuman, Oswald	Hartford
612	Peck, Jesse B.	New Haven
613	Remington, Wolcott	Windsor
614	Bailey, Arthur A.	Windsor
615	Tuley, Arthur J.	"
616	Armenius, Oscar G.	"

Illinois Division—13.

57617	Cross, Frank B.	Chicago
618	Fox, C. S.	"
619	Gardiner, Henry M.	"
620	Shields, Barney	Danville
621	Mathews, A.	Harvey
622	Headland, J. M. D.	Galva
623	Ritter, Chas. H.	Chicago
624	Caldwell, W. G.	Chicago Heights
625	Schriebeng, Wm.	Danville
626	Hinchman, John W.	Paris
627	Wagenknecht, E. F.	Peru
628	Hogg, Morris S.	Rock Island
629	Haggerty, Chas. D.	Streator

Indiana Division—12.

57630	Alter, Albert C.	Ft. Wayne
631	Fox, Geo. T.	"
632	Manuel, Frank A.	"
633	Hunsen, W. W.	"
634	Redplinger, Frank E. D.	"
635	Rice, Herman	Jeffersonville
636	Wheatill, Claude	Terre Haute
637	Sibedl, I. W.	So. Bend
638	Poindexter, Frank C.	Hartle
639	Sommers, Wm. J.	Wabash
640	Shode, O. S.	Frankfort
641	Brady, Jesse D.	Ft. Wayne

Iowa Division—18.

57642	Wilson, B. S.	Newton
643	Verhaeren, J. L.	Vinton
644	Hinsell, H. H.	Marshalltown
645	Lessenich, J. F.	Sioux City
646	Bine, Thos. C.	Belle Plaine
647	Colvin, Arthur E.	Des Moines
648	Cook, C. L.	"
649	Heidenreith, F. W.	Hesdrick
650	Elder, A. S.	Marshalltown
651	Gillette, Chas. A.	"
652	Hilds, W. R.	Mitchedeville
653	Zwilling, Jno.	State Centre
654	Zwilling, W. H.	"
655	Young, Harley B.	"
656	Woodburn, Dr. Wm.	Spencer
657	Brown, W. D.	Winterset
658	Griswold, L. B.	"
659	Schwarzer, Wm. F.	"

Kansas Division—11.

57660	Tisdale, C. S.	Arkansas City
661	Gorden, E. N.	Abilene
662	Whetsel, Horace J	Midway
663	Ruth, J. E.	Newton
664	Bucher, D. F.	"
665	Smith, Otto M.	"
666	Colton, A. S.	"
667	Trine, F. D.	"
668	Nelson, Hiram M.	"
669	McLain, E. S.	"
670	Hays, Will W.	Wichita

Kentucky Division—21.

57671	Skinner, Dr. Cornelius	Louisville
672	Ardit, A. A.	Owensboro
673	Matteler, G. L.	"
674	Friedmann, Jno.	"
675	Edelen, Chas. A.	"
676	Burch, Ernest	"
677	Rosenfeld, Arthur	"
678	Montgomery, Curtis	Ghent
679	Nimon, Chas. L.	Louisville
680	Helwig, John	"
681	Pfingst, Geo. B.	"
682	Koehler, Dr. F. W.	"
683	Crossley, Eugene	"
684	Waite, E. S.	"
685	Voneverk, Fred W.	"
686	Turner, James	Mackville
687	Wrinkle, H. A.	Muntonville
688	Mansfield, H. F.	"
689	Winston, C. C.	"
690	Wrinkle, Arthur	Newport
691	Goff, T. S.	Owensboro

Maine Division—5.

57692	Rodwell, E. S.	Brunswick
693	Eaton, Russell W	"
694	Thomason, Geo. L	"
695	Purington, G. C.	Farmington
696	Perkins, Chas. S.	Sanford

Maryland Division—3.

57697	Reard, G. A.	Baltimore
698	Sullivan, C. F.	"
699	Sibley, Marshall	"

Massachusetts Division—53.

57700	Kelliher, Thos. P.	Boston
701	Bubblin, Richard H.	Boston
702	Atwood, Irving H.	Amesbury
703	Turner, Thos. O.	Melrose
704	Fellows, Herbert C.	Lawrence
705	Hoagman, A. B.	Malden
706	Perkins, Fred B.	"
707	Kelley, Hugh	Nash
708	Baldwin, Fred W.	"
709	Gardiner, Joseph E.	"
710	Blanchard, Frank H.	S. Weymouth
711	Bayley, Fred L.	"
712	Mercer, Harry P.	Fall River
713	Hoffman, Dallas W.	"
714	Hannon, Thos. H.	Fall River
715	Perry, John W.	Bradford
716	Alexander, Chas. B.	Haverhill
717	Pierce, Elmer E.	Haverhill
718	Thompson, Wm. M.	"
719	Brassour, Sam'l J.	"
720	Collins, Wm. M.	So. Boston
721	Mavon, Frank E.	Somerville
722	Olsson, Olof	Waltham
723	Kay, S. Harry	Abington
724	Gilman, Rodney H.	"
725	Millen, Wm.	Bondsville
57726	Paull, Benj. T.	Boston
727	Dow, L. S.	"
728	Mills, E. H.	Cambridgeport
729	Mead, Elwood H.	Chicopee
730	Benedict, W. L.	Great Barrington
731	Warner, C. W.	"
732	Dunn, W. C.	"
733	Bearce, Geo. E.	Leominster
734	Dinn, F. H.	Lawrence
735	Winchester, B. Eugene	Lexington
736	*Rogers, Miss Teresa M.*	No. Attleboro
737	Goldthwaite, J. M.	Peabody
738	Mickie, Geo. A.	Pittsfield
739	Headley, P. C. Jr.	New Bedford
740	Ayer, Geo. A.	"
741	Crittenden, Chas L.	Northampton
742	Partridge, Frank E	Roxbury
743	Southworth, C. A.	Salem
744	Hodgdon, George	Somerville
745	Blanke, Alois	So. Boston
746	Cole, H.	"
747	Van Valkenburgh, J	So. Framingham
748	Wells, Roy C.	Waltham
749	Pollard, Lewis G.	West Millbury
750	Lewis, Wm. E.	Worcester
751	Berry, Harry F.	"
752	Berry, Chester	"

Michigan Division—61.

57753	Moll, G. W.	Detroit
754	Hill, Fred	"
755	Hankison, Geo.	"
756	Elwell, Max,	"
757	Schoenhen, M. W.	"
758	Kratzer, E. S.	"
759	Alecher, Gus	"
760	Dodds, W. H.	"
761	Mercer, R. J.	"
762	Steuber, Walter H.	"
763	Greer, H. H.	"
764	Mead, Dow P.	"
765	Ranson, A. B.	"
766	Strabel, E.	"
767	Miller, Harry	"
768	Moe, Fred	"
769	McFedries, George	Detroit
770	Hoops, H. A.	"
771	Hull, Chas.	"
772	Yielding, Geo.,	"
773	Harvey, F. E.	"
774	Bowden, Asa N.	"
775	Beaubien, Theo., Jr.	"
776	Melville, Wm.	Delray
777	Gollins, Gilbert C.	Woodmere
778	Hill, R. E.	Detroit
779	Straight, A. W.	Detroit
780	Semplice, G. J.	"
781	Patterson, Perry	"
782	Longyear, R. D.	Mason
783	Mosher, Fred L.	West Bay City
784	Wilson, Carl	"
785	Herrick, Archie W,	"
786	Burston, Geo.	Alpena
787	McCalm, H. B.	"
788	Wadey, Chas. M.	"
789	Handy, T. P.	East Tawas
790	Mayor, Chas. W.	Bay City
791	*Knoblauch, Josephine B.*	Bay City
792	Derby, Victor L.	Clare
793	Bontecou, J. C.	Peoskey
794	Barber, Myron A.	"
795	Coburn, A. M.	"
796	Fischer, Percy	"
797	Harner, M. B.	"
798	Hogan, Fred L.	"
799	Hamil, A. L.	"
800	*Lusk, Mrs. Chas. H.*	"
801	Lewinson, D. C.	"
802	Lott, W. W. Jr. 20	"
803	*McJerkson, Miss Carrie*	"
804	Mills, G. E.	"
805	Taylor, U. G.	"
806	Cederlind, John V.	Grand Rapids
807	Carr, Ellsworth M.	Williamston
808	Herring, John	West Bay City
809	Porter, Fred A.	Wayne
810	Porter, Charlie S.	"
811	Ford, Dr. W.	Coldwater
812	Brown, Lew E.	Marine City
813	Sackett, Niram B.	"

Minnesota Division—23.

57814	Crawford, Frank	St. Paul
815	Hansen, A. A.	"
816	Holmberg, N. P.	"
817	Houtsehl, R. M.	"
818	Hatry, Chas.	"
819	Juul, N.	"
820	Reeli, Henry	"
821	Kuster, Fred W.	"
822	Lovering, John	"
823	Leipen, Robert	"
824	Libbey, Allen S. S.	"
825	Martin, Wm. L.	"
826	McKown, Chas. T.	St. Paul
827	McDiarmid, John	"
828	Pinkas, B. F.	"
829	Quick, N. E.	"
843	Patterson, W. E.	Trenton
841	McGuire, R. J.	"

Nebraska Division—3.

57845	Prickering, Chas. 2101 Central av	Kearney
830	Rodecker, L. V	"
831	Shol, David H.	"
832	Sommers, Chas. L.	"
833	Smith, F. E.	"
834	Schulstadt, H.	"
835	Wilson, Arthur W.	"
836	Travis, Leonidas A.	Minneapolis

Missouri Division—8.

57837	Lattimer, J. P.	Centreview
838	Stich, Carl J.	Kansas City
839	Nisc, Lamp M.	Mobeley
840	Barnard, E. F.	St. Louis
841	Meyer, Adolph C.	"
842	Udell, F. G.	"
846	Comlon, Russell D.	So. Omaha
847	Schneckle, H. W.	Kearney

New Hampshire Division—3.

57848	Milliken, E. B.	Nashua
849	Smith, Chas. L.	Portsmouth
850	Preston, Frank S.	"

New Jersey Division—23.

57851	Lewis, Chas. L.	Bordentown
852	Davis, W. H	Freehold
853	Perkins, Wm. B.	Jersey City
854	Crane, Frank N.	Montclair
855	Stagg, Harry	"
856	Fenzlaff, Albert	"
857	Hines, L. A	"
858	Higgins, Wm.	Rahway
859	Simmons, W. M.	"
860	Vassellis, C.	"
861	Johnson, Arthur H.	Rahway
862	North, Jos.	"
863	Smith, Wm.	Plainfield
865	White, Geo. D	Netherwood
866	Dillon, Lawrence	Atlantic City
867	Beldon Saml. W.	Bordentown
868	Legeh, Chas. R.	Clayton
869	Merserean, Van Vorst	Jersey City
870	Pearson, Frank	"
871	Allen, Horace A.	Point Pleasant
872	Hughes, R. H.	Long Branch
873	Hegeman, E. LeC.	Newark

New York Division—114.

57874	Phillips, Edward M,	Albany
875	England, James	"
876	Higgins, Myron J.	"
877	Flansburg, Walter A.	"
878	Heath, Forrest A	"
57873	Stickney, Herbert W.	Albany
880	Bucket, J. S.	Glens Falls
881	Murray, Walter	"
882	Thomson, L. Jr.	"
883	Steele, Benjamin F.	Lockport
884	Mitchell, H. W.	Oswego
885	Thrall, W. G.	"
886	McMinn, W. W.	Oneonta
887	Hall, G.	"
888	Herrill, Frank A.	Oneonta
889	Johnson, Frank M.	Mohawk
890	Sager, J. H.	Rochester
891	Godfrey, F. W.	Olean
892	Pelton, Wm.	"
893	Burhans, L. D.	Saugerties
894	Myer, Ernest	"
895	Salsbury, C. B.	Cazanovia
896	Wright, Morgan	Chittenango
897	Root, Alfred E.	"
898	Gadslen, E. N.	Manlius
899	Ring, G. Wales	East Syracuse
900	Babcock, A. P.	Norwich
901	Forbes, Harry	Oneida
902	Gleason, H. B.	"
903	Peirce, Harry C.	Syracuse
904	Rooney, Wm. F.	"
905	Stone, F. H.	"
906	Searl, A. A. M.D.	"
907	Whelan, Geo. J.	"
908	Waggone, F. W.	Syracuse
909	Weller, C. V. N.	"
910	Ford, B. Monroe	"
911	Callison, Edward	Syracuse
912	Curtis, L. B.	"
913	Cobb, W. B.	"
914	Holden, H. S.	"
915	Nellis, O. C.	"
916	Nesbit, L. C.	"
917	Dillenbeck, C. C.	Syracuse
918	Fowler, A. P.	"
919	Stoddard, H. S.	"
920	Atwell, Joseph A.	"
921	Bartel, Henry D.	"
922	Bottum, R. D.	"
923	Barnard, Geo. L.	"
924	Cool, Arthur S.	"
925	Curran, Harry L.	"
926	Crannell, Chas.	"
927	Clark, R. D.	"
928	Doxee, Curtis	"
929	Dean, John K.	"
930	Holt, A. G.	"
931	Fisher, F. W.	"
932	French, G. Ross, Jr.	"
933	Grannan, W. A.	"
934	Gibbons, P. J. M. D.	"
935	Gibson, Robert	"
936	Hobkirk, W. A.	"
937	Harder, F. J.	"
938	Knisel, J. E.	"
939	Maslin, H. E.	"
940	Moeller, Fritz	"
941	Parkinson, W. A.	"
942	Hellert, W. J.	Utica
943	Kingsbury, E. A.	Warren
944	Winchester, W. S.	Saratoga Springs
945	Randall, M. G. B.	Troy
946	Cross, Garrett W.	Bay Ridge
947	Lake, Joseph M.	"
948	Bennett, E. L.	Van Pelt Manor
949	Griffin, James	"
950	Griffin, Mrs. James	"
951	Yarrington, O. R.	Jamaica
952	Lumain, D. A.	Canajoharie
953	Hayes, John H.	Clarkes Mills
954	Bartlett, Walter J.	New York Mills
955	Birdseye, L. H.	Utica
956	Cranwell, Frank J.	"
957	Edwards, Ward H.	"
958	McDowell, R. R.	"
959	Mitchell, Harry B.	"
960	Thomas, H. D.	"
961	Vosburgh, L. D.	"
962	Wilcox, E. W.	"
963	Wilcox, E. W.	"
964	Chapin, L. A.	New York
965	Colin, Charles	"
966	Cilley, Arthur H.	"
967	Elliott, Hugh Alan	"
968	Hoag, Samuel N.	"
969	Ritchie, F. G.	"
970	Attwood, Freik J. H.	Brooklyn
971	Hall, Thos. B.	"
972	Vincent, Wm. C.	"
973	Williams, Herbert M.	"
974	Williams, Richard K.	"
975	Dwight, C.	Coxsackie
976	Barton, Wm. C. S.	Philmont
977	King, Edward	Green Island
978	Haines, Nelson	Gloversville
979	*Bishon, Miss Carrie* F.	Greenbush
980	Jenkins, James A.	Mt. Vernon
981	Johnston, Albert W.	New Brighton
982	Johnston, Wm. Armour	Princess Bay
983	Hamilton, Chas.	Ridley
984	Perry, W. S.	"
985	Spence, Dr. D. Benham	Saratoga
986	*Spencer, Mrs. Dr. D. Benham*	"
987	Jolhe, Emmett	Tottenville

Ohio Division—63.

57988	Tanner, P. E.	Akron
989	Fether, Louis C.	Bryan
990	Robertson, W. B.	Cincinnati
991	Alling, H. O.	Columbus
992	Beall, A. C.	"
993	Caldwell, James	"
994	Chapman, F. B.	"
995	Colton, H. G.	"
996	Evans, Bert H.	"
997	Fink, Lewis	"
998	Hall, F. P.	"
999	Yardley, A. L.	"
58000	Dougherty, S. L.	Dayton
001	Shepherd, Bruce C.	"
002	Smith, F. M.	Mansfield
003	Cline, Joe	Mansfield
58004	Scott, J. E.	"
005	Herdman, Harry P.	Zanesville
006	Leopold, Harry	Akron
007	Prentice, John P.	Alliance
008	Hyatt, E. M.	Barnesburgh
009	Hauger, L. Fred	Bellefontaine
010	Ross, Allan J.	Bowling Green
011	Harper, J. C.	Cincinnati
012	Hart, Charles D.	Cincinnati
013	Emerking, Harry	"
014	Smith, Henry	"
015	Wood, Horace M.	Cincinnati
016	Gannon, O. R.	Canal Dover
017	Ripsel, Ernest G.	"
018	Wentz, E. A.	"
019	Macfadden, E. E.	Canal Winchester
020	Macbeth, H. A.	Conneaut
021	Kelton, F. C.	Columbus
022	Frederick, H. W.	Dayton
023	Turner, D. R.	"
024	Cawthorn, J. B.	Elmwood Place
025	Brooks, Nathan	Forest
026	Stilson, S. B.	Gibsonburg
027	Taylor, Thos. J.	"
028	Ramage, J. H.	Apollo
029	Manville, W. G.	Medina
030	Vogt, F. H.	Holgate
031	Wall, Earl	Londonville
032	Drake, W. D.	Marion
033	Mack, A. C.	"
034	Richards, H. H.	"
035	*Bricker, Mrs. Harry B.*	McComb
036	*Bolfer, Miss Josie*	"
037	Adams, Walter T.	Newark
038	Sifferd, Paul A.	"
039	Monahan, Merritt N.	Norwalk
040	Foltz, Samuel	New Philadelphia
041	Ehrie, H. S.	New London
042	House, Wallace B.	Springfield
043	Jefferies, Eugene	"
044	Hodges, Harry E.	"
045	Cummins, Ellsworth	"
046	Barclay, T. R.	Steubenville
047	Rowland, Robert J	Tallmadge
048	McDonagh, Will	Toledo
049	Barr, W. H.	Youngstown
050	Mott, E. F.	Zanesville

Pennsylvania Division—57.

58051	Smith, Sidney C.	Philadelphia
052	Eschner, J.	"
053	White, W. H. H.	Bristol
054	Whitaker, O. C.	Hazleton
055	Shoemaker, W. C.	Phoenixville
056	Bowe, Everett T.	Scranton
58057	Von Wermer, Louis	"
058	Hood, Wm. C.	Stroudsburg
059	Brown, John F.	Philadelphia
060	Boswell, William L.	"
061	Bodden, M. P.	"
062	Crumbie, James H.	"
063	Engle, Louis	"
064	Gardner, Geo. W.	"
065	Hagan, M. E.	"
066	Harsan, George W.	"
067	Jones, Rees M.	"
068	Langaker, Daniel M. D.	"
069	Lewis, Thos L.	"
070	Merker, Herman C.	"
071	Mellor, Howard, M. D.	"
072	Nice, Jesse H.	"
073	Nardi, A. L.	"
074	Reier, Albert H.	"
075	Straub, Justus	"
076	Sloyer, Fred J.	"
077	Suppiee, Davis H.	"
078	Schrank, A.	"
079	Smyth, Joseph J.	"
080	Wirth, Edmund	"
081	Bollinger, Chas. W.	"
082	Cwapher, Howard	"
083	Eyer, H. B.	Altoona
084	Gearhart, L. A.	Clearfield
085	Lang, A.	Cook's Mills
086	Hanson, Arthur	Du Bois
087	Richards, H. H.	"
088	Strohmenger, F.	Erie
089	Richardson, G. Rowly	Greensburg
090	Dickinson, Samuel E.	Germantown
091	Gough, Thos. H.	Irwin
092	McKeever, John S.	"
093	Lee, Chas. W.	Johnsonburg
094	Tonkin, Wm. M.	Moore
095	Kreeger, J. R.	Middlebergh
096	Nyman, Edgar A.	Phoenixville
097	Ash, Charles V.	"
098	Goodwin, R.W.	Sugar Grove
099	Clark, Homer L. M.D.	Laboratory
58100	Small, Jos. C. J. G.	Titusville
101	Shaw, Alexander L.	Warren
102	McConahey, W. M.	Washington
103	Lloyd, Barden D.	"
104	Yankirk, Nelson C.	"
105	Baird, Frank H.	West Philadelphia
106	Richer, Joseph T.	"
107	Schlingman, W. A.	Wilkes Barre

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QUADRANT Tandem Bicycle for sale cheap; in good running order; or will exchange for Ladies' Columbia. W. B DEWEES, 5161 Germantown Ave., Phila.

FOWLER, M. & W. Tires, never uncrated; taken in trade; no use for it; $115.00 cash will take it; speak quick. Address, C. W. F., 501 Wacouta St., St. Paul, Minn.

TO EXCHANGE a new ladies' solid gold watch cost $75.00, for a ladies' bicycle. Address, MISS ZILPHIA MARSH, Fayette, O.

SPRING FORK VICTOR, '91 pat. arch cushion tire, No. 13,948; stolen June 4th by Allen Son in Lenox, Mass., son of John P. Son, No. 78 Barclay St., New York, a liberal reward will be paid for recovery of the wheel or arrest of the thief. Address all letters to owner or Mass. State Police, Lee, Mass. W. H. WHITTEMORE.

$25.00 REWARD.

STOLEN.—Bicycle, Gendron Pneumatic No. 1618, 2-inch tire on front and 1 3-4 inch on rear wheel; was rented on June 19 to a man giving the name of H. E. RICHARDS, about 5 feet, 7 inches high, smooth face, 22 years old; wore brown pants and vest—no coat. Will give $15 reward for wheel and $10 for thief.

Address A. E. SHERWOOD, cycle dealer, No. 7 East Spring St., Columbus, Ohio.

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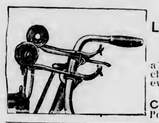
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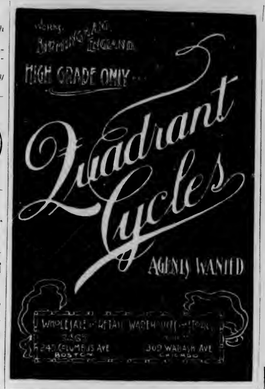
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Founded 1877

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You pull out the punctured inner tube and substitute a whole one.

You take care of the leak another time—at home where your repair kit belongs.

There's No Choice in Pneumatics.

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HERE AND THERE.

Do not fail to notice our special offer on page 353. You stand a chance to get a high-grade Bicycle free.

LAST week the Century Wheelmen, of Philadelphia, played a game of cricket with the Wayne club, on the grounds of the latter at Wayne, Philadelphia. When stumps were drawn the score stood 121 to 57 in favor of Wayne.

CHARLES BRATTAIN, 19 years old, of New Castle, Ind., wound up excessive exercise on a bicycle by eating several dishes of ice cream, after which he went bathing in the river. This developed spotted fever, and he died after three days' illness.

A CLUB has been organized at Calais, Maine, to be known as the Calais Bicycle Club which starts out with some twenty-five members. Calais has more wheels than any other place of its size in the state and a good live club will still further increase the cycling interest.

FRANK L. WILLCUTT, of the Lakeside Cycling Club, Cleveland, Ohio, while scorching along Euclid avenue last week, was blocked between the curb and a buggy, by a careless driver. Willcutt ran into the buggy and sustained several injuries about the head. The wheel was a total wreck.

SHERMAN G. SWIFT and Miss Mattie L. Clement were married at Belfast, Me., in June, by Rev. Myra Kingsbury. The bridegroom is an ardent wheelman and Vice Consul of the Maine Division.

AN East Cambridge, Mass., young man stole a bicycle that was standing in front of 570 Main street on a recent evening. The thief started at a rapid gait up Main street; an officer jumped on an electric and followed, and a race began. The motorman turned on the current, and at Sullivan Square the race ended. The thief was brought to the Station.

MR. A. G. COLLINS who has been abroad for several years studying art has returned to America. Mr. Collins is a resident of South Boston and among the old timers will be remembered as that bright contributor "Pedals" whose articles have in days gone by appeared in the BICYCLING WORLD. Mr. Collins will be cordially welcomed back to the land of his nationality by a large circle of acquaintances.

TIMOTHY EPPS, of Toronto, Can., a machinist in the employ of the Goold Bicycle Co., met with a somewhat serious accident last week. He was riding down Yonge street on a bicycle close behind and at the side of a trolley car proceeding in the same direction. A passenger jumped suddenly off the car immediately in front of the wheelman, who, unable to swerve or reduce his speed, ran into the man. The shock threw the bicyclist off his wheel against the stone curbing knocking him insensible. Epps was carried into a drug store and from there to his home.

THE Lowell Ladies' Cycling Club was organized last week. Twelve of the fair sex became charter members, and elected Mrs. Edward Buffum captain and president.

A RELAY race on bicycles from Altoona, Pa., to Milton is in contemplation. Wheelmen of Altoona, Tyrone, Lock Haven, Bellefonte, Jersey Shore, Lewisburg, and Milton will participate.

A WELL-KNOWN racing man had so many accidents last year and made the accident insurance companies pay so well for them that the company refused to grant him a policy this year, declaring his was an extra hazardous risk.

THE Pennsylvania Bicycle Club, of Philadelphia, has done away with its initiation fee, which has added a great many new members. The club is desirous of doubling the present membership before the fall, with the idea of assisting in the enlargement of the present club house.

THE Norfolk (Va.) Cycle Club had its annual excursion and road race at Ocean View Monday June 19. In the road race the fourteen starters came in as follows: Sharpley, Joyner, Guy, Maynard, Knox, Ferguson, Hobday, Sears, Elam, Brinkley, Wharton, Northrop, Martin, Wood.

THE Ramblers Bicycle Club, of Rochester, N. Y., has decided to give a series of five races over the Charlotte course, starting at the club house on North St. Paul street and running to the Latta House and return. The series will be an open handicap to all riders and the races will be run weekly on Thursdays, starting at 6.30 P. M. The series will open on July 6th.

WM. A. BEX, of the Syracuse (N. Y.) Athletic Club, and R. J. Sloan, Jr., while going a trial mile on their bicycles at Kirk Park, Syracuse, last week collided and Bex was severely cut and shaken up.

THE city of Everett, Mass., now requires all wheelmen to carry bells and lanterns.

Music will be one of the features of the Union Bi. Club of Boston this fall and wluter. Mr. Wm C. Rankin, chairman of the music committee, is organizing the orchestra, and Mr. George E. Barney has the formation of the quartette in charge.

THE prospectus for the Springfield Bicycle Club's meet will be the finest thing of the kind ever published. A handsome cover, designed by the Boston Engraving Company, incloses about sixty pages of pictures, reading matter and advertisements. There will be seven half-tone pictures, including full-page groups representing the directors, the riding officers and the racing team of the club, the prominent English and American riders, the last one giving portraits of Zimmerman, Windle, Tyler, Johnson, Sanger, Taxis, Wheeler and G. C. Smith. There will also be a fine full-page picture of the club's track on Hampden Park and a half-page showing the grand stand. The reading matter will give the directors and members of the club, the events and prizes, officials and committees for the tournament, and information on the question of transportation, railroad rates and reception, and the programme of the Massachusetts Division, L. A. W. meet.

This Is What They Say About the Hickory:

H. L. Wenner, M.D. 91 East Perry St.,
TIFFIN, OHIO, May 12th, 1893.

Hickory Wheel Co.:

Dear Sirs--We shipped you by express, two days ago, wheel 1086. The owner, Charles Herman, Jr., had a very narrow escape from death on it. He was racing at night and ran into an unseen obstruction and had he not had a HICKORY it would have been into such very small pieces that it would not have paid to have repaired it.

Fix it as quickly as possible as it is that wheel that is doing the talking for us as he uses it constantly in showing off the HICKORY.

Yours truly, HERMAN & WENNER.

Hickory Wheel Co. Newton, Mass.

THE REMINGTON.

3 PATTERNS FOR 1893.

Light Roadster, Actual Weight, 32 lbs. **Roadster, 44 lbs. Ladies Wheel, 42 lbs.**

PRICES, $140.00.

Material, best obtainable. Workmanship unsurpassed. Mannesmann Tubing. Warwick Hollow Rims, and a variety of the best pneumatic tires to select from.

REMINGTON ARMS CO., 315 BROADWAY, NEW YORK.

SEND FOR CATALOGUE. *WORKS AT ILION, N. Y.* [Mention This Paper.]



Sager's Scorcher, 1 lb., 8 oz.

SAGER'S SADDLES

While on Earth Ride One.



Sager's Spring Saddle, 1 lb. 10 oz.

The Saddle is one of the most important parts of a machine, and the best is none too good.

The Sager Saddles alone have the three necessary qualifications.

They are Light.
They are Strong.
They are Comfortable.



THE SAGER RACER.
The only Racing Saddle furnished with tilting adjustment and take-up.
Weight, 20 oz.

They Fit the Rider.

THE RICH & SAGER CO.,
ROCHESTER, N. Y.

Latest and Most Improved Design.

Strictly First-Class in Every Detail.

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TRADE MARK

High Grade Bicycles. 32-lb. Scorcher, $135.00

Agents Wanted in Unoccupied Territory.

O. J. Faxon & Co., Manfrs.,
Boston, Mass.

"The Winton is a Winner."



WINTON LIGHT ROADSTER.

. . . HIGHEST GRADE THROUGHOUT. . . .

No Agency complete without this Distinctive and thoroughly First-Class Machine.

Winton Roadster, all on, 40 lbs.,	price	$150.
Winton Light Roadster, stripped, 30 lbs.,	price	150.
Winton Ladies', improved design, 38 lbs.,	price	150.
Winton Racer, nothing lie it, 20 lbs.,	price	100.

Easiest running bearings in the world. True double diamond frame. Winton perfect pneumatic tires.

If there is no agent in your place, know all about us by asking for a catalogue.

THE WINTON BICYCLE CO., CLEVELAND OHIO.
110 PERKINS AVENUE.

UDELL WOODEN WARE CO., St. Louis, distributing agents in Texas and Missouri, except Kansas City.

We are preparing designs for 1894, and **SOLID COMFORT SADDLES** will be up in front as usual next year,

So do not think of placing any orders until you see us.

BRETZ & CURTIS MFG. CO., - - PHILADELPHIA, PENN.,

A Revolution In Bicycles.

LIGHTNESS WITH STRENGTH.

ST. LOUIS REFRIGERATOR & WOODEN GUTTER CO.

ST. LOUIS, MO.

Manufacturers of **BICYCLES.**

INCORPORATED 1873. *CAPITAL STOCK, $500,000.*

Our challenge not being accepted, we now offer to donate to any charitable institution $100, if the maker of any high grade machine will submit their frame to a test with the **LU MI NUM** frame and let the facts be published. A Revolution in cycle frames is all we claim for it.

NO MORE STEEL TO RUST.
NO MORE TUBING TO BEND.
NO MORE BRAZED JOINTS TO GIVE OUT.
NO MORE ENAMEL TO SCRATCH.
NO MORE HEAVY MACHINES.
NO MORE LIGHT ONES GIVING OUT.
NO MORE NICKEL TO TARNISH.

Look for the LU MI NUM at the League Meet in Chicago.

We are prepared to furnish Aluminum castings.

HIGHEST GRADE

EXCELSIORS

Few more good agents wanted in



New England, Middle and Southern States.

Racers. Road Scorchers. Light Roadsters. Ladies'.

Weights, 25, 30, and 35 lbs.

LIVING DISCOUNTS TO LIVE AGENTS. SEND STAMP FOR ENCYCLOPEDIA OF CYCLERS' WANTS, NOW READY TO MAIL.

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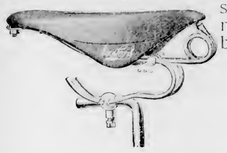
SUNDRIES.

ACKNOWLEDGED LARGEST SUNDRY HOUSE IN THE UNITED STATES.

Cork Handles. Rims, Lamps,

HOWARD A. SMITH & CO.. NEWARK, N. J.

ELYRIA is twenty-six miles west of Cleveland on the Lake Shore and Michigan Southern Railway. Passengers traveling this route will notice our new factory a short distance east of the depot on the north side of the tracks, and seeing it will not be surprised at our claiming to be the . . . . . .



LARGEST SADDLE MAKERS IN THE WORLD.

By the way, if it be convenient stop over a train. We are always pleased to show our new plant, and our visitors so far have enjoyed seeing the building of saddles reduced to a science.

GARFORD MFG. CO.,

CORRESPONDENCE SOLICITED. ELYRIA, OHIO.

It Is Creating Lots of Talk!



OUR MODEL "D"

Rigid Frame Sylph

The extreme lightness and great strength of this new model is attracting the attention of both old and new wheelmen, in fact all who see it admire these features as well as the handsome design and finish. To reduce weight without sacrificing strength has been our aim, and has been accomplished largely by the use of tubing where other manufacturers use forgings.

Frame, Front Fork and Hubs are all tubing—no forgings. Upright to saddle-post is tubing, and the Sprocket Wheels of a Patent Fiber substance, which is very light, strong and runs almost without friction.

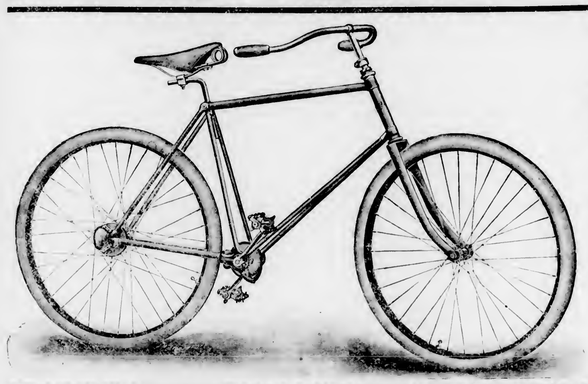
While reducing weight in all the above-mentioned parts, we use heavier tubing—18 gauge—than used in other light weight wheels. Our system of lap-brazing makes joints as strong as any part of the tubing, thus we gain additional strength where needed, while weight is taken out where not needed.

"SYLPH CYCLES RUN EASY."

Write for Catalogue giving full particulars. Agents wanted in all unoccupied territory.

ROUSE-DURYEA CYCLE Co., - 9 G Street, Peoria, Ill.

GEO. M. HENDEE, Springfield, Mass., General Agent for the New England States.



The LEAGUE CHAINLESS SAFETY.

FIFTY PER CENT. less friction with BEVEL GEARS than with chain and sprocket.

NEATEST IN APPEARANCE and Latest in IMPROVEMENTS.

Nearer a "'94" Wheel than Any Other Make.

THE LEAGUE CYCLE Co.,

30 UNION PLACE, - - HARTFORD, CONN.

We Are Clearing Out

An Elegant Stock of the Latest

'93 PATTERN

HIGH GRADE BICYCLES

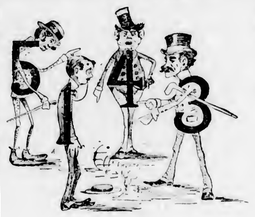
AT CUT PRICES.

Ranging from $75.00 to $100.00.

Entire line illustrated in our large 84-page catalogue, which we will mail together with a printed list of the cut prices to any address.

A. O. Very Cycle Company,

245 Columbus Ave., Boston.



Figures Talk.

The DUNLOP TIRES sold up to May 15th, 1893, number

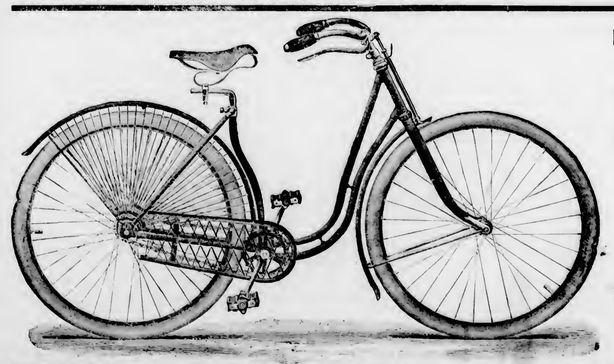
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They Cost a Little More, but——

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ARE UNSURPASSED.

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Proper Weights. Rigidity and Beauty.

What Do You Think of the Ladies' Monarch

Active Agents Wanted in Open Territory. Write us for Terms and Catalogue.

MONARCH CYCLE COMPANY, 42, 44, 46, 48, 50 and 52 N. Halsted St., CHICAGO, ILL.

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THE BICYCLING WORLD.

Published Every Friday

—BY—

THE WHEELMAN CO.

Incorporated under the Laws of Massachusetts.

167 OLIVER STREET,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 2287, Boston, sending their old address as well as their new, and their League number.

TO OUR ADVERTISERS:

Copy for new advertisements must be handed in by Tuesday morning to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN CO.

Postage stamps will not be accepted hereafter in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken.

C. W. FOURDRINIER, Editor and Manager.

EDITORIAL STAFF:

J. S. DEAN. JAS. W. CARTWRIGHT, JR.
H. CROWTHER.

BOSTON, JULY 7, 1893.

WHAT is the condition of the cycle trade to-day?

It is now over a month since the Warwick Cycle Company announced their unfortunate and ill-advised extreme reduction in prices and now that the first effects of the break are over we can well pause and devote a few moments to a calm consideration of the move and its consequent results—both past and prospective.

Of its first and immediate results there can be no doubt. Almost instantly—coincident with the telegraphic announcement through the daily press—the bottom dropped out of trade. Values were at once unsettled, the retail demand ceased and trade generally stagnated. This was more particularly the case in the East. In the West the Warwicks are not so well known, and consequently the effect of the reduction was not so seriously felt at first. But in all the large Eastern centres the retail trade received a black eye from which it has not yet recovered. Nor is this at all surprising. For some time past there has been a steadily increasing demand among the public, which demand has been assiduously fanned by the lay press, for a reduction in the prices of high-grade bicycles. The columns of the papers have been filled with the most asinine statements of the cost of machines, supplemented by an outcry against the "extortious and robberies of the gigantic bicycle monopoly," until even those wheelmen whose intelligence and experience should have taught them better began to believe that they were paying an outrageous profit for their mounts. So when the long-looked for announcement came like a levin bolt from a clear sky, all the wiseacres at once wagged their heads and said, "I told you so."

And the very first thing the buying public did was to button up their cash yet more tightly and declare their intention of waiting for another break, which, they argued, sapiently, must follow close upon the heels of its predecessor.

IT would be idle to speculate on the cause of the Warwick Cycle Company's cut. They have announced that it was due to a desire to dispose of a surplus product; but whatever the cause, the result was most unfortunate.

By their own act the Warwick Cycle Company have placed themselves in the position of admitting either that their wheels were not of the highest grade, and thereby not worth as much as the other standard machines in the market, or else they have been deliberately charging too much at the former price of the machine. Say that they reduced the price temporarily only in order to get rid of their surplus stock. There was no necessity for cutting to eighty-five dollars. One hundred or one hundred and twenty-five dollars would have served their purpose just as well and would have been much fairer to their agents. As it is now the latter can justly accuse them of breaking faith. It is certainly most unfair to have cut the price nearly one-half in the middle of the season when the agents were carrying a large number of instalment sales at the old price of $150, to say nothing of the stocks on hand in the latters' stores. And it was also unfair to the purchasers of their wheels. The man who has paid $150 for a machine has good cause for grievance when he finds that the price on the same machine is reduced to $85 within a few weeks after he has made his purchase; while the agent has more than cause for complaint. In fact in one or two instances we have heard suits for damage threatened. It is not likely that matters will be brought to this pass but one inevitable result must ensue and that is the breaking away from the Warwick Cycle Company of the best agents on their list.

Nor was it any fairer to the other manufacturers.

While there has been no "combination or trust," as has been frequently stated time and again in many of the papers, there has been a tacit understanding in regard to the maintenance of price among the makers, and all we can say is that the Warwick Co. was not farsighted in its move in this connection if no other. Hereafter the Warwick wheel cannot hold rank with the other first-class makes; in fact it will be a herculean task to reinstate the wheel in popular favor as "high grade."

WE presume the Warwick Co. were building for the future. Most farsighted people do, and manufacturers of bicycles are, or should be, no exception to this rule. Yet they, at one stroke, have cut away from under their feet the foundation which it has taken years of hard work to build up. The manufacturers are aggrieved; the trade generally is ill disposed toward them; their own agents are very naturally sore, and even the purchasers of their wheels will use argument against them. And as for their reattaining the position they formerly held and getting the same price for their future products as every high grade wheel will command, we believe it is utterly out of the question.

As for the universal break in prices which it was confidently predicted by many would follow their cut, it has not come and will not this season.

Next year's prices are another story.

PATIENCE has ceased to be a virtue and the expected has come to pass. We have warned, scolded and pleaded on the matter of abusing the Park privileges and now that irresponsible, don't-care-a-continental element in cycling has made itself so obnoxious that the Boston Park Commissioners have put restrictions in the use of Franklin Park, and other public parks. If the guilty ones only were to suffer we should smile with ghoulish glee but unfortunately the innocent must suffer alike with the transgressor and hence we are not happy. The fiat has gone forth, and hereafter the pace must be limited to eight miles an hour and after dark lamps must be used. Had the common decencies governed the actions of these humped up would-be-scorchers the city authorities would not have placed any restrictions on cyclers.

THE Fourth of July events produced some records. Sanger, who arrived in this country last week, got in good work at Hartford by knocking the scratch man's record in a one-mile handicap race from 2.15 2-5, held by Taylor, to 2.11 3-5. E. A. Nelson at the same meet cut the quarter-mile time record to 30 2-5, beating the old record of Taylor by two seconds. Zimmerman, on the same day at Paterson turned the quarter in 30 3-4, just behind Nelson. Taylor at Waltham cut the one-mile competition record (*all men starting from scratch*) from 2.23 2-5, held by Windle, to 2.21 3-5

Suing for Heavy Damages.

WILLIAM L. DARMER, of Jersey City, N. J., and W. H. Crocker, members of the L. A. W., have each begun suit for $5,000 damages for injuries received on the road. Their counsel is Herbert W. Knight, Chairman of the N. J. Division R. and P. Committee.

Darmer ran into a large precost timber on Avenue C, Bayonne, one night several weeks ago and was severely injured. He sues W. K. Clynes, a city contractor, for leaving the obstruction in the avenue.

Mr. Crocker was riding on the right-hand side of Bloomfield avenue one night last month behind a wagon loaded with hay. Two men were racing in carriages. One drove to the right of the hay wagon and ran into the cycler, smashing his wheel and cutting the rider's head seriously.

ANOTHER SPECIAL OFFER.

Bicycling World and L. A. W. Bulletin Reduced to 50 cents per Year.

(This does not include L. A. W. membership or renewal to same.)

Every New Cash Subscriber Can Have a Chance to Secure a

HIGH GRADE BICYCLE FREE OF CHARGE.

The winner can have choice of any bicycle of any make which is advertised in the columns of the BICYCLING WORLD between May 14 and Aug. 11, 1893.

Cut out this coupon, or else copy same *verbatim* on a sheet of paper, and enclose with the subscription price of paper.

COUPON.

WHEELMAN Co., 167 Oliver Street, Boston.

Enclosed find 50 cents, for which send me the BICYCLING WORLD AND L. A. W. BULLETIN for one year to following address:

Name, _____

_____

I ride a _____ make of wheel. I guess that the greatest number of machines, of any one make, ridden by those sending in new subscriptions (which will be sent in for the BICYCLING WORLD in response to this offer) between May 12 and Aug. 11, will be _____ machines.

THE SCHEME:

The new subscriber who guesses *the nearest* to the true figures will get a High Grade Bicycle. No matter whether the estimate is above or below the figures, *THE NEAREST WILL WIN.* In case of a tie, priority of date of estimate will determine the winner.

Restrictive Ordinances In Boston.

HERETOFORE Boston wheelmen have enjoyed absolute freedom in every way on the streets of the city but the city council, realizing the increase of the sport, have come to the conclusion that proper regulations are a necessity, and it is more than likely that the cyclers will hereafter be compelled to carry bells and lamps within the city limits and have their speed restricted to seven miles an hour. The proposed ordinance will also prevent more than two wheelmen riding side by side.

The Park Commissioners have taken action some time since. Within the limits of Franklin Park no wheelman hereafter be ridden unless a lantern is displayed after dark, and no rider must go faster than eight miles an hour.

The commissioners say that when a road race is on, where the course lies through a park, they will see that the road is kept clear for the wheelmen, but at no other time must the riders go more than eight miles an hour.

New York's Ordinance.

NEW YORK, July 3.—The Law Committee of the Board of Aldermen to-day reported a resolution to regulate the use of bicycles, and it was passed. It requires the use of alarm bells and of light's visible at 200 feet distance at night; limits the speed to eight miles an hour, and forbids more than two wheelmen to ride abreast.

How Sanger won the N. C. U. Championship.

FOR the second time the mile championship crosses the water, having been secured by Walter Sanger, whose win was no fluke, as he twice met and conquered the redoubtable A. W. Harris in masterly style. Sanger was entered for the five miles' championship, but he did not start in this, preferring to rest on the laurels he had gained in the mile and the flying-quarter record, which was first broken by Pope and then by the Milwaukee man, whose ride is even better than the figures show, as he was quite three yards to the bad at the commencement of the last two furlongs of the mile. Summary:

One mile bicycle championship—Holder: A. A. Zimmerman, New York A. C. Record: A. W. Harris, 2.12 2-5. Time standard, 2.28.

First round, heat 5: Walter Sanger, London County and Milwaukee, 1; F. G. Bradbury, London County, 2; C. L. Lambley, London County and Armoury, 3. A grand race. Sanger won by a yard. Both he and Bradbury got (imitation medals) came in for unlimited applause. Time 2.26 3-5; last quarter, 29 3-5.

Second round, heat 1: F. Pope, Alfreton (Derby), 1; W. Rademacher, W. Y. Gravenhage, 2; T. Osborne, Polytechnic C. C., 3. Pope led at the bell, and managed to win by about six inches. Time 3.33 2-5; last quarter, 29 1-5. Record, which was eclipsed in the final.

Heat 2—Walter Sanger, Milwaukee and London County, 1; A. W. Harris, Polytechnic and London County, 2. F. W. Schellens, Bedlam, Trekvogels and Catford C. C.; P. W. Brown, Polytechnic C. C., 3. Sanger scored a hollow victory and won by five yards. Time 2.41 1-5; last quarter, 29 3-5.

Final—Walter Sanger, Milwaukee and London County, 1; A. W. Harris, Polytechnic and London County, 2; F. Pope, Alfreton (Derby) 3.

A slow race. Sanger led at first, then Harris went in front, Sanger lying second and watching his man intently, Pope bringing up the rear. So they wheeled amid much suppressed excitement, Pope entering the last lap with a slight lead, say a foot; Harris was second and Sanger last. Coming up the back straight Sanger seemed to pass his men easily, and though Harris did all he knew he could not seem to live with the American, who finished a popular winner by quite five yards in 3.49 2-5; last quarter, 28 4-5. Record.—*The Wheeler.*

The Vienna-Berlin Race.

BERLIN, June 30.—Jacob Fischer of Munich arrived at the end of the course at 1.07 o'clock this afternoon. He started from Florisdorf, four miles from Vienna, at 6.10 o'clock yesterday morning, and was thus 30 hours and 57 minutes on the road. Sorge of Dresden came in second, arriving at 1.54 o'clock. He was in tolerably good condition. Gergar of Gratz got third place, reaching here at 4.52 o'clock. By 5 o'clock two other contestants had arrived.

The Austrian favorite, Herr Sobotka, on whom considerable money was wagered, was thrown out of the race by his machine breaking down at 8 o'clock on last night. Herr Lehr, the German rider, who was backed heavily to win by his countrymen, was the twenty-fourth contestant to arrive at Iglau, in Moravia. He was delayed for two hours near Kolin by a furious rainstorm. Sorge was leading all the riders last night. He arrived at Jung-Buntzlau, in Bohemia, at 8.19 o'clock last evening, having covered 163 miles in 11 hours and 19 minutes. The distance traveled was about 370 miles, making the average pace for the actual elapsed time a little less than twelve miles an hour. Even better time would have been made had it not been that the weather was stormy and the wind against him. The roads, too, were heavy in consequence of the rain, and this militated against extraordinary time being recorded. In the military ride last Summer Count Storkenberg, the Austrian officer, covered the distance in 71 hours 31 minutes.

A 1,000 Mile Record.

LONDON, July 1, 1893.—T. A. Edge, finished to-day a 1,000-mile road race, which he entered for the purpose of attempting to beat the world's record for the distance. In this he was successful, finishing in 5h. 49m., better time than was ever before made. He finished in fairly good condition.

During the five days of the trial he had only four hours' sleep.

A Wisconsin Relay.

THE Fond du Lac-Milwaukee relay race was started by Fred Steenberg at 8.20 A. M., June 28th, from in front of the club rooms of the Winnebago Wheelmen, and it was delivered in Milwaukee at 1.01 P. M., the time to Milwaukee being 4.41.

Nearly 25 Miles in the Hour.

LONDON, July 4.—At Herne Hill to-day L. J. Meintjes, the South African cyclist, beat the safety record by covering in one hour a distance of 24 miles 381 yards.

The Coventry Machinists' Company's Change.

THE report given space in some of the papers to the effect that the Boston branch of the Coventry Machinists' Co. was to be discontinued, and that Chicago would be the headquarters for their business for the United States, is premature. Mr. Grinyer, in an interview last Friday, said that they were considering the advisability of having but one branch, but that it had not yet been definitely settled as to whether Chicago or Boston would be the place. Neither has it been decided as to what representative would be in charge of the branch.

Mr. Grinyer did *not* sail for England last week as was announced. He will remain with us for some two weeks more or so.



IT has been a long, long time since the name of W. E. Hicks has appeared in the columns of the cycling press. Once in a while we would get a glimpse of it and last year on the circuit I had the pleasure of meeting the old St. Louis correspondent.

But Mr. Hicks is to the front once more.

And of course if Mr. Hicks appears in cycling literature—even though it be merely in an interview—it can be confidently and immediately assumed that the flying start is one of the subjects, if not *the* subject, under discussion.

Mr. Hicks has gotten the New York *Times* to champion his ideas, and that paper has been giving much space to the airing of the subject. Of course the same old arguments with which we are so familiar have been used over and over again, and though they *seem* logical I ask myself what in the world can we gain by the adoption of this plan except innumerable delays in the starting of our races.

They talk of the flying start being fairer than the standing. Now as a matter of fact it is just the opposite, because the men do not get off from precisely the same line, and there is bound to be more or less jockeying.

Then it is claimed again that it would give faster time. Now what rot this is. If there is one principle in cycle racing that is better established and more well-known than any other it is that in all races over one-fourth of a mile, the man who makes the pace—supposing the rest of his competitors to be all of about the same calibre—invariably loses. The pacemaker does the donkey work and the man who follows him captures the prize.

They claim again that it would get rid of the push-off. Now how do they expect a man to mount and start on a light racing wheel without being pushed? Of course it could be done but it would not be as practical as the present method.

And besides all this "it would lower the records by several seconds," would it? While it would in races against time no doubt, yet it would not have this effect in competition events, owing to the pacemaker theory, as just noted.

These are *facts*, not theories, as everyone with any experience in the sport knows. Controvert them successfully and you may then find that the introduction of the flying start would prove valuable and useful; but until this can be practically demonstrated (bear in mind, please, that the flying start is no novelty. It has been tested a number of times, and never yet succeeded in accomplishing what was claimed for it) I predict that the present system will prove good enough for us—for a while longer at least.

OF all the delights of cycling a tour in enjoyable company through a pleasant country and over good roads is one of the greatest, and it is a great pity that we have not more of the "personally conducted" tours which years agone used to furnish the most delightful outings I ever knew. Who that took part in them does not remember the "Big Four" tour (with its memories of Cola Stone and others dear to our hearts) and the rest of the wheel wanderings, wherein, on the grand old ordinary, the finest rides which America can offer were covered in a round of careless gayety and pleasure?

Why does not some one promote a trip awheel something like the one C. H. Gibbons, Chief Consul of the C. W. A., in British Columbia, is now arranging in September for western wheelmen who enjoy exploratory road riding.

The party will rendezvous at Vancouver and take train to Asheroft, from which point it is proposed to wheel to Barkerville, the centre of the Cariboo mining country, over the old Cariboo stage road. The run from Asheroft to Barkerville is about 250 miles, for a great part of which distance the road skirts or overhangs the mighty Fraser canyon, until it breaks from the water to cross the Jackass mountains, at an elevation of over 4000 feet. As all who have travelled through British Columbia over the C. P. R. will bear testimony, the Cariboo road affords glimpses of scenery which for grandeur, majesty and beauty is unrivalled in America. Thanks to the careful building of the pioneer miners of Cariboo, the road is an excellent one and the grades generally do not exceed one in 12. Returning, it is intended to wheel from Barkerville direct to Westminster, a distance of 490 miles, 100 of which can be coasted with ease and without danger.

Who speaks for a tour like this?

DON'T coast! You will rue it sooner or later. If makers would only refuse to put them on their machines, unless specially ordered, a few of the accidents would be prevented.—*New York Recorder.*

Now, Boardman, now Boardman, you don't mean it; you know you don't!

What, take away one of the greatest charms of the sport! Tell me, did you ever know anything to equal the delight of throwing your feet over the handle bars on your old ordinary, with no clanking chains and rattling mud guards to distract your attention by making you think your whole machine was coming apart, and letting her go down a long smooth hill, with the breath of the summer itself blowing into your face and instilling new life into every fibre?

Or, perchance, are you one of the newcomers, who never knew the delight of the free and dizzying swoop of the high wheel as it spun into space? If so, you are indeed to be pitied, but even so you have some recompense. The safety is by no means a bad substitute and if you will only go out some day and try an easy-running one down a steep incline, I feel sure you will change your mind. At least I hope you will.

Meanwhile don't say a word against coasting.

It is not only one of the most enjoyable sides of cycling, but it also is one of the best means of resting oneself on a long ride, a coast easing the tired muscles almost as much as a stop by the roadside.

AND so Mr. Swindley thinks aluminum is not practicable for cycle building. Says he in the last *Cyclist* at hand:

"Some four years since, at a moment of a press stir on the subject of the use of aluminum in the construction of cycles, we took some trouble to go closely and tersely into the question of the relative strength and weight of this pale metal in comparison with steel. The result of our enquiries and comparisons showed that aluminum as a material for cycles was out of the question, both from price and the weight of metal necessary to obtain something like equal strength with steel. * * * Then again, and later yet, much cackle has there been on alloys of this metal, which were to revolutionize the trade, only—they have not done so up to date, and we are still waiting. * * * Since peering the above we learn, on good authority, that many of the houses commercially interested in aluminum are leaving no stone unturned to discover means by which that airy metal may be utilized for cycle construction. At present that end has not been reached, the aluminum alloys advanced of late being more or less useless, not to say dangerous, for the purpose on account of their uncertainty in brazing."

If Mr. Swindley will kindly turn his attention to the pages of the BICYCLING WORLD he will find the advertisements of the St. Louis Refrigerator & Wooden Gutter Company with their aluminum wheels, and he will see that not only has the impossible become possible, but that even the bugbear of brazing has been done away with.

It probably never occurred to Mr. Swindley that the frame of the bicycle could be made of but one piece—braces, head, forks, etc.—thereby obviating entirely the necessity for machining, fitting and brazing, and yet this is precisely what has been done by the St. Louis Company.

It may interest our English friends to know that at the recent tests made at the Washington University, at St. Louis, the aluminum frames withstood three times as much breaking and crushing strain as the weldless steel tubular frames of the same weight.

MR. SWINDLEY a little further along in this same column, mixes himself up badly in a disquisition *re* our friend Mr. Zimmerman, proving not only how little he knows the man, but how willing he is to give way to his prejudices.

This is what he says:

"there is little doubt that Zimmerman departed in a huff. * * * It would have been better for him and his reputation as an amateur if he had bowed to the decision of the committee. We believe that the amateur party, both here and in the States, will support us in this, and at least he would not have left himself open to the suggestion, already made in many quarters, that he feared to meet his fellow-countryman Sanger, and that he was actually not altogether displeased at the fact of being practically debarred from doing so."

Any man who intimates, either openly or covertly, that Arthur A. Zimmerman was afraid to meet any rider in the world, either knew precious little of what he was talking about or deliberately gave utterance to a malicious statement which Mr. Zimmerman himself has disproved time and time again right upon the English race tracks and with her fastest men.

Let me tell Mr. Swindley something: Sanger is undoubtedly a good man, but if Zimmerman can't show him his heels, then I know nothing of the form of the two men. Watch the first meeting of the two.

AND so Thomas Roe goes out into the outer darkness of professionalism, together with a rout[e] company of backsliders; and this too, despite the fact that he held a life membership ticket in the L. A. W.

Who was it said that he could not be expelled?

ARIEL.



Road and Racing Gossip.

WALTHAM, MASS.—Under the skies of as perfect a day as poor humanity is ever blessed with were run the races of the Press Cycling Club of Boston, at the new Waltham track on the Fourth.

The Press Club is to be congratulated. The handsome prize list brought out a fine field of entries and some excellent racing was enjoyed by the 8,000 spectators who thronged the grand stand and bleachers, a large proportion of whom were ladies, whose pretty faces and bright costumes contributed not a little to the great success of the occasion.

The managing committee deserves great credit for the inducements offered in the shape of the diamonds given for lap prizes, which, in the principal events insured fast time and exciting competitions.

Taylor is evidently regaining his form. In the final heat of the mile open he beat Gary and Tyler handsomely (Windle having been thrown out in the first heat by his tire bursting) and only failed to win the race by the fact that the cracks let A. W. Porter, who had rushed off with Connolly for the lap prizes, secure too much lead (nearly half a lap) for them to overcome, although when the tape was crossed, Taylor was right on Porter's wheel and had there been ten feet more, would have beaten him. Again, in the mile invitation diamond race, Taylor came into the finishing straight a length behind Windle, level with Gary, but in a desperate finish he came up inch by inch and beat the Millbury man by a spair right on the tape, the crowd going wild. His time in this race—2:21 3-5—is record for the competition mile, all riders starting from scratch.

Summary:

One mile, novice—First heat—W. E. Humphreys, first; John R. Parker, second; Harry A. Walker, laird; F. W. Andrews, fourth. Time 2m 49s.

Second heat—Edgar Lambert, first; A. Longley second; Bradford Dean, third; S. C. Dinsmore, fourth. Time 2m, 45 1-5s.

Final heat—Edgar Lambert, first; W. E. Humphreys second; A. Longley, third; Dean, fourth. Time 3m, 10s.

One mile, open—First heat—First, H. C. Tyler; second, D. T. Connolly; third, A. W. Porter. Time 2m 49 3-5s.

Second heat—First, Guy Gary; second, G. F. Taylor; third, W. A. Rhodes. Time 2m, 34 1-5s.

Final—First, A. W. Porter; second, G. F. Taylor; third, Guy Gary; fourth, W. A. Rhodes; fifth, Harry Tyler. Time 2m 28 2-5s.

One mile, 2.40 class—First heat—First, E. J. Clark; second, E. G. Merrill; third, H. D. Hutchins. Time 2m, 43s.

Second heat—First, M. Lenfest; second, J. C. Wettergreen; third, John Bianchi. Time 2m, 17 1-5s.

Third heat—First, D. T. Connelly; second, E. H. Snow; third, George Quinn. Time 2m, 5s.

Final—First, Connolly; second, Hutchins, third, E. J. Clark; fourth, Snow; fifth, Wisner; sixth, Bianchi. Time 2m, 28s.

Team race—Forfeited to Waltham.

One mile invitation—G. F. Taylor, first; W. W. Windle, second; W. A. Rhodes, third. Time 2m, 21 3-5s.

One-third mile open—First heat—First, Watson Coleman; second, E. G. Merrill; third, W. Windle; fourth, Guy Gary. Time 51 1-5s.

Second heat—First W. A. Rhodes; second, Harry Tyler; third, James Clark; fourth, W. G. French. Time 50 1-5s.

Final—First, Gary; second, Windle; third, Rhodes; fourth, Tyler; fifth, Clark; sixth, French. Time 48 4-5s. Taylor did not ride in this race.

One mile, L. A. W. State championship—J. C. Wettergreen, first; Watson Coleman, second; W. G. French, third. Time 2m, 47 2-5s.

Two mile handicap—Final—A. W. Porter (90 yds.) first; F. W. Huggerty (150 yds.) second; C. G. Williams (160 yards) third; James Clark (80 yds.) fourth; John Bianchi (225 yds.) fifth; G. J. Quinn (200 yds.) sixth; E. H. Snow (160 yds.) seventh. Time 4.59 1-5.

HARTFORD, CT.—The third annual tournament of the Columbia Cycle Club and midsummer meet of the Connecticut Division, L. A. W., was attended by over 800 people on the Fourth, at Charter Oak Park. In the one mile handicap Sanger won in 2.14 3-5, beating the world's record of 2.15 2-5, made by George F. Taylor at Springfield last year, and after the races E. A. Nelson of Springfield rode a quarter in 30 2-5, beating the world's record of 31 1-5, made by Taylor last year, at Charter Oak Park.

Kaufman, the trick rider, gave a wonderful exhibition and he received an ovation.

The Springfield Bicycle Club, 100 men, marched on the track headed by a band and made quite a sensation. The summary:

One mile, 3.10 class—J. H. Jones, Hartford, first; E. W. Beyer, Hartford, second; L. S. Main, Hartford, third. Time 2.53s.

Half mile, L. A. W. State championship—A. W. Warren, Hartford, first; J. H. Jones, Hartford, second.

One mile, 2.40 class—George C. Smith, N. Y. A. C., first; C. T. Nelson, Springfield, second; Wm. Harding, Hartford, third. Time 2.35s.

One mile open—W. C. Sanger, Milwaukee, first; E. A. Nelson, Springfield, second; Hoyland Smith, N. Y. A. C., third. Time 2.35.

One mile handicap, Connecticut riders only—A. W. Warren, Hartford, scratch, first; J. H. Jones, Hartford, 80 yards, second; G. H. Sterzing, Hartford, 125 yards, third. Time 2 23 2-5.

Half mile race, for Hartford boys under 16—F. A. Wilson, first; F. F. Hills, second; E. C. Lindsley, third. Time 1.14.

Half mile handicap—A. W. Warren, Hartford, first; Hoyland Smith, second; O. G. Spencer, S. W. C., third. Time 1.03 1-5.

One mile, Hartford County championship—Wm. Harding, first; C. H. Symonds, second; Ludwig Fossler, third. Time 2.44.

One mile handicap—W. C. Sanger, Milwaukee, scratch, first; C. T. Nelson, Springfield, 100 yards, second; Robert T. McLaren, Hartford, 175 yards, third; Charles Newton, Springfield, 165 yards, fourth. Time 2.11 3-5.

Another Proof of Reliability.

Chicago, Ill., June 23, '93.

Mr. Walter Measure, Highlandville, Mass.:

Dear Mr. Measure—Mr. H. P. Emise of Salt Lake City has just arrived on a P. D. Q. from that point and has covered the distance in 24 days without a break of any kind. This we think is a remarkable showing and are of the opinion that you should not only call the machine the "P. D. Q." but the "P. D. G." Mr. Emise states that he does not believe any other wheel could possibly have stood the trip. Mr. Emise says that a friend started from Omaha with him on a machine. Cranks broke, pedals came off, lost nuts, etc., etc. We are going to entertain the young fellow in good style here and thought you would be interested in getting the particulars of this feat which certainly speaks remarkably well for the Union machine.

Yours truly, Stokes Mfg. Co.

They Both Rode Union P. D. Q's.

Also June 27, '93.

Union Cycle Mfg. Co., Highlandville, Mass:

Gentlemen—Messrs. J. P. Ulrich & Son, who are good customers of ours, and reside "when at home," at Ottumwa, Ia., just arrived on their Unions, coming through without a break or puncture of any kind. As the distance is about 280 miles and over pretty rough roads, we did not know but what you would like to have the information for filling in your list of RECORDS for the season of 1893. Yours truly,

Stokes Mfg. Co.,
Mfg. of Sterling Cycles.

If You Would Avoid Trouble Ride a UNION P. D. Q.

Union Cycle Mfg. Co.,

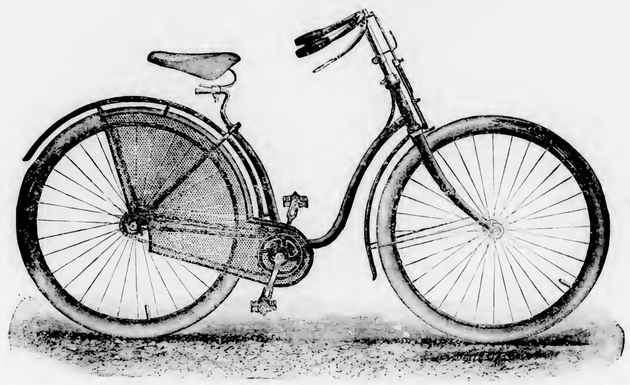
HIGHLANDVILLE, MASS.

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WESTERN WHEEL WORKS,

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JUNO NO. 2. $90.00.

Experienced lady riders ride the "JUNO" it has PROVED itself reliable.

NOTE
THE SPECIAL FEATURES
FOUND IN
NO OTHER WHEEL.

Our new style ONE-PIECE dress and chain guard, light and beautiful, (no bottom at chain guard). Chain CANNOT RATTLE—no dirt can collect around chain—chain can be cleaned without removing chain or guard.
Position—Very comfortable and graceful.
Handle bars—Come well back--no REACHING for them.
Its riders—CLAIM it rides easier--coasts further--steers easier than any ladies' wheel made.

Popular Wheel. Popular Price.

(Same with Cushion Tire, $75.00.)

R. L. COLEMAN CO.,
35 BARCLAY STREET,
NEW YORK.

SOLE EASTERN AGENTS.

BROOKLYN, N. Y.—THE twelfth annual race meet of the Kings County Wheelmen on the new track at Eastern Park, took place last Saturday afternoon. In its long series of race meets this club has never had an unfavorable day.

In the third heat of the novice three of the contestants came together at the first turn, and D. L. Raine of the Kings County Wheelmen was struck on the nape of the neck with a pat from pedal, the sharp point of which severed a vein, and he had to be carried from the track.

In almost every heat falls were taken on the turns, and it kept the officials busy settling claims of foul. The one-mile scratch was the prettiest race of the day, W. W. Windle riding in grand style, the fastest time of the meet. He was closely followed by C. M. Murphy and H. C. Wheeler, the three men making a grand fight for first place. Tyler also did some good work, winning the half-mile race. The summary:

One-mile novice—First heat, won by R. McDonald, R. C. W.; 2, S. A. Cramer, L. W., second. Time 2.46 2-5. Second heat, won by I. D. Phillips, K. C. W.; C. Berger, R. W., second. Time 2.47. Third heat won by R. J. Wneff, P. W.; W. E. Buckley, K. C. W., second. Time 2.58. Fourth heat, won by S. D. Smith, S. S. W.; J. G. Decker, B. R., second. Time 2.49 3-5. Final heat, won by F. J. Titus, R. W.; S. D. Smith, S. S. W., second; J. F. Lohman, A. A., third. Time 2.41 3-5.

One-mile handicap—First heat, won by G. P. Kuhlke, B. C. W., 180 yards; C. Keeseman, R. C. W., 150 yards, second; G. W. Sherman, P. W., 180 yards, third. Time 2.25. Second heat, won by C. S. Paige, K. C. W., 100 yards; P. J. Berlo, M. B. C., 40 yards, second; G. B. Smith, S. S. W., 140 yards, third. Time 2.31. Third heat, won by Paul Gruard, P. A. C., 30 yards; L. E. Cooley, R. W., 130 yards, second; F. E. Doug, K. C. W., 160 yards, third. Time 2.47 4-5. Fourth heat won by E. L. Blauvelt, E. A. C., 100 yards; C. Stephens, Jr., K. C. W., 100 yards, second; F. Watson, M. W., 160 yards, third. Time 2.22 4-5. Final heat won by E. L. Blauvelt, E. A. C., 100 yards; G. P. Kuhlke, B. C. W., 180 yards, second; C. Stephens, Jr., K. C. W., 160 yards, third. Time 2.21 3-5.

Half-mile safety scratch—First heat, won by H. C. Tyler, S. R. C.; M. F. Diernberger, P. C. C., second; C. M. Murphy, K. C. W., third. Time 1.15 3-5. Second heat, won by Harry C. Wheeler, Orange; W. F. Murphy, K. C. W., second. Time 1.17 2-5. Final heat, won by H. C. Tyler, S. R. C.; Harry Wheeler, Orange, second; M. F. Diernberger, P. C. C., third. Time 1.13.

Two-mile handicap—Won by C. W. Price, M. W., 150 yards; second, E. L. Blauvelt, E. A. C., 150 yards; third, A. H. Barnett, W. A. C., 250 yards. Time 4.58 1-5.

Five-mile handicap—Won by L. Schermerhorn, J. C. A. C., 600 yards; second, H. C. Wheeler, R. C. W., scratch; third, E. L. Blauvelt, 350 yards. Time 13.05.

One-mile scratch—Won by W. W. Windle, S. R. C.; C. M. Murphy, K. C. W., second; Harry Wheeler, Orange, third; C. Dorrigo, P. C. C., fourth. Time 2.39 4-5.

TRENTON, N. J.—Zimmerman won three State championships at the meeting held at Trenton, N. J., last Saturday afternoon, but the Union County Roadsters carried off the honors of the day. They captured both the loving cup and the gold medal offered by the New York *Times* in the team race. The start in the team race was a flying one. At the first attempt the men did not get off together, and they were called back. At the second attempt they got off together. The men finished in this order: Watson, first; Willis, second, Heinrichs, third, Bettner, fourth, Calkins, fifth, Mooney, sixth; Evans, seventh, Baldwin, eighth, and Atkinson, ninth.

The fastest time of the day was in the mile handicap. In this race, when straightened out, Taxis came through with a rush by two lengths. Miller was second, half a length in front of Steenson. The time, 2.18 1-5, was very fast. Taxis started from the 20-yard mark and rode out a full mile. His time was 2.19 2-5, and he won the round trip ticket to the World's Fair for the fastest mile made on the track.

The annual meeting of the New Jersey Division was held in the morning, and its officers put themselves on record as opposed to the granting of sanctions for Sunday racing, a most commendable move; they also passed a resolution to the effect that the recent call for a meeting of the National Assembly was uncalled for and unnecessary.

After the meeting a parade was held which was a success, a large number of riders being in line. Summary races:

Team race, one mile—The New York *Times* cup and medal. Won by Union County Roadsters of Elizabeth, A. C. Watson, J. C. Willis, and N. H. Mooney; Elizabeth Wheelmen, Calkins, Bettner, and Heinrichs, second; New Brunswick B. C., A. W. Evans, Asa Atkinson, and Edward Baldwin, third. Points—Union County Roadsters, 23; Elizabeth Wheelmen, 18; New Brunswick B. C., 6. Individual gold medal won by A. C. Watson.

One mile, novice—Won by Clifton A. Rose; William Hall, Wissahickon Wheelmen, second; W. S. Martin, Union County Roadsters, third. Time 2.46 3-5.

One mile handicap—Won by W. W. Taxis, Park Avenue Wheelmen; Edwin F. Miller, Vineland Wheelmen, second; H. R. Steenson, Liberty C. C., third. Time 2.18 1-5.

One mile boys under 18 years—Won by Joseph J. Diver, Bank Clerks' A. A.; C. L. Lagen, Philadelphia, second; J. Lindley, Mercer County Wheelmen, third. Time 2.45.

ANOTHER SMASH.

Ramblers Against the Whole Field.

Wm. B. Hurlburt, on a RAMBLER RACER breaks the 25-Mile Road Record. Time, 1 hr., 11 min., 59 sec., Beating **Not only the BEST TIME IN COMPETITION but also BEST RECORD AGAINST TIME with pace makers.**

This record was made June 24th, at Detroit, in the Y. M. C. A. 25-Mile Road Race, by the winner of the time prize. Second best time was made by Fred H. Herrick, on a Rambler Racer, from scratch also, only 3-5 seconds slower. Six out of first ten finishing rode RAMBLERS.

Kentucky says RAMBLERS ARE OUT OF SIGHT just because they WON EVERYTHING IN SIGHT.

At Louisville, June 24th:
Time prize in the Prince Wells 10-Mile Road Race.
Making second best time also.
First and Second in Novice event.
First and Second in the One-Half Mile Handicap, from scratch.
ALSO FIRST and SECOND IN THE GREAT TWO-MILE AUDITORIUM CYCLE DERBY.
At Harrodsburg, Ky.—Ky. Div. L. A. W. Meet:—RAMBLERS won
First Day: 2 Firsts, 2 Seconds, 1 Third, 1 Fourth. Second Day: 2 Firsts, 4 Seconds, 1 Fourth.
At Washington, D. C.: W. F. Sims, on a No. 4 Rambler, won the Mile Handicap.
In the Manhattan Bicycle Club Race, June 17: Wheels fitted with G. & J. Pneumatic Tires won First, Second and Third Places.

Don't look for the THREE PARALLEL LINES on the track—Cheap pneumatics in the rear "blot them out"—but "WATCH THOSE STREAKS OF LIGHT—that's copper rims."

Any Rambler Agent will talk Ramblers to you—"G. & J." tires as well.

GORMULLY & JEFFERY MFG. CO.,

221 TO 229 & 222 TO 228 N. FRANKLIN ST., CHICAGO.

174 COLUMBUS AVE., BOSTON. | 85 MADISON ST., CHICAGO. | 1325 14TH ST., N. W., WASHINGTON. | 5 AND 6 HERTFORD ST., COVENTRY, ENG. | BROADWAY AND 57TH ST. NEW YORK.

One mile open—Won by W. W. Taxis, Park Avenue Wheelmen; H. R. Stevenson, Liberty C. C., second; G. M. Wells, Mercer County Wheelmen, third. Time 2.32.

Half mile championship of the New Jersey Division—Won by A. A. Zimmerman, New York A. C.; R. R. Stevenson, Liberty C. C., second; Charles Brown, Elizabeth A. C. C., third. Time 1.14 3-5.

One mile, New Jersey Division championship—Won by A. A. Zimmerman, New York A. C.; James Wills, Union County Roadsters, second; A. H. Rogers, Mercer County Wheelmen, third. Time 2.39.

One mile, 2.50 class—Won by H. A. Allen, Point Pleasant C.; A. S. Fritts, Crescent L. W., second; C. H. Collin, Roseville A. A., third. Time 2.36.

Half mile handicap—Won by C. B. Tomlinson, Mercer County W., 90 yards; John C. Baretta, Vineland W., 85 yards, second; C. H. Collin, Roseville A. A., 85 yards, third. Time 1.05 2-5.

Five mile championship of New Jersey—Won by A. A. Zimmerman, New York A. C.; Edwin F. Miller, Vineland Wheelmen second; H. T. Bauer, Elizabeth A. C. C., third. Time 14.10 4-5.

LYNN, MASS.—The postponed bicycle races of the Lynn, Mass., Cycling and Athletic Association were held at Glenmere Park last Saturday afternoon. The track was in good condition and the sport was excellent. Taylor was the only one of the fast ones advertised to be present who was there. Windle, Tyler and Rhodes did not ride on account of the track which has no banking at the corners.

Snow of the Press Cycling Club showed up well, and the greatest surprise of the day was Saunder's riding. He won his first race, the novice, and, in the third mile open hung on to Taylor and Eddie McDuffee so close that at the finish there was not more than a yard between them. The referee strictly enforced the rule forbidding the riders to look back while in a race. As it was there were several bad spills. P. J. McDuffee's time, 2m. 20 2-5s. in the second heat of the one-mile handicap was the best made during the day. Summary:

One mile, novice, first heat—W. F. Saunders, Union Bicycle Club, first; H. G. Chamberlain, Malden Bicycle Club, second; A. C. Barnard, Malden Bicycle Club, third. Time, 2m. 58s. Second heat—Sydney C. Lent, Malden Bicycle Club, first; W. H. M. Greenhill, Lynn, second; Edwin Ramsell, Lynn, third. Time, 2m. 46 1-5s. Third heat—A. C. Beggs, Lynn, first; E. W. Getchell, Saugus, second; John Hall, jr., East Boston, third. Time, 2m. 58s. Final heat—W. F. Saunders, first; H. G. Chamberlain, second; A. C. Barnard, third. Time, 2m. 48 1-5s.

Two mile lap race, first heat—George Quinn, Chelsea, first; E. A. McDuffee, Malden, second; A. C. Dodge, Malden, third. Time, 5m. 56 1-5s. Second heat—Guy Gary, Press C. C., and A. H. Rich, S. B. C., tied for first; Hugh Robson, Salem, third. Time, 5m. 2-5s. Final heat—E. A. McDuffee, first; A. H. Rich, second; Guy Gary, third. Time, 5m. 35 3-5s.

One mile, open to Lynn—H. J. Pote, first; T. W. Holdsworth, second; George W. Cravens, third. Time, 2m. 49 4-5s.

Two mile handicap, first heat—J. P. Clark, Press C. C., 110 yards, first; P. J. McDuffee, 110 yards, second; H. Caldwell, Manchester, 190 yards, third; E. J. Clark, Press C. C., 190 yards, fourth. Second heat—James Clark, Press C. C., 90 yards, first; Eben H. Snow, Press C. C., 100 yards, second; Hugh Robson, Salem, 140 yards, third. Time, 5m. 05 2-5s. Final heat—Eben H. Snow, first; J. P. Clark, second; P. J. McDuffee, third. Time, 5m. 07 2-5s.

One-third mile dash, first heat—E. A. McDuffee, first; George F. Taylor, Waltham C. C., second; W. F. Saunders, third. Time, 46 1-5s. Second heat, G. Gary, first; J. C. Westergreen, Malden B. C., second; H. D. Hutchins, Malden B. C., third. Time, 51 3-5s. Third heat—T. W. Holdsworth, first; Dan Connelly, Malden B.C., second. Time, 1m. 05 2-5s. Final heat—Guy Gary, first; George F. Taylor, second; E. A. McDuffee, third. Time, 47s.

One mile handicap, first heat—Eben Snow, 90 yards, first; H. G. Andrews, Hyde Park, 115 yards, second; James Clark, 50 yards, third; H. G. Chamberlain, 125 yards, fourth. Time, 2m. 21 4-5s. Second heat—P. J. McDuffee, 70 yards, first; H. K. Robinson, Waltham C. C., 75 yards, second; H. Caldwell, 110 yards, third; E. J. Clark, Press C. C., 120 yards, fourth. Time, 2m. 20 2-5s. Third heat—J. P. Clark, 70 yards, first; T. W. Holdsworth, 115 yards, second; George Quinn, 70 yards, third; A. E. Pressey, Press C. C., 125 yards, fourth. Time, 2m. 22 1-5s. Final heat—Eben Snow, first; J. P. Clark, second; H. Caldwell, third; George Quinn, fourth. Time, 2m. 25 1-5s.

BOSTON, MASS.—The Malden Bicycle Club won both 25-mile road championships of the Associated Cycling Clubs of Boston and vicinity on Wednesday afternoon, of last week, with its senior and junior teams.

The start was made at 4.30 P. M. from Brighton. There were only two teams in the unlimited event—the Malden and Waltham, Malden being represented by E. A. McDuffee, P. J. McDuffee, A. C. Dodge, R. M. Mugridge and Frank Mayo, while Waltham had A. W. Porter, C. G. Williams, H. W. Robinson and C. W. Bowles, being one man short.

The two teams remained well together with Malden in the front the greater part of the way.

Ten miles from home Mugridge punctured his tire, but he continued on. The finish was at the Malden house near the entrance to the reservoir. The field was then bunched, Eddie McDuffee spurted and Porter followed; then came young Dodge and the remainder of the field. The result, however, was a victory for Malden, the men finishing in this order: E. A. McDuffee, 1h. 19m. 36 1-5s.; A. W. Porter, 1.35.57; A. C. Dodge, 1.35.5; C. G. Williams, 1.35.59; P. J. McDuffee, 1.35.12; H. W. Robinson, 1.35.44; R. M. Mugridge, 1.35.45; Mayo, 1.36.18; C. W. Bowles, 1.37.17.

The second race, open to teams of five men each, was begun 20 minutes after the other.

Gibson of the Press C. C. broke his wheel at an early stage and withdrew.

Thompson, Kelley, Hall, Bodfish, and McKim made the turn in the lead. Then came the three Malden men, closely pursued by the entire field, with McLennon and Elliot bringing up the rear.

At the well on Beacon street Wellman and Wettergreen were leading, and then began the search for home.

The men finished in this order:

Wettergreen, 1.18.45; Hutchins, 1.18.46 1-5; Webster, 1.18.45 3-4; Saunders, 1.18.49; Wellman, 1.18.50; Kelley, 1.19.01 3-5; Barnard, 1.19.05; Onrish, 1.19.09; Keller, 1.19.10; Hall, 1.19.11; James 1.19.30; Elliot, 1.19.35; Thompson, 1.19.46; Bodfish, 1.20.28; Boer, 1.20.47; Villy, 1.23.58; McKim, 1.24.10; Harris, 1.24.50; Smith, 1.25.23; Kaulbach, 1.25 23 3-5; Mattocks, 1.25.32; Bournett, 1.26.38; Cook, 1.26.43; Whiting, 1.27.19.

This gave the race to Malden, with Union second, Roxbury third, Winnisimmet fourth, Cambridgeport fifth, M. I. A. Washington sixth and Hyde Park Rovers seventh. The team prize in each event is a silver shield. Gold medals go to each of the winning team, and McDuffee and Wettergreen also get time medals for making the fastest time in each race.

BOSTON.—The city's races at Franklin Park July 4 resulted as follows:

One mile, open—J. R. Farrell, first; James Kelletic, second; H. G. Gardon, third. Time 2.45 4-5.

One mile handicap—W. F. Saunders, 80 yards, first; A. Bellamey, 125 yards, second; C. A. Ballou, 150 yards, third. Time 2.26 3-5.

Quarter-mile, boys under 16—First heat, W. A. Dannahy, first; George W. Gallagher, second; time 34 4-5. Second heat, C. A. Ballou, first; E. R. Reynolds, second; time 34. Final, W. A. Dannahy, first; C. A. Ballou, second; time 36.

Quarter mile—First heat, Henry Daniels, first; Harry Gordon, second. Second heat, James Kelttie, first; Robert Urquhart, second; W. F. Saunders, third. Final, James Kettie, first; W. F. Saunders, second; time 31 4-5.

Two mile handicap—John Bianchi, 150 yards, first; A. R. Pressey, 140 yards, second. Time 5.13 2-5.

One mile consolation—H. G. Gordon, first; Nat Butler, second. Time 2.46 1-5.

CINCINNATI.—The first prize in the Poorman race from Lindenwald to Chester Park on the Fourth was won by E. A. McDuffee, of Malden. Time, 55m. 30s. C. A. Peck, of Chicago, 1-2-mile handicap, came in first and C. O. Updike, Lexington, Ky., 5m. handicap, was second. The rest came in this order: W. J. Sextro, W. Carl, E. J. Mattingley, D. H. Wylie, D. H. Roth, Chas. E. Tudor, Chas. H. Metz, Samuel A. Hooker, Daniel Williams, Frank L. Allen, H. W. Lefebre, Chas. A. Bercow, Geo. F. Biggers, Joseph F. Graves, Joseph E. Gunther, E. A. McDuffee, Malden, W. B. Hulbert, Detroit.

George B. Hofler, of Oxford, Ohio, took a header near Glendale, and sustained injuries that, it is feared, may result seriously. He has two broken ribs, and his arms and hands are badly bruised. The time made is slightly below that of last year and this is attributed to the bad condition of the roads.

SYRACUSE, N. Y.—The Century Cycling Club's ten-mile road race over the Cicero plank road was run Thursday, June 29. Wells was paced from the start almost to the finish, but the best he could do was to make the distance in 31 minutes and 35 seconds, 20 seconds slower than Wilkinson did it on Wednesday. The summary:

James Dickinson, 7m. handicap, time 37.33; C. W. Bogart, 5m., time 25.35; C. Elphick, 9m., time 34.47; E. Ginckle, 5m., time 25.50; C. W. Fisher, 2m., time 13.00; Harry Morrell, 3m., time 16.10; Harry Pelgen, 4m., time 22.15; George Wilson, 4m., 25.25; W. H. Wells, scratch, time 31.35.

MILWAUKEE, WIS.—The Waukesha-Milwaukee road race on the Fourth was won by Richard C. Meyer, with a time start of 12 minutes 30 seconds, who covered the distance in 58m. 08s. Chicago carried off the time prize, Emil Ulbrich doing it in 46m. 58s., lowering the record for this course a fraction over two minutes, on a bad road.

SARNIA, ONT.—Canadian records were smashed right and left at the annual meeting of the C. W. A., last Saturday.

In the one-mile open J. S. Johnson made his first appearance on a Canadian track. Johnson trailed the crowd until the last quarter, when by a magnificent spurt he shot to the front, winning easily in 2m. 46 3-4s. The last quarter was very fast, Johnson covering it in 39 2-5s. Hyslop of the Toronto club was second.

Summary:

Mile novice—Won by Harbottle of the Toronto Club; Carlyle, Athenæum Club, Toronto, second. Time 2.38.

Quarter mile, Canadian championship — First, Hyslop, Toronto Club; second, Robertson, Toronto club. Time, one second better than the previous Canadian record.

One mile, 2.50 class — Won by Harbottle, Toronto; McCarthy, Stratford, second; Walter Steuber, Detroit, third. Time 2m. 33 1-4s.

Two mile, Canadian championship—Hyslop, Toronto, first; L. D. Robertson, Athenæum, second. Time 2m. 35 3-4s.

Two mile, 6 minute class—C. C. Harbottle, Toronto Club, first; McCarthy, Stratford, second. Time 5m., 18s, which was very fast.

Five-mile, Canadian championship—Won by Hyslop, Toronto, in 13m. 21s., lowering the Canadian record by 11 2-5s; W. M. Carmen, Toronto, was second.

Half mile, flying start—J. S. Johnson, Minneapolis, first; Hyslop, Toronto, second. Time 1m. 5 4-5s.

MONDAY'S EVENTS:

Quarter-mile, flying start—John S. Johnson, first; Walter Steuber, second; W. Hyslop, third. Time, 23 4-5s.

Half-mile, Canadian championship—W. Hyslop, first; E. J. P. Smith, second; L. D. Robertson, third. Time 1m. 18s.

Two mile, 5m. 30s. class—M. R. Hensel, first; F. Benedict, second; F. O. Blayney, third. Time 5m. 45 3-5s.

Three mile handicap—C. C. Harbottle, first; T. R. McCarthy, second; E. O. Blayney, third. Time, 7m. 47s.

Two mile, open—J. S. Johnson, first; W. M. Carmen, second; G. C. Harbottle, third.

One mile, open—John S. Johnson, first; Walter Steuber, second; E. J. P. Smith, third. Time 2.36.

For Cash.

THE gentlemen whoare "out for the stuff" and whose names appear in the following summaries find themselves "fired" into the outer world of professionalism by the Racing Board, they having competed at the races of the cash prize league in New York on Saturday, and if the number of persons attending the initial meets of the new organization are anything of a criterion by which to gauge its ultimate success, these riders will probably find that it would have been decidedly more profitable to have remained in the League. Despite the fact that the two days' meeting had been tremendously advertised, and that many thousands of free tickets had been issued, only about 1000 people were present on Monday, say the newspaper reports, and 3500 on the 4th. Compare this with the attendance at the amateur tournaments on the Fourth. Summary:

MONDAY.

Quarter-mile, scratch, best two in three heats; first heat—H. C. Wheeler of Orange, N. J., first; C. Dorrige of Buffalo, second; W. A. Rowe of Boston, third; P. J. Berlo of Boston, fourth; time .33 2-5s. Second heat: H. C. Wheeler first; P. J. Berlo second; C. E. Kluge of Jersey City, third; H. G. Crocker of Newton, Mass., fourth; time .34.

Half mile handicap—H. C. Wheeler, Orange, N. J., scratch, first; J. A. Newhouse, Rochester, N. Y., 50 yards, second; P. J. Berlo, Boston, 15 yards, third; C. A. Appel, Rochester, 50 yards, fourth; time 1.11 4-5.

One mile, scratch, best two in three; first heat H. C. Wheeler, first; C. Dorrige, second; P. J. Berlo, third; C. R. Kluge, fourth; time 2.37 1-5. Second heat—H. C. Wheeler, first; P. J. Berlo, second; W. A. Rowe, third; C. Dorrige, fourth; time 2.45 1-5. Money awarded in the latter order.

Two mile handicap—H. C. Wheeler, scratch, first; P. J. Berlo, 35 yards, second; J. A. Newhouse, 170 yards, third; C. J. Appel, 170 yards, fourth. Time 5.05.

TUESDAY.

One mile scratch, open to non-winners of Monday's race and novices. Run in two heats and a final.—First heat, won by Frank Albert, New York; Tom Rowe, Chicago, Ill., second; W. Peaslee, Hackensack, N. J., third; time 2.53 4-5. Second heat, won by C. W. Ashinger, New York; A. S. Meixell, Lewisburg, Pa. second; B. L. Schantz, Rochester, N. Y., third; time 2.42 4-5. Final heat won by Meixell, with Ashinger second and Schantz third; time 2.44 1-5.

Half mile scratch, best two in three heats—First heat won by H. C. Wheeler, Orange, N. J.; P. J. Berlo of Boston, second; C. W. Dorrige of Buffalo, third; W. A. Rowe of Boston, fourth. C. E. Kluge of Jersey City, fifth. H. G. Crocker of Boston, tire broke on first lap; time 1.11. Second heat won by Wheeler, with Berlo second; Rowe third, and Crocker fourth; time 1.33 4-5.

The Fourth of July handicap, one mile—Won by H. C. Wheeler, scratch; P. J. Berlo, 40 yards, second; J. A. Newhouse, 100 yards, third; A. Bosmer, 100 yards, fourth; C. J. Appel, 110 yards, fifth; time 2.25 1-5.

Ten miles, scratch—Won by H. C. Wheeler, with P. J. Berlo, second; C. E. Kluge, third; C. W. Ashinger, fourth; time 28.50 3-4.

[Continued on Page 363.]

Victor Cycling Sundries

We carry a large line of Sundries, and are prepared to fill orders promptly. The following is a partial list of our specialties, and we guarantee them to be the best of their kind.

OVERMAN WHEEL CO., CHICOPEE FALLS, MASS.

BOSTON. WASHINGTON. DENVER. SAN FRANCISCO.

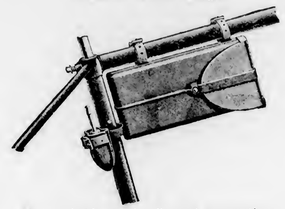
Victor Rubber Mud Guards.



These mud guards are made from best quality of rubber, and for the purpose are the lightest and best attachment ever offered to the public. Can be readily attached or removed.

PRICE PER PAIR, $2.00. BY MAIL $2.15.

Victor Tool Bag.



Made to hold wrench, oiler and pneumatic repair kit, and tools; also an extra inner tube. The best bag for pneumatic bicycles ever introduced, doing away with the old style bag carried in rear of saddle.

Price, black leather, $2.00.

By mail, $2.10.

Cycle Brush Tool.



Every bicycle rider needs a Brush Tool, and the accompanying cut illustrates perfection in that line. Any point in a machine can be reached and thoroughly cleaned by it. Combines also a screw driver and spanner.

Price, by mail, 50 cents.

Cycline.



For cleaning bicycles, this preparation is unequaled. It will keep a machine beautifully polished, and is warranted not to mar or scratch the enamel or nickel. To apply, take a sponge or cloth, dampen in water and rub on the soap; then apply briskly over the surface to be cleaned, after which wipe off with a clean cloth, and polish with same.

Price, by mail, 25 cts. per cake.

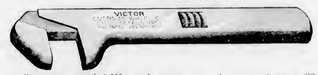
Victor Scorcher Saddle.



This is the most perfect Scorcher Saddle made, and we so recommend it. It is the invention of a practical wheelman and mechanic, and is about as perfect as it is possible to construct. This saddle can be used for everyday riding without fatigue, and we are confident it will prove the most popular Scorcher Saddle in the world.

Price, $4.50. By mail, $4.75.

Victor Wrench.



Our new model Wrench possesses, by actual test, 80 per cent. more strength than the best Wrenches heretofore offered to the trade. All forged steel, jaws hardened, every part finished to gauge. Length 5 1-2 inches. Opens 1 inch.

Price, nickeled, $1.00. By mail, $1.10.

Victor Spring Saddle Post.



This valuable device met with a great reception within a short time after its introduction last year. It is the best made. Adjusts saddle to any pitch, and fastens by a set screw. Made of toughened tool steel, nickeled.

Price, $2.00.

By mail, $2.30.

Elastic Trouser Guard.



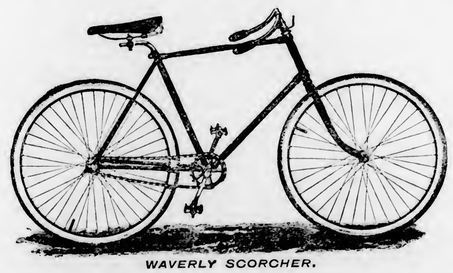
Many riders object to a metal trouser guard, and in response to a demand for a substitute, we offer the Elastic Trouser Guard as the best of its kind.

Can be carried in the pocket without inconvenience.

Price, per pair, by mail, 10 cents.

WAVERLY SCORCHER $100.00

Strictly High Grade Standard Machine, ... Unequalled in Price.



WAVERLY SCORCHER.

The following testimonial is one of thousands:

Birmingham, Ala., June 17th, 1893.

INDIANA BICYCLE CO., Indianapolis, Ind.

Dear Sirs:—After having ridden the Waverly Scorcher for three and a half months, I think it nothing but due you that I express my unqualified endorsement of same. It is pretty to look at, graceful, and easy in movement, and beautiful in all of its parts. It is undoubtedly the coming bicycle, being strictly high grade at a minimum price.

Yours very truly,

O. H. SMITH.

We shall be pleased to furnish any further information on application. Get our Catalogue and guarantee.

Indiana Bicycle Co., INDIANAPOLIS, IND.

$150.00

We respectfully announce that $150 was, is and shall remain the catalogue and selling price of

The Liberty

The indorsement accorded our machines by the American public, the popularity and superiority of our product have created a demand for THE LIBERTY sufficient to prevent our being either overstocked or bankrupt. We have no job-lot machines or parts thereof. No cheap material or tires to unload. Nothing but LIBERTY CYCLES. The name signifies their worth. So long as it is within our power to produce that which is infinitely better than "The Best," just so long will the Liberty Cycles remain at

TOP NOTCH.

WILSON, MYERS & CO.,

MAKERS OF LIBERTY CYCLES.

55 Liberty Street, New York City. Retail Department: 1786 Broadway, New York City.

A. O. VERY CYCLE CO., 245 Columbus Ave., Boston, Mass., General New England Representatives.

Mention BICYCLING WORLD.

..THE..

HELICAL PREMIER

Is the ONLY machine that has Beaten both

ZIMMERMAN and JOHNSON.

BUY A 19-LB. HELICAL PREMIER RACER

And neither Competitors nor Racing Boards can touch you!

Premiers Are Scooping Whole Race Meets. Look at This:

Races at Elgin, Ill., Saturday, June 24.

E. A. Rogers won 4 out of 5 races, and finished second in 5th race.
ONE-MILE NOVICE. Time, 3.02 1-2.
HALF-MILE HANDICAP, with 30 yards, beat scratch man 60 yards.
QUARTER-MILE SCRATCH. Time, 40 seconds.
THREE-MILE HANDICAP, with 100 yards, finished easily First, setting pace for first and last mile. Time, 8.22.
ONE-MILE SCRATCH, finished second.

Four Firsts and One Second Out of Five Events---And By a Novice!

Road Wheels Run Proportionately Easy.

N. B.

To save time (which is valuable to us) and correspondence, Racing Men (and others) will kindly note that:—

We do not loan, rent or give away machines.
We do not exchange for other makes nor sell on time payments.
We DO sell for Cash, Guarantee all our Wheels for Twelve Months and appoint active and responsible riders and firms as agents.
HELICAL RACERS as well as all road patterns in Stock—No Waiting.

PREMIER CYCLE CO.,

NEW YORK CITY.

THE RURAL RELAY.

Advancement of the Sport About Brushville.

BY "MICHAEL."

I HAVE many times wondered if Editor Goodman of our Hartford contemporary is not sorry that he invented that game of carrying the pouch that is improperly styled the relay race.

Our most learned commentators are at variance yet concerning the peculiar mission that the relay ride is destined to fill.

One editor requests that we give the relay a rest; another cycling press man prays for the relay and plenty of it as an educator of the masses on the poor condition of our highways, but editor Goodman, the inventor of the relay ride himself, calls our attention to the folly of starting a relay from Boston to Chicago at a time of year when it is well known that the chances are all with the mud. We are constrained to believe that the sole and absolute inventor of the relays cares more for record than for educating the people with those stories of canal towpath encounters and fifteen-mile an hour gait over railroad tires in the dark.

A FRESH OUTBREAK.

The relay ride has recently broken out here in the wilds of eastern Connecticut and I would not be discharging my duty as scribe from Brushville if I did not set the world (cycling) right concerning this pouch game that has recently been conducted by an association of the cycling clubs of eastern Connecticut; for comparisons will be made and the unsophisticated city club chappy will put us down as soft.

This ride was unique because of the country and the roads traversed.

Imagine, if you will, narrow, crooked, sandy and stony roads—hills a mile long on either side—riding first on one side of the road and then on the other—under the alders to snatch that striped path—down into the ditch—over the low blackberries to avoid a stretch of sand—into the shrub-oaks to avoid a rut—brushing past the birches—combed by the high blackberries' thorn—cracking the crisp skunk-cabbage, jerked over water-bars, pounded by the little water gullies, and all this at nearly *sixteen miles* an hour.

Just ponder for a moment on sixteen to the hour and all those sweet allurements of the country road thrown at you!

Sixteen miles to the hour!

It is like shooting the whirlpool—the skill that those sand strips require.

Sixteen to the hour! and the wheel getting over those detestable little water gullies at such speed that the saddle hits your reinforcement with the ra-ta-ta-ta-ta of a small trip hammer.

Sixteen to the hour! There is a long, long hill ahead. You tackle it. Up, up! Zigzag, twist and turn, in and out, here and there to catch the path, over the water-bar—rush it—two hundred feet now—steady! Now the ankles—ah! ah! there you are; landed over the last one, nearly dead!

Sixteen miles an hour! We must not tarry. The grade at once descends. Down, down! The bleared eye follows the track up the valley—over the rough bridge—what's this? 'Tis up again! The road ascends, and pays its tribute to the sky. Aye, yonder rears another hill even higher than this.

And thus kind reader do we progress with the little pouch slung to our back here in eastern Connecticut.

If anybody is inclined to turn up the nose at our relay ride, we have only to say that it is our own little party. We are about to awaken eastern Connecticut to the cycling sport. We are to have tournaments.

Rockville, Willimantic, Norwich and New London are in the circuit. There will be enough open races to make the sport interesting to the pot hunter of about 2.30 bore; but the majority of the races will be for the particular benefit of our own riders.

So far as we are able we shall do these tournaments in style. We shall make the meetings at any rate, and have a howling time.

THE OFFICIAL HANDICAPPER

for this district is particularly admonished to acquaint himself somewhat with the conditions that are likely to attend races on such tracks as will be at our disposal.

It is extremely annoying to have Ferman and Huller, of Hartford, swoop down upon us and gather in our tourney. It looks bad, particularly when the handicapper and the aforesaid duo all hail from the same club.

And here in Brushville, too, when we have a nice little road race fixed up among boys who cannot do five miles in eighteen minutes it will be just as well if some of the capital city pot hunters don't try to have their brothers enter them; for Brushville has never been so green as it appears at a distance.

ALDERMAN LITTLE of Salem, Mass., offered an ordinance in regard to bicycles to the effect that they shall not be ridden at a speed exceeding six miles an hour in the city limits; no racing to be allowed, except by special license; a bell to be used in the day time and a lighted lantern at night; riding on the sidewalks prohibited; riding or racing in public parks prohibited, except by special license. The fine for any violation of these rules to be $10. On motion of Alderman Cass the matter was assigned to the next meeting.

A GLIMPSE INTO THE GRAVEYARDS OF THE FUTURE.

(NUMBER FOUR.)



"Laws too gentle are seldom obeyed; too severe seldom executed."

"Believe not each accusing tongue,
As some are wont to do,
But still believe that tale untrue
That ought not to be so."

"Conjecture is not proof."

"Justice travels with a leaden heel,
But strikes with an iron hand."

"And when he falls, he falls like Lucifer—
Never to rise again."

—ROBERT BRUCE.

Death of Dr. Kempton.

THE many friends of Dr. H. M. Kempton, of Cincinnati, O., will be pained to learn of his death recently from cerebro spinal meningitis. He was one of the charter members of the Porkopolis Wheelmen, and served as its Secretary for the first two years of its existence. He was a firm believer in the benefits of cycling. The demands of a large dental practice so taxed his strength and undermined his health that he fell an easy victim to that dread disease. He leaves a wife and two small children.

A Chicago Fire.

THE six-story structure at the corner of Wabash avenue and Congress street, Chicago, was burned week before last. There were 15 firms in the building, one of which was Charles H. Schulz the cycle dealer. Mr. Schulz's loss is placed at $6000. His insurance expired a month Saturday, and through neglect was not renewed.

Up A Providence Hill.

THE third annual hill-climbing contest of the Nentaknnkanut Wheelmen of Providence, R. I., was held last week. The contest took place on Union avenue hill. The event was run in heats, two men starting at a time. There were 21 entries, and Monte Scott won the first prize, a silver cup. His time was 45 1-2s. Henry Scott comes second, with a record of 46s. H.C. Farnum was third in 47 4-5s. Fifty-one seconds was the fourth, Fred Devlin; A. E. Anderson next, in 52 1-2s. H. Morlock and S. Leon Randall, with 54 1-2s. to their credit, tied for sixth place, and H. B. Hills, Jr., and Harry Coulthurst also made a tie, covering the distance in 58s.; John Snow, 56 1-2s., tenth prize.

A New Firm.

AN enterprising new firm known as the Jackson Pneumatic Wheel Co., under the management of L. L. Lates and Max Dingfelder, both formerly of Detroit, has been opened in Jackson, Mich. Although of only two weeks' standing the firm is doing a flourishing business in repairing, re-fitting and building bicycles and bicycle wheels to order. Messrs. Lates and Dingfelder are probably the youngest manufacturers in the United States, but having had a wide experience and being both excellent workmen there can be no doubt of their success.

HERMAN C. CHRIST, of Tonawanda, the racer, was quietly married to Miss Mary Klipfel, of Buffalo last week and is off on a wedding tour. Miss Klipfel is a sister of Frank Klipfel, ex-captain of the Buffalo Ramblers. Her sister is captain of the Buffalo Women's Wheel Club.

THE annual excursion of the Pennsylvania Bicycle Club of Philadelphia was made last week to Shawmont. There was a full attendance of the members and their lady friends who left on coaches and bicycles. The arrangements were in charge of Mr. George S. Lakes. Some good time on the bicycles was make at Shawmont by the members during the day. A luncheon was served by the ladies and the evening was spent in dancing.

LAST week, E. A. Faulk, of South Plainfield, N. J., had an experience with his ordinary. He was riding in the vicinity of the South Plainfield church and ran over a dog. In some manner unexplainable the dog crept up between the large wheel and the back bone, stopping the progress, and giving Faulks a header over the fence. Two of the dog's legs were broken and he had to be killed. The bicycle also was broken but not badly.

MR. WM. E. TANNER, of Fall River, Mass., sold a bicycle, warranted for one year, to Fred W. Buffinton. Within a year a defect appeared in one of the pneumatic tires. Mr. Buffinton sought to have Mr. Tanner make his warranty good, either by replacing tire or by making a reduction in balance due on the wheel. Mr. Tanner refused. Then the defendant Buffinton tendered Mr. Tanner $6. Mr. Tanner refused the tender and sued for total balance, which was $12.50. The district court found question of warranty against Mr. Tanner and awarded him the amount tendered and four cents interest.

TELEMACHUS' TALKS.

"ACCIDENTS will happen even in the best regulated"—newspaper offices, and only on this score can we overlook the ridiculous item which appeared in a Chicago journal a few weeks ago to the effect that Chicago men believed that Waller and not Murphy had won the time prize in the Irvington-Milburn race.

How any same person could believe such a silly invention is beyond comprehension.

Even if the officials had wanted to cheat the Westerner out of his hard-earned victory simply because he was not from the East (which is the implication given) it would be impossible for them to do so without being detected, as it could be readily shown that Waller finished just after one man and just ahead of another, and his net time thus calculated. If this was not enough there is the further fact that he started with W. H. Wells and allowed the latter to beat him over the tape, thus proving that one man at least beat his time, if it was only by a fraction of a second. Waller rode a grand race and deserves the credit of it, although it may be said that he had the advantage of being paced by such a good man as Wells showed himself to be. It is hardly probable that such a report originated with Waller.

There is one phase of the sport of bicycle racing that has never been made much of, and which will, I think, afford rich returns to those who are far-seeing enough to turn their attention to it. I refer to team racing, which, properly worked, will do more to popularize the sport than almost anything else that could be thought of. Road racing affords a better field for it than track racing, for the reason that the track riders are fewer in comparison with the number of cyclers than the road riders. Every cycler rides on the road, and nearly everybody can get some speed out of himself if he tries. Therefore, a road race in St. Louis will have as contestants more riders from St. Louis than anywhere else, and the local men will have a much better show than they would in a track race. Again, each large city or town has a number of good road riders, while they may have few, if any, track men. Boston, Brooklyn, Wilmington, Buffalo, Chicago and St. Louis have all been noted for their good road riders, while some of them have cut a much poorer figure on the track. During the past six months rumors have been flying thick and fast about team races between Buffalo and Chicago, Kings County and various other clubs, Malden and other clubs, Philadelphia and Wilmington, and many others, and there is no doubt that such races would excite great interest in the respective cities.

The rivalry between Chicago and St. Louis is a healthy one, and one which can only be kept alive by means of road riding, as it is only on the road that there can be any equality between them. The visits of the Chicago men to St. Louis on the occasion of the De Soto runs, and the scorches incident thereto, keep alive the interest, put the men of both places on their mettle, and benefit the sport generally. The recent Forest Park race at St. Louis, where Harding, her pet rider, wiped up the earth with Chicago's cracks, albeit some of the latter were thrown out by accidents, probably caused much elation in St. Louis, and corresponding despondency in Chicago, and it is gratifying to see the weaker city get the best of it, as it will help to nerve her on to greater efforts.

What a fine thing it would be to see a series of races between teams from the towns containing the best road riders! The kind of course—whether hilly or level, good or bad—the distance, and the number of men in the teams, all would bear very materially on the result, and it would be difficult to arrange a series of races fair to all. For long distance riding over tough roads Buffalo would probably put in a good bid, although the Wilmington men never had any trouble in bringing away from there everything that was worth carrying whenever they paid Buffalo a visit. For tough hill work St. Louis would have to be counted on; for fast work on level roads, and good as well as bad ones, Chicago would engage our attention; Boston and Kings County would have a hard tussle on hilly macadam, and Wilmington would shine best on indifferent hills and sand. It is not probable that such a dream will ever be realized, but it makes a nice dream.

WHILE Samuel C. Baker and his wife were out driving in Plainfield, N. J., last week, Burt Brokaw ran into their horse with his bicycle. The horse was thrown down, and Mr. and Mrs. Baker thrown out. The horse broke its back and the Bakers and young Brokaw were badly hurt. The horse was shot. It was a valuable pacer, for which Mr. Baker recently paid $800.

PROF. L. FAYETTE SYKES, of Washington, D.C. celebrated his sixtieth birthday recently by enjoying a four days' trip on his wheel. The first day's trip was to Frederick, a distance of fifty-six miles. The second day's journey was over the National pike, reaching Gettysburg in the evening, having gone a distance of sixty-six miles. On the morning of the third day to Harrisburg, and then by a fair pike to Lebanon; riding sixty-seven miles during the day. The fourth day Philadelphia, 89 miles, was reached in good season.

COMING EVENTS.

Clubs desirous of boosting their race meets will be quoted special advertising rates upon application. You reach everybody in the Bicycling World.

Fixtures.

JULY.

7-8.—Toledo, O. Cycle Club Tournament.
8.—Riverside Wheelmen Tournament. Manhattan Field, New York.
16.—Portsmouth, N. H. Road Race, Rockingham Bicycle Club.
16-17.—Detroit, Mich. Race Meet of Detroit Wheelmen.
18.—Newark, N. J. Atalanta Wheelmen 100-mile road race.
18.—Rockville, Conn. Rockville Wheel Club meet.
16.—Cincinnati, O. Annual Steamboat Outing, Brighton Bicycle Club.
19.—Annual Field Day, Springfield (Mass.) Bi. Club.
20.—Chillicothe, O. Chillicothe Handicap Road Race.
21-22.—Herne Hill Track, London. Cinca Cup 24-hour Race.
22.—Detroit, Mich. Second Annual Hilsendegen 25-mile Road Race.
25-26.—Fort Wayne, Indiana Div. Annual Meet.
27, 28, 29.—Cottage City Meet of Mass. Division, L. A. W.
28.—South Bend, Ind. South Bend C. C.
29.—Asbury Park, N. J. Asbury Park Wheelmen.

AUGUST.

1, 2.—Michigan Division Meet and International Races at Detroit.
2.—Richfield Springs, N. Y. Wallontha Bicycle Club.
4.—Union County (N. J.) Roadsters meet, Rahway, N. J. A. H. Chandler, Lock Box 55, Rahway, N. J.
5-12.—L. A. W. Annual Meet, Chicago.
7-12.—International Race Meet, Chicago.
12.—Alameda Cal. Alameda Bicycle and Athletic Club.
14-15.—Milwaukee Wheelmen's International Circuit Meet.
15.—Cincinnati, O. Annual Hanauer Races at Carthage Fair Grounds.
16-17.—Ripon, Wisconsin Division International Circuit Meet.
19.—Minneapolis. International Circuit Meet.
19.—Buffalo. Inter-club road race.
22.—Evansville, Ill. International Circuit Meet.
24.—Indianapolis. Zigzag C. C. International Circuit Meet.
26.—Cincinnati, O. Century C. C. International Circuit Meet.
26.—Philadelphia. Quaker City W. Annual Meet.
28-29—Columbus, O. Century C. C. International Circuit Meet.
30-31.—Cleveland O., Wheel Club International Circuit Meet.

SEPTEMBER.

2.—Waltham, Mass. Malden Bicycle Club, Waltham Bicycle Park.
2.—Birmingham, Ct. Crescent C. C. Race Meet.
4.—Waltham, Mass. Young Men's Asso.
4-5. Syracuse C. C. Race Meet.
4-5.—Charter Oak Park, Hartford Wheel Club's tournament.
7.—Lynn, Mass. International Meet.
9.—Waltham, Mass. Associated Cycling Clubs.
9.—San Jose, Cal. Garden City Cyclers Meet.
13.—Marengo, Iowa. S. H. Rowlands.
13.—Passaic, N. J. Passaic Athletic Club.
12-13-14.—Springfield B. C. Tournament.
16.—N. Y. Metropolitan Association Inter. meet.
20-21.—Baltimore. International Meet, Maryland B. C.
23.—Philadelphia A. C. C. International Race Meet.
23.—Scranton, Pa. Scranton Bicycle Club.
30.—Brooklyn, N. Y. K. C. W. Race Meet.

OCTOBER.

2.—Sacramento, Cal. Capital City Wheelmen meet.
5.—St. Louis. Annual Fall County Tour.

NOVEMBER.

30.—St. Louis. Annual Paper Chase.

INVENTIONS.

Last Week's Patents.

A LIST of recent patents, reported especially for the BICYCLING WORLD, by W. F. Aughinbaugh, patent attorney, Washington, D. C. Copies of these patents may be had of the above named attorney at twenty-five cents each.

479,767. Bicycle-Frame, etc. Frank H. Bolte, Milwaukee, Wis., assignor to the Complex-Bolte Manufacturing Company, same place. Filed Nov. 22, 1892.

479,810. Carrier-Cycle. John Warrick, Reading, England. Filed May 31, 1892.

479,856. Cover for Pneumatic Tires. Oliver Toomay, Canal Dover, Ohio. Filed Feb. 23, 1893.

479,876. Combined Lock and Support for Bicycles. James E. Davis, Chicago, Ill. Filed Feb. 23, 1892.

A Pneumatic Pedal.

THE latest English invention comes to us in the columns of the *Cyclist* in the form of a pneumatic pedal.

The pedal frame is constructed of four strips or plates of metal, preferably aluminum, joined together to form a rectangular frame. On each side of the spindle, and parallel thereto, is placed a bar or rod of aluminum, or other metal the ends of which fit into the side plates. The air cushion consists of an outer casing or cover of India rubber moulded to the size and shape of the pedal, and preferably projects slightly above and below the edges of its plates. The interior is lined with linen, sustained thereto, the casing being made air-tight; a valve is fitted in one end.

Two or three rows of short, sharp spikes are fixed in the treads of the cushion, with their flat bases embedded in its rubber walls, and with their points upward. Further, the treads are corrugated to a suitable pattern, and bevelled pieces of rubber, shaped to the shoe of the rider, are fixed along the ends of the treads. The casing may be provided with a separate bladder, and the outer casing made with a movable flap for inserting the bladder therein.

By the use of such an appliance vibration in one of its most noticeable forms is lessened, and the invention should be welcome.

JAMES PERCIVAL is training Fred J. Osmond and W. A. Schinckley, the latter of whom is out to reduce his flesh.

Cyclers, Sit Up!

BY STAMSON.

"LOOK at that, will you?" said a very sensible hanger-on at the Cycling Sign Writer's Studio, recently, as he pointed to a passing wheelman who was humped over on his wheel as if he had a severe touch of the cucumber colic, in its palmiest days, and was going for the doctor. The poor, misguided rider had his saddle so far back and his handles so low that he was obliged to sit in that horrid and uncomfortable position, which not only looks extremely bad and ungraceful, but is positively injurious to health, and is a drawback to the grand pastime of cycling as viewed by too many people who know too little about wheeling and wheels, and who have a notion that the needless stoop is necessary

The humpback in cycling, which is so disgusting to see by all sensible people, is no more necessary than are corn-producing tight shoes, or lung-compressing corsets that seem to have half cut in two certain and sundry fashion-plate persons.

By using an ordinary amount of common sense, any rider of a decently constructed cycle can adjust his mount so that he can sit up and ride in a rational manner that would be a credit to him, and to cycling, and he would no longer be a disgrace to the cause. [Beg pardon.]

As a rule the ladies of Jimtown ride with much grace and jaunty carriage of figure, especially when they have good wheels and make the right start; now and then we see one with high handles and long cranks, and in some sort of dress goods that clings to her like the bark to a tree, all of which is no less than dreadful, and can so easily be avoided that one has no excuse for doing the ungraceful in cycling.

That happy medium so easily attained should be studied in making your appearance awheel in public, so that people will have no cause to make uncharitable remarks about you, however well-meaning you may be in your unfortunate mistake of possibly imitating the position of the half-clad racing cycler as he bends over his front wheel in his frenzied attempts to be the first man home.

This subject should be touched upon oftener by the cycling and lay press, that great public educator to whom we owe much for reforms in many walks in life.

Only recently I overtook a couple of tourists on the old Post road near Greenwich and Putnam's Hill, famous in the history of this region in Revolutionary times, who were only too evidently new riders.

One pushed the pedals with the hollow of his foot, with knee considerably bent, and when asked if his saddle wasn't a little too low, said that he was "quite comfortable!" He was working very hard and was usually far behind his fellow traveller through this vale of tears—and sunshine and flowers.

I longed for a chance to overhaul his wheel for him, as I do the one ridden by one lady of Jimtown, whose seven-inch-cranks-and-saddle-way-back-style of riding is no less than dreadful. She would be a very graceful and strong rider if these little matters that are not small either were attended to.

Cycling and Gymnastics.

A GROUP of racing men were last week discussing Sanger's mode of training, anent which we lately published an excerpt from an American contemporary. As usual, they became rather mixed in their theories, and a little lucid explanation of the matter may perhaps meet with some approval. In a word, heavy gymnastics are no good to the speed man, but light ones, such as boxing, dumb-bell, wand, and club exercises, are excellent. They strengthen the muscles of the chest, and also enlarge the chest cavity, thereby greatly benefitting the process of respiration. Many forms of bodily exertion—running, for instance—tax the powers of the respiratory organs to the utmost, without doing much to increase the capacity of the cavity which contains them, whilst armdrill and boxing are known to increase lung room very quickly. The cyclist in training should, however, rigidly eschew any heavy work in a gymnasium; horizontal and parallel bars and ring work should be specially avoided. The reason of this will be easily understood by examining the physiological effects of exercise. "Muscular contraction causes destruction of muscular substance." Every time a muscle contracts a portion of its substance is destroyed, but exercise which effects the disintegration of muscular and nervous tissue also helps the building-up of new muscle and nerve by quickening the circulation, and so hurrying on the supplies of nourishment to the parts needing it. The breaking up of any tissue by exercise, then, is always followed by renewal of that tissue, and with renewal comes increase of bulk and power. Here, then, comes our point. If any particular set of muscles are more severely exercised than others that particular set will derive most benefit from the nutriment conveyed to them through the arteries and capillaries. If the arms and the upper parts of the body are severely pulled about at gymnastic work they will soon obtain more nourishment than will the legs from the assimilation of food, and when it comes to riding a bicycle the legs are sure to find it out. This, in fact, is the kind of reasoning which explains why a man cannot be a first-rater in different branches of sport simultaneously. Sanger may be a clever boxer, and smart with the bells, but it is highly improbable that he does any bar work or difficult feats in the riding season. —*Bicycling News.*

The Ideal Cycle Tire.

THE cycle to which the ideal tire will be fitted will travel upon air. The pneumatic tire achieves this condition, but it has drawbacks which place it a considerable distance short of ideal excellence. In the first place, however good the rubber may be, the air escapes under pressure; in the second place the prick of a nail or a piece of glass instantly reduces the machine to uselessness, it may be miles from home. True, the injury can be repaired, but the haunting fear of it is ever present. Thirdly, the pneumatic tire is too expensive, considering its liability to injury, and, lastly, the so-called "rubber flow" is not quite in the right direction. A wheel now promised will, if it stands the test of experience, be the ideal tire so far as can be seen. It is practically an air ball flattened out into a wheel, with a solid rubber tire which cannot be punctured. The walls are of rubber layers lined with unstretchable canvas. There are no spokes in the proper sense of the word, but radial divisions form a kind of air spokes, which when the wheel is fully inflated are said to give the maximum of resistance and resilience. It is far lighter than any wheel in use; it is to cost about half of the pneumatic tire's price, and a spare wheel uninflated can be carried in the pocket and fitted in a few minutes.—*Pearson's Weekly.*

Fitchburg to Have a Factory.

THE Committee of the Fitchburg Board of Trade having the formation of the National Cycle Co. to manufacture in Fitchburg, the Grant patent chainless safeties have received a proposition from parties outside of Fitchburg to take all the balance of the stock, not now subscribed for, of the first issue of 1000 shares. Having now nearly 900 shares subscribed by members of the Board of Trade and other citizens of Fitchburg, the committee hope that the citizens of Fitchburg will take the balance of the stock, so that the entire control of the company's business may remain in Fitchburg.

Highwaymen On Wheels.

HIGHWAYMEN in Denver, Col., now find the bicycle a convenient steed. One of them recently attempted this novel method of hold-up upon Mrs. A. K. Badger of that city.

About 9 o'clock, while it was yet twilight, Mrs. Badger, who was alone in the house, heard a light ring at the door bell. She stepped to the front door and threw it wide open. Through the screen door, which remained fastened, she saw a young man, nicely attired in light clothes, standing at one side. Before she could unfasten the screen he reached behind him and brought a well-grown gun into view. The weapon, Mrs. Badger saw, was directed towards herself.

The lady slammed the door in his face, and then summoned aid by screaming from a rear window. The man turned quickly away and mounting a bicycle, rode down the street at a clipping gait. Some of the neighbors saw the stranger ride up to the front gate of the Badger residence and dismount, and then a moment later saw him mount again and ride off, but the idea that this ordinary appearing wheelman was a footpad never entered their heads. All the windows and doors on that block are now barred.

The Truth About Cement.

OUR one regret in this matter is that the writer who so persistently cried up cement and denied its drawbacks, who omitted to tell us about the powdered resin, etc., etc., was not on May 21st at the Velodrome Gantois.

Rain was threatening before the five miles race, and R. G. Merry, who possessed some experience of cement through racing at the Velodrome Buffalo, announced his intention of at once stopping if it rained. After about two miles had been covered there came a sudden squall of rain, splashing down upon the track; in a few seconds it was wet, and at once Merry slipped up and came down heavily. Scheltema came over him, two other men slipped down, then another. Bradbury rode off the cement and dismounted, and two men rode the race out gingerly side by side, whilst a third fell twice and remounted.

The Velodrome Gantois is made exactly like the Velodrome Buffalo was. That cement can be made rougher and less slippery is clear, but then it is, of course, made slower.

This is now admitted, and we have learnt now what we might have known at any rate a twelve month ago if the truth about cement had been revealed by its advocates.—*Bi. News.*

SHEPARD, NORWELL & CO.

OUTFITS FOR

Wheelwomen.

BICYCLE HABITS AND Perfect Travelling COSTUMES.

These garments are made to measure from the

Celebrated Cravenette Goods,

Absolutely dust and water proof, and warranted to neither spot nor shrink when exposed to rain.

These garments are tailor-made and finished with thoroughness, in styles to suit individual tastes.

Bicycle Skirts.

We are making Cyclestrienne Skirts for wheelwomen, especially designed by one of the pioneer lady cyclists of this country,

Mrs. Mary Sargent Hopkins,

Lecturer and writer on "Wheeling for Women," who will give all interested parties the benefit of her judgment and experience.

This skirt incorporates all the merits, besides possessing novel and original features, the result of valuable experiments, and looks equally well as a wheel or street costume, a feature which will be readily appreciated by all lady cyclists. As a travelling costume this habit is without a peer, and will be found invaluable to tourists.

We have in stock complete outfits, including Bicycling Hats, Shoes, Equestrian Tights, Etc., and all accessories to a perfect wheel costume.

Orders taken for costumes for ladies' wheel clubs.

☞Mail orders and inquiries will receive prompt atttention.

Shepard, Norwell & CO.,

Winter St., BOSTON, MASS.

Pneumatic

908, Solid Gold, - $2.50
958, Rolled Gold, - 1.25

SEND $2.50 TO MARTIN, METZGER & CO., 42 Maiden Lane, New York,

—FOR A—

Pneumatic L. A. W. Pin.

Sent by mail at our risk. Discount to jewelers. Catalogue will be sent FREE.



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BICYCLE

See our

Bargain Catalogue.

We ship bicycles all over the country C. O. D. by express, with privilege of examination,

All at Wholesale Prices.

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By ordering Direct from us.

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CHAS. H. SIEG MFG. CO.,

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[Mention the BI. WORLD.]



Bicycle Shoe.

TRY THEM. $2.

Made of the best Dongola Leather and warranted. Delivered free to any part of the United States on receipt of $2.00 cash, money order or postal note. If not satisfactory we will return the money or give you a new pair. They are unequalled as an easy walking, Police, or Letter-Carrier's Shoe. Sizes 1 to 5, or 5 1-2 to 11.

HUB SHOE CO.,

101 Bedford St., Boston, Mass.



Levy's Cycle Clock AND Speed Calculator.

Warranted good time keepers. Price, $2.25 from cycle dealers or

SIMON C. LEVY,

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KEYSER

Bicycle Clock.



GUARANTEED

To keep good time for one year. Sold by all dealers, or sent on receipt of price, $2.50.

A. S. KEYSER,

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Patented in United States and England.



The Chicago Grip

For Tangent and Direct Spokes. For sale by all dealers, or sent post-paid for

75 CTS.

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USE EAST INDIA STICK GRAPHOLINE



FOR BICYOLE CHAINS.

The only chain lubricant that gathers no dust. It is easily applied, being manufactured in sticks three inches long. It protects the chain from rust, dust, mud and wear. Price 25 cents, by mail.

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KENTUCKY BICYCLE AGENCY,

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East India Stick Grapholine

Sold in the East by the

American Ormonde Cycle Co., New York, N. Y.
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PRICE BY MAIL, 25 CENTS.

WELL CONSTRUCTED! are the words you always hear coupled with

WARWICK BICYCLES.

They have always stood for all that is best in the way of MATERIAL and WORKMANSHIP, and we mean they always shall. LIGHT, HANDSOME, DURABLE, SWIFT. They give satisfaction. All of our wheels are GUARANTEED FOR ONE YEAR. We want you with us, and once mounted on a WARWICK, we believe you will find satisfaction. Send for book that tells about our wheels.

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SINGER CYCLES.

NO CHANGE IN PRICE

The Only Wheels Absolutely Guaranteed.

The Only Wheels Fitted with 1893 Improvements.

Our prices correspond with the value of the articles furnished, and in the future, as in the past, will be maintained in all countries, against the inflated prices of goods of inferior make.

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LIBERAL DISCOUNTS TO RELIABLE AGENTS.

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HOLBEIN SWIFT, 30 lbs. stripped.

SWIFT By Name.

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LADY'S SWIFT, 34 lbs. complete.

COVENTRY MACHINISTS' CO.,

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Another Cut on Wheels.

THE

D. & R. Special

Highest Grade, Dunlop Tires, etc., regular '93 wheel, reduced from

$150 to $85.00

This applies only to our 30-lb. Light Roadster and 36-lb Full Roadster.

As we have but a limited number of these wheels we shall fill orders in rotation until our present stock is exhausted. Cash to accompany orders in all cases.

Dean & Rogers Cycle Co.,

TAUNTON, MASS.

1893 NEW MAIL



HIGHEST GRADE.

11th Year

Greater Demand Than Ever Before?

Pneumatic Tires, $125.

Dunlop Detachable Tires, $135.

The Wheel of '93! See it and Send for Catalogue.

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Chicago Branch, Masonic Temple, A. W. MOORE, Manager.

KEATING VICTORIES.

Manchester Road Race—13 starters.
1st, 2nd, 3rd, 4th, 5th, and 7th.

Denver Road Race—20 starters.
1st, 3rd, 4th, and time prize.

Hartford-Columbia Road Race.
1st prize and time prize; also broke the State record.

These wheels are the best "hill climbers" on the market, thoroughly guaranteed for any weight rider over any roads.

FULL ROADSTER, 27 1-2 lbs. SCORCHER, 24 lbs.

KEATING WHEEL CO., Holyoke, Mass.

LATE OFFICIAL NEWS

Racing Board Matters.

For violating clause A, amateur rule, the following are declared professionals: H. C. Wheeler, Orange, N. J.; P. J. Berlo, Boston, Mass.; C. E. Kluge, Jersey City, N. J.; Thomas Roe, Chicago, Ill.; J. A. Newhouse, Rochester, N. Y.; A. Hosmer and J. Vriens, New York City, N. Y.; W. Pegelow, Hackensack, N. J.; A. S. Melzwell, Lewisburg, Pa.; F. L. Schantz, Rochester, N. Y.; V. J. Kelley, Philadelphia, Pa.; C. E. Dorntge Buffalo, N. Y.

SANCTIONS GRANTED.

July 11—A. C. Savage, Dexter, Ia.
July 15—Tourist Wheelmen, Omaha, Neb.
Aug. 8, 9 and 10—Maryville Cyclers, Maryville, Mo.
Sept. 4—R. L. Thompson, Muscatina, Ia.
Sept. 4—Quincy Bicycle Club, Quincy, Ill.
July 4—Vallejo Bicycle Club, Vallejo, Cal.
July 15—Hackett Carhart Ass'n, N. Y. picnic.
A. B. Norton, Altoona, Pa.
July 4—East Cornwall Park, Cornwall, N. Y.
July 4—Fountain City Bi. Club, Bryan, O.
July 4—F. L. Bateman, Salida, Col.
June 27—Order of Railroad Conductors, Dallas, Tex.
June 30—F. H. Ricke, Paducah, Ky.
July 4—F. H. Ricke, Paducah, Ky.
June 30—Lexington Wheel Club, Lexington, Ky.
July 4—Lexington Wheel Club, Lexington, Ky.
July 4—Eufaula Wheelmen, Eufaula, Ala.
July 4—Jacksonville Ath. and Bi. Club, Jacksonville, Fla.
July 4—G. A. R., North Adams, Mass.
July 4—A. O. H. Society, Pittsfield, Mass.
July 4—E. C. Boodish, Waltham, Mass.
July 4—S. N. Buck, Bethel, Me.
July 4—City of Boston, Boston, Mass.
June 24—Lynn High School, Lynn, Mass.
July 4—G. A. Place, Concord, N. H.
June 26—Italian C. and M. Relief Assn., Shawsheen Grove, Mass.
July 4—W. L. Emegreen, Wrentham, Mass.
July 4—Turners Falls A. Co., Turners Falls, Mass.
June 29—High School, Haverhill, Mass.
July 19—Danbury Wheel Club, Danbury, Conn.
July 4—A. G. Culver, Cohiit, Mass.
July 4—Westboro Agl. Society, Westboro, Mass.
July 5—Catholic Parish, Natick, Mass.
Sept. 4—W. F. Waite, Palmer, Mass.
July 4—D. W. Lent, Greenwich, Conn.
July 6—Wallingford Cycling Assn., Wallingford, Conn.
July 4—Moses Sheriff, Manchester, N. H.
July 3—J. F. Lynch, Greenfield, Mass.
July 4—Fall River Agl. Society, Fall River, Mass.
July 8—Benj. Franklin Council, Franklin, Mass.
July 29—J. F. Sterling, Saugus, Mass.
July 4—Cumberland Wheelmen, Pawtucket, R. I.
July 4—H. G. Woodruff, Chelsea, Mass.
July 4—Lynn Cycling Assn., Lynn, Mass.
July 15—Rockville Wheel Club, Rockville, Conn.
July 4—Dover Bicycle Club, Dover, N. H.
July 15—Y. M. C. A. Ath. Club, Lowell, Mass.
July 4—Santa Rosa Bi. Club, Santa Rosa, Cal.
July 4—Shawnee Ath. Club, Shawnee, O.
June 30—Weedsport Driving Park, Weedsport, N. Y.
July 4—Saratoga Ath. Club, Saratoga, N. Y.
July 4—Mechanicsville Bi. Club, Mechanicsville, N. Y.
July 4—Queens Ath. Grounds, Queens, N. Y.
July 4—G. E. Beeson, Vancouver, Wash.
July 4—Y. M. C. A., Dayton, Ohio.
July 12—Elyria Bi. Club, Elyria, O.
June 26—Richmond Cycle Club, Richmond, Va.
July 4—Richmond Citizens Band, Richmond, Ind.
July 6—Iron and Street Workers, Youngstown, Ohio.
July 4—Alpena Cycle Club, Alpena, Mich.
July 4—Vassar Cycle Club, Vassar, Mich.
July 4—Y. M. C. A., Ft. Wayne, Mich.
Sept. 4-5—Columbus Cycling Club, Columbus, Ohio.
July 4—O. F. Ketcham, Plymouth, Ind.
July 3-4—Tuscarora Cycle Club, Wellsville, Ohio.
July 4—Port Huron Wheelmen, Port Huron, Mich.
July 4—Flint Wheelmen, Flint, Mich.
July 3—J. Allen, Kalamazoo, Mich.
July 4—E. E. Burton, Marlette, Mich.
July 22—Denver Ramblers, Denver, Col.
June 24—Elgin Cycling Club, Elgin, Ill.
June 28—Young Bros., Joliet, Ill.
June 29—C. A. Best, Beatrice, Neb.
July 4—Spokane Wheelmen, Spokane, Wash.
July 4—Mitchell Wheelmen, Mitchell, S. D.
July 4—J. A. Pallister, Eldon, Ia.
July 4—Ponco Wheelmen, Ponco, Neb.
July 4—Racine Carriage Assn., Racine, Wis.
July 4—Arkansas City Cycling Club, Arkansas City, Kan.
July 4—D. A. Sargent, Hopkins, Mo.
July 4—Oshkosh Wheelmen, Oshkosh, Wis.
July 4—Quincy Bicycle Club Quincy, Ill.
July 4—Valley Cycle Club, Phoenix, Ariz.
July 4—W. A. Brown, St. Joseph, Mo.
July 4—A. C. Savage, Casey, Ia.
July 4—Leavenworth County Wheelmen, Leavenworth, Kan.
July 4—Kansas State Fair, Topeka, Kan.
July 4—Miles Bicycle Club, Eau Claire, Wis.
July 4—Y. M. C. A., Council Bluffs, Ia.
July 4—H. L. Hulle, Stanton, Wis.
July 4—L. W. Ritter, Hudrick, Ia.
July 4—Hawarden Cycle Club, Hawarden, Ia.
July 4 — Mercury Cycling Club, Milwaukee, Wis.
July 4—Paw Paw Assn., Paw Paw, Ill.
July 4—Lockwood Cycling Club, Jacksonville, Ill.
July 11—Mankato Cycle Assn., Mankato, Minn.

H. E. RAYMOND.

Illinois Division.

I have to-day appointed Geo. C. Trocille Local Consul at Abingdon, vice J. B. Smith resigned.

F. W. GERNERLD, C. C. C.
Chicago, June 27, 1893.

Massachusetts Division Club Representative.

Whitinsville Bi. Club, Frank G. Foster.
CHAS. S. HOWARD, Sec.-Treas.

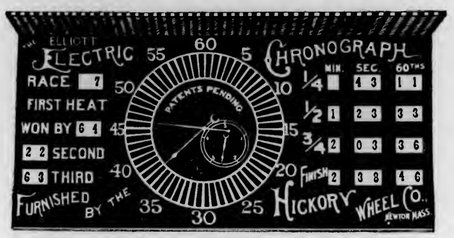
New League Clubs.

520—Newark Wheelmen, N. J.
521—Pinnacle Cycle Club, Stoughton, Mass.
522—Charlevoix Cycle Club, Mich.
523—Albany Bi Club, N. Y.

10-Mile Road Record Broken—Time 26.20.

Photographs of Chas. G. Knisley made immediately after riding the Prince Wells 10-mile road race in 26.20. Price 50 cents each.

T. R. CRUMP, Louisville, Ky.



The Elliott Electric Chronograph.

THIS ingenious timing chronograph, the invention of Mr. Sterling Elliott, will be seen at the principal tournaments this season, where it will be one of the novelties. It registers accurately and automatically the times made in each race, showing the minutes, quarters, fifths and sixtieths of seconds, the small, inner dial showing the minutes, one of the central hands the seconds (making the revolution of the dial once in each minute), and the other the sixtieths of the seconds, revolving around the dial *once each second*. It is the most ingenious piece of timing mechanism ever constructed, and is of sufficient size to enable the figures to be readily distinguished from all parts of an ordinary grand stand, the front of the apparatus being about 14 feet long by 8 high.

WHEELEEN AT THE WORLD'S FAIR.

If you want accommodations in the heart of city we will care for you and your wheels. In the finest building in the City, Fire-proof, everything new and clean. $1.00 a day and up. Special rates to clubs. H. E. Southworth, 1600 Masonic Temple.

Sleeping Accomodations At The World's Fair.

Rooms can be secured at the National Columbian United Wheelmen's Association's Club House and Hotel. In connection with this Club House is a bicycle livery, where wheelmen not wishing to bring their own, can rent wheels at reasonable prices. Sleeping accommodations can be had at from $1.00 to $3.00 per day per person. Address, L. D. TAYLOR, Sec.,
517 Madison Ave.

Summer Homes.

A BEAUTIFULLY illustrated book—list of over 3000 summer hotels and boarding houses in Catskill Mountains and Central New York. Send six cents in stamps to H. B. Jagoe, General Eastern Passenger Agent, West Shore Railroad, 363 Broadway, New York, or free upon application for your information.

World's Fair Tickets.

THE Baltimore & Ohio R. R. announces that it has placed on sale at its Boston office, 211 Washington street, tickets to Chicago and return reading via Philadelphia and Washington, with privilege of returning via Niagara Falls, at the very low rate of $30.95. Persons intending to visit Chicago this summer are thus enabled at the same time to visit Washington, the Capital of the country, and enjoy the beautiful scenery of the Allegheny Mountains on the outward trip, and returning will have an opportunity to view the far-famed Niagara Falls without additional cost. The facilities of the Baltimore & Ohio R. R. for handling Chicago business is greatly increased by its new time schedule which went into effect Sunday, May 14th. Berths may be engaged and time tables and other information obtained by addressing A. J. Simmons, New England Passenger Agent, 211 Washington street, Boston.

A GREAT EXHIBIT.

One Exclusive Privilege of Which Every Advantage Is Being Taken.

WHILE the World's Fair fever is at its height, it may be well to say a word regarding one of the largest exhibitors and their display.

Messrs. Adams & Sons Company, manufacturers of Adams' Pepsin Tutti-Frutti, were granted the exclusive chewing gum privilege, and have spared no pains or expense to make their exhibit one of the sensations of the Fair. Large booths, erected by them, may be seen all over the grounds in each one of which their goods are artistically displayed.

It was the popular impression some time ago that the business of the above-named house had reached the zenith, but the possibilities of their growth seem to be unlimited. Since the introduction of their brand of Pepsin Tutti-Frutti, its medicinal qualities have recommended it to public favor, and their output has necessarily been greater than ever before.

The granting by the World's Fair Directors to this house of the exclusive privilege in their line is simply another tribute to the great merit of their manufacture.

Ride a New Wheel for $18.00,

For further particulars see H. W. Smith & Co's. ad. on page 368.

"PERFECT" POCKET OILER.

IMPROVED PATTERN.



1-2 Actual Size.

The best and neatest oil can in the world. Does not leak. Regulates the supply of oil to a nicety, 25c. each. Handsomely nickeled.

A Few of Many Unsolicited Testimonial Letters

It is just the thing I have wanted for eight years.—*F. E. Reeve, Indianola, Iowa.*

I have carried your "Perfect Pocket Oiler" for years, and have had no oil escape in my pocket. I shall always recommend it for non-leakage.—*N. Scholl, 14 Peshine Ave., Newark, N. J.*

Your oil can deserves its name.—*C. M. Veach, 1206 Saunderson Ave., Scranton Pa.*

CUSHMAN & DENISON,
172 NINTH AVE., N. Y.

One Important Factor

In the inflation of a Pneumatic Tire is to have a good connection between the pump and the tire. To accomplish this, always use the **C. I. TUBING**, made by the . . . .

Boston Woven Hose & Rubber Co.

Made to fit Pneumatic Pumps, and weighs less than one ounce to the foot.

It will not swell or give under pressure of the pump, and saves one-half the labor of inflating the tire.

Manufacturers and Dealers Supplied by the

BOSTON WOVEN HOSE AND RUBBER CO.,
275 Devonshire St Boston, Mass.



HAVE YOU EVER STOPPED

To consider how much more pleasure you can obtain from cycling with a good reliable cyclometer attached to your wheel? The '93 pattern Weston fork cyclometer leaves nothing to be desired in a registering device. Many points of excellence. Be sure and see it before purchasing.

FRANK C. WESTON, BANGOR, ME.

N. B.—One agent, (exclusive,) wanted in every town and city in the United States.

Morgan & Wright,

Patent ~ Pneumatic ~ Tires

Are Record Breakers.

Are Tires That Cause no Trouble.

Are in Fact, the Embodiment of All That is Excellent in the Tire Line.

H. H. Wylie breaks the record from NEW YORK to CHICAGO. He rode a Sterling Special, fitted with our

Racing Tires.

NOT A Puncture. A Burst. A Scratch. A Moment's Delay.

Frank Waller paced Tom Roe from New York to Chicago, using an Arrow fitted with MORGAN & WRIGHT tires; did not use a pump the entire distance; experienced NO TROUBLE from BEGINNING TO END. The Tires do not show even an ABRASION of ANY SORT.

The most SERVICEABLE, LESS COSTLY and BEST MADE tires of the era are

Morgan & Wright's

PATENT PNEUMATIC TIRES

They Are What YOU Want

See that our firm name is in raised letters on the side of tire when purchasing.

Catalogue gives a World of Information.

Morgan & Wright.

331-339 West Lake St.,
CHICAGO, ILL.

[Mention BICYCLING WORLD.]

FORTY CROPPERS

From the Irish Cyclist's Cropper Competition, June 7, 1893. "During last year I FELL BETWEEN FORTY and FIFTY TIMES. . . . In all those falls, the machine, a

RALEIGH NEVER BUDGED, AND IS AS SOUND AS A BELL."

"SO MUCH FOR THE RALEIGH MOUNTS."

ZIMMERMAN Won the one mile Invitation Race at Ball's Bridge, on Wednesday, the 7th inst., defeating Ireland's best, and Watson and Camp, after which he started in the Twenty-Five Miles, but was run into the iron railings surrounding the track, smashing three teeth, loosening two others, cutting his chin, and nearly dislocating his jaw. His "Raleigh" was doubled up by the tremendous force of the collision. The lower and upper main tubes were bent, the front fork forced back, the wheel and spokes crumpled, the handle bar badly bent, and the saddle forced three inches out of its position, but **NOTHING WAS BROKEN**

The RALEIGH CYCLE CO., Ltd., BANK AND GREENWICH STS., NEW YORK.

SECOND ANNUAL INTERNATIONAL

Hilsendegen "310" 25-mile Road Race,

BELLE ISLE PARK, DETROIT, MICH., JULY 22, '93.

50 PRIZES. **Open to the World.** Value, $5,000.

Entries close July 12, '93, with GEO. HILSENDEGEN, "310" Woodward Ave.

PARTIAL LIST OF PRIZES.

	VALUE.		
1st Time Prize, Kimball Upright Piano, (donated by Miller & Thompson),	$650.00	1 Gold Watch,	$100.00
2nd Time Prize, Horse, Buggy, Harness,	450.00	3 Gold Watches, $60 to $75,	210.00
3rd Time Prize, Detroit City Lot,	300.00	1 Hammond Typewriter,	100.00
1 Special Diamond Medal, (donated by Mayor Pingree),	200.00	1 Parker Hammerless Shot Gun,	100.00
1 King of Scorchers,	160.00	1 Row Boat,	75.00
1 Monarch Copper Plate,	150.00	1 Sewing Machine,	65.00
1 Road King,	150.00	1 Base Burner Garland,	50.00
1 Eclipse Scorcher,	135.00	1 Silver Tea Set, 6 pieces,	50.00
1 Gold Watch, Diamond Setting,	150.00	1 Silver Water Service,	35.00
		1 Suit Clothes,	35.00

28 Other Prizes, value $1,500.00, "and other counties to hear from."

PATERSON, N. J.—Fully 10,000 people were in attendance at the meet of the Tourists' Cycle Club at the Clifton track on the Fourth. Zimmerman proved to be a great drawing card, and, as was expected, he carried off the honors in nearly all the races in which he was entered. Summary:

One mile safety novice, final—Won by R. Dawson; Charles H. Norwood, second; T. M. Davison, third. Time 2.57 1-2.

Three-quarter mile race—Won by A. A. Zimmerman; C. M. Murphy, N. Y. A. C., second; George A. Beckwith, third. Time 2.04.

One mile race, championship of Paterson—Won by George A. Beckworth; Frank J. McMahon, second; Isaac W. England, third. Time 2.36.

One and one-half mile handicap—Won by E. L. Blauvelt; Fred Brown, second; Edward Van Benschoten, third. Time 3.40.

Quarter mile dash—Won by Zimmerman in :30; Paul Grasch, second; George F. Royce, third.

Two mile handicap—Won by L. L. Clark in 4.53 1-2; S. T. Finch, second; P. Atkinson, third.

One mile safety—Won by Zimmerman; C. M. Murphy, second; W. T. Campbell, third. Time 3.07 3-4.

Three mile handicap—Won by George A. Beckworth; F. J. McMahon, second; Isaac England, third. Time 8.58.

Two mile safety—Won by Zimmerman; C. M. Murphy, second; H. R. Steensen, third. Time 5.15 3-4.

One mile safety handicap—Won by H. R. Steensen; W. Hardifer, second; Paul Hardifer, third. Time 2.17 1-4.

One mile consolation—Won by George W. Coffin; C. W. Shinnoh, second; George D. Brown, third. Time 2.56 3-4.

ASBURY PARK, N. J.—The races at the grounds of the Asbury Park Athletic Association on the Fourth were witnessed by thousands of people. Results:

One mile novice—Won by George W. Condon of Ocean Grove. Time 2.41.

One mile open—Won by W. F. Murphy; Joseph J. Diver, second. Time 2.43 4-5.

One mile handicap—Won by Horace A. Allen, A. P. W. Time 2.30 1-5.

One mile, 2.40 class—Won by Joseph J. Diver; Harry B. Martin, second. Time 2.44.

Half mile handicap—Won by G. M. Wells; H. B. Martin, second. Time 1.09.

Two thirds mile handicap—Won by H. B. Martin; Harry L. Bailey, second. Time .57.

Two miles handicap—Won by G. M. Wells, 40 yards; Harry H. Maddox, 200 yards, second. Time 5.17 2-5.

WATERTOWN, N. Y.—The races at Riverside Park on the Fourth were witnessed by over 5000 persons. Summaries:

Ten-mile handicap road race—A. F. Senn, Ottawa, 11-2 minutes, first; J. H. Gartner Syracuse, 3 1-2 minutes, second; A. F. Ferris, Utica, 2 minutes, third; W. A. Ackley, Oneida, 3 1-2 minutes, fourth; W. H. Wells, of Syracuse, only scratch man, won the time prize in 35m 53s.

One-mile Central and Northern New York championship handicap—W. H. Wells, Syracuse, 20 yards, first; C. W. Inslee, Oneida, 30 yards, second.

Quarter-mile open—A. T. Crooks, first; John Wilkinson second; W. LeMessurier, third. Time 35s.

One-mile handicap—W. LeMessurier, Rochester, 50 yards, first. Time 2m. 22 2-5s.

Half-mile open—John Wilkinson, Syracuse, first; A. T. Crooks, Buffalo, second; C. W. Inslee, Oneida, third. Time 1.14 3-5. Crooks was in first but the race was given to Wilkinson on a foul.

THE BILLINGS

Patent Adjustable, Four-Inch

POCKET WRENCH

Is Drop Forged from bar Steel, and finished in a thorough manner and case hardened. In perfecting this wrench all the objections heretofore existing in this class of appliances have been overcome. The result is the production of a wrench unequalled in Material, Finish, Strength and Efficiency.



Adopted by the Pope Manufacturing Co. and pronounced by them THE BEST BICYCLE WRENCH IN THE MARKET.

THE BILLINGS & SPENCER CO.,
HARTFORD, CONN.

TRADE NOTES.

Growth of Hickory.

By an important real estate transaction, consummated this week, it is evident that Hickory bicycles have come to stay, and will play an important part in the cycling trade in the future. Since the reorganization of this company last winter, under its present management the growth has been large and rapid, and it was soon apparent that its plant in Newton was not capable of turning out goods in sufficient quantities to supply the demand, and the directors were compelled to look about for a new site, as it was impossible to enlarge the old plant to a sufficient capacity to accommodate the growing business. Many cities and towns offered flattering inducements for them to build there, but the time would not permit them to build. After looking about a great deal, the directors entered into negotiations with the United States Rubber Shoe Co. for the purchase of the entire property, situated in South Framingham, and formerly operated by the Para Rubber Shoe Co., and transactions have just been closed by which the Hickory Wheel Co. are to-day the owners of, and will shortly be located in one of the largest and best equipped bicycle factories in the country.

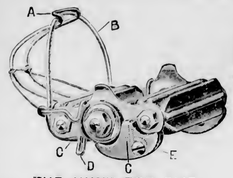
The property comprises 18 1-2 acres of ground, and the floor area of the plant is over five acres. The property includes the Everett House and several dwelling houses, which will be rented to the workmen at a nominal rent, thus giving the men the benefits which they would otherwise be unable to secure. The work of moving will be commenced at once, and the company will be located in their new factory early enough to begin work on the '94 machines, so as to have them ready for the market in ample time. South Framingham is in every way adapted for this business. It is centrally located on the Boston & Albany and Old Colony Railroads, is an excellent shipping centre, and has manufacturing facilities superior to many other large cities.

The officers of the company, under whose management it has in a short time grown from one of the smallest to one of the largest bicycle concerns, are: Arthur W. Pope (brother of Col. Albert A. Pope, of the Pope Mfg. Co.), president; Charles E. Walker, for many years connected with the Pope Mfg. Co. in Boston, treasurer; Sterling Elliott, the originator of the Hickory bicycle, secretary; Almon Engle, formerly connected with the Pope Mfg. Co. at Hartford, Ct., superintendent.

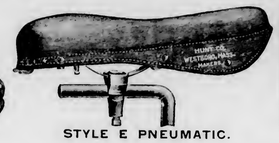
The McCune Wheels At Waltham, July 4.

The McCune people feel very properly satisfied with the results of the races at Waltham, July 4. In every event in which the McCune started (five in all) the riders scored a first. They also got two seconds and two thirds—not a bad record for one afternoon's races. Not only that, but they scored a world's record in competition, *all men starting from scratch*, in the one mile invitation, Taylor beating Windle in this event in the splendid time of 2.21 2-5. E. McDuffee went out to Cincinnati to take part in the Poorman road race, and on a McCune captured the time medal in that event, also scooping every event he started in in the afternoon track races.

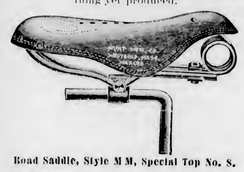
As a well-known trainer said to a McCune representative, "There must be something in those McCune wheels." Taylor, of his own volition, borrowed a McCune wheel from Geo. Quinn, and rode it to such good advantage in the first trial of the one mile open that he stuck to the wheel during the day, much to his own satisfaction. The McCunes are building up a reputation for speed and strength on road and path, which must be very comforting to the McCune people



THE HUNT TOE CLIP,
Adapted to rubber or rat-trap pedals. The best thing yet produced.



STYLE E PNEUMATIC.



Road Saddle, Style M M, Special Top No. 8.



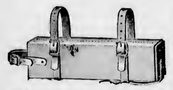
Road Racer, Style N N, Special Top No. 12.



Scorching Saddle, Style M, Special Top No. 6.



Track Racer, Style N, Special Top No. 15.



Square and Round Tool Bags of different sizes.

Send for Illustrated Circulars, Prices, etc.

HUNT MFG. CO.,
WESTBORO, MASS.
Licensed under Garford Patents.



Pat. June 6, 1893.

To the Wheelmen

Wheelmen have often experienced that uncomfortable feeling when their belt binds, and their pants being tight at the knee impede easy action, and have to be unbuttoned, thereby spoiling the neat appearance. Our pants give absolute freedom to all muscular action having a covered elastic band on waist and knee that is self-conforming and self-supporting.

They are designed on scientific principles, and are a model of ease and comfort. They are easily fitted to any form, and are considered by those who have used them as perfect.

The PEERLESS BICYCLE PANTS

Are buttoned with ball and socket fastener. Are without fly front, and more convenient than old style, and without doubt the best bicycle pants made. Also made in Bloomer style. Send for circular. For sale by all the leading clothiers.

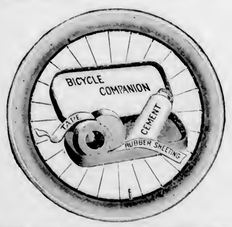
Mail orders promptly attended to.

MANUFACTURED BY THE

PEERLESS BICYCLE PANTS CO., *56 SUMMER STREET, BOSTON.*

DON'T GET CAUGHT

With a break in your Tire, and nothing to mend it with! Get our



Which contains everything you need for repairing. Always handy, fits the pocket, and *absolutely necessary to every* owner of *every* wheel.

PRICE **50c.** Postage Paid.

If your local dealers do not keep

The COMPANION,

send your order and 50c. to

BOSTON RUBBER CEMENT CO.,
200 Devonshire St., Boston, Mass.

"Featherweight"

BICYCLE BELL.
PRICE $1.00.
WEIGHT, 1 & 1-2 OUNCES.

The Neatest, Lightest and Handsomest Bicycle Bell in the World. Sound musical and far reaching. No iron. No rust. No rattle.

☞ Send size of handle-bar. If not for sale in your town, send price and size of bar, and receive one by return mail.

J. D. NESBITT & Co.,
Manufacturers,
110 TREMONT ST., BOSTON, MASS.

WHEELMEN,

ATTENTION!



The Only Recognized L. A. W. Emblem

On the market. Neat and attractive.

Retails at 15c. Discount to dealers.

L. A. W. BUTTON CO.,
249 East 57th St., New York.

$2. SCORCHER Shoe

Why wear
BROGANS?
You want light wheels. Why not light shoes?

—OUR—
GLOVE FITTING
HORSEHIDE SHOE

Is Stylish. Neat. Comfortable.

Sizes, 3 to 11. Ladies take no less.

Send Money and Size of Foot. Postage free.

DETACHABLE CLEAT CO.,
363 CAMBRIDGE ST., ALLSTON, MASS.



DETACHABLE CLEAT



$1.

And Shoe Protector,
WITH AUTOMATIC SOLE CLASP!
Detached Instantly. For Rat-Trap and Rubber Pedals.

Weight, 4 oz.

READ THIS:

(From an agent.)
Danville, Ky., May 26, 1893.
Detachable Cleat Co.:—Received Shoes and am highly pleased with them. Now almost every rider in town wants a pair. They are articles that sell on sight; have secured 6 orders, 4 pair are for ladies. Yours respectfully,
E. CHRISTMAS,
L. A. W. 19744.

ANOTHER.
Calais, Me., May 26, 1893.
Detachable Cleat Co.:
Cleats came to hand O. K. and are perfectly satisfactory. Yours truly,
D. & F. H. Moore.

BICYCLISTS BEWARE!

Do Not Tour Without the

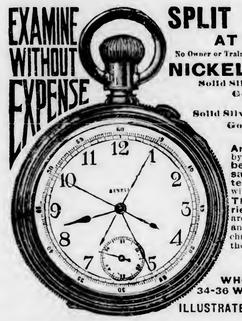
GRIP.



If you cannot come personally for the GRIP, we will send it to you express paid, for $2.00 in 2 ct. stamps or postal note, it is very light weight with black enamel waterproof covering, made especially for touring. In ordering, send the following inside measure of frame: Length of head, length of top frame, length of middle brace, and we will send you at once the nearest size we have in stock, equipped with tan color straps and nickel plated buckles all ready to attach to machine. We are the original manufacturers of the grey cotton duck grips, sheds lacked to be waterproof, which we have abandoned. Our enamel grip is superior to any on the market. If it is not as we represent, send it back and we will refund the money.

BOSTON GRIP CO., 109 Kingston St., Boston, Mass., U. S. A.

EXAMINE WITHOUT EXPENSE



SPLIT SECOND WATCHES.
AT WHOLESALE PRICES.

No Owner or Trainer can afford to be without a fully warranted Timing watch.

NICKEL HORSE TIMER, $5.92

Solid Silver Chronograph, $22.56
Gold Filled Chronograph, $31.58
Solid Gold 14kt Chronograph, $64.30
Solid Silver Split Seconds, $47.38
Gold Filled Split Seconds, $62.04
14kt Solid Gold Split Seconds, $135.36

Any of the above Watches sent to any reader, by express, subject to full examination. Remember you don't pay ONE CENT until thoroughly satisfied that the watch is exactly as represented. All the above Chronograph watches are Stem Winder and stem set and are cased in open face cases only. They are of a size that they can readily be carried in the hand while driving. The movements are Jeweled and have expansion balance. Quick train and exposed pallets. The start, stop and fly back mechanism, is controlled from the crown. We guarantee these watches in every respect.

L. SIEBER & CO.
WHOLESALE DEALERS IN WATCHES,
34-36 Washington St. CHICAGO, ILL.
ILLUSTRATED CATALOGUE SENT FREE ON APPLICATION

Blair's Cameras

FOR CYCLERS.

BLAIR'S CAMERAS notably the *HAWK-EYE, Folding HAWK-EYE, and KAMARET*, are recognized LEADERS. The "TOURIST" and "THE 100," are the very latest models, designed especially for World's Fair visitors, and are positively MORE COMPACT than any Cameras in the world of equal capacity, viz.: one hundred 4x5 pictures without RELOADING.

BLAIR'S FILM in rolls affords the only reliable medium for making a large number of continuous exposures without reloading the Camera. It is CLEAN, QUICK, and UNIFORM, and safe for all seasons, as it will NEVER FRILL.

OTHER FILMS have joints or seams (which generally appear in the best negatives), and if they can be properly developed in warm weather without frilling, the user has good reason for self-congratulation.

WHEN YOU VISIT THE WORLD'S FAIR inquire of some one posted which are THE MOST RELIABLE CAMERAS and FILMS, and select your outfit accordingly.

OUR CHICAGO HOUSE *245 STATE STREET, will be the World's Fair headquarters for everything pertaining to photography. Cameras for sale; Cameras to rent; Cameras loaded; Cameras repaired (seldom required if a Blair); Negatives developed; Pictures printed, etc.*

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That is modest, light and convenient, with all the weight hung on the shoulders and no extra material to carry. This suit meets all the requirements of the L. A. W. rules. No. 1301, worsted, full fashioned 45c. No. 1302, worsted, cut goods, $3.50; No. 1303, worsted, light weight, $2.25; No. 1304, pure silk, 1st quality, $11.00; No. 1305, pure silk, 2d quality, $10.50; No. 1306, sateen, very light $2.50. By mail, 15 cents extra.

After a suit's new supreme fit; 1st sleeve, 15-inch inseams. Sleeveless suits same price. Black and navy blue only in stock in worsted and sateen. Silk suits made to order also, any color in worsted. Striped suits $1.00 extra. Letters 50c each. Measurements: Chest, waist, back of neck to crotch and inseam.

CALL A 1 SUPPORTER

A light, cool and durable supporter for Bicyclists, Athletes and Gymnasts. Made of cloth and elastic, a sure fit. Price $1.00. Sent post-paid on receipt of price. Be sure and send right waist measure. Illustrated catalog of Bicycle and Athletic Goods free.



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A

WONDERFUL RECORD.

Out of 28 Events Riders of

McCUNE WHEELS

Won 24 Firsts, 13 Seconds and 11 Thirds.

Defeating such men as Windle, Tyler, Taylor, Nelson, Rich and Berlo. Taylor afterwards mounted on a McCune wheel, on July 4, makes the world-record for all men, starting from scratch, in 2.21 2-5, defeating Windle, Tyler and others. Taylor borrowed his McCune wheel from another rider on the track just before the race.

Another Thing, We Claim That

The McCUNE WHEEL

IS THE ONLY

Guaranteed Road Wheel

That has ever been made that the rider can ride, and ride fast on the track.

These are the five events at Waltham July 4, in which we scored, and the riders:

One-mile Open. A. W. Porter, 1st. Geo. F. Taylor, 2d. Guy L. Gary, 3d.
One-mile 2:40 Class. D. Connolly, 1st. E. J. Clark, 3d.
One-mile Invitation. Geo. F. Taylor, 1st.
Two-miles Handicap. A. W. Porter, 1st. F. W. Haggerty, 2d.
One-Third mile Open. Guy L. Gary, 1st.

...

The McCUNE CYCLE CO.,

47 Franklin Street, Boston, Mass.

L. A. W. LEAGUE OF AMERICAN WHEELMEN.

OFFIGIAL DEPARTMENT.

Boston, Mass., July 7, 1893.

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12 PEARL STREET, ROOM 20, - - BOSTON, MASS.

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Annual Meet At Chicago.

The dates selected by the National Executive Committee for holding the annual League meet and International racemare August 5th to August 12th, inclusive.

GENERAL COMMITTEE.

Thomas F. Sheridan, Chairman, Lock Box 951, Chicago; H. G. Gerould, T. L. Sloan, C. E. Randall, J. O. Blake, R. D. Garden, Wm. Herrick, C. F. Stokes, A. J. Marrit, F. G. Gere, H. G. Rouse, A. G. Billingsley.

This committee to have general supervision of the annual meet under the direction of the National Executive Committee.

RACE AND TRACK COMMITTEE.

Frank W. Gerould, 108 Madison street, Chicago; R. D. Garden, N. H. Van Sicklen, and J. M. Erwin.

This committee to have general charge of the construction of the track, running of the races and arrangement of events, under the direction of the International Race Committee.

PRESS COMMITTEE.

Samuel A. Miles, *Referee*, Chairman, CANTON Building; H. J. Hunter, *Bearings*; W. Martin, *Cycling Life*; M. A. Lane, *The Post*; F. E. Spooner and H. H. Wylie, *Sportsman's Review*.

This committee to have charge of the news and promoting the general interests of the meet.

HOTEL COMMITTEE.

Charles E. Randall, Chairman, 4747 Champlain avenue; L. B. Taylor, W. A. Leonard. All communications for this committee should be addressed to W. A. Leonard, Sec., 908 W. Madison street, Chicago.

This committee to have charge and arrange for hotel accommodation during the League meet and International races.

TRANSPORTATION COMMITTEE.

J. O. Blake, Chairman, No. 85 Madison street, Chicago.

PRIZE COMMITTEE.

William Herrick, Chairman, 293 Wabash avenue, Chicago.

RECEPTION COMMITTEE.

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ENTERTAINMENT COMMITTEE.

A. J. Marritt, Chairman, 295 Wabash avenue, Chicago.

RUNS COMMITTEE.

C. P. Roods, Chairman, Caxton Building, Chicago.

PRIVILEGES COMMITTEE.

F. W. Gerould, Chairman, 108 Madison seettr, Chicago.

Our Mail List.

We have revised our mail list the past week and taken off several thousand names. Since revision we have renewed thousands of late renewals and there are more to come at this writing (3d). It is impossible that all these names can be put on the mail list again for this week and many late renewals will go without paper of this date. We have received this morning (3d) more than five hundred names from Chicago alone. We shall get these names on the list as specially as possible but just now we are "snowed under."

Michigan Amendments.

AMENDMENTS to be voted on at the State Board Meeting on August 1st and 2nd, at Detroit, Mich., as a recommendation of the committee on Revision of Constitution and By-Laws:

Article V amended to read as below:

LEAGUE CLUBS.

Sec. 1—Any wheeling club in this Division that shall have in its by-laws a provision requiring three-fourths of their active members to be a member of the L. A. W., and that shall file with the Secretary of the L. A. W. a certificate thereof, may become a League club, and entitled to all the privileges accorded to League Clubs under the L. A. W. Constitution.

Sec. 2—A League Club may send, as Representatives to the Michigan Division Board of Officers, one Representative for the first twenty League members on its roll, and one Representative for each fifty League members thereafter.

Sec. 3—Representatives from League Clubs ceasing to be members of the club from which they were elected shall thereupon cease to be members of the Board of Officers.

Sec. 4—If at any time the League membership of a League Club shall fall below the number required to elect a Representative, its Representative on the Board of Officers shall cease to be a member of the Board.

Sec. 5—The number of votes that any League Club will be entitled to cast, through its delegate or delegates, at any National Assembly held by the L. A. W. shall be one vote for every League member of said club in good standing upon the rolls.

JOE W. SMITH,
Chairman Com.

Colorado Local Consuls.

The following Local Consuls are hereby appointed:

Silver,	Fred C. Dunbar.
Eaton,	Geo. L. Felton.
Windsor,	E. L. Weller.
Longmont,	C. D. Weaver.

CHAS. A. HACKNEY, C. C.

Denver, Col., July 1, 1893.

Massachusetts Division.

THE summer meet at Cottage City takes place July 27, 28, 29. Arrangements are being made for reduced rates at the hotels, and on the railroad. The complete programme will be published in the next issue of the BULLETIN. A large attendance are expected, for all had such a good time last year they intend going this time. Captains of clubs are requested to assign this meet as a club run. There will be many entertainments, such as racing, rowing, swimming, parades, runs, band concerts every evening, base ball, and the hall. Remember, only League members receive the benefits free. The races will be in charge of Henry W. Robinson, chairman of the Racing Committee, and the list of events will be published later.

GEO. A. PERKINS, C. C.

Pennsylvania Division.

I expect to be absent from Philadelphia for about a month after the 6th or 7th of July, but wish to notify the Division that arrangements have been made for attention to League correspondence, including the reception of applications and the transmission of prizes to successful contestants. There may be some slight delay, but I trust the Division will incline to indulgence. The work of the Chief Consul the last three or four months has been exceedingly heavy, requiring all of the time not actually needed by his duties in order. If any member should, however, have a grievance, he may rest assured that it will be carefully considered upon proper presentation. Fraternally, SAMUEL A. BOYLE,
Philadelphia, June 28, 1893. C. C.

[For Late Official Matter See Page 382.]

Applications for Membership.

THE following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III. of the Constitution, which is as follows:

SECTION 1. Any amateur wheelman of good character, eighteen years of age or over, shall, with the endorsement of two League members, be eligible to membership in this League upon payment of the initiation fee and dues, as provided in the Constitution and By-Laws, and the By-Laws of his Division.

SEC. 3. The name of each applicant for membership must be published in the official organ, and unless within two weeks thereafter, a protest shall be filed with the Secretary, he shall become a member of the League.

Tickets will be issued fourteen days after the publication of names, and on the same date the applicant will be put on the mail list of this paper.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications shall be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week. (When a holiday falls on Monday the list is closed on Saturday preceding.)

BOSTON, July 7, 1893.

Total 667.

ALABAMA DIVISION—3.

58141	Greenwood, R. J.	Montgomery
142	Perkins, W. N.	Anniston
143	Moore, Tredwell W.	University

SOUTH CALIFORNIA DIVISION—7.

58144	Powell, Frank	Hollister
145	Auerback, Wm.	"
146	Unger, Max	Merced
147	Pelliter, Frank A.	Sacramento
148	Klotz, Wm.	Vallejo
149	Lee, Otis F.	Marysville
150	Stuart, Harry G.	Visalia

SOUTH CALIFORNIA DIVISION—35.

58151	Drew, F. T.	Alhambra
152	Burke, W. A.	Los Angeles
153	Harrison, D. P.	"
154	Jay, Alphonso	"
155	Myer, J. W.	San Bernardino
156	Robinson, C. G.	"
157	Mettler, John	Lowell
158	Leitch, James C.	"
159	White, Charles D.	Los Angeles
160	Arnold, Jay R.,	"
161	*Abel, Mrs. M. L.*	"
162	Baumgartner, Valentine	Los Angeles
163	Brain, W. C.	"
164	Brain, R. T.	"
165	Batchelder, L. H.	"
166	Flemmer, P. E.	"
167	Cummings, A. D.	"
168	Clark, Wm.	"
169	Dotter, G. C.	"
170	Dolph, Ralph	"
171	Day, A. B.	"
172	Hamilton, M. S.	"
173	Kampe, Charles,	"
174	Tyndall, C. P.	"
175	Ehrengood, W. S.	"
176	Foster, Ernest K.	"
177	Osgood, T. J.	"
178	Fridham, R. W.	"
179	Stansfield, J. L.	"
180	Schwab, G. F.	"
181	Sutter, E. R.	"
182	Tate, C. F. S.	"
183	Underwood, J. S.	"
184	Wilson, C. H.	"
185	Backus, George W.	Santa Barbara

COLORADO DIVISION—8.

58186	Dowd, Albert A.	La Junta
187	Renshaw, H. R.	Denver
188	Doherty, John R.	"
189	Lewis, Chas. R.	"
190	Bentley, Fred H.	"
191	Colby, C. B.	"
192	Hurd, Harry D.	"
193	Hamilton, W. W.	Pueblo

CONNECTICUT DIVISION—15.

58194	Swift, G. W.	Danbury
195	Campbell, Sam'l E.	New Haven
196	Chapman, Wm. W.	W. Winsted
197	Gurney, Fred W.	Hartford
198	Noe, Richard H.	"
199	Mc. . . A. H.	"
200	Wheeler, Howard T.	"
201	Clonman, James H.	"
202	Bloomfield, Howard	Meriden
203	Thompson, H. D.	Mount Carmel
204	Lyon, Wm. E.	New Haven
205	Granniss, Andrew W.	Poquabuck
206	*Hills, Miss Lillian M.*	Plainville
207	Gaylord, L. L.	"
208	Bradley, E. E.	Stonington

DISTRICT OF COLUMBIA DIVISION—1.

58209	Neely, Guy M.	Washington

ILLINOIS DIVISION—31.

58210	Helmich, A., Jr.	Chicago
211	Helmich, A. E.	"
212	Hennessey, W. B.	"
213	Kane, W. H.	"
214	Cox, Chas.	"
215	Wainwright, Fred W.	"
216	Kaufmann, H. J.	"
217	Sinclair, Cyrus F.	"
218	Mathews, John P.	Carlinville
219	Wedge, Frank M.	Galva
220	Carlisle, C. S.	Elgin
221	Trumbull, Rollin S.	Evanston
222	Roberts, W. C.	"
223	Hubbart, J. Roy	"
224	Ives, A. J.	Aurora
225	Blacksmith, John	Batavia
226	Yondorf, D.	Chicago
227	Cockrell, E. P.	"
228	Fountain, Myron W.	"
229	Vail, Alfred T.	"
230	Powell, M. H.	"
231	Palmer, Warren S.	Jacksonville
232	Frey, Albert	Delhi
233	Trowbridge, Wm.	Green Valley
234	Real, A. H.	Rockford
235	Blanchard, Scott	Tamaroa
236	Tower, D. C.	Mendota
237	John, Fred	"
238	Lindner, E.	Polo
239	McLean, Bert	Urbana
240	Little, L. M.	"

INDIANA DIVISION—10.

58241	Bell, H. E.	Richmond
242	Beckman, C. H.	Kendallville
243	Fulcher, Frank	Marion
244	Berry, Fred	"
245	Bennett, Harry	Wabash
246	Ewing, Thomas	Huntington
247	Krieghaum, Albert	"
248	Kitt, J. M.	"
249	Whitmore, Frank	"
250	Meer, John H.	Shelbyville

IOWA DIVISION—14.

58251	Okerlin, Oscar	Boone
252	Campbell, H. D.	Des Moines
253	Ashley, W. J.	Sioux City
254	Binzel, A. J.	Vinton
255	Wilson, Chas. A.	Cedar Rapids
256	Hesse, Fred H.	Clarksville
257	Hollingshead, A. F.	Clinton
258	*Sanborn, Clara G.*	"
259	*Thomas, Ada E.*	"
260	Scharnweber, Wm. A.	Davenport
261	Hunn, Jake	Iowa City
262	Rabenau, Edward	"
263	Koerwitz, Theo. A. bx R	Sumner
264	Demuth, Lewis F.	Le Mars

KANSAS DIVISION—4.

58265	Howard, John	Ft. Leavenworth
266	Coughlan, Chas. J.	Topeka
267	Harris, Edward P.	"
268	McDonald, B. C.	Burlingame

KENTUCKY DIVISION—7.

269	Gordon, S. P.	Owensboro
270	*Stephens, Miss Martha A.*	Danville
271	Wilson, John G.	Mt. Sterling
272	Mattingly, Claude	Morganfield
273	Caldwell, Dr. J. E.	Perryville
274	Wearen, W. H.	Stanford
275	Penny, G. L.	"

MAINE DIVISION—6.

58276	Gillen, Geo. M.	Saco
277	Swift, Chas.	"
278	Lang, Frank R.	Portland
279	Stratton, H. C.	Ellsworth
280	Mallett, W. G.	Farmington
281	Hebbard, S. B.	Hallowell

MARYLAND DIVISION—12.

58282	Howard, G. B.	Baltimore
283	Ackler, Wm. F.	Baltimore
284	Cingle, J. Howard	"
285	Cingel, G. Frank	"
286	Glantz, Louis F.	"
287	Kirkpatrick, John	"
288	Adler, W. Booth	"
289	Waters, Harry	"
290	DeGoaes S., Jos.	Baltimore
291	Doyle Bugh, Jr.	"
292	Richardson, Thomas L.	"
293	Bear, Shoe	Lonaconing

MASSACHUSETTS DIVISION—45.

58294	West, Fred	Holyoke
295	Polley, Sidney S.	"
296	Dyer, Thomas	"
297	Welch, James W.	Fall River
298	Bartlett, H. E.	Leomins er
299	Cook, Geo. H.	"
300	Huse, H. Vs.	Lowell
301	Perry, B. E.	Malden
302	Engelmann, Geo. C.	Malden
303	Dane, W. H. Jr.	Medford
304	Kent, Henry A.	Northbridge
305	Cronquist, Wm. J.	Stoughton
306	Bartlett, F. R.	"
307	Plummer, Albert	Auburndale
308	Little, James C.	Boston
309	*Morgan, Miss Sarah*	Boston
310	Riese, John P.	"
311	Small, Herbert E.	"
312	*Balch, Mrs. W. L.*	Boston
313	*Pudgin, Dr. Lucy S.*	Cambridgeport
314	Bradley, John	"
315	Carlock, Charles T.	Cambridgeport
316	Wyman, Geo. R.	East Walpole
317	Piper, Myron H.	"
318	Jackson, Dan'l	Fall River
319	Pike, Clifford S.	Haverhill
320	Harvey, Ruel S.	Jamaica Plain
321	Sanborn, Augustus C.	Lowell
322	*Harling, Miss Winnie L.*	Lynn
323	*Durfee, Miss S. K.*	Mattapoisett
324	Pells, Ambrose A.	Maslpee
325	*Coffin, Miss Sadie*	Melrose
326	Savage, Harry W.	Newtonville
327	Dalton, E. E.	No. Abington
328	Stirling, Harry T.	"
329	Foskett, Frank S.	Orange
330	Pember, E. H.	Pittsfield
331	Wollison, George G.	"
332	Chapman, Roy A.	"
333	Fisher, E. J.	"
334	Kedran, James B.	Roxbury
335	Hosmer, Clarence A.	So. Acton
336	Gregg, Hiram B.	Springfield
337	Hill, Wilford A.	Waltham
338	Ratcliff, Wm. Jr.	West Roxbury

MICHIGAN DIVISION—18.

58339	Chalouplker, Edd	Charlevoix
340	Nicholl, Harry	"
341	Ross, A. T.	"
342	Church, Chas. A.	Ann Arbor
343	Fenner, J. Harvey	Bay City
344	Montgomery, R. D.	Detroit
345	Meyer, Jos.	Howard City
346	Taylor, Joe	"
347	Ferguson, F. F.	"
348	Thompson, H. D.	Port Huron
349	Harvey, Geo. L.	"
350	McCay, Lance	"
351	Beard, James	"
352	Farr, Fred A.	"
353	Chamberlain, Geo. D.	"
354	Burdick, Weld T.	Sault Ste Marie
355	Brooks, Willis P.	Ypsilanti
356	Stellwagen, W. T.	Wayne

MINNESOTA DIVISION—15.

58357	Bender, Martin	Winona
358	Gerlicher, John	"
359	Kratz, Will	"
360	Gerlicher, Hem	"
361	Pittman, F. H.	"
362	Robertson, Abney	"
363	Smith, Jos. M.	"
364	Steffes, Nick	"
365	Smith, Geo. M.	"
366	Webber, M. B.	"
367	Watson, Chas.	"
368	Dodge, Warren M.	Farmington
369	Harris, Dr. J. H.	Lake City
370	Blair, Bert	Waterville
371	Kingsley, M. S.	Winona

MISSOURI DIVISION—46.

58372	Freeman, Hill	Hannibal
373	Boyd, Harold F.,	Kansas City
374	Day, Dr. L. E.	Nevada
375	*Slaton, Miss Rubie*	"
376	Kent, L. J.	Springfield
377	Peltz, J. E.	"
378	Trowbridge, Wm.	"
379	Hartzel, Wallace M	"
380	Leavitt, J. T.	"
381	Swift, F. A.	"
382	McGlasson, C.	"
383	Shipley, W. H.	"
384	Child, C. J.	St. Louis
385	Rehbein, Albert A.	"
386	Hood, W. R.	"
387	Lionberger, J. H.	"
388	Coburn, David	"
389	Darling, Jos. Reid K.	"
390	Weiersmueller, Fred	"
391	Resch, Andrew J.	"
392	Bennett, H. H.	"
393	Kinsey, E. R.	"
394	Orr, Thomas	Carthage
395	Adams, A. H.	Chillicothe
396	Crellin, E. M.	"
397	Flebl, Louis	"
398	Mansur, J. H.	"
399	Elmer, I. A.	Kansas City
400	Frost, C. C.	Odessa
401	Goodwin, D. P.	"
402	King, C. A.	"
403	Abner, J. A.	St. Joseph
404	Green, Hart S.	"
405	Kelly, Joseph H.	Sedalia
406	Von Bauski, Richard	St. Louis
407	Brown, Walter S.	"
408	Bergtold, A. R.	"
409	Cox, James	"
410	Chivers, Herbert C.	"
411	Easton G. S.	"
412	Filley, F. H.	"
413	Helmich, A. J.	"
414	Hull, Claude E.	"
415	Merry, H. L.	"
416	Miller, A. H.	"
417	Wagner, Ernst	"

MONTANA DIVISION—2.

58418	Aldridge, W. H.	Great Falls
419	Maxwell, George P.	Bozeman

NEBRASKA DIVISION—10

58420	Landis, L. C.	Hastings
421	Coleman, C. L.	Omaha
422	Durling, C. V.	"
423	Fredrickson, H. E.	Omaha
424	Breuning, J. B	Lincoln
425	Francis, J. W	"
426	Mockett, E. E.	"
427	*Schraeder, Clara*	"
58428	Banks, Walter T.	Lincoln
429	Partridge, Arthur W.	Omaha

NEW HAMPSHIRE DIVISION—3.

430	Swift, Gilbert W.	Concord
431	Spencer, Fred E.	"
432	Arlin, Harley	E. Concord

NEW JERSEY DIVISION—46.

58433	Shover, R. B.	Asbury Park
434	Still, Chas. E.	"
435	Wallpole, Stanley H. C.	"
436	Mint, Jonathan	"
437	Davis, Warter W.	"
438	Wiseman, Willard	"
439	Landis, Howard C.	"
440	White, Washington	"
441	Blauvelt, Ed. L.	Newark
442	Bodmenberger, L. N.	"
443	Cook, Frank H.	"
444	Cellin, Chas H.	"
445	Cirran, Thos.	"
446	Frazer, Dr. S. H.	"
447	Frazer, S.	"
448	Lang, Herman L.	Newark
449	Lee, Chas.	"
450	Murray, Peter	"
451	Mayo, C. W.	"
452	Merrill, J. R.	"
453	Tegen, Henry	"
454	Webb, T.	"
455	Armstrong, A. S.	Newton
456	Koch, Herman	Orange
457	Perkins, E. E., Jr.	Oxford Furnace
458	*Hewitt, Mrs. Richard*	So. Vineland
459	Baker, Edward	Westfield
460	Bradner, Will	Asbury Park
461	Orcutt, S. B.	"
462	Kroehl, Geo. F.	Boston
463	Broughton, W. R.	Bloomfield
464	Earl, John T.	Elizabeth
465	Miller, John E.	Englewood
466	Foster, E. L.	East Orange
467	*Foster, Mrs. Ella*	"
468	Van Keuren, Graham	Hackensack
469	Van Raden, Theodore	"
470	Powell, Frank	Millville
471	*Matteson, Mattie M.*	"
472	*Chun, Laura*	"
473	Kornenan, G.	Newark
474	Brace, D. Marvyn, M.D.	Amboy
475	Gokey, Chas. F.	Paterson
476	Dorian, Herman S.	Princeton
477	Hubbard, S. C.	Red Bank
478	Brown, G. Wilmer	Swedesboro

NEW YORK DIVISION—123.

58479	Rothschild, H. 628 Bdway	New York
480	Lehman, A.	"
481	Merrig, J. S.	"
482	Jacobs, J.	"
483	Bouggy, C. M.	"
484	Hinman, W. F.	"
485	Lehmann, J.	"
486	Nixon, J.	"
487	Smith, C. W.	"
488	Buckman, F. A.	"
489	Kinney, A. C.	Cortland
490	Migner, Harry S.	"
491	Norcott, Arthur	McGrawville
492	Hamm, L. G.	Jamestown
493	Parks, Geo. S.	"
494	Clyde, Geo. A.	Rome
495	Allen, Myron	Syracuse
496	Ackerman, C. F.	"
497	Bacon, C.	"
498	Barber, B. L.	"
499	Bissell, W. B.	"
500	Bowers, Russell H.	"
501	Brown, C. C.	"
502	Brown, Dean E.	"
503	Briggs, Frank	"
504	Bradley, C. C. Jr.	"
505	Coling, Albert	"
506	Champion, A. C.	"
507	Courtney, Dr. A. G.	"
508	Coville, Dwight	"
509	Dodge, A. A.	"
510	Daniels, B. S.	"
511	Drake, Robt. E.	"
512	DeLano, Chas. E.	"
513	Dolan, W. W.	"
514	Dunn, A. P.	"
515	Davis, J. F.	"
516	Ehle, C. C.	"
517	Edwards, O. M.	"
518	Furlong, M. J.	"
519	Freeman, G. S.	"
520	Freeland, Ben. D.	"
521	Friedel, Wm. A.	"
522	Gilbert, Percy D.	"
523	Galloway, E. W.	"
524	Greene, Frank H.	"
525	Hagerty, Bert	"
526	Hughes, A. E.	"
527	Hazelton, W. P.	"
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534	Jones, O. G.	"
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545	Mitchell, Wm. A.	"
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548	Nase, John	"
549	Platz, Julius	"
550	Parsons, Arthur E.	"
551	Patterson, E. W.	"
552	Rust, S. J.	"
553	Richardson, Dr. H. E.	"
554	Schwartz, Isaac	"
555	Savell, E. H.	"
556	Smith, F. R.	"
557	Skinner, F. R.	"
558	Stetson, A. J.	"
559	Spangler, M. C.	"
560	Tiffany, Gregory	"
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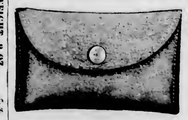
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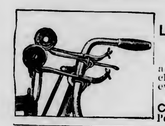
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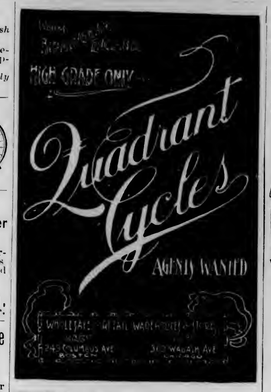
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☞WHEELS CARRIED FREE.☜

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Via BOSTON AND ALBANY R. R.

A limited train of Drawing Room Cars only will leave Boston at 12 noon, due in New York at 5.30 P. M.

Train consists of Baggage Car, Buffet Drawing Room Smoker and Two Drawing Room Cars. Fare $6.00, including seat in Drawing Room Car. Number of passengers limited to seating capacity of cars.

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Superb Equipment, Excellent Train Service, Fast Time, and Courteous Employees make the

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THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.

BICYCLES CARRIED FREE
FAST EXPRESS TRAINS

Without elegant PALACE PARLOR and SLEEPING CARS to and from

BOSTON and CHICAGO
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via NIAGARA FALLS

without change.

THE POPULAR ROUTE for all points in Northern New York, Vermont and Canada.

THE ONLY LINE running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes and Burlington, Vt.

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Fitchburg Railroad Passenger Station, BOSTON.
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The Favorite Route of Wheelmen

BETWEEN THE
EAST, WEST, NORTHEAST and SOUTHWEST.
—THE—
WEST SHORE RAILROAD

(The first road out of New York to carry bicycles free in the baggage cars of its company.)

Special attention is invited to the fact that all through trains connect with those of the *Fitchburg Railroad*, the only road in New England carrying wheels free.

The following meets are to be held on the line of the West Shore Railroad, or its immediate connections, and wheelmen will receive special attention enroute thereto:

July 8. Riverside Wheelmen Race Meet, New York, N. Y.

July 15. Twenty-five mile Road Race, Toronto, Canada.

Aug. 1-2. Michigan Division Meet, L. A. W., Detroit, Mich.

Aug. 7. Wajontha Bi. Club Race Meet, Richfield Springs, N. Y.

Aug. 9-12. **L. A. W. Annual Meet and International Races.**

Special trains from Boston and New York.

Remember this line traverses the historic and picturesque West Shore of the Hudson River, skirts the foothills of the Catskill mountains and passes through the beautiful valley of the Mohawk.

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Address,
C. A. SHEEHAN,
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3 Vanderbilt Ave., N. Y.
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A Guarantee that Guarantees.

A responsible guarantee that has substance behind it to make it good—the guarantee that goes with every Columbia Bicycle.

No one buys a watch, a piano, or a bicycle without assurance that defects which become apparent through use will be made good, and so dealers in low-priced and low-grade Bicycles are making very free use of the word guarantee. Purchasers of these machines will do well to look up the financial ability behind these promises. Auction room guarantees in particular are not likely to prove very valuable if the machine sold becomes a rattle trap after a few weeks' use.

It is safer and in the end cheaper to buy a first-class bicycle, if you are buying a bicycle to use.



Pope Mfg. Co.,

Boston. New York. Chicago. Hartford.

Our New Tire

The Wizard.

AMONG the tires we offer for general sale is our new tire, to be known as . . . . . .

The "WIZARD."

It is a single tube tire, similar in construction to the regular Columbia tire, with red rubber tread, and is intended especially for use of repairers and for changing over to pneumatic tires at a reasonable expense. It has our special recommendation as a thoroughly reliable and well constructed single tube tire, and is warranted as to material and workmanship. It is without doubt the best tire on the market for the price, which is the lowest we have ever offered a pneumatic tire.

Correspondence solicited from manufacturers and large repairers.

HARTFORD RUBBER WORKS COMPANY,

HARTFORD, CONN.

The Hartford Safeties

Better Than Represented

PAWTUCKET, R. I., May 12, 1893.

Hartford Cycle Co., Hartford, Conn.:

Gentlemen:—

Allow me to say your wheels are going beauti[f]
one's hand, knowing them to be better than you represent.

THE HARTFOF
HARTF

The BICYCLING WORLD AND L.A.W. BULLETIN

Founded 1877

Volume XXVI. Number 19. BOSTON, FRIDAY, JULY 14, 1893. 50 Cents a Year. 5 Cents a Copy.

One Word—BEST.

We build the best bicycles—appropriately called Victors.

They rank feet and inches above any and every other make.

We say this because it is true.

True in every way from frame to tire.

Nothing but the BEST is good enough for Victors—another fact that is known by progressive wheelmen the country over.

Victor is the Leader of Leaders.

OVERMAN WHEEL CO.,

BOSTON. WASHINGTON. DENVER. SAN FRANCISCO.

HERE AND THERE.

The results from our guessing match are most satisfactory. Coupons are coming in from Maine to California but we are insatiable and want more. ONLY ONE MONTH MORE TO TAKE ADVANTAGE OF THIS OFFER. **See page 375.**

W. B. TROY, inducer for the National Cyclists' Association, would receive scant recognition were he to come to Chicago. The western wheelmen are content to remain pure amateurs.—*Chicago Inter-Ocean.*

AN eight-year-old girl of Mrs. M. A. Phillips, of Waltham, Mass., while riding a bicycle near her home last week, was run over by a milk wagon and had both arms broken. She was taken to the hospital.

ABOUT twenty-five riding members of the Massachusetts Bi. Club started for a three days' tour on the Fourth. They breakfasted at South Natick, and dined at Canton. That afternoon the Rollstone Cycle Club of Fitchburg met them and escorted them to Fitchburg, where a reception was held. The next day they started at 8 A. M. to ride to Mt. Wachusett. They climed the mountain and rode to Westboro for the night. July 4, dinner was taken at Framingham and Waltham, and the races were reached in the afternoon.

DELEGATES from Taunton, New Bedford, Fall River, Mansfield, and Attleboro met at the Taunton Cycle Club rooms and organized what is to be known as the "Associate Cycling Clubs of Bristol County." There were three members from local clubs in each place present.

THE bicycle run to Lake Congamond, Holyoke, Mass., was a great success last week. About 75 Holyokers formed the nucleus of the party, but reinforced by out-of-town riders the party numbered 179 at Holy Smoke spring. Twenty-five more wheelmen joined the party at Westfield.

AT the third American Whist Congress held in Chicago last week the play-off of the tie between the Milwaukee Whist Club and the Capitol Bicycle Club, of Washington, D. C., in the match for the Hamilton trophy, which was left over from the Congress held in New York last year, took place in the presence of many spectators in the club rooms. The match was won by the Capitol Bicycle Club by four points.

A MEMBER of the New Brunswick Bicycling Club recently offered a Delmonico dinner and theatre tickets to any member who would ride a bicycle 175 miles in 24 hours. City Surveyor Atkinson and "Tony" Evans started on Wednesday night week. After riding 89 1-2 miles they stopped for a short rest and breakfast, and then continued the ride. The 175 miles were made in 14 hours and 8 minutes, actual riding time. Evans rode out the 24 hours, travelling 210 miles in that time. The last five miles he finished in 20 minutes.

WILLIAM JEWELS rode to Inwood, Ind., from Bourbon, one day last week on his pneumatic safety. Returning, when about two miles from Inwood, his lamp went out, and he being tired, sat down to rest and went to sleep. He awakened an hour afterwarg to find his bicycle, gold watch, and $50 in money missing. No clew to the thief.

THE Chester, Pa., Bicycle Club has decided to purchase the dwelling at 149 East Seventh street and will fit it up as a club house. The building is three stories in height, has a large double parlor and being provided with all household conveniences, will be well adapted for the entertainment of visiting wheelmen, either singly or in clubs.

WHILE cleaning his bicycle last week, C. W. Yost, who resides in Northeast Elkhart, Ind., met with a peculiar accident. He had given the hind wheel a sharp spin and in attempting to use his wiping cloth, his right thumb was caught between the chain and cog wheel and mangled so severely that it was necessary to amputate it at the first joint.

THE Bay State Bicycle Club of Worcester, Mass., was entertained in Fitchburg, Mass., last week by the Rollstone Cycle Club which met the visiting wheelmen at Clinton and escorted them to the Fitchburg Hotel, where supper was in readiness. Later they were taken in carriages about the city. At the club rooms light refreshments were served.

THE two international events, at Springfield's meet, Sept. 13 and 14, one each day, will have exactly the same prizes. The first five men will receive diamonds worth $300, $150, $100, $75 and $50 respectively. Besides this the winner in each contest will have a special souvenir in the form of a gold watch charm studded with diamonds, which will cost $200.

THE Rev. John R. Cortner, pastor of the Christian church at Winchester, Ind., rode to Farmland on his bicycle, and scarcely had he entered the corporate limits of that village before he was arrested by the marshal for riding on the sidewalk. The marshal first warned him to keep in the highway. The minister was fined $1 and costs, which so incensed him that he closed out a small holding of real estate at Farmland, and hereafter will invest elsewhere.

IT was a veritable wheeling wedding when Mr. Thomas Fane, the veteran bicyclist, and the popular president of the Comet Cycle Company, of Toronto, Ont., was united in the bonds of matrimony to Miss Florence Creed, the pioneer lady cyclist of Canada. The bridal party, which consisted of Miss Creed and a friend, journeyed on wheels to the residence of Rev. H. G. Baldwin, whither Mr. Fane had previously wheeled. After the ceremony Mr. and Mrs. Tom Fane pedalled away for their race of life on the matrimonial track on a tandem cycle specially constructed for the happy occasion. They started immediately on their honeymoon with Niagara Falls as their objective point, visiting all the points of interest on their way.

This Is What They Say About the Hickory:

H. L. Wenner, M.D. 91 East Perry St.,
TIFFIN, OHIO, May 12th, 1893.

Hickory Wheel Co.:

Dear Sirs--We shipped you by express, two days ago wheel 1086. The owner, Charles Herman, Jr., had a very narrow escape from death on it. He was racing at night and ran into an unseen obstruction and had he not had a HICKORY it would have been into such very small pieces that it would not have paid to have repaired it.

Fix it as quickly as possible as it is that wheel that is doing the talking for us as he uses it constantly in showing off the HICKORY.

Yours truly, HERMAN & WENNER.

.....

Hickory Wheel Co. Newton, Mass.

SIDWELL & SABEN CYCLE Co., 243 Columbus Ave., Boston,

Are sole NEW ENGLAND AGENTS for the

Beautiful Quinton Scorcher Bicycles

Have you had an opportunity of seeing the 1893 line? If there is no agent in your city, write us and we will talk business to you. Good agents always in demand.

Bretz & Curtis Manufacturing Co., : : Philadelphia, Pa.

FORTY CROPPERS

From the Irish Cyclist's Cropper Competition, June 7, 1893. "During last year I FELL BETWEEN FORTY and FIFTY TIMES. . . . In all those falls, the machine, a

RALEIGH NEVER BUDGED, AND IS AS SOUND AS A BELL."

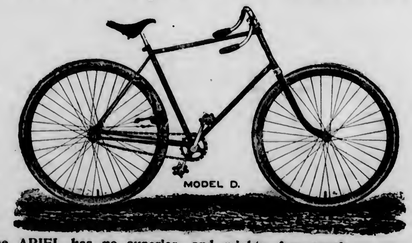
"SO MUCH FOR THE RALEIGH MOUNTS."

ZIMMERMAN Won the one mile Invitation Race at Ball's Bridge, on Wednesday, the 7th inst., defeating Ireland's best, and Watson and Camp, after which he started in the Twenty-Five Miles, but was run into the iron railings surrounding the track, smashing three teeth, loosening two others, cutting his chin, and nearly dislocating his jaw. His "Raleigh" was doubled up by the tremendous force of the collision. The lower and upper main tubes were bent, the front fork forced back, the wheel and spokes crumpled, the handle bar badly bent, and the saddle forced three inches out of its position, but NOTHING WAS BROKEN

The RALEIGH CYCLE CO., Ltd., BANK AND GREENWICH STS., NEW YORK.

"An honest tale speeds best when plainly told."—Richard III.

An Honest Bicycle at an Honest Price.



The ARIEL has no superior, and mighty few equals.
Send for our latest Catalogue and be convinced.

ARIEL CYCLE MFG. CO., GOSHEN, IND.

"The Winton is a Winner."



WINTON LIGHT ROADSTER.

. . . HIGHEST GRADE THROUGHOUT. . . .

No Agency complete without this Distinctive and thoroughly First-Class Machine.

Winton Roadster, all on, 40 lbs.,	price $150.
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Winton Ladies', improved design, 38 lbs.,	price 150.
Winton Racer, nothing lie it, 20 lbs.,	price 160.

Easiest running bearings in the world. True double diamond frame. Winton perfect pneumatic tires.

If there is no agent in your place, know all about us by asking for a catalogue.

THE WINTON BICYCLE CO., CLEVELAND OHIO.
110 PERKINS AVENUE.

UDELL WOODEN WARE CO., St. Louis, distributing agents in Texas and Missouri, except Kansas City.

SPECIAL.

In this Department, 25 cents a line. Cash must accompany the order. No

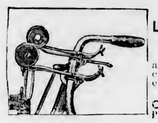
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The Official Design in Solid Gold. Send for Catalogue to

C. H. LAMSON, 203 Middle St., Portland, Me.
The Original Inventor and Maker.



LAMSON'S
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NO. 1.
Convenient, durable, noiseless, cheap. $1. Sold everywhere. Made by
C. H. LAMSON,
Portland, - Maine.

The Latest L. A. W. Badge
Official Pneumatic Tire.
Solid Gold, - - $3.50
Gold Plate, larger, 2.00
Any bicycle dealer will order you one. We have L. A. W. badges from 25c up. Discount to dealers.

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JOHN HARRIOTT
PRIZE MEDALS, PINS.
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Designs on Application.
3 WINTER STREET,
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MEDALS & EMBLEMS, &C.
C. O. REICHER, 9 CROWN ST., NEW HAVEN, CONN.

If YOU will try . . . .

The Red Star Solid Illuminant

in your Bicycle Lamp you will never use anything else.

It will burn until put out, as no road is rough enough to shake the light out.

It is simply PERFECT.

For sale by all dealers.

PRICE 50c. PER CAN.

RED STAR MFG. CO.
Factory, Long Island. P.O. Box 1092, New York.



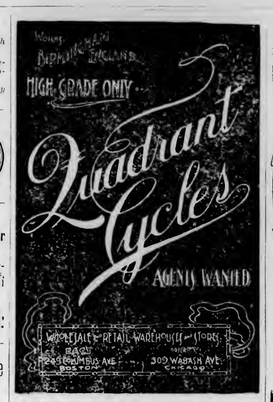
Jones' Suspension Bicycle Saddle.

Simplest, Cheapest, Neatest and Best.

For Carrying Children on Ordinary Safety Bicycles.

For Sale by all Dealers. Manufactured by

A. H. GOETTING, Springfield, Mass.



KALAMAZOO TROUSER GUARD
KALAMAZOO CYCLE CO., KALAMAZOO, MICH.
This is the Hump that holds the pants for men who ride Bicycles.
Price 15c.



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OUTING can be furnished all League members (new subscriptions, not renewals,) for

$2.50 per Year.

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We don't need to introduce OUTING to our readers. It is the only all-round "out-door sport" magazine published.

None but League Members Can get OUTING for the price we can furnish it. Send in your order at once, as the Offer May be Withdrawn at Any Time.

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167 Oliver Street, - Boston, Mass.
(Postage stamps will not be received in payment.)





FROM GEORGE F. TAYLOR.
Boston, May 26, 1893.

DETACHABLE CLEAT CO., Allston, Mass.

Gentlemen:—Received three shoes ordered by me, and find them entirely satisfactory. For lightness and strength they are *par excellence*.

Very truly, GEORGE F. TAYLOR.



A New racing shoe. Weight, 5½ oz. All Solid Leather. Tapered Cleats, which don't bite, but catch pedal quickly. To introduce them we make

SPECIAL OFFER!

We will send a pair of these shoes, paying every express charge, C.O.D. at the regular price $3.50

Remember, it does not cost you a cent to see these shoes, because

WE PAY THE FREIGHT.

Discount to Agents. Send size of foot.

DETACHABLE CLEAT CO., ALLSTON, MASS.

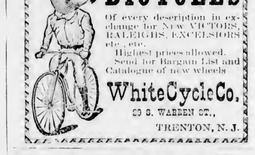
"GEM" STOCKING SUPPORTERS
Guaranteed. Never wear out. No clasps. No rusty buckles. Price 60c. by mail.

"FAULTLESS" TROUSER GUARDS.
Sizes 3 x 7-8 in. No hooks. No faults of any kind. A high grade wheel free that their equal is not on the market.
Price 15 cts. by mail.

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Highest prices allowed. Send for Bargain List and Catalogue of new wheels

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TRENTON, N.J.

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The neatest, smallest, simplest and lightest horn on the market. The tone is very clear and distinct. Horn by mail, 51. Discounts to dealers and clubs. Address,

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1222 Seminary Place, - - Chicago, Ill.

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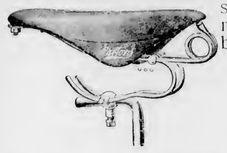
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STRONGEST LIGHT WHEEL MADE.

MOST RIGID FRAME. GOOD BEARINGS.
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The LEAGUE CHAINLESS SAFETY.

FIFTY PER CENT. less friction with BEVEL GEARS than with chain and sprocket.

NEATEST IN APPEARANCE and Latest in IMPROVEMENTS.

Nearer a "'94" Wheel than Any Other Make.

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We Are Clearing Out

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Ranging from $75.00 to $100.00.

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In the inflation of a Pneumatic Tire is to have a good connection between the pump and the tire. To accomplish this, always use the C. I. TUBING. made by the . . . .

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Made to fit Pneumatic Pumps, and weighs less than one ounce to the foot.

It will not swell or give under pressure of the pump, and saves one-half the labor of inflating the tire.

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Figures Talk.

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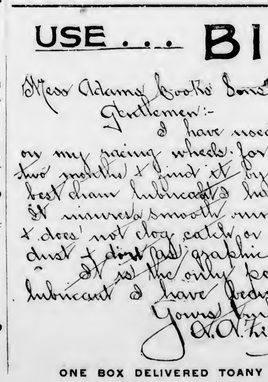
You can't go wrong in getting a DUNLOP.

They Cost a Little More, but

The American Dunlop Tire Company,

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ONE BOX DELIVERED TO ANY PART OF THE U. S., 30 CTS.

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It lubricates the chain perfectly and reduces the friction. One box will last a year.

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Incorporated under the Laws of Massachusetts.

167 OLIVER STREET,
BOSTON, MASS., U. S. A.

☞Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 8867, Boston, sending them old address as well as their new, and their League number.

TO OUR ADVERTISERS:

Copy for new advertisements must be handed in by Tuesday morning to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday to insure attention for the following issue.

☞All checks and postals for advertising or subscriptions must be made to the order of the Wheelman Co.

☞*Postage stamps will not be accepted hereafter in payment for advertisements or Subscriptions. Checks, Money Orders or Postal Notes only will be taken.*☜

C. W. FOURDRINIER, Editor and Manager.

EDITORIAL STAFF:

J. S. DEAN, JAS. W. CARTWRIGHT, JR. H. CROWTHER.

BOSTON, JULY 14, 1893.

How is This FOR Results:

PREMIER CYCLE CO.,

844 and 846 Eighth Avenue,
Cor. 51st Street,

New York, July 6, 1893.

The Wheelman Co.,
Boston, Mass.

Dear Sirs:—We have had a very practical and tangible illustration of the value of the **Bicycling World** as an advertising medium, in the deluge of coupons from our advertisement in your issue of June 30th, which overwhelm us in every mail delivered. In the four business days that have elapsed since its publication, we have received a daily average of between 300 and 400, and the returns show no signs of weakening at this date.

Very truly yours,
PREMIER CYCLE CO.,
H. C. Douglas, Sec'y.

Stolen Bicycles.

WE have once before made the remark that we cannot publish free notices of stolen bicycles. We have been swamped lately by notices of thefts of this kind. Our rate for this class of advertisements is 20 cents per line. The stolen bicycle comes properly under the head of an advertisement, though while the number was small we printed them free, but now they are growing so large we cannot do it.

Our friends will please note.

THE National Cycling Association is now thoroughly launched on its business career and though early in the game it is safe to express an opinion as to whether the venture will prove a success or not.

In the first place it will be well to look at the men it has secured from the ranks of the amateur and see whether the list is sufficiently large and attractive in personnel so that the public will take an interest in seeing them race.

The total list of licenses, we understand, is somewhere in the vicinity of thirty and in that list we find the well-known names of the following erstwhile amateurs: H. C. Wheeler, Peter J. Berlo, A. B. Rich, C. W. Dorntge, Tom Roe, and C. E. Kluge; while among the old-time professionals are W. A. Rowe, H. G. Crocker and C. W. Ashinger. These men really constitute the stars of the association and unless the promised recruits come from the cracks of the amateur path later in the season it can readily be seen that the attractions are not sufficiently strong to draw the necessary paying crowds.

There is a great deal of wild unauthorized talk to the effect that after the International meet at Chicago next month a general exodus of the fast amateurs will be made and that the N. C. A. will take 'em in. This claim is without foundation; there will be no general exodus, though a few attracted by the purses hung up by the N. C. A. will no doubt be inclined to make hay while the sun shines and attempt to gather in a few of the duents.

The attendance at the several meetings already held by the professionals has not been such as to carry joy to the hearts of the backers of the venture, but they hope for better results, and no matter what the attendance may be it is the intention of the management to carry out its schedule this season as laid down even if they lose money in doing so.

In comparison it is a significant fact to note that the principal amateur events all over the country have during the past few weeks had remarkably good gates.

Now as to the reasons why the attendance has been so unsatisfactory: We believe that it is due to the fact that in all professional events (baseball excepted) the element of pool selling is a drawing card. Witness the long seasons of horse racing held each year at several principal race tracks in the country, which would be impossible were it not for this element of gambling. This element cannot be introduced into the professional cycle races, first, because we believe the management is opposed to it, and second, even if it was in favor of pool selling the licensees are so limited in number as to reduce the element of chance to a most unsatisfactory minimum, so much so as to preclude any interest the betting public might have in the events.

Second, the lack of first-class men among its licensees who might prove drawing cards. Wheeler and Berlo are the only two who really have any business with the high flyers and they can not be said to hold even place with such men as Zimmerman, Sanger, Taylor, Windle, Johnson, Gary and others.

Thus it will be seen that the N. C. A. has at this time two factors working against its success financially. Limited number of contestants (the large majority of which are unknown to fame and thus not drawing cards) and the absence of the element of betting which would command the interest and attendance of the chance hunting population.

If with this discouraging start the N. C. A. make a success out of the venture we shall be the first ones to congratulate them, but as it is the outlook is anything but rosy-hued.

SANGER is undoubtedly near if not at the top of the heap, and nothing but competition with Zimmerman will establish the fact as to which is the superior. Windle is not riding in his old time form though his recent defeats may prove that he is riding as fast as ever, but that others are riding faster. Taylor at Waltham beat him out handsomely at the tape in the one mile invitation and Guy L. Gary beat him in the third mile open. By the way, Guy L. Gary is meeting the most sanguine expectations of his friends, and he has a host of them. He is a racing star, and from all indications will make the best of them hustle to beat him. In appearance he is a typical racing man and his form on the wheel is excellent. He is at that age when with careful handling he must improve and if he does, as there is every reason to believe he will, then the "top sawyers" of the cycle race track will have an additional man to watch.

ANOTHER SPECIAL OFFER.

Bicycling World and L. A. W. Bulletin Reduced to 50 cents per Year.

(This does not include L. A. W. membership or renewal to same.)

Every New Cash Subscriber Can Have a Chance to Secure a

HIGH GRADE BICYCLE FREE OF CHARGE.

The winner can have choice of any bicycle of any make which is advertised in the columns of the BICYCLING WORLD between May 11 and Aug. 11, 1893.

Cut out this coupon, or else copy same *verbatim* on a sheet of paper, and enclose with the subscription price of paper.

COUPON.

WHEELMAN CO., 167 Oliver Street, Boston.

Enclosed find 50 cents, for which send me the BICYCLING WORLD AND L. A. W. BULLETIN for one year to following address:

Name, _____

_____

I ride a _____ make of wheel. I guess that the greatest number of machines, of any one make, ridden by those sending in new subscriptions (which will be sent in for the BICYCLING WORLD in response to this offer) between May 12 and Aug. 11, will be _____ machines.

THE SCHEME:

The new subscriber who guesses *the nearest* to the true figures will get a High Grade Bicycle. No matter whether the estimate is above or below the figures, *THE NEAREST WILL WIN.* In case of a tie, priority of date of estimate will determine the winner.

HAVING recently acted in official capacities at several road races, we have had one matter very strongly impressed upon our minds. It is none other than that bane of all road races, the crowding of the spectators at the finish. It is not only troublesome to the managers of the race, but is foolish on the part of the crowd. The absolute lack of thought on their part shown by the formation of a narrow aisle for the riders to finish through, would be laughable were it not for the fact of the element of danger to both spectator and rider. If the street were to be left clear, the view of spectators would extend over a much more extended range. In a recent number of a French cycling journal, was portrayed the operation of a most excellent remedy for this abuse, in the form of a burly policeman skilfully manipulating the nozzle of a three inch fire hose, from which was issuing an able bodied stream of "Nature's most refreshing drink." The crowd evidently was not a thirsty one for they were retreating in disorder. We do not believe that an American crowd is any more addicted to "taking water in their'n" than their transatlantic brethren, and we would much like to see the experiment tried.

NEVER was the lack of a gear-case more strongly felt than on a late ride about Boston. Many a man could have enjoyed at least part of the holiday had he not been forced to go out in the mud and wet with a bare chain. Those who had the temerity to brave the elements on that day can sympathize deeply with one of our staff who walked several miles to the nearest railroad station after breaking a chain. There is a bright future in store for the man who puts a perfect, or nearly perfect gear-case on the American market. That sounds easy doesn't it, but we are assured upon competent authority, that gear-cases are at present far from perfection. However even a make-shift would be far preferable to a constantly fouling and tightening chain. The main difficulty, we opine, lies in the multifarious forms of those parts upon and around which it is necessary to fasten the case, hardly any two lengths of chain and form of bracket and rear frame being alike. If the chain driven machine is to live, it must have an ample chain protector, and not many months will pass by before some of our high grade machines will be fitted with something, at least tending, to protect that easily disordered part of the mechanism.

The craze for extra light machines has led to the complete stripping of the wheel, but here is a case where extra weight might be applied with an addition to the facility of locomotion.

The Duty On Bicycles.

ACTING SECRETARY HAMLIN of Washington is desirous of extending all possible courtesies under the existing tariff laws to the owners of bicycles bringing them into this country with their other luggage, and he has asked the solicitor of the treasury to carefully examine the question of their proper classification.

The importers of bicycles, for their own personal use, have repeatedly endeavored to enter them at the custom house as personal or household effects, free of duty, but in every case which has thus far arisen they have been overruled by the collector of customs or the board of general appraisers.

The Board of General Appraisers sustained the collector in a decision, rendered Nov. 3, 1890, upon the ground that personal effects which are free of duty under the tariff applied to articles of a kindred nature with wearing apparel. If they were intended to have a broader signification, the board stated, it would not have been necessary to add, "professional books, implements, instruments and tools of trade," and the enumeration of these classes of goods indicates that they were the classes to which the exemption was extended.

A decision made March 15, 1882, decided that bicycles were not household effects and could not be admitted free of duty under that provision as family carriages are. The board declared that "it is common knowledge that a bicycle is not ordinarily used by all the members of a household or family, that it requires skill to use it, and hence it serves the convenience of the owner individually rather than that of his household. In this respect it essentially differs from a family carriage."

Secretary Hamlin is not entirely satisfied with these decisions, and with the fine distinctions drawn between bicycles and other personal effects and for this reason has asked Solicitor Reeve to carefully examine the question upon its merits.

Whatever decision is reached will apply, of course, to single bicycles for the use of their owners in this country and not to importations for sale.

The American manufacturers are likely to resist this exemption from duty in favor of the foreign article.

Windle's Training.

WINDLE has ideal training at Springfield. Mr. and Mrs. Windle, with his trainer, occupy one of the cottages at the Advent Camp ground, where it is quiet, and they can control questions of diet and exercise. Windle passes his days without any excitement, getting up at six o'clock, and going to bed soon after 8 o'clock in the evening.

He takes his riding on Hampden Park twice a day, once in the morning, and again in the afternoon, leaving his wheel on Worthington street, and riding to the cottage on the electric cars. After the exercise on the park he is rubbed down by his trainer Thomas Sullivan, who has special training in the massage treatment.

Malden Club Will Race By Electric Light.

CYCLE racing by moonlight and electric light is to be tried by the Malden Bicycle Club at the Waltham track on the evening of July 24. The club's board of officers last night appointed S. T. Williams, N. W. Starbird, G. W. Dorntee, A. F. Sargent, Jr., J. F. Cochrane, and E. G. Merrill, as an Executive Committee to arrange for the meet, and the committee decided that the list of events should consist of the following: Mile, 3.00 class; mile, 2.40 class; mile, 2.30 class; mile, open.

Prizes are to be awarded to the winners of the trial heats in the 2.40 class.



THE guileless inducers of the Cash Prize League are having a fit over the statements that have appeared in some of the papers to the effect that they have been endeavoring to persuade some of the stars to cast their fortunes with that organization.

A *Sun* reporter asked C. H. Byrne whether Zimmerman had decided to join the ranks of the association. Mr. Byrne said: "No, Zimmerman has not been requested to join, nor will he. The National Cycling Association *will not ask any rider to join.* It will merely stand on its merits. If the riders wish to come in later they will be welcomed. * * * Still, while am on this subject I want to say that in two years' time we will have racing men who will overshadow all the Zimmermans in the world!

There now! Think of that!

Zimmy had best make the most of his time while it lasts. Still, it was awfully good of the Brooklyn man to give him two years more. A lot can be accomplished in two years, and when the time comes to withdraw Arthur can comfort his soul with the thought that he will have a sufficient number of prizes on hand to trade for enough Monmouth County lots to make him one of the largest real estate holders on the Jersey coast.

Seriously though, does Mr. Byrne make the statement that his organization has not endeavored to induce any men to leave the L. A. W. in cold blood? Does he know—or does he not want to know—that the inducers of the Cash Prize League have been hanging on to all the prominent riders throughout the spring circuit, as well as at all other times and places since the beginning of the year, moving heaven and earth and endeavoring by means of every argument and power at their command to have them leave the L. A. W.? Of course our audacity in daring to say this will evoke the usual howl from the c. p. l. organ, but everybody knows it to be the truth just the same.

Mr. Byrne also went on to say that the c. p. l. intended to "cultivate" a new class of races. Well, they need it, goodness knows, and if their "cultivation" succeeds in producing men of a different class from some of the bright and shining lights whom they have so far netted they can shake hands with themselves.

I would also suggest that they cultivate an audience for their race meets, while they are about it. They need them.

A GREAT ado is being made over the fact that Wheeler won somewhere in the neighborhood of $1,200 (which it is to be hoped he got) in the cash prize league's races last week, and the rest of the stars within the L. A. W. fold are reported as looking on with longing eyes and watering mouths at the spectacle.

But wait!

One swallow does not make a summer, nor one season's winnings a fortune upon which a man could retire permanently, and when the melancholy days of November have come and the cash prize league has crawled into its hole and pulled the hole in after it so far that the most careful microscopic search will fail to reveal the place where it modestly retired permanently from the gaze of an admiring world, Mr. Wheeler will find his occupation, like Othello's, gone, and in place of being able to exchange his abilities as a speed-merchant for the cold cash which some manufacturers have been known to pay over to riders for carrying their wheels to the front and making world's records thereon, he will find all his wind and all his speed of considerably less market value than plain John Smith's 2.40 gait is to him. For the cycle maker has no use for the professional on the track. Speed he never so rapidly his name it is "Dennis!"

Let those riders who are temporarily dazzled by the sound of Wheeler's glittering earnings take pause for a moment, and with pencil and paper sit down and calmly calculate where the profits are to come from to continue the payment of the aforesaid winnings.

At the Fourth of July meeting on Manhattan Field there were reported to be 3,500 present (and this in the great city of New York, with its thousands of people to draw from, and on the Fourth of July, besides), while the list of prizes said to have been given footed up nearly as much, if not more than the gate receipts; and at Brooklyn on the opening day there were only 1,500 spectators present, while on Saturday it is stated there was "a good-sized" crowd in evidence, at the same time that the Riverside Wheelmen had eleven thousand at *their* meet at Manhattan Field.

It is quite a simple sum in arithmetic.

You can't run a race meet on wind (at least the L. A. W. cannot; if others can it will be a novelty) and when the money is no longer forthcoming to pay the piper it is to be presumed—that is if past experience counts for anything—that he will refuse to play any longer. The backers of the c. p. l.—misguided souls!—will probably continue to "put up" for awhile, but when the anxiously-hoped-for and faithfully *promised* profits continue to show up regularly on the wrong side of the ledger if they don't follow the example of the average man and quit then I miss my guess.

Wait!

MEANWHILE, what luck the L. A. W. is in!

As one of the prominent officials of that organization pointedly expressed it: "The League has been looking for a dumping ground for years and at length it has secured one."

And at no cost to itself, either.

THE question of military communication, not only between an army and its base of supplies, but between the various divisions on the march and in battle, says a writer in *Harper's Weekly*, has assumed most serious dimensions, the difficulties being very great. The whole matter of such communication devolves upon the Signal Corps of the army, and after many tests of foreign devices the government employed the Bell Telephone Company to devise an instrument for this use, which it is hoped will meet all requirements. In this invention the principle of the Ecceard knapsack telephone, an American idea, and the trumpet telephone of the German army are combined. It consists of an ingenious arrangement of Bell telephone, Morse key, and battery, which are all combined in a small case worn over the shoulder, the wire being coiled on a reel in a separate case, making a load for another man. The telephone part is so contrived that the receiver and transmitter are one piece which may be held in place by one hand, the receiver at the ear, the transmitter at the mouth, while the other hand manipulates the key of the telegraph, so that if necessity demands the instrument can be used to telegraph as well as telephone.

It would seem as though the new field telephone were going to solve the problem of communication in transit, and right here is where the bicycle comes in, for it is more than probable that the introduction of the wheel as a part of the equipment of the Signal Corps will cause a reorganization of the service. As a means of transporting the wire and instrument the bicycle is unequaled, as the reel can be attached to the machine, thereby requiring but one man to lay and operate the line, while without the bicycle it needs two. It is estimated that a signal man awheel can lay four to six miles of line per hour. An attachment will soon be perfected by which in taking up a line, the wire will be automatically reeled up. It is claimed that when using the new Charnlois wire, communication has been had through a length of twelve and a half miles of wire, and that communication has not been interrupted when the wire is unwound naked upon the wet or dry ground, or even upon grass covered with dew, or when the wire is submerged in water for a certain length.

TURN back the clock for an hour or two!

Once more I am swinging down the road upon my dear old Victor Light Roadster—one of the best mounts which the skill of the cycle mechanic ever turned out.

Who does not remember the days of '85 when the Victor Light Roadster first made its appearance on the American market?

Didn't we owe it a debt of gratitude?

Listed, on its first appearance, at $125 for a 50-inch, and complete with balls all 'round, suspension saddle, cowhorn bars, tangent spokes and Bown's bearings (how strange it seems to enumerate what were considered luxuries in those days, but which now are taken as a matter of course in the parts of a bicycle!) it brought the price of wheels down with a rush, rapidly placing itself in the front rank of high-grade mounts. At that time we used to pay our $140 for a high-grade wheel with parallel pedals, straight handle-bars and pigskin saddle, which was harder than the nether millstone, and if we wanted ball-bearings in the pedals they were forthcoming only to the tune of a five-dollar bill; cowhorn bars meant another V, and Arab cradle spring or suspension saddle was again an extra; so that by the time we had the machine equipped with all the essentials of the high-grade mount of to-day, it stood us in the neighborhood of $160 or $170, as many an old-timer will well remember. But those old machines stood the wear and tear of the roads splendidly, and I know of no better investment for a man who has the cycle craze and is prevented from purchasing a modern pneumatic safety by the slenderness of his bank account than to pay a nominal sum for a second-hand, high-grade ordinary, many of which are on the market as good as new, and thus secure a mount which will last him for years and years. Faith, they were good enough for us to learn on, and I don't see why they should not be good enough for the modern who really has the bicycle fever! At all events they are a deuced sight better, so far as durability and strength are concerned, than some of the cheap cast-iron traps which are being sold at auction rooms throughout the country.

I ALWAYS have had a weak spot in my heart for the ordinary (having in truth come down from the mount only last August) and am heartily laughed at for my pains whenever I attempt to sentimentalize over it, so that ordinarily I am chary of its reminiscences. But occasionally the old fever gets the better of me, and this present outbreak is the fault of the Overman Wheel Company.

Recently meeting President A. H. Overman at the Chicago Exhibition I expressed my regrets for the g. o. o., particularly as it had been in mind for some time to illustrate a series of articles in regard to it, and Mr. Overman, with characteristic courtesy, kindly offered to place a wheel at the WORLD'S disposal; therefore I was not surprised when along came a fifty-inch Victor Light Roadster, rational build, with full Victor cushion tires.

And a fifty-mile spin upon the road has only confirmed my first impression in regard to it. It has indeed the true bicycle motion par excellence.

On a long smooth hill, with feet over the handles, there is nothing more akin to flying, while so far as safety goes, the much-dreaded "header" is conspicuous only by its absence if the wheel is handled with any degree of care. I am more in love with the wheel every time I mount it and although the safety is undoubtedly the best all 'round machine for night riding, city streets and general use, yet given good roads and daylight, the rational ordinary is not to be sneezed at.

This subject will be continued—not in our next, as novelists say—but later on, when I hope to have some snap-shots with which to illustrate the matter.

FOR the idlers near the entrance to Franklin Park last Thursday there was some free open-air fun.

A new order of the Park Commissioners, compelling wheelmen to carry a lighted lantern and a bell when riding in the parks after eight o'clock, went into effect on that day, but, apparently, few riders supposed that the published warnings were really of any consequence, and numbers of wheelmen dashed up Blue Hill avenue and into the park without being equipped according to the requirements of the ordinance. One by one they were stopped by the vigilant policemen and ordered to withdraw, and their astonishment, protests or indignation were amusing to see. Some who had lanterns were without bells, and tried to run the gauntlet by blowing their cyclorins, but the policemen would not recognize such substitutes.

All this trouble might have been avoided if Boston riders had not made a racing track of all the roads, to the peril of hundreds of pedestrians. There have been so many bicycles and so much riding at breakneck speed as to alarm women and children, and the policemen, finding it difficult to preserve the order expected in pleasure resorts of this sort, finally appealed to the commissioners for more stringent regulations, thus bringing about the issue of the rule which took effect last week.

I FIND two books on my desk for review this week both of which seem to be A1 in their respective classes.

The one is the new Cyclists' Road Book, of New Jersey, which is without exception one of the best road books ever issued. Messrs. Benedict and Mersdes, the compilers, deserving considerable more credit for their untiring labors than my experience of League work in general and road book work in particular lend me to think they will ever receive; and the other is "Zimmerman on Training," by Arthur A. Zimmerman, which Joe McDermott sent me in response to a request for information how to become as fast a man as Zimmy. Mr. McDermott said I would find it all in the pages of the work, and sooth to say, it is all there; but when I find upon opening the work that I am advised to ride from six to eight miles in the morning and from five to eight in the afternoon at not less than a three-minute gait, putting in at intervals a fast quarter in not less than thirty-five seconds, I begin to think that if there is no easier road to championship fame I shall never tack that title after my name. But all this is no drawback to the merits of the work, which is one of the most complete and interesting of its kind that I have ever come across, being replete with practical information for the men who aspire to ride fast, with the added merit of having this information conveyed in the simplest and most succinct form. Almost literally, he who runs may read.

In addition to its training advice, it contains "points for cyclists," giving all the information which the average rider will ever be likely to need in regard to the choice, care, wear and repair of the bicycle. At the price, fifty cents, asked for it, it is one of the cheapest things I know of.

THE condition of trade is undeniably dull.

How dull I do not know how better to express than in the words of W. C. Overman whom I met coming in from Newton the other morning. Said I: "How do you find trade?" Said he: "Can't find it."

Q. E. D!

Ride.. The.... Union



ON YOUR VACATION.

-- BUT --

If You Stay at Home

REMEMBER:

"Mid pleasures and palaces tho' we may roam,"
If we own a good cycle there's no place like home.
"A charm from the sky seems to hallow us there,"
That is, if the roads are in decent repair.

The Bicycle which will give you no trouble, which is strong, reliable, speedy and handsome, is the

UNION P. D. Q.

AND OUR

Ladies' No. 3

IS A LITTLE GEM.

SEND FOR CATALOGUE.

Union Cycle Mfg. Co.,

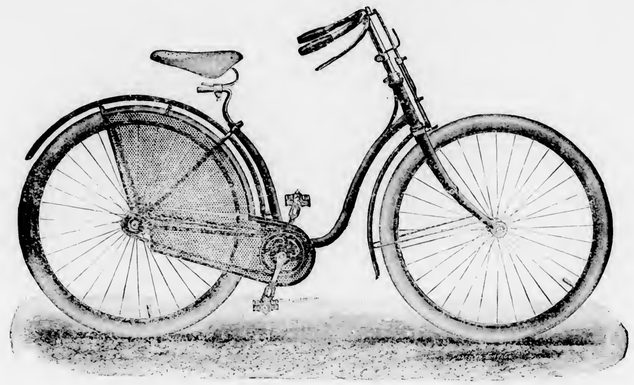
HIGHLANDVILLE, MASS.

BOSTON. PHILADELPHIA.
SPRINGFIELD. CHICAGO.

WESTERN WHEEL WORKS,

MANUFACTURERS,

. . Chicago, Ill. . .



JUNO No. 2. $90.00.

Experienced lady riders ride the "Juno"—it has PROVED itself reliable.

NOTE

THE SPECIAL FEATURES FOUND IN NO OTHER WHEEL.

Our new style ONE-PIECE dress and chain guard, light and beautiful, (no bottom at chain guard). Chain CANNOT RATTLE—no dirt can collect around chain—chain can be cleaned without removing chain or guard.
Position—Very comfortable and graceful.
Handle bars—Come well back--no REACHING for them.
Its riders—CLAIM it rides easier--coasts further--steers easier than any ladies' wheel made.

Popular Wheel. Popular Price.

(Same with Cushion Tire, $75.00.)

R. L. COLEMAN CO.,

35 BARCLAY STREET,
NEW YORK.

SOLE EASTERN AGENTS.

CAJOLED by the blandishments of Lon Peck I rashly embarked on the steamer for Gloucester last Saturday morning, and not having had sufficient experience with the League boted, "The Pacifico," in that thriving place, where we were each taxed seventy-five cents for what was by courtesy termed dinner, but which in truth some of the five-cent eating houses in this city would have been ashamed to dish up.

Some twenty-five members of the Massachusetts Bicycle Club held an indignation meeting on the hotel piazza, afterward and it was unanimously decided that hereafter an *avant courier* should be sent ahead to sample the tables of any hotels at which the club was to stop on all future tours.

I have often heard that League hotels should be steered clear of but never had such a personal and solemn example before.

ONE of the brightest club publications that I know of is the *Centurion*, which is published in Philadelphia as the official organ of the Century Wheelmen of that city, by the publishing committee consisting of Messrs. Thomas Hare, C. P. Allen, Jr., Geo. H. Bahl, L. S. Kneedler and G. M. Schell, all of whom I have the pleasure of knowing personally. In their last issue they pay a tribute to the fast and otherwise—riders of the club, heading the article by an appellative which is so distinctively Philadelphian, the "Tin Can Brigade." In that pleasant city the men who can—or imagine they can—ride fast are dignified by the name of "Tin Cans," and under that heading the *Centurion* gives prominence to the name of those flyers of the club who have carried its colors to victory this spring, some of them being extremely promising, Lou Geyler of course being the bright particular star.

The Centurions are one of the most athletically inclined cycle organizations I know of, going in not only for racing, but for baseball, football, cricket, and during the winter all around gymnasium work. Moreover, they are meeting with the recess their enterprise merits, the club being one of the largest and strongest in America.

More power to the same!

"CENTURY runs" still flourish in America, and are duly reported in all the papers. Over here the reports read like a reminiscence of the eighties. No male rider of average ability thinks a "century"—time unlimited—a great feat, and almost every wheelman knows one or ladies well capable of undertaking such a ride.—*Irish Cyclist.*

Yes, Meeredy, and if you ever get taken over some of our American roads, you'll learn to think, as Osmond did, that a "century run" with us means something.

ARIEL.

Sedalia, Mo., Tournament.

Rain caused a postponement of the twelve bicycle races which were to be held in connection with the Missouri Division meet on the Fourth until Saturday, July 22d, when they will be run off, weather permitting. The Sedalia Cycle Tournament Association deserve and should receive the unanimous support of all the wheelmen to make the races as successful as possible, and to secure that end a special railroad rate of one and one-third fare for the round trip has been secured from the Missouri Pacific and M. K. and T. Railroads. The entry list will stand, and embraces the names of 72 racing men, amongst which are the fastest riders in the State.

LINNEUS.

Sanger Beats Quarter Record.

W. G. SANGER made a quarter-mile at Hampden Park, Springfield, last week, with a flying start, in 26 4-5, which is one-fifth of a second below Zimmerman's world's record for that distance. The record is not official, but five watches were held on it and there can be no doubt that the time is correct. Zimmerman's record was made at Charter Oak Park, Hartford., with a strong wind blowing with the rider.

Fined in New York.

ASHBEL VERMILYEA, of No. 467 West 114th street, was fined $3 last week in the Harlem Police Court, on a charge of reckless riding. He was wheeling along 135th street, near Lenox avenue, on Thursday night and knocked down five-year-old Daniel Gallagher, of No. 362 West 135th street. The child was bruised and cut about the head and body. Vermilyea said the child jumped in front of the wheel, making the accident unavoidable.

RAMBLERS CELEBRATE THE FOURTH IN TRUE RAMBLER STLYE.

DID YOU SEE THOSE ROCKETS?—THOSE WERE COPPER RIMS.

OHIO	BLISS and his RAMBLER beat JOHNSON three times, at Sandusky.
CALIFORNIA	HALF-MILE RECORD—Pacific Coast—Broken by Walter Foster on his RAMBLER—winning TWO firsts, ONE second.
TEXAS	All Texas and Southern Records lowered, and FOUR firsts and SIX seconds won, all on RAMBLERS.
PENNSYLVANIA	FIRST, SECOND and TIME prizes, in Oil City, Pa., Road Race, won on RAMBLERS.
NEW JERSEY	FIVE firsts, FOUR seconds, THREE thirds, in nine events, went to riders of RAMBLERS at Vineland, N.J.
ILLINOIS	TWO seconds, THREE thirds, ONE fourth, captured by RAMBLERS at Rockford, Ill.
NEW JERSEY	EVERY RACE at Pitman Grove, N. J., won on RAMBLERS.
PENNSYLVANIA	EVERY RACE at Neshaminy Falls, Pa., won on RAMBLERS.
PENNSYLVANIA	EVERY RACE at Norristown, Pa., won on RAMBLERS.
NEW JERSEY	TWO firsts at Orange, N. J.,—RAMBLERS took 'em.
NEW JERSEY	TWO firsts, TWO seconds, TWO thirds, ONE fourth, at Trenton, N. J., July 1. They went to RAMBLERS.
IOWA	ONE first, THREE seconds, ONE fourth, at Vinton, Ia., on RAMBLERS.
MICHIGAN	ONLY ONE RACE at Traverse City, Mich.,—RAMBLER took that.
MARYLAND	TWO firsts, THREE seconds, TWO thirds, at Baltimore, Md., go to RAMBLER riders.

AND ONLY NINE STATES HEARD FROM.

Compare This List With Others—Note Number of Different Meets.

"It Pays to Ride a Rambler—If You Want to Win."

GORMULLY & JEFFERY MFG. CO.

CHICAGO. BOSTON. WASHINGTON. NEW YORK. COVENTRY, ENG.

WE MANUFACTURE AND SELL

TIRES. SADDLES. REPAIR OUTFITS. TOOL BAGS. PNEUMATIC PUMPS.

WRITE FOR PRICES TO THE TRADE.

IN A QUIET WAY.

Timely Trade Topics Told To Interested Riders.

MANY inquiries have been received in regard to the strength of the new aluminum safeties which the St. Louis Refrigerator and Wooden Gutter Company is putting upon the market, and I am pleased to be able to put into print the following letter from the Washington University of St. Louis, which recently made a series of tests of both steel tube and aluminum frames:

TESTING LABORATORY
WASHINGTON UNIVERSITY,
Department of
Civil Engineering.

ST. LOUIS, MO., JUNE 22, 1893.

ST. LOUIS REFRIGERATOR & WOODEN GUTTER CO.:

Gentlemen: I have the honor to report upon a series of tests made by me upon steel and aluminum frames submitted to me by you.

All the frames were of the same pattern, being of the usual diamond shape. The steel frames were of steel tubing with brazed joints, and the aluminum frames were cast in one piece and cored, except that the forks and rear axle formed a separate casting. The frames tested were virtually the same weight.

Three tests were applied to each kind of frame as follows.

(a) Supported on the wheel axles and loaded symmetrically, or centrally, at the pedal axle. Forward support on rollers.

(b) Supported on the axles and loaded unsymmetrically at the pedal axle five (5) inches from the centre plane of the frame, the frame being held vertical by a horizontal force applied to the seat socket.

(c) The forks removed and the frame supported on the rear axle and the forks bearing under the head piece, the load being applied at the seat socket.

In test (a) the aluminum frame being loaded and supported exactly as if it were in service, carried 1920 pounds at the pedal axle, and deflected 0.35 inch with a permanent set of only 0.01 inch or 1-25 of an inch. Under a load of 1950 pounds the front fork broke, but the frame otherwise was uninjured.

In test test with eccentric loading, (b) the aluminum frame carried a load of 900 pounds at the pedal axle, applied five inches from the central plane of the frame, with 0.8 inch vertical deflection, and when the load was removed it fully recovered its original position. This was the same frame as that used in the (a) test, with a new pair of forks.

In the third test (c), where the forks were removed, the same aluminum frame was used, and a load of 2000 pounds or one ton was applied at the seat socket, and removed, with a permanent deflection of 0.08 inch or one-twelfth of an inch. Under a load of 2350 pounds, the two bars leading to the head piece broke. The total deflection under this load was 0.45 inch. In each test the steel frames bent or twisted out of shape at a much lower pressure than that of the aluminum.

The most important property of a bicycle frame, however, is its resilience or elastic spring, which is the measure of its ability to resist a shock. This property is measured by both the strength and the deflection. In fact it is proportional to the product of the strength into the deflection.

Now the aluminum frame greatly exceeded the steel frame in both these qualities, and hence its resilience, or elastic spring, is very much greater than that of the steel frame. When the forks were removed the elastic resilience of the aluminum was just twice that of the steel frame. This is to say it would resist twice as great a shock without injury. It is, therefore, much more elastic or springy than the steel frames, and would stand much harder usage without injurious results.

I consider the steel frames used in this test equal to the best made, and no failure occurred in these tests at any of the brazed joints.

The aluminum frames were found to be almost perfectly elastic up to rupture, and their great elastic deflection makes them not only springy and pleasant to ride upon, but permits them to be subjected to greater shocks, and rougher usage than the steel frames will bear without being permanently injured.

Since they are cast in one piece there are no joints to give out, and by slightly varying the pattern any part can be strengthened as much as may be desired, and as experience may dictate. I predict for the aluminum frames a great future.

I have also tested the metal of which the aluminum bicycle frames were made, and find that while steel is more than three times as heavy as aluminum in equal volumes, the aluminum, when cast, has 3.6 times as great a stretch as steel for equal loads per square inch of net section, so that for equal weights of metal the aluminum frames would distort more than the steel and fully recover.

This would show that an aluminum frame would be more elastic than steel for equal weights.

The tests on the aluminum specimens also showed that they were almost perfectly elastic up to the point of rupture, so that as long as they are not broken, an aluminum frame will fully recover any distortion it may receive.

The strength of cast aluminum is, by my test, 16,200 pounds per square inch.

Very respectfully,
Prof. Civ. Eng. & Director Testing Labty.

HELICAL tubing received a pretty good test recently:

At the races of the Orange Athletic Club Cyclers, June 24, there were more smashes than ever before. The track, nearly five laps, was banked but ten inches, which was totally insufficient to prevent skidding on the corners, and in the half-mile handicap eleven men piled up in a heap while riding at a 2.10 gait. Of these eleven machines ten were rendered unrideable, the only contestant who was able to remount and finish the heat being H. L. Picking, whose mount, a 19-pound Helical Premier racer was undamaged. As this was the lightest wheel in the smash, being constructed of thirty gauge tube, the Premier Cycle Company naturally considers this to be conclusive proof of their claims that Helical tubing is stiffer and stronger at less weight than the soft, annealed steel used in weldless tubing. President L. H. Johnson says that when a Helical Premier comes back smashed by collision or other accident that the tubing has never bent; if scratched to twice the buckling force of weldless, it may crack on the outer layer, but the alignment of the frame always remains perfect. "Helical tubing," says Mr. Johnson, "bears the same relation to weldless that tool steel does to machine steel or piano wire to Bessemer.

There has been a demand for Helical tubing from other makers but so far it has been used only on Premiers.

THE Raleigh is enjoying a marvelous degree of popularity and winning many laurels. It is now the mount of the amateur champion of the world, A. A. Zimmerman, and the professional champion, Harry C. Wheeler.

Wheeler, at the Cash Prize League races on July 4th, created a world's record for 10 miles of 28 min. 50 3-5 sec.; a two-mile world's record in competition, 5 min. 9 sec., and one-mile world's professional record in competition of 2m. 21 1-5s.

The Raleigh Company believes in recognizing the efforts of the men who carry their wheels to victory. George Banker, Carl Hess and Harry Wheeler who last year achieved so much success on the racing path while riding the Raleigh, have each received from the Raleigh Co. one of their handsome gold medals.

THE Overman Wheel Company is making extensive repairs to the factories at Chicopee Falls. They are building a tower in the building upon the west side of Broadway, the entrance to which will be at the end of the hall and will extend from the basement to the roof. There will be a big elevator in the tower as well as a stairway. The whole of the second floor will be converted into offices. Formerly only about half of the second floor was used for this purpose, while the rest of the space was used by the company for a repair room. "Q. T."

Boston to Brockton.

THE relay race from Boston to Brockton was decided last Saturday afternoon, after several postponements. The distance is just twenty-three miles, the ride being from the Grand Hotel, Boston, through Milton Lower Falls.

Only the Campello Club team started, the local clubs and Y. M. C. A. team not caring to ride against the head wind. The time was 1h. 27m. 45s.

PETER HELLER, of Allentown, Pa., who was run into and knocked down recently by E. H. Githsha, who was riding a bicycle, has entered suit against Mr. Galusha for $1,500 damages.



A New Front-Driver.

We illustrate a remarkably novel pattern of front-driver, invented and patented by G. R. Fenner, of London. The machine is steered by the back wheel, instead of, as usual, by the driving wheel. The handles and steering-pillar are not connected with the front wheel, but control the rear portion of the frame, the steering centres being behind the saddle, and the whole back carriage and rear wheel moving as on a hinge. The object in designing this novel machine was not to merely improve the steering, but to overcome an admitted defect in all existing front-drivers. It is well known amongst the *cognoscenti* that the front driver of today will not move as fast as the rear-driver at the topmost sprint. Notwithstanding the acknowledged easier running of the geared hub, a more scientific mechanism for transmitting power than the chain, yet the front-driver is found slower than its rival in a spurt. How is it? Mr. Fenner offers a solution to the mystery. "The hub and pedals of the usual front-driver are not immovably fixed in relation to the saddle as in the rear-driver." Now it is obvious that unless the F. D. steering is kept perfectly steady (which is impossible) the feet in pedalling are describing anything but a circle. It will also be plain that although this deviation is scarcely noticed at slow speed, or even fast speed, yet when the rider is exerting every ounce this little eccentricity tells disadvantageously. The back wheel never wobbles in the slightest degree at any pace, and at all times the back wheel runs absolutely in the track of the front. This makes the machine faster than any other on a dusty road.

The machine illustrated has 33-inch and 20-inch wheels, the driver being geared to 96 inches by the Peregrine hub used, and its weight, with Smith's wired tires, roadster saddle and pedals, is 26 1-4 pounds.



The results from our guessing match are most satisfactory. Coupons are coming in from Maine to California but we are insatiable and want more. ONLY ONE MONTH MORE TO TAKE ADVANTAGE OF THIS OFFER. See page 375.

TOLEDO, O., July 8.—Three thousand persons witnessed the first day's racing of the Toledo Cycling Club and the opening of the new one-third mile track at the Exposition grounds yesterday afternoon. The principal event to-day was the mile open race, in which Johnson, Sanger, McDuffee and Bliss were the noted riders. Sanger went off with a big lead, and at the end of the first lap was over 75 yards ahead of the field. In the second lap Johnson came up, and then ensued a magnificent race between the two, Johnson winning by a yard and a half in the time of 2.25.

In the tournament to-day, Sanger defeated Johnson in the mile open, and set the record for the track, 2.20 2-5, in a trial heat, one mile handicap. There was a big field. Johnson and Sanger came up gradually, passing every one but Julian P. Bliss of Chicago, whom they caught almost in front of the grand stand, Johnson being but three yards behind Sanger. Sanger's work was regarded phenomenal, considering the stiff breeze and new track. In the two mile handicap McDuffee made a mile in 2.25. Summaries:

FRIDAY.

One mile, novice—A. G. Herman, Toledo, first; M. R. Wood, Elyria, second; F. G. Silvers, Detroit, third; R. Lindamueller, Cleveland, fourth. Time, 2.55 1-5.

Half-mile, safety—W. C. Sanger, Milwaukee, first; J. S. Johnson, Syracuse, and J. P. Bliss, Chicago, tied for second; F. B. Tuttle, Syracuse, fourth. Time, 1.17 2-5.

Two mile handicap—G. A. Banker, 60 yards, first; A. T. Crooks, 60 yards, second; O. L. Brailey, 300 yards, third. Time, 4.56 1-5.

One mile, Toledo Wheelmen only—O. P. Barnhart, first; F. B. Rigby, second. Time, 2.34 2-5.

Third-mile, open—F. H. Tuttle, first; G. K. Barrett, Chicago, second; A. I. Brown, Cleveland, third. Time, 46.

One mile, open—J. S. Johnson, first; W. C. Sanger, second; E. A. McDuffee, third. Time, 2.28.

One mile, 2.10 class—F. H. Tuttle, first, E. C. Johnson, Cleveland, second; R. F. Goetz, Cleveland, third. Time, 2.34 1-5.

Three mile lap—E. A. McDuffee, 23 points, first; A. T. Crooks, 22 points, second; H. A. Githens, Chicago, third. Time, 9.21 4-5.

SATURDAY.

One mile, handicap—G. B. Comstock, first; Wait St. John, second. Time, 2.33 2-5.

Quarter-mile, open—J. S. Johnson, first; G. A. Banker, second; H. A. Githens, third; G. K. Barrett, fourth. Time, 35 1-5.

Half-mile, 1.10 class—A. I. Brown, first; R. F. Goetz, second. Time, 1.21.

One mile, open—W. C. Sanger, first; J. S. Johnson, second; J. P. Bliss, third; G. K. Barrett, fourth. Time, 2.28 1-5.

Third-mile, boys—S. J. Clark Garrett, first; E. D. Reel, second. Time, .53 4-5.

Half-mile, handicap—F. J. Benzlit, first; R. Cuddenback, second. Time, 1.05 2-5.

One mile, 2.40 class—F. H. Tuttle, first; R. F. Goetz, second. Time, 2.31 4-5.

Two-thirds mile—H. A. Githens, first; J. P. Bliss, second; A. T. Crooks, third. Time, and world's record for two-thirds mile, 1.50.

DETROIT, MICH., July 10—The first day's races of the Detroit Wheelmen's meeting took place at the Detroit Driving Park this afternoon. The attendance was about 1000 and the sport good, although no phenomenal time was made. In the one-mile open John S. Johnson, who finished fifth, contested the race, claiming a foul. The decision will be announced to-morrow. Summary:

One mile novice—Peter Graff, Detroit, won; B. Leadbeter, Detroit, second. Time 2.45 3-5.

Quarter mile scratch—Geo. A. Banker, Pittsburg, won; E. C. Johnson, Cleveland, second; A. V. French, Cleveland, third. Time 0.35.

One mile 2.50 class—Chas. T. Knisely, Chicago, won; J. D. Adams, Chicago, second; A. T. Haywood, Chicago, third. Time 2.35 1-5.

One mile open—Guy L. Gary, Chelsea, Mass., won; C. A. McDuffee, Everett, Mass., second; G. A. Banker, Pittsburg, third. Time 2.38 2-5.

Half mile handicap club—T. W. Cooper, 10 yards, won; W. Stenger, scratch, second; F. J. Heaslett, 10 yards, third. Time 1.12 3-5.

Two-mile handicap open—E. A. McDuffee, Everett, Mass., 40 yards, won; A. V. French, Cleveland, 70 yards, second; E. C. Bald, Buffalo, 110 yards, third. Time 4.50 4-5.

Half mile open—John S. Johnson, Syracuse, won; A. P. Murphy, New York, second; J. P. Bliss, Chicago, third. Time 1.13 4-5.

One mile, 2.30 class—G. L. Gary, Chelsea, Mass., won; Austin L. Crooks, Buffalo, second; A. V. French, Cleveland, third. Time 2.35.

July 11—To-day, at the last day's races of the Detroit wheelmen, the State record of 2.24 was lowered to 2.17 by J. P. Bliss of Chicago. The events were all hotly contested.

The decision in the one mile open run yesterday, the result of which was contested by John S. Johnson, was announced to-day. It gives the race to Guy L. Gary of Chelsea, Mass., with J. P. Bliss, Chicago, second. Summary:

Half mile handicap open—W. A. Lutz, first; A. L. Crooks, Buffalo, second. Time 1m. 88.

Two mile, 5.10 class—G. L. Gary, first; E. A. McDuffee, second. Time 5m. 21 2-5s.

One mile handicap open—J. P. Bliss, scratch, first; E. C. Bald, second. Time 2m. 17s.

Quarter mile, flying start—A. T. Crooks, first; Geo. A. Banker, second. Time 30 2-5s.

One mile club handicap—Walter Stenger, scratch, first; John Shaffer, second. Time 2m. 22 2-5s.

Half mile 1.15 class—E. A. McDuffee, first; G. L. Gary, second. Time 1m. 20s.

One mile open—J. S. Johnson, first; J. P. Bliss, second. Time 2m. 23s.

Three mile lap race—E. A. McDuffee, first; James S. Clark, Dorchester, Mass., and G. L. Gary tie for second place. Time 8m. 22s.

BIDDEFORD, ME., July 8.—The York County Wheelmen's race meet, postponed from the Fourth, was held at the Saco Driving Park this afternoon. Interest centred in the one mile handicap, in which P. J. McDuffee of Malden started at scratch. Aubry J. Dyer of Lewiston, won. McDuffee did not finish. Time, 2.33 1-2. McDuffee easily won the two-mile handicap in 5.25 1-2.

Half-mile, safety—W. C. Sanger, Milwaukee, first; J. S. Johnson, Syracuse, and J. P. Bliss, Chicago, tied for second; F. B. Tuttle, Syracuse, fourth. Time, 1.17 2-5.

Two mile handicap—G. A. Banker, 60 yards, first; A. T. Crooks, 60 yards, second; O. L. Brailey, 300 yards, third. Time, 4.56 1-5.

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Quarter mile, flying start—A. T. Crooks, first; Geo. A. Banker, second. Time 30 2-5s.

One mile club handicap—Walter Stenger, scratch, first; John Shaffer, second. Time 2m. 22 2-5s.

Half mile 1.15 class—E. A. McDuffee, first; G. L. Gary, second. Time 1m. 20s.

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Fred B. Cobb, 70 yards, second; J. F. Cochrane, 100 yards, third. Summary of other events:

Mile novice, open—Won by S. S. Lent; W. J. Chisholm, second; Henry Rhodes, third. Time, 2m. 26 1-5s.

Mile safety, open to Biddeford and Saco—Won by John G. Lawrence; J. H. Beatty, second; Fred B. Cobb, third. Time, 2m. 50 1-2s.

Quarter-mile flying start—Won by L. P. Sweet; George M. Leavitt, second; J. W. B. Barbour, third. Time, 30m. 51 1-4s.

Half-mile safety, open—Won by Aubry J. Dyer; P. J. McDuffee, second; J. F. Cochrane, third. Time, 22 3-4s.

Mile, three-minute class—Won by Ora Towle; J. H. Beatty, second; Fred B. Cobb, third. Time, 2m. 55 3-4s.

Two mile team race—Won by Lewiston and Auburn Wheel Club; Saco Cycle Club, second; York County Wheelmen, third; Malden Bicycle Club, fourth.

WALLINGFORD, CT.—The winners at the races held in Wallingford Thursday, July 6, were as follows:

Half-mile handicap.—Arthur Lane (60yds.) 1st, time, 1.11 3-4; E. H. Brogden (20yds.) 2d, R. D. Hallenbeck (40yds.) 3d.

One-mile handicap.—W. C. Palmer (75yds.) 1st, time, 2.31 1-4; O. G. Spencer (30yds.) 2d, R. D. Hallenbeck (110yds.) 3d.

Boys' Race.—Bailey 1st, time, 1.24 1-4; Dudley 2d, Heywood 3d.

Two-mile handicap.—E. H. Brogden (50yds.) 1st, time, 5.44; C. F. Lane (30yds.) 2d; J. R. Gotterll (scratch) 3d.

AT BROOKLYN—The Brooklyn branch of the N. C. A. inaugurated its professional season in Brooklyn, July 6, in the presence of 1500 spectators. The summary:

One-mile, scratch—H. C. Wheeler, first; P. J. Berlo, second; H. G. Crocker, third. Time, 3m 14s.

Half-mile, handicap—H. G. Crocker, 70 yards, first; C. J. Appel, Rochester, 65 yards, second; H. C. Wheeler, scratch, third. Time, 1m. 16 1-6s.

Two mile, scratch, heats—H. C. Wheeler, first; C. W. Dorntge, second; P. J. Berlo, third; H. G. Crocker, fourth. Time, 5m. 43 3-6s. 6m.

Five mile, handicap—C. W. Dorntge, 250 yards, first; C. W. Ashinger, New York, 700 yards, second; P. J. Berlo, 150 yards, third. Time, 13m. 10 4-5s.

Saturday's summary:

One mile scratch race, heats, best two in three—Newhouse, first; Metcalf, second. Time 2.56 3-6s.

One mile scratch—Wheeler, first; Berlo, second; Dorntge, third; Rich, fourth; Crocker, fifth. Time 2.51 2-6s.

Brooklyn handicap, one mile—Berlo, 35 yards, won; Wheeler, scratch, second; Dorntge, 60 yards, third; Rich, 20 yards, fourth; Kluge, 110 yards, fifth. Time 2.27 2-6s.

Two mile scratch race—Wheeler, won; Berlo second; Dorntge, third; Rich, fourth. Time 29.29 4-5.

DAYTON, O.—A one-mile race was run at the Fair Grounds Saturday evening. It was for the championship of the A. W. Gump & Company's establishment. There were four starters, Walter Allen, Elmer Lewis, Huey Miller and Wallie McKnight. The race was hotly contested. Elmer Lewis won, time 3.15, in a high wind; Walter Allen finished second.

PORTSMOUTH, N. H., July 10.—The third road race of the Rockingham Bicycle Club was held this morning, and attracted a large audience. The course was 8 3-4 miles long. Boynton finished first in the fast time of 27.51 1-2; Sides came in second; time 28.30; Conlon, third, 29.30; G. Philbrick, fourth, 29.50; F. Philbrick, fifth, 33.30.

BRANFORD, CT.—A road race was held under the auspices of the Branford Bicycle Club, Thursday, July 6th. The course was from Branford to the Four Corners and return, a distance of about ten miles. The following are the winners: First, William Stannard, 32 minutes, 25 seconds; second, William Lamphier, 33 minutes, and third, Charles Rossiter, in 33 minutes, 30 seconds.

SAN FRANCISCO, CAL., July 1.—At the annual meet of the California Division held here to-day, A. W. Foster broke the coast record in the half-mile Division championship, doing 1.11, the old record being 1.12. Upson also getting inside the figures in 1.11 1-5. Summary:

One-mile novice. *First Heat*—Griffiths first, 2.53 1-5; Eberritter second, 2.53 2-5.

Second Heat—Languetin first, 3.21 2-5; Juth second, 3.21 4-5.

Final Heat—Eberritter first, 3.20; Languetin second, 3.20 1-5.

Two-mile handicap. *First Heat*—G. M. Hamlin (105yds.) first, 5.15 2-5; T. Q. Hall (135yds.) second, 5.15 3-5.

Second Heat—C. K. Melrose (125yds.) first, 5.27 3-5; T. M. Gibson (145yds.) second, 5.27 4-5.

Half-mile Division championship. *First Heat*—Foster first, 1.11; Upson second, 1.11 1-5.

Second Heat—Ziegler first, 1.13 3-5; Wells second, 1.14.

Final Heat—Foster first, 1.17; Ziegler second, 1.17 1-5.

One-mile handicap. *First Heat*—T. Q. Hall (65yds.) first, 2.31 1-5; C. K. Melrose (65yds.) second, 2.31 2-5.

Second Heat—Foster (scratch) first, 2.29 1-5, Bell (scratch) second, 2.30.

Third Heat—Fox (60yds.) first, 2.29; Toepke (80yds.) second, 2.29 2-5.

Final Heat—Hall first, 2.29; Toepke second, 2.29 3-5.

The races on July 4th resulted:

Quarter-mile, dash, *final heat*—Zeigler, first, 32 2-5 sec.; Toepke, second, 34 1-5 sec.

Half-mile, handicap, *final heat* Terrill, first, 1.09 4-5; Alexander, second, 1.10.

Two-mile, handicap, *final heat*—Hall, first, 5.09 3-5; Fox, second, same.

One mile, Pacific Coast Championship, *final heat*—Fox, first, 2.45 4-5; Wells, second, 2.46 1-5.

LINCOLN, NEB., July 4.—At the Division meet this afternoon the following were the principal events:

One-mile novice, won by J. F. Cully in 2.57.

Quarter-mile championship.—Barnett won first heat in .39 3-5; Fiskey the second in .40 4-5 and the final in .39 3-5.

One-mile 3.05 class.—First heat, won by Ed M. Cox, time, 3.00; second heat, by Coleman, 3.13; final, by Jack Cully in 2.06.

Half-mile boys'.—Belknap won, time 1.30.

One-mile State championship.—First heat won by L. E. Halton in 2.58 3-5 and the second and final by B. F. Condon, 3.03 5-8 and 2.54 1-5 respectively.

One-mile open.—Bert Meyers won in 3.52.

Two-mile open.—W. S. Banks won.

CHARLESTON, S. C., July 4.—The first meet of the Charleston Wheelmen's Association took place to-day on the new cement track in the presence of 3,000 people.

Summaries:

One-mile novice.—Bissonette won; Jervey second. Time, 2.55 1-5.

Quarter-mile State championship. 1. Bacid won; Whaley second. Time, 35 1-5

One-mile, 2.35 class.—Bacid won; Williams second. Time 2.51.

Half-mile handicap. Welch won; John Baird second. Time, 1.13 1-5.

Half-mile State championship.—1. Bacid won; John Baird second. Time, 1.19 1-5

One-mile 3-minute class. Jervey won; Bissonette second. Time 3.03.

One-mile State championship.—1. Bacid won; John Baird second. Time, 2.48.

One-mile, 2.45 class.—Connerat won; Mercer second. Time 3.08

Mile handicap.—Connerat won; John Baird second. Time, 2.32.

CLEVELAND, O. The winners of the races at Cleveland, July 5th, were as follows:

Half-mile open, George A. Banker, in 1.18 2-5; J. P. Bliss second.

Two-mile State championship, A. N. French, in 5.29 1-5.

One-mile handicap, Con Baker, in 2.22 1-5; George H. Ellithorpe second.

One-mile ordinary, State championship, L. C. Johnson in 2.47 4-5.

One-mile open, J. P. Bliss in 2.36 2-5; John S. Johnson second.

Half-mile State championship, A. J. Brown in 1.13.

One-fourth mile open, F. H. Tuttle in 35 seconds; S. A. Banker second.

One-mile State championship, A. N. French in 2.34 2-5.

One-mile, 2.40 class, Edwin Vogel in 2.50 2-5; R. T. Goetz second.

One-fourth mile, State championship—A. J. Brown in 34 seconds.

Two mile handicap J. P. Bliss in 4.54; C. C. Van Tine second.

HARRISBURG, PA., July 4—The Pa. Div. meet at Island Park to-day and Saturday, under the auspices of the Susquehanna Wheel Club, was a success, Saturday's winners being the following:

Fifteen mile road race—Dawson Fornwald, Harrisburg, won; time 45.25; Charles Krick, Reading, second, 45.45, and J. A. Kline, third, 46.06.

Mile novice—Won by Reist. Time 2.51.

Quarter-mile, boys under 12—Martin Wilhelm, Reading, .47.

Half mile, open—George C. Smith won, 1.16; Hoyland Smith, second.

Mile handicap—Hoyland Smith, scratch, won; time 2.28; Silas Stutzman, 105 yards, second.

Quarter-mile, open—C. Smith, first, .35; Hoyland Smith, second.

Two mile handicap—D. Fornwald won; time 5.09 1-4; H. E. Bartholomew, second; Hoyland Smith, third.

Mile, open—George C. Smith won; time 3.01 3-5; H. Smith, second; R. P. Rich, third.

Mile, Harrisburg riders—D. Fornwald, 3.01.

Three mile, open—Hoyland Smith won, time 9.34 1-2. George C. Smith, second; Charles Krick, third.

Team race—Reading and Harrisburg. Finish: Reading, 22 points; Harrisburg, 10. Time 2.45 1-4. Teams, Reading: Ermentrout, Kilmer, Stutzman, Harrisburg: F. Leinbach, H. T. Isenberg, H. D. Leinbach.

To-day's summaries:

Half mile, safety, open—Fornwald, first; Rich, second; Louis Geyler, third. Time 1.14 3-4.

One mile, safety, Harrisburg Club Championship—H. W. Baker, 2.57 1-4.

Mile safety, handicap—Chas. Krick, first; Dawson Fornwald, second; Parker Rich, third. Time 2.27 3-4.

One-quarter mile, safety, open—H. E. Bartholmay, first; Charles E. Johnston, second; R. P. Rich, third. Time 37 seconds.

One-third mile, L. A. W. Championship—R. P. Rich, first; Louis Geyler, second; H. E. Bartholmay, third. Time 1.16 1-4.

One mile, safety, 2.40 class—Dawson Fornwald, first; Charles Krick, second; Louis Geyler, third Time 2.40 1-2.

Half-mile, safety handicap Bartholmay, first; Fornwald, second; and Krick, third. Time 1.11 3-4.

One-mile safety, 3.30 class—Krick, first; Johnston second and Henderson third. Time 2.50.

SANDUSKY, OHIO, July 4.—Three thousand people witnessed the races of the Ohio Division to-day. Cleveland made the best showing of any city in the State in point of attendance and winners of races. Summary:

One mile novice—J. D. Adams, first; John A. Hass, second; E. C. Baker, third. Time 2.54 3-5.

Half mile open—George A. Banker, first; J. P. Bliss, second; Fred J. Hazelit, third. Time 1.18 2-5.

Two mile State championship—A. N. French, first; L. C. Johnson, second; A. L. Baker, third. Time 5.29 1-5.

One mile handicap—Con Baker, first; George H. Ellithorpe, second; S. D. Comstock, third. Time 2.22 2-5.

One mile ordinary, State championship—L. C. Johnson, first; O. W. Niswonger, second. Time 2.47 1-5.

One mile open—J. P. Bliss, first; John S. Johnson, second; H. A. Githens, third. Time 2.39 2-5.

Half mile State championship—A. J. Brown, first; E. C. Johnson, second; A. N. French, third. Time 1.13.

Quarter mile open—F. H. Tuttle, first; A. Banker, second; S. H. Ellithorpe, third. Time .35.

One mile, State championship—A. N. French, first; A. J. Brown, second; L. C. Johnson, third. Time 2.34 2-5.

One mile, 2.40 class—Edwin Vogel, first; R. T. Goetz, second; F. H. Tuttle, third. Time 2.50 2-5.

Quarter mile, State championship A. J. Brown, first; S. H. Ellithorpe, second; A. N. French, third. Time .34.

Two mile handicap—J. P. Bliss, first; C. C. Vantine, second; August Steel, third. Time 4.54.

GREELEY, COLO, July 4.—The meet here to-day was largely attended. At about 12 A. M. the street parade took place.

The day wound up with the wheelmen's concert, under the auspices of the Overman Quartet.

In the two-mile championship, Hamilton was disqualified for taking his hands off the handles. Summary:

One-mile novice. First, James D. Park; second, W. E. Carr. Time, 2.33 4-5.

Two-mile handicap.—First, James Collier; second, Tom Botterill. Time, 5.19 1-2.

One-mile, State championship.—First, W. W. Hamilton; second, O. E. Boles. Time, 2.29 4-5.

One-mile, 3.00 class.—First, James D. Park; second, W. E. Carr. Time, 2.42 3-5.

Quarter-mile, open.—First, O. E. Boles; second, W. E. Carr. Time, .35 1-5.

One-mile, 2.30 class.—First, W. W. Hamilton; second, E. R. Pynchon. Time, 2.38 2-5.

Two-mile, State championship.—First, James Collier; second, James D. Park. Time, 5.38 1-2.

One-mile, boys. First, George Packer; second, W. G. McCarthy. Time, 2.50 3-4.

Half-mile, open.—First, W. W. Hamilton; second, Norman B. Taylor. Time, 1.13 2-5.

Two-mile lap.—First, O. E. Boles, second, E. R. Pynchon. Time, 5.39 1-2.

Five-mile, State championship.—First, O. E. Boles; second, W. W. Hamilton. Time, 14.21.

One-mile consolation.—First, N. A. Pippin; second, Henry M. James. Time, 2.51.

VINTON, IOWA.—The ninth annual meet of the Iowa Division took place at Vinton, Ia., July 3 and 5. The meet was the most successful ever held in Iowa, and resulted as follows:

JULY 3.

One-half mile novice—Won by M. H. Mayer Time 1.17.

Quarter mile, Iowa State championship—Won by A. R. Edmonds; Frank McElwain, second. Time 40 3-5.

Half mile handicap—Won by Charles W. Ashley, 125 yards. Time 1.03 4-5.

Quarter-mile, open—Won by H. C. Hattenhaner; F. H. Clifford, second. Time 37 1-2.

Mile handicap—Won by Charles W. Ashley, 250 yards; H. C.

WINONA, MINN., July 3—The Minnesota State meet was well attended July 3d. The weather was favorable and the track in excellent condition. The races resulted as follows:

One mile, novice—N. Steffes, first; G. Nelson, second. Time, 2.47.

Half-mile, open—B. Bird, first; O. Newman, second; A. W. Harrison, third. Time, 1.15 3-5.

One mile, three minute class—Breckinridge, first; T. L. Bird, second. Time, 2.44 1-5.

One mile, 2.35 limit—B. Bird, first; Briggs, second; A. W. Harrison, third. Time, 2.41.

Half-mile, boys under sixteen—R. Hanley, first; P. Rister, second. Time, 1.40 2 5.

Two mile, handicap—Briggs, 100 yards, first; T. L. Bird, 100 yards, second; B. B. Bird, scratch, third. Time, 5.12 1-5.

One mile, 3.10 class—T. L. Bird, first. Time, 2.49 1-5.

RACING NOTES.

THE West Philadelphia, Pa., Cyclers gave a special three days' run to Lancaster and Reading on July 2, 3 and 4. The run was attended by over 25 members. On the return the tourists were treated to an entertainment and supper at the club house. A number of the members are arranging a trip to the World's Fair.

THE annual run of the Bedford Cycle Club of Brooklyn, N. Y., to Delaware Water Gap was the most successful and most enjoyable in the history of the organization. It covered a period of three days.

JOHNSON says he did not apply for a license and a guarantee in the N. C. A., which Prest. Byrne says he did, but that it was refused. Here's food for reflection. A missing link somewhere in the chain of evidence?

MILWAUKEE proposes to burn red fire and shoot itself hoarse July 28, in honor of W. C. Sanger, the reason being the champion's return to Milwaukee after his successful tour abroad. Well, he deserves the reception he will get.

ON Friday, July 7th, the Rome, N. Y., Cyclers Club races at Riverside Park resulted as follows: Three-mile handicap, G. A. Clyde, 1 1-2 minutes, first; Edwin Besley, 1 1-2 minutes, second; Joseph White, three minutes, third. Quarter-mile scratch, C. G. Miller, first; Edwin Besley, second; Joseph White, third. One-mile handicap, G. A. Clyde, 75 yards, first; H. S. Higgins, scratch, second; J. S. Cunningham, 125 yards, third.

A TWO-MILE handicap was run at Indianapolis, Ind., July 7th, and was won by Alexander Greig, 400 yards, who finished first in 4.56 2-5. Frank Waller, a scratch man, did 5.03 3-4, and L. D. Munger, also a scratch, was 5.05 4-5.

THE Madison, Wis., Cycling Club will hold their first open road race over the Sun-Prairie-Madison course on July 22, at 9 A. M. The 12-mile course is a straight road with few hills and is usually in first class condition.

THE big ten-mile handicap road race, open, to be held under the auspices of the Centaur Road Club at Portsmouth, N. H., will be run Saturday, Aug. 19. Several hundred dollars' worth of prizes are offered, and a grand banquet at the Wentworth is to close the day.

AT the meet of the Penn Wheelmen, Reading, Pa., on the Fourth, the winners of the principal events were as follows:

One mile safety, novice—W. L. Fulmer. Time 3.05.

One mile safety, 2.50 class—J. F. Ermentrout, first. Time 2.57 3-5.

Half-mile safety, open—J. F. Ermentrout, first; William B. Riegel, second. Time 1.17 1-5.

One mile safety, club handicap—W. B. Riegel, who held the championship last year, first. Time 2.45.

One mile safety, open—W. B. Riegel, first; H. B. Leinbach, second. Time 2.50.

Match race, one mile, between J. D. Lengel and M. T. Kilmer—Won by Lengel in 3.15 4-5.

One mile safety, handicap—Herbert Vance, first. Time 2.45 2-5.

Held Up On The Road.

JOHN QUIRK, of New York, and George Murphy, of West Hoboken, both in their teens, were attacked and robbed by highwaymen last Wednesday afternoon.

They are members of the West Hoboken Bicycle Club, and while riding through the huckleberry swamp near Secaucus they were confronted by four shabbily dressed men, who commanded them to halt.

The highwaymen pulled them off their bicycles and searched their pockets. Quirk lost $9.50. A gold watch, a diamond stud, a little change and gold eye-glasses were taken from Murphy. Murphy says he refused to surrender his valuables and was harshly treated and stripped of his tennis shirt, cap and red necktie. His body shows traces of the beating. He saved his coat because it was strapped to his wheel and escaped observation. Quirk was allowed to keep his clothing because he did not resist.

The police have little hope of finding the men.

Across the Continent.

FRANK S. BEEDLESON, the one-legged rider, who is journeying across the continent on his wheel in an attempt to make a record arrived in Chicago, last week, it being his forty-eighth day out from San Francisco. Beedleson believes he can easily complete the route to New York in twenty days, making a total of sixty-eight days for the entire trip. The best on record is held by Thomas Stevens, who made the distance in 103 days and 12 hours.

Far and Wide

The results from our guessing match are most satisfactory. Coupons are coming in from Maine to California but we are insatiable and want more. ONLY ONE MONTH MORE TO TAKE ADVANTAGE OF THIS OFFER. See page 375.

THERE is a bicycle club on the Island of Java, and American machines are used by its members.

THE New Haven (Ct.) Ladies' Cycle Club contemplate spending the summer at Indian Neck. The party, in "squads," will occupy the cottage in turns for several weeks together.

THE Rutherford Wheelmen of New York City gave their first lawn party of the season at Wheelmen's Field last week, 500 members and guests being present.

WEST PITTSTON, Pa., has amended the ordinance passed last spring compelling bicycles to be used in the streets only, so as to permit their using the sidewalks when equipped with bells and lanterns.

HOSTESS—"What do you think of the popular fad of wheeling, Mr. Bridger?"

Brooklyn man—"It's my favorite recreation, and if I do say it myself, our baby carriage is the handsomest one on the block!" —*Puck.*

J. H. AUSTIN, president of the Austin Manufacturing Company of Fargo, N. D., will undertake to ride from Grand Forks to Chicago on his bicycle in ten days, for a wager of $250. The distance is nearly eight hundred miles.

THE advertising committee of the Springfield Bicycle Club has ordered of G. R. Van Norman 1000 big photographs of the big crowd at last year's tournament. These will be distributed all over New England, especially in the hotels.

A WEST MEDWAY (Mass.) cyclienne ran up against "a black and white kitten" at Medway recently. She buried all her clothing on her arrival home, and the wheel has been wrapped up in flannels soaked with scent extractor ever since.

MANY of the riders about Lynn (Mass.) are at the present time being very much annoyed by the actions of persons who are going about removing the balls from the bearings of bicycles. Several machines have been brought to the repair shops in this condition.

THE lantern parade given by the Columbia Cycle Club of Hartford, Ct., July 3d, was a decided success. About 300 wheelmen of Hartford and vicinity participated. The parade started from the club house on Main street at 8 o'clock, and prize for the club making the best appearance was won by the Hartford Cycle Club.

ADJUTANT-GENERAL GREENLAND, of Lock Haven, Pa., has purchased two bicycles for the purpose of demonstrating, at the summer encampment of the National Guard of the State, their usefulness for scouting and courier duty and signaling. If the experiments prove a success in this State it is likely that a bicycle corps will be established in connection with the signal and engineer corps of the Pennsylvania National Guard.

THE Savannah (Ga.) Wheelmen have leased the residence, No. 113 York street, for a club house. The house is three stories, with saloon parlor, drawing room and conservatory on second floor, and double dining rooms on first floor. The upper floor is divided into sleeping and bath rooms. The club will take possession July 1 and will furnish the house and have it ready for occupancy by Aug. 1, at the latest.

A CHESTER (Pa.) bicycle rider is telling of a funny adventure which befell him the other night. He was wheeling along Providence avenue with the lamp on the front lighted, when a Media car came bowling along, stopped and ran back to the siding. The cycler did not think anything of the occurrence until he came abreast of the motorman, when the latter exclaimed, "Well, I'll be hanged! I thought that lamp on your wheel was the headlight of a Media car."

THERE was an accident on the Boynton bicycle road near East Patchogue, L. I., last week. It occurred on the second trial trip. At yesterday's trial the man in charge of the car Rocket turned the electric brake the wrong way and the car shot backward, ploughing its way through the power house and burying half its length in a sand bank at the rear of the power house. No person was injured. It is intended to run a network of these roads through Long Island if the present experiment proves successful.

A CERTAIN firm having advertised that their make of wheels, "The ——— stands alone," a lady went into one of their emporiums and bought one of these wheels, and it was shipped to her home. After it was unpacked and put together the young lady took it out in the yard and finally returned to the house in anything but a pleasant frame of mind. "Why," remarked she, "it is ridiculous to recognize the claims of the company. I have read for the last four or five months that their machines stand alone. I took mine out in the yard and it would not stand alone; in fact, I had to hold it."

MARY WELCH, a miss of sixteen, was arraigned at the Elizabeth, N. J. Police Court last week before Justice Hetfield charged with violating the city ordinance relative to riding bicycles, etc., on the sidewalk. The complainant accused Miss Welch of making a daily practice of riding her bicycle on the sidewalk and with having on several occasions narrowly run down the complainant's children while at play. Miss Welch said that it was the first time she was aware any such ordinance existed, to which Justice Hetfield replied that he was ignorant of the fact himself until complaint against her was entered and the ordinance had been looked up. Owing to the fact of such an ordinance not being generally known the young lady was discharged.

A New Water Cycle.

A TEST was made last week in Troy, N. Y., of a new water bicycle, invented by Thomas Crawford and Horace Gee, foremen at the Gilbert car works in Green Island. The machine is constructed after the manner of a bicycle, except that in place of the two wheels there are two cylinders shaped like cones and circled by spiral flanges, which at the revolution propel the machine by the revolution of the cones, which in turn work the paddles. The invention was theoretically a success, with the exception of its balancing powers, which will have to be remodeled, as when the attempt to use it was made last week it resulted almost in loss of life. A crowd of persons lined the bank in the vicinity of the Torrance foundry to watch the experiment. Mr. Crawford's son George attempted to ride it, but after going a short distance he was upset over into the water, and only after a hard struggle was able to swim ashore. The invention will be slightly remodeled and another test made in a few weeks.

Park Guards On Bicycles.

PHILADELPHIA enjoys the distinction of being the first city in the country to mount its park policemen on safety bicycles. This novel method has been in operation for more than a week, and Captain Chasteau, chief of the Fairmount Park Guards, says it is a great success.

At present only three guards are mounted, but Captain Chasteau says that he hopes the Park Commissioners will place more wheels at his disposal, in order that his men can cover all the territory under his supervision thoroughly.

THE PARADE

A Warwick Rumor.

"IT is rumored," says one of the local papers, "that G. M. Hendee, of Springfield, the old racer, is considering an offer from the directors of the Warwick Cycle Mfg. Co. to take the presidency and active management of the concern.

Here are a Few Victor Victories of July Fourth.

Colorado State Meet—Fourteen places out of ten races, breaking State records; also one mile State championship, one-half mile open, and two mile championship.

At Fort Scott, Kan.—Victor "Flyer" won everything, including State championship and mile handicap.

At Richmond, Ind., July 4th—Wm. Waking on a Victor "Flyer" won firsts in five mile road race and one and two mile track races.

Waking was a dark horse, never having been in a race before.

ARTHUR O'HARA, of Port Jervis, N. Y., a Delaware Division railroad engineer, has invented a patent air pump for the inflation of pneumatic tires, which it is claimed, is far superior to anything yet devised.

ON arriving at his office, July 5th, Manager Macdonald found telegrams and letters notifying him that Raleighs had won everything at Portland, Oregon; Winona, Minn.; St. Paul, Minn.; Asbury Park, N. J.; Passaic, N. J., and at the "Cash Prize Meet" in New York, all within the past five days. This is indeed a wonderful record for the machine, and makes the Raleigh Co. feel very happy.

ABOUT half the employes of the Keating Wheel Co., of Holyoke, Mass., received notice that their services were no longer required after last week. President Bosworth said that the company had no intention of shutting down indefinitely. The fact that they were telling men go at this time was no occasion for such rumors as were being circulated to the effect that the company intended shutting down indefinitely. All the factories, he said, were telling men go now as fast as their work on the '93 model was completed. But these men will be put on again as soon as the '94 model has been decided upon. He said, however, that the recent cut in prices has unsettled matters a little and he could give no date for the opening of the factory to its full capacity again. The factory closed Friday for a few days because of the repairs on the canals, but the shut down would only be for a few days.

[Continued on Page 387.]

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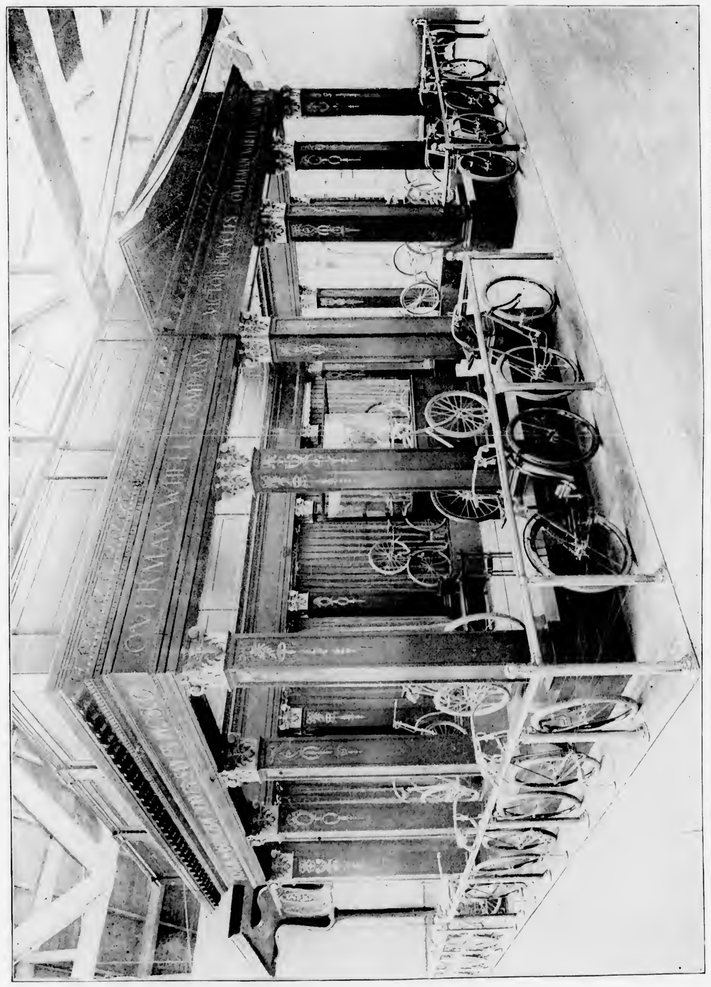
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[Mention BICYCLING WORLD.]



WITHIN THE MAGIC CITY: THE EXHIBIT OF THE OVERMAN WHEEL COMPANY, OF CHICOPEE FALLS, MASS., IN THE TRANSPORTATION BUILDING.

WITHIN THE MAGIC CITY.

From The Illustrated American, July 1, 1893.

IN TRANSPORTATION BUILDING.

EXHIBIT OF THE OVERMAN WHEEL COMPANY'S BICYCLES

In the Transportation Building, devoted to all the devices that save the legs and arms of man from labor and fatigue, there is no department more interesting in its way than the exhibits of the manufacturers of bicycles. The bicycle is as yet largely devoted to the pleasure that induces health by keeping its devotees out of doors, breathing the sweet airs of the country, and gaining vigor of body and strength of limb in the pursuit of pure physical enjoyment. As there are bicycles and bicycles, so there are varying degrees of excellence in the displays made by the various makers of the wheels. The exhibit of the Overman Wheel Company, of Chicopee Falls, Mass., is the most attractive and artistic in this department, combining as it does simplicity, taste, and solid worth.



THE "VICTOR FLYER."

Its pavilion is a structure in the style of the Italian Renaissance, the pillars and fittings being a rich, solid mahogany, adorned on capital, cornice, and frieze with a chaste design in gold. The furnishings are in mahogany and Spanish leather, and the rugs and draperies harmonize in tone with the rich, artistic red of the tropic wood. In all, there is richness and taste and a severe avoidance of ostentation. The narrow space fitted with plate glass cases, that overlooks the hall below, follows the same scheme of color and decoration.

But this beautiful pavilion is only the husk; the kernel is the bicycle; and the display of bicycles is ample without being bewildering, and without those aids and arts that serve to make the wheels secondary and subordinate to their decorations.

The Overman Company, with New England honesty that is the acme of business foresight, exhibits the same machine here that it offers for sale everywhere. The machine must sell upon its intrinsic merits, upon its strength and durability, upon its latent superiority to other wheels, and not upon any special additions that a Fair exhibit may show.

The Overman Company makes only a high grade bicycle, the "Victor" and the "Victoria," and as it is the only company in the country that makes every detail that enters into the wheel within its own factory, it can guarantee its work as being the very best that American skill, knowledge, and ingenuity have so far produced. Its wheels are made for work, and not for exhibition; they are designed to give speed, pleasure, and comfort to the men and women who ride them, and not for the professional expert who rides for records and for gain. Hence, the Overman Company's wheels are acknowledged to be the best, as they are the highest priced in the market; and it is an old saying, and a true one, that the best is always the cheapest. This concern devotes all its money and attention to the constant improvement of its product; and while others are spending money on making records and hiring professional racers, they are putting their cash into the best product and hiring the most skillful hands and heads in the mechanical world.

The pneumatic tire is essential to all wheels to day, and the tire that is most durable, most inexpensively and most readily repaired is the one the rider desires to have.

The Overman Company's "Victor" pneumatic tire is a two-inch vulcanized tire, made in two parts. The outer covering, reinforced by canvas, resists pressure and is unharmed by punctures; the inner tube is pure rubber inflated with air. If the inner tube is punctured it can be removed instantly; a duplicate, carried in the saddle bag, can be substituted at once and inflated in a few seconds with the little hand pump in the Overman tool bag, and the wheel is ready for action again a few minutes after the accident. The duplicate is inserted in the inner portion of the tire, obviating the necessity for removing the rubber perimeter that touches the earth. The whole device is simplicity itself; any rider can manage it, and the mortifying sight of a dismounted rider pushing a disabled wheel over the roads to town is unknown when the wheel used is a "Victor."

And throughout the machine this attention to little details, making a perfect whole, is observed. Fine steel, hollow construction, stiffness, solidity, easy running, a nice balancing of parts, a perfect equipoise, the narrow tread of the sprocket axle, avoiding spread, saddle stretch, and fatigue—all combine to produce an ideal wheel.

In a handsome case in the center of the pavilion is a "Victor" bicycle, the Overman machine, beautifully gold plated to show the decorative possibilities of the wheel. Yet this magnificent wheel, for practical purposes, is the same as the simple "Victor" on the ground. Its ivory handles and white enameled saddle and tool bag make this "Flyer" no more serviceable than its more modest looking brother. Here is the "New Racer," a machine weighing only nineteen pounds, with its high built diamond frame and its low saddle post that is built for those who love racing and speed. It bears the same relation to the reliable, serviceable road wheel that the thoroughbred horse does to the steady roadster; it is faster, but it is not more durable than the superb "Victor Flyer," that weighs perhaps ten pounds more.

In the handsome cases next the gallery edge we are shown the integral parts of the machine in all their many processes of manufacture, from the crude metal to the highly polished, nickel plated, completed article. Here we see the steel back-wheel hub in its twenty-three processes; the front-wheel hubs, the sprockets, steel spokes, the rims, the saddles and posts, and every detail down even to the cute monkey-wrench the company turns out. And there is the India rubber from the rude ham made in the primeval forests of the upper Amazon and marketed in Para, to the smooth vulcanized pneumatic tire.

While one is convinced of the supreme excellence of the "Victor" wheels, he is also impressed with the honesty of the work and the sober earnestness of the makers to rely upon good work and superior results for public approval, rather than upon things that are outside of the true merits of the wheel. A man knows that he is getting the best of its kind from this sterling New England company and leaves resolved to buy none but the "Victor" wheel, when he goes in for a machine. It is interesting to watch the initiated wheelmen as they stop and examine every detail critically and hear their admiring comments upon it. It does not take them long to recognize and applaud its merits.



THE "VICTORIA."

The wheels are made in different models for different classes of work. For instance, the "Victor Flyer" is designed for a light, speedy, road wheel, and for track work, and ought to be a favorite in Chicago with its splendid highways. The "Victor D" is a road wheel for all-round work and is fitted with every required detail. The "Victoria" is a handsome bicycle of the "Victor" model, fitted with certain necessary adjuncts, designed for the use of ladies, and is a nice piece of work.

We can commend this handsome exhibit to all visitors to the World's Fair, as the bicycle is one of the newest and greatest of modern inventions affecting transportation. It is the largest bicycle exhibit made by any concern that has a display at the Fair.

A GLIMPSE INTO THE GRAVEYARDS OF THE FUTURE.

(NUMBER FOUR.)



"Get place and wealth, if possible with grace:
If not, by any means get wealth and place."

"Oh, what a tangled web we weave
When we first practice to deceive."

"Be to his faults a little blind,
And to his virtues very kind."

"He that is of opinion money will do everything, may well be suspected of doing everything for money."

—ROBERT BRUCE.

Browsings.

BY "MICHAEL."

OBSERVATION of the course of cycling events in the region about Brushville teaches me that the rural cycling enthusiasm has periodical seasons of overflowing. This recurrence may be attributed to the lay of the land and to the quality of our roads. Not so many wheels sold in a season make growth in cycling with any community but the local facilities for using those wheels.

THE HUMPED BACK,

in spite of all that dawdlers say against it, represents the genius essential to the advancement of the sport. The road scorcher developes into the track rider. Without the roads you have no hump; no would-be-scorchers, no scorchers—nothing but mere road duffers; and road duffers very soon become a burden to themselves and quit. Keep this in mind, you who scorn the scorcher's hump; the cycling trade and the sport are sustained by the physical snap that underlie the desire to ride fast.

Out here among the savins and dwarf oaks and briars and rural depravity a new crop of riders is produced every third year. This crop gets ripe about its second year and then we have an intermission. On the third year the seed springs up again.

CLUB LIFE

in this stamping ground is an interesting and painful study. It is customary for the rural club to attach to itself some sort of a *wanderer's* or *rover's* name; but the Brushville region does not adhere to such a well-worn custom. We have one club that is known as THE HOSE OF NEW ENGLAND WHEEL CLUB. How is that for a name? This club is in a city of twenty thousand people, and yet the outlying streets and roads are so vile that one could almost have to walk in or out of the city.

At a ten mile road race which this club held on Memorial Day the contestants were sent off five minutes apart, because the course was so poor that there was chance for only one man at a time on it. The fastest time won. Think of it! A city that brags with every breath of its title The Hose of New England; and yet without a five mile strip or a three mile strip of road suitable to start a half dozen riders on. How can a club loaded with such a travesty of a name and with no scorching ground, hope to keep up its fervor? The R. of N. E. W. C. deserve greater success than will be their measure unless some scorching ground is provided.

THE WEARYONES WHEEL WHIRLERS

is a new cycling organization just formed in Brushville. Eligibility to membership depends upon five years' cycling experience and an unspotted amateur standing. The principle "object" of the club is to be weary whenever the L. A. W. Racing Board or the Executive Committee get into a squabble. Weariness will also be called into service when asked to take part in parades and other frivolous diversions.

RODE OVER THE ROCKIES.

On a recent Sunday morning train I met a newly-fledged wheelman from New York City, who imparted to me a bit of news concerning Zimmerman that was interesting to me as an example of primitive credulity concerning cycling things.

This new wheelman from Gotham was training to Worcester, from which city he was to take an hour's ride out to his boyhood home. As his route lay through Millbury, I remarked that he might call upon Windle and tell him to ride a little faster; whereupon the Gothomite wanted to know who this Windle was. This surprised me just a little, as I would hardly have thought any man who reads a daily paper could fail to recognize the name at least. I explained, and then the gentleman spoke of Zimmerman. "And they say," to quote my friend, "that this Zimmerman says he can ride up any hill in the country. Yes sir! He's been over the Rocky mountains and he can climb any hill in the country," and then my Gotham friend looked out the car window, and his eyes sought the distant eastern horizon: "But I'll bet their's a hill down by my old home near Northbridge that Zimmerman can't climb."

And we are with the gentleman from Gotham, aren't we?

How about that, Zimmy?

Sidewalk Riding in Lockport, N. Y.

EDITOR BICYCLING WORLD: The following appeared in yours of the 16th ult.:

"The wheelmen of Lockport, N. Y., are being made miserable by friends who put tacks on the walks." Ride on the street where you belong, gentlemen of Lockport."

The tacks were not put on the walks but on the asphalt pavement on Walnut street, and the wheelmen offered a reward of $25 for the detection of the miscreants. No objection or obstruction has ever been offered to our use of the sidewalks, and in fact the citizens have encouraged their use. The Council at our request, a few years ago, had every open gutter in the city at cross-walks, covered with iron plates so that a wheelman does not have to dismount anywhere from one end of the city to the other.

In making the slurring remarks in your columns about sidewalk riding, as you frequently do, you ought to bear in mind that your paper is cosmopolitan and goes to all sections, and that the conditions vary in different localities.

In Boston, where the streets are narrow, crooked, winding streets, laid out originally on cow paths through the woods, wheeling on the sidewalks is an absolute impossibility, and is almost impracticable even in the roadway on many streets, but in Western towns, which were laid out with wide straight streets and laid out on a generous scale, sidewalk riding is not at all objectionable.

Where few or no pavements exist and the streets are a sea of mud after every rain, a wheel is of little use; but if the town is small and the sidewalks broad and smooth, there is no difficulty in wheelmen getting along without disturbing in any way the foot passengers, who we of course admit, are the lawful occupants of the walk.

The only rules to be observed are to ride slowly and not to use the walks until you are experienced. Be courteous and do not ask pedestrians to get out of your way. If you can't get by without disturbing pedestrians you should go in the road.

Many of the smaller cities permit wheeling on the sidewalks, and as pavements are usually few and poor in small towns, unless wheelmen are allowed to use the sidewalks, most of the time they would be unable to ride at all. If proper rules are made and enforced and public opinion is not decidedly against it, there can be no objection to the use of the sidewalks in many towns. Because it is impracticable in big cities like New York and Boston, it is no excuse for you to constantly use your columns to stir up the prejudices of narrow-minded people in small towns where it is perfectly feasible.

Even some of the larger cities, like Rochester, where the sidewalks are very broad, permit wheelmen to use them, and many of the larger cities could permit the walks in the suburbs to be used to the great advantage of the wheelmen and without any discomfort to pedestrians. Yours truly,

CHAS. T. RAYMOND, L. A. W. 1189,
Pres. of the Side Path League.

[We are pleased to notice that the wheelmen of Lockport are so considerate in the use of sidewalks as to be permitted the use thereof. They are the exception which proves the rule. No doubt there are other localities where wheelmen are similarly courteous and considerate, in these cases, where riders and authorities are in accord, we cannot raise the least objections to the use of sidewalks, but as a rule our opposition to sidewalk riding is inspired by a desire for right, and the knowledge that sidewalk riding in a vast majority of cases is a nuisance and should be stopped. We congratulate Lockport on having a courteous lot of riders, and a public and authorities who are likewise courteous.—ED.]

Salt Lake City To Chicago.

ARTHUR LIDAY, an 18-year-old cyclist, arrived in Chicago Monday evening, June 26, having ridden from his home in Salt Lake City in 32 days' actual riding time. He started May 18 and followed the Central Pacific railroad to Denver, passing through Nebraska and Iowa. The distance is about 2000 miles, and it required a daily average of about 63 miles.

Liday is a 110-pound youth and rode a 32-pound machine. Passing through Wyoming he slept in railroad section shanties or in public houses, on the tops of tables or other available spots.

He made a close observation of the roads en route, and declares that for wretched highways Iowa is pre-eminent.

A Buffalo Club in Straits.

A SPECIAL meeting of the Press Cycling Club, of Buffalo, N. Y., was held at its rooms on Delaware avenue last week to consider the condition of the organization. A statement was read which showed that the club was financially embarrassed, caused, it is said, by the suspension of the Queen City bank. A report from the circuit meet committee showed a profit of over $300. The club has just been forced to meet several obligations and to do this it was decided that the club should issue $5 bonds, made payable in 18 months, and which after six months will be accepted in lieu of dues. These are to be distributed among the members of the club and their friends, and are fully protected by good security.



Harry Wheeler.

WE present herewith an excellent portrait of a racing man, who has leaped into the very foremost ranks by his remarkable performances this season in defeating both Zimmerman and Johnson, not once, but repeatedly.

He is 22 years old, resides at Orange, N. J., and rides a Helical Tube Premier Racer, weighing 19 pounds. In addition to the Quarter mile National L. A. W. Championship, Wheeler holds the World's Record for one mile on a four-lap track. Wheeler is now a member of the professional N. C. A., and as such has up to date taken nearly $1,500 in cash prizes.

Massachusetts Highway Improvement.

THE first permanent commission for overseeing the construction and maintenance of the highways which are to be known as State Highways, has also engaged rooms in the new Smith building. Chief Consul Perkins, the chairman, and McClintock, the engineer, propose to begin the active field work of the new commission this month by taking their bicycles wherever it is possible, and otherwise by taking carriages and inspecting many roads of the State which are all likely to become State highways, taking notes of their condition, the material of which they are composed, locating the beds or ledges of material which can be used for the construction of good roads and preparing estimates of the expense which will probably be incurred to make the road what it ought to be.

One of the means for improving their work which they are required to employ is the construction of maps of the towns and cities. This will be one of the duties of the coming autumn. It will be seen that the survey of the State which will be required for the construction of these maps will be a sort of geological survey.

Nothing further will be done by the Massachusetts Division, as such, for pushing the reform of good roads in the State. With the establishment of the State commission they have scored a distinct success, and now it is for the new commission to push the reform which the Division inaugurated. As the Chief Consul is now chairman of the commission, it is pretty likely that the reform will be actively continued.

Public meetings must be held in every county before the next session of the Legislature under the law. It is the locality which must take the initiative in building a State highway. The State commission cannot act of itself in the first place, but must have some written petition from the people where the State road is wanted.

But the State does not pay all the expense of building a State highway. A material part comes upon the county. That is, the county must do all to the roadbed but surface it, according to the statement of Commissioner Perkins. The State takes the roadbed made to grade, with the bridges and culverts built, and puts it in condition for use by putting on the surfacing.

After the surfacing is done, then the road is to be known as a State highway. The state must maintain it. The construction is made by the State commission, which is specially authorized to contract with the city or town to do the work, or with a private contractor, if satisfactory terms cannot be made with the municipality. Actions for damages for the taking of land or for change of grade under this act cannot be entered until the building of the road has actually been begun. The old Salem turnpike will be the subject of the new law about as soon as any piece of road in the State. Chief Consul Perkins says that he looks to see within 10 years an extended system of State highways. No road building can be done this year, it will be seen, for no actual expense of construction can be incurred by the commission until the Legislature has made the appropriation.

The State commission expects to be of material service to the cities and towns of the State. By the law, it is to act as an advisory board for all local authorities who wish to consult it. In many of the towns there is no scientific system of road construction and no thorough knowledge of the materials for road-making within the town limits. Under the map-making, which will be begun soon by Messrs. Perkins and McClintock, the maps of the towns will be available for consultation by the town officials. Consultation may be by letter or in person and the duty of giving advice is mandatory upon the State commissioners. On the other hand, the local authorities, both town and county, are required to give information regarding the roads of the locality whenever the State commission asks for it.

Regulating Cyclers.

THE Malden, Mass. Councils last week passed a bicycle ordinance, the text of which reads as follows:

No person shall run, drive or ride any bicycle, tricycle, velocipede or other vehicle in any public place at a rate of speed exceeding seven miles per hour, except in such places and under such restrictions as the Board of Aldermen shall designate and require.

No person shall run, drive or ride any bicycle, tricycle, velocipede or other similar machine in any public way without having attached thereto a bell, gong or other suitable mechanical contrivance capable of giving audible and sufficient warning of the approach of the machine. Such warning shall be given by loudly sounding said bell, gong, whistle or other suitable mechanical contrivance, at a reasonable distance from and before passing any team, cart, carriage, wagon, horse, or other beast of burden, or any foot passenger then being upon or proceeding along or across the carriage way in any such public place.

Not more than two persons shall ride abreast on any of said vehicles on any public place, but shall follow each other in longitudinal alignment.

The term "public place" in this ordinance shall include and be equivalent to the words county bridges, county ways, county roads, common roads, streets, highways, places and courts within the limits of the city of Malden.

The Cycle Tire Factory at Hartford.

EVERY rubber factory has its peculiarities, the result of the careful study of those who have it in charge, and who may have been pioneers in bringing about some improvement in the manufacture of rubber goods. In this respect the Hartford Rubber Works Co. are not an exception. This concern is devoted chiefly to the interests of the Pope Mfg. Co. and its principal business is to furnish bicycle tires for that mammoth concern. Still it finds in its capacity opportunities for furnishing other bicycle firms with tires, as well as making some other mechanical rubber goods.

One notable feature of this plant is its operation without gear wheels. Before this was done at Hartford it was claimed to be impracticable, but careful study evolved a plan which works exceedingly well—so well that the managers of the company have no desire to adopt the plan usually in vogue. The engine used is one of 305 horse-power, and the power is taken up and distributed by five wheels with belts, two being 42 inches wide, two 36, and one 18 inches. One of the wheels is 18 feet in diameter and three 14 feet. There is also an auxiliary engine of 125 horse-power. This plan, it is said, makes a smooth-working mill with plenty of power and the great friction of the gear-wheel is avoided.

The output of the mills is about 900 pneumatic tires per day giving employment to two calenders, fourteen grinders, and seventeen hydraulic presses. The presses have three plates each, one being five by ten feet.

There is connected with the operation of the factory an artificial lake 300 by 150 feet in extent with a depth of seven feet. This water is furnished by the city and is used several times before it is discarded and a fresh supply taken on. Pumps are used having a capacity of 1500 gallons per minute, or twice as much as is required by the fire department of the city of Hartford. The mill is thoroughly equipped with automatic sprinklers.

The dimensions of the different parts of the factory are stated as follows: The press-room is 40x160 feet; the mill-room 80x340 feet; the storeroom 38x393 feet; the drying-room 40x116 feet; the "pneumatic" room 40x140 feet, and the machine-shop 40x40 feet. In the drying-room there were, at the time of a recent visit, $150,000 worth of crude rubber, and these figures go far to show the enormous consumption of gum going on in this comparatively new business. The storehouse was filled with bins 6x12 feet square, in which the different grades of rubber could be separately stored with great convenience for use.

The operation of making tires is simple. The sheet of rubber is cut into widths representing the circumference of a tire and the edges are deftly brought together by the workmen and cemented. This tube, which forms the inner layer of the tire, is placed upon the cylindrical form and the workman at another table proceeds to wrap the duck around it. The duck cut bias into strips is rapidly placed over the inner layer upon the whole of which another tube of rubber is formed, the whole being vulcanized together. The duck being cut bias follows out the dressmaker's principle that a facing cannot be smoothly spread and attached to another surface if placed on regularly and squarely. Nor can a circle cover a tube of rubber be accurately made unless this means be adopted. In the high grade of workmanship necessary to the manufacture of the present standard of the pneumatic tire nothing but the best materials obtainable can be allowed, with a most careful inspection afterwards.

The inspection of pneumatic tires at the Hartford Rubber Works Company is carried on in this wise: A tire after being finished is inflated to a pressure of fifty pounds to the square inch. It is then laid aside for twenty-four hours, and if it does not show signs of fluidness it is passed. If, however, there are suspicions that it may not be all right, it is immersed in a shallow tank of water before a workman who watches for bubbles; should these appear a sharp knife cuts the tire, and the rent is made so large that it is fit for nothing but the waste-heap, whence it is consigned.

Naturally few are found in the course of the day, but the workman is ambitious to find as many as possible and his pleasure in slitting a tire into absolute uselessness can be likened to that of landing a trout by an ardent fisherman from a sparsely-stocked brook.

The duck used by the Hartford Rubber Works Company for the "Columbia" tire is very closely woven, is soft to the touch, and at the same time is very strong. The finish which is incidentally imparted to it in the excellence of its manufacture is such that Treasurer Parker has seized the opportunity to avail himself of its qualities in a suit of clothes made from it, which doubtless will make him an object of envy to all who aspire to be well-dressed.

One feature of the works is that everything is neat, no litter being allowed. The woodwork everywhere is polished, and there is plenty of room for all operations, the whole showing a high standard of management. Naturally much is due to Mr. Lewis D. Parker, the treasurer, and his assistants, for all this, but ne appears to have an abundance of means to carry out his ideas of what ought to be a standard in operations of the character entrusted to him.—*India Rubber World.*



COMING EVENTS.

Clubs desirous of bouncing their race meets will be quoted special advertising rates upon application. You reach everybody in the Bicycling World.

Fixtures.

JULY.

15.—Newark, N. J. Atalanta Wheelmen 100-mile road race.
15—Rockville, Conn. Rockville Wheel Club meet.
16.—Cincinnati, O. Annual Steamboat Outing, Brighton Bicycle Club.
19.—Annual Field Day, Springfield (Mass.) Bi. Club.
20.—Chillicothe, O. Chillicothe Handicap Road Race.
21-22.—Herne Hill Track, London. Cuca Cup 24-hour Race.
22.—Detroit, Mich. Second Annual Hilsendegen 25-mile Road Race.
25-26.—Fort Wayne, Indiana Div. Annual Meet.
27, 28, 29.—Cottage City Meet of Mass. Division, L. A. W.
28.—South Bend, Ind. South Bend C. C.
29—Asbury Park, N. J. Asbury Park Wheelmen.

AUGUST.

1, 2.—Michigan Division Meet and International Races at Detroit.
2.—Richfield Springs, N. Y. Walontha Bicycle Club.
4.—Union County (N. J.) Roadsters meet, Rahway, N. J. A. H. Chandler, Lock Box 55, Rahway, N. J.
5-12.—L. A. W. Annual Meet, Chicago.
7-12.—International Race Meet, Chicago.
12.—Alameda Cal. Alameda Bicycle and Athletic Club.
14-15.—Milwaukee Wheelmen's International Circuit Meet.
15.—Cincinnati, O. Annual Hanauer Races at Carthage Fair Grounds.
16-17.—Ripon. Wisconsin Division International Circuit Meet.
19.—Minneapolis. International Circuit Meet.
19.—Buffalo. Inter-club road race.
22.—Evansville, Ill. International Circuit Meet.
24.—Indianapolis. Zigzag C. C. International Circuit Meet.
26.—Cincinnati, O. Century C. C. International Circuit Meet.
26.—Philadelphia. Quaker City W. Annual Meet.
28-29.—Columbus, O. Century C. C. International Circuit Meet.
30-31.—Cleveland O., Wheel Club International Circuit Meet.

SEPTEMBER.

2.—Waltham, Mass. Malden Bicycle Club, Waltham Bicycle Park.
2.—Birmingham, Ct. Crescent C. C. Race Meet.
4.—Canton, Ohio. Canton Bi. Club Meet.
4.—Waltham Mass. Young Men's Asso.
4-5. Syracuse C. C. Race Meet.
4-5.—Charter Oak Park, Hartford Wheel Club's tournament.
7.—Lynn, Mass. International Meet.
9.—Waltham, Mass. Associated Cycling Clubs.
9.—San Jose, Cal. Garden City Cyclers Meet.
13.—Maringo, Iowa. S. H. Rowlands.
13.—Passaic, N. J. Passaic Athletic Club.
12-13-14.—Springfield B. C. Tournament.
16.—N. Y. Metropolitan Association Inter-meet.
20-21.—Baltimore. International Meet, Maryland B. C.
23.—Philadelphia A. C. C. International Race Meet.
25.—Scranton, Pa. Scranton Bicycle Club.
30.—Brooklyn, N. Y. K. C. W. Race Meet.

OCTOBER.

2.—Sacramento, Cal. Capital City Wheelmen meet.
5.—St. Louis. Annual Fall County Tour.

NOVEMBER.

30.—St. Louis. Annual Paper Chase.

Fourth of July and Other Events Crowded Out of Last Issue.

VINELAND, N. J.—The races held on the Fourth on the Vineland Trotting Association track were excellent. Summary:

One mile novice—Won by Clarence Rhea, Vineland. Time 2.47 1-2.

One mile, open—Won by Edward Miller, Vineland; H. P. Wunder, Philadelphia, second; Frank Marriott, Philadelphia, third.

Half mile handicap—Won by J. C. Barretta, Vineland; Frank Zook, Philadelphia, second; J. Hirshley, Philadelphia, third.

One mile, 2.50 class—Won by Frank Zook, Philadelphia; Mark Meredith, Philadelphia, second; Charles L. Bryant, Philadelphia, third.

Two mile handicap—Won by Edward Miller; C. W. Pearson, second; F. B. Marriott, third.

Quarter mile, open—Won by H. P. Wunder; J. C. Barretta, second; George Sweeten, third.

One mile handicap—Won by C. L. Logan; C. W. Pearson, second; F. B. Marriott, third.

Half mile open—Won by H. P. Wunder; E. F. Miller, second; J. B. Pearson, third.

PROVIDENCE, R. I.—The races held on the Fourth under the auspices of the Rhode Island Wheelmen were largely attended.

The results:

One mile novice—Gus Becker, first; Everett Hall, second. Time 2m. 40 2-58.

One mile open—Mont Scott, first; S. H. Hancock, second. Time 2m. 37s.

One mile, Kent County Championship—Gus Becker, first; Benjamin Franklin, second. Time 2m. 42 1-58.

One mile, three minute class—Henry Scott, first; S. H. Hancock, second. Time 2m. 38s.

Three mile, Division Championship—H. B. Hills, Jr., first, R. F. Morelock second. Time 8m. 58s.

One-half mile dash—Mont Scott, first; S. H. Hancock, second. Time 1m. 28s.

One mile handicap—H. F. Morelock, 120 yards, first; Henry Scott, 100 yards, second; S. H. Hancock, 100 yards, third. Time 2m. 27 1-5s.

One-half mile, consolation—A. E. Place. Time 1m. 22s.

TONAWANDA, N. Y.—Winners of the races here on the Fourth were:

Three mile lap race—C. F. Callahan, Buffalo Press Cycling Club. Time 8.53 2-5.

One mile, Tonawanda championship—W. R. Blake, Rovers Bicycle Club. Time 2.33 4 5.

One mile, Ramblers' Bicycle Club Championship—Fred E. Fuhrman. Time 2.31 3-5.

One mile, open—Mike Dirnberger, Buffalo Press C. C. Time 2.44 3-5.

One mile, three minute class—F. C. Fuhrman, Ramblers. Time 2.42.

One mile handicap—W. C. Lutz, Columbia B. C. 75 yards. Time 2.23.

One mile, Buffalo championship—A. Goehler, Ramblers.

One mile tandem, open—Dirnberger and Callahan, Press C. C. Time 2.28 1-5.

One-half mile, open—M. Dirnberger, Press C. C. Time 1.16 2-5.

Half-mile, boys under 16 years—Chas. A. Silker, Columbia C. C. Time 1.46 1-5.

Five mile handicap—W. F. Buse, Ramblers. Time 13.01 2-5.

RAHWAY, N. J.—The Union County Roadsters held a successful race meeting here on the Fourth. Summaries:

One mile novice—Final—Won by C. Gilbert; W. S. Martin, second; C. F. Bilton, third. Time 2.50 3-5.

Quarter-mile handicap final—Won by W. Chamberlain, 30 yards; second, A. Silvie, 20 yards; third N. H. Mooney, 20 yards. Time 34 4-5.

One mile, 3 minute class—Final—Won by F. J. Titus, second, C. Granger; third, A. Silvie. Time 2.40 1-5.

Half-mile handicap—Final—Won by O. L. Menge, 45 yards; second, W. Chamberlain, 50 yards; third, L. Schermerhorn, 50 yards. Time 1.12 1-5.

One mile handicap—Final—Won by F. J. Titus, 30 yards; second, C. H. Coffin, 40 yards; third, F. F. Goodman, 50 yards. Time 2.28 4-5.

BROCKTON, MASS.—The races at the fair grounds on the Fourth resulted as follows:

One mile novice—Won by H. A. Webster; W. M. Pettigrew, second. Time 2m. 58.

One mile handicap—A. F. Hall, first; F. H. Pratt, second. Time 2m. 26s.

Boys' race—Ned Mansfield, first; R. W. Emerson, second. Time 2m. 48.

Half-mile scratch—A. C. Dodge, first; A. F. Hall, second. Time 1m. 18s.

Plymouth County two-mile race—R. A. Perkins first; A. F. Hall second.

Three quarter mile open—Won by Tuckaberry, Fort Worth; second, Parker, Waco. Time 2.14.

Quarter-mile open—Won by Parker of Waco; Tuckaberry, Fort Worth, second. Time 40s.

Half-mile open—Won by Van Rensselaer, Fort Worth; Tuckaberry, Fort Worth, second. Time 1.28.

Five-mile open—Won by Covey of Dallas; Hartman, second. Tuckaberry was fouled in this race, some one running into him. Van Rensselaer also fell and was out of the race. Time 17.15.

ROCKFORD, ILL.—The Rockford Cycling Club's tournament on the Fourth was the most successful event ever held in this city. Chicago sent the largest delegation and succeeded in carrying off most of the prizes. Summary:

One-mile novice—W. E. Barnum, first; A. D. Herriman, second. Time 2.42 2-5.

One-mile scratch—Geo. K. Barrett, first; C. W. Davis, second. Time 2.34 2-5.

One-mile 3.00 class—C. V. Dasey, first; James Levy, second. Time 2.36 1-5.

Half-mile handicap—F. B. Hart, 80 yards, first; A. D. Kennedy, 45 yards, second. Time of scratch man, Geo. K. Barrett, 1.14.

One mile, men outside Cook County—Carl Swanson, first; Geo. C. Hobbs, second. Time 2.34 3-5.

Two-mile handicap—F. B. Hart, 350 yards, first; C. V. Dasey, 235 yards, second. Time 2.32.

Quarter-mile scratch—Geo. L. Emerson, first; Geo. K. Barrett, second; C. W. Davis, third. Time .37 2-5.

Five-mile scratch—George L. Emerson, first; George K. Barrett, second; C. W. Davis, third. Time 15.22.

One mile local—Bert Keyes, first; Addison Burr, second. Time 2.41.

One-mile handicap—F. B. Hart, 175 yards, first; James Levy, 175 yards, second; C. D. Cutting, third. Time 1.37 3-5.

Half-mile scratch—C. W. Davis, first; George L. Emerson, second; C. D. Cutting, third. Time, 1.37 3-5.

One mile, 2.45 class—Martin Nessell, first; A. J. Nicolet, second. Time 2.50.

RACING NOTES.

THE Chicago Cycling Club has increased its appropriation of $250 for the racing team to $1200.

AT Revere, Mass., a six-mile road race was run on the Fourth under direction of the Revere Athletic Association. Chas. Fowler won the first prize in 21m. 16 sec.; Fred Carr second, in 21m. 17 sec.

MR. BRADLEY has been building a bicycle run way between Avon N. J., and Asbury Park. It is located directly on the beach, and is almost two miles in length. It was dedicated recently by a parade of cyclists.

THE second annual fifteen-mile road race, at Erie, Pa., was run on the Fourth under the auspices of the Erie Cycling Club. Order of finish: J. Schmidt, time, 59.29; D. R. Cotton, 56.51; W. Allom, 57.54; W. Walker, 58.10; A. F. Osburn, 59.29.

A road race was held on the Fourth, under the direction of the Red Bank Cyclers, Red Bank, N. J. A six and a quarter mile course was ridden over four times. Haviland won the race time 1.33.55. The time of the others: Goff, 1.37.22; Ford, 1.39.19; Miller, 1.48.19; White, 2.04.

IN the bicycle races at Dover N. H., last Saturday the one mile championship of Strafford County was won by Joseph Gray; Roscoe Berry second. Time 3.25. The five mile race for the championship of the county was won by Joseph Gray, Roscoe Berry second. Time 17.05 1-4.

THERE was a 10-mile road race Saturday afternoon, July 1st, at Chicopee, Mass. There were 10 starters. John Gillesby, 3 1-2 minutes handicap, finished first in 32 1-2m. Philip Tone, 5m., second in 35 1-2m. James Begley, 6m., third. J. Conway, 14-2m., fourth; W. J. Edgar, scratch man, fifth. Edgar won time prize, in 30.45.

THE question of building a suitable track is agitating the minds of the club men of Washington, D. C., just now and the question is to be discussed among the clubs at their next meetings. It is likely, therefore, that a committee of the clubs will be formed to take charge of the matter and devise some means of starting a track fund.

THE York County wheelmen's races at Saco, Me., on the Fourth, were cut short by the storm. One heat of the open mile novice event was ridden, the contestants crossing the tape in this order: S. S. Lent, W. J. Chisholm, George M. Gilbert, Henry Rhodes, Justus Cobb. Time 2.56 1-5. Maltby, the trick rider, gave his exhibition in a pouring rain.

THE Sheridan Cycling Club, of Chicago, Ill., held its annual road race of eleven and one-eighth miles last week. Following is the order in which the contestants crossed the line: Geo. Stanford, 1 4-2m., time 30.44; F. L. Angle, 5 1-2m., time 42.06; Frank K. Huse, 5m., time 42.24; W. L. Wilson, 4 1-2m., time 42.28; H. M. Angle, scratch, time 38.25.

THE Quaker City Wheelmen have decided to again hold the 25 mile road race over Lancaster Pike in connection with their race meet on August 26; this race was dropped last year, but there has been so much inquiry and road racers were so much disappointed last year that the committee in charge have been compelled to add it to the programme.

THERE were races at South Quincy, Mass., on the Fourth. Five mile race for boys between 15 and 18 years.—First, A. T. Perry; second, F. E. Wright. Time 18m, 45s. In the same class of race, the prizes were won by John Yule and R. McKean. Time 21m, 58. Race for the championship of Quincy was won by Arthur Parsons and Joseph Callahan. Time 20m, 30s.

IN the Waukesha road race on the Fourth the following is the summary of fastest times made: Emil Ulbricht, Chicago Racing Wheelmen, time 46.54; J. F. Reitzner, Mercury Cycling Club, Milwaukee, 47.41; A. L. Leonhardt, Chicago Racing Wheelmen, 48.31.

The time of the first three men to cross the tape was as follows: Meyer, 53.04; Pruessing, 53.04 1-4; Schroeder, 53.15.

THE Canton (Mass.) Cycle Club held a series of races on the Fourth. The results:

Four mile race, championship of the club—First, Samuel Morse, 14.

One mile boys' race—First, Benjamin Morse; time 3.15; second, Howard Dunbar.

One mile novice—First, Samuel Morse, 5.20; second, Walter Sherman; third, Joseph Kelly.

Half mile open—First, Fred Lincoln; time 1.12; second, Walter Sherman, 1.12 1-2; third, Fred Reed, 1.15.

THE July 4th at Keene, N. H., was in charge of the Monadnock Cycle Club. In the morning there was a parade, the Mt. Kilburn Wheel Club, of Bellows Falls, Vt., winning the prize for largest number of men in line. In the afternoon the club held a handicap road race around a square, the distance being 6 1-3 miles. The winner was L. Kemp, scratch, in 20m. 34s. After the road race there was a one-mile consolation race, the winners being C. C. White, 3m. 2 4-5s.; second, D. D. Wilder; third, L. C. Norwood.

IN the Y. M. C. A. road race run at Peoria, June 29th the following was the time: First, Robert Gough, P. Bi. C. Y. M. C. A., handicap, 2.15 minutes, time, 33 30 2-3; second, E. Hedrick, Jr., Y. M. C. A., handicap 2 minutes, time 33.57 3-5; third, Robert Shofield, handicap 3.30 minutes, time 34.57 4-5; fourth, H. B. Coulbear, P. Bi. C., handicap 3.30 minutes, time 35.10; fifth, J. B. Woollas, P. Bi. C., scratch, time 31.42.

RACES at Paducah, Ky., June 30, resulted:

One mile scratch—F. H. Reike, first; Walt Thomas, second; Ash Robertson, third. Time 3.20.

Half-mile scratch—A. L. Joynes, first; Henry Ross, second; Louis Heuneberger, third; John Dipple, fourth. Time 1.40.

Half-mile scratch—Walt Thomas, first; Ash Robertson, second; F. H. Reike, third; Harry Ross, fourth. Time 1.32.

THE third annual field day sports of the Ilion, (N. Y.) Y. M. C. A. were inaugurated by the handicap road race, to Herkimer and return, finishing with two laps on the track, eight miles. The first prize was won by Walter Rice, time 29 minutes, 45 seconds; second, A. Foy, 32 minutes, 50 seconds; third, H. Brand, 34 minutes. Quarter mile bicycle race—First, R. J. Sloan, time 37 4-5 seconds; One mile safety—First, R. G. Sloan, time 3.22 4-5; second, W. H. Murray. Three mile—First, W. H. Murray, time 9.55 4-5; second, R. C. Sloan.

At the summer games of the South Orange Field Club at Orange, N. J., on the Fourth, the following cycle events were run:

One mile safety, novice—Won by Fred N. Corwin, East Orange. Time, 2.59 4-5.

Two-mile safety, handicap—Won by U. S. Paige, scratch; R. W. Stevens, 30 yards, second; F. G. McDonald, 80 yards, third. Time, 5.35 1-5.

One mile safety, handicap—Won by U. S. Paige, scratch; Fred N. W. Corwin, 70 yards, second. Time, 2.47 3-4.

One mile, team race—Contested by teams from the East Orange Cyclers and Kings County Wheelmen. Kings County won. Time, 2.48 3-5.

N. C. U. "Amateurism."

OF all the extraordinary suggestions which have been made in connection with the Zimmerman incident, most assuredly that of the *Cyclist* is entitled to first place. It is nothing less than that the American champion might have escaped from his difficulty—might have amateurised himself in the eyes of the Union—by getting some London maker "to fit a pair of wheels to the Raleigh frame, which would have the result of placing him upon a mongrel machine, and not upon a Raleigh!" Machiavelli! thou didst not live in vain, and thy cunning shade must hover still about the "starry-pointing" spires of Coventry! And this is what the sport of cycle racing has come to! This is the pure spirit of amateurism which we have been taught to believe is spotless as the sun that shines at noon. This is the unalloyed doctrine as preached by one of the high priests of the creed! We have no hesitation in saying that if Zimmerman had consented to bring himself within the pale of the Union by resorting to such a subterfuge, he would have earned the contempt of every man worthy of the name of sportsman. We say nothing as to what we would think of the Union that would look on at such a violation of the letter and spirit of its law.—*Wheeling.*

The International Meet at Chicago.

A LARGE part of the programme for the international tournament to be held in Chicago, Aug. 5 and 12 was mapped out at a meeting of the general committee last week. On the evening of Aug. 6, which falls on Sunday, Rev. Dr. Thomas will hold divine services, preaching a sermon which will have a direct moral value for the wheelmen. Monday forenoon two large runs will be held, one on the West Side and one on the South Side. The afternoon will be filled in by the races at the track, and in the evening all of the club-houses will be thrown open to the guests. After the sport Tuesday afternoon the local wheelmen will make the visitors their guests for a night's entertainment at the Trocadero. A steamboat ride on the lake is scheduled for Wednesday night. Thursday night a visit will be paid to the World's Fair grounds, special arrangements having been made with Director General Davis to provide for a wheelman's night. Friday and Saturday are open dates. The committee appropriated the sum of $7,500 with which to purchase the prizes for the meet. This, together with the special prizes which have already been donated, will make a more attractive prize list than has ever been offered before. On the Sunday following the meeting a mammoth run over the Elgin-Aurora century course will take place. It will be personally conducted by William Herrick, of the Century Road Club.

INVENTIONS.

Last Week's Patents.

A LIST of recent patents, reported especially for the BICYCLING WORLD, by W. F. Aughinbaugh, patent attorney, Washington, D. C. Copies of these patents may be had of the above named attorney at twenty-five cents each.

499,718 Saddle for Velocipedes. Henry Cutler, Toronto, Canada. Filed Jan. 3, 1893.

499,721. Velocipede. Thos. B. Estep, Norwood, Ohio. Filed Nov. 21, 1892.

499,824. Rim-Spreader for Velocipede-Wheels. Johannes A. Du Bois, Newark, New Jersey. Filed April 4, 1892.

499,903. Luggage-Carrier for Velocipedes. Sadie M. Bates, Newark, N. J., assignor, by direct and mesne assignments, to George F. Hall, same place, and Lewis M. Thompson, Montclair, N. J. Filed Dec. 2, 1892.

500,156. Saddle for Bicycles. James H. Sager, Rochester, N. Y., assignor to the Rich & Sager Company, same place. Filed Aug. 4, 1892.

500,157. Supplementary Seat for Bicycles. James H. Sager, Rochester, N. Y., assignor to the Rich & Sager Company, same place. Filed Sept. 23, 1892.

500,158 Bicycle-Saddle. James H. Sager, Rochester, N. Y., assignor to the Rich & Sager Company, same place. Filed Oct. 5, 1892.

500,177. Bicycle-Frame. Alexander Winton, Cleveland, Ohio. Filed July 27, 1892.

500,205. Pneumatic Tire. Isaac W. Heysinger, Philadelphia, Pa. Filed March 26, 1883.

500,293. Vehicle-Wheel. Eugene J. L. Persil, Paris, France. Filed Mar. 15, 1892. Patented in England July 15, 1891.

500,332. Drive-Chain. Charles W. Hunt., West New Brighton, N. Y. Filed Mar. 20, 1893.

500,368 Vehicle-Wheel. Frank H. Bolte, Milwaukee, Wis., assignor to the Sercombe-Bolte Manufacturing Company, same place. Filed Aug. 11, 1892.

500,384. Mud-Guard for Velocipedes. Alexander Govan, Glasgow, Scotland. Filed Jan. 31, 1893. Patented in England June 27, 1892.

500,408. Pneumatic Tire. Horace B. Boyd, Cambridge City, assignor of one-half to Lawson A. Boyd, Indianapolis, Ind. Filed Feb. 7, 1893.

500,472. Saddle. Edward S. Cross, Elyria, Ohio. Filed July 22, 1892.



You want the BEST SHOE in the market, don't you?
Then TRY OURS!
ONLY $2.00.
FREE to any part of the United States, Best Dongola Leather. Unequalled as an Easy Walking Shoe.
HUB SHOE CO. 101 Bedford St. Boston, Mass.

KEYSER
Bicycle Clock.

GUARANTEED
To keep good time for one year. Sold by all dealers, or sent on receipt of price, $2.50.
A. S. KEYSER,
Patentee and manufacturer,
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Patented in United States and England.



The Chicago Grip
For Tangent and Direct Spokes. For sale by all dealers, or sent post-paid for
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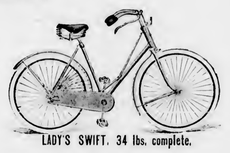
Franklin Typewriter
WHY IS IT THAT PEOPLE BUY THE FRANKLIN TYPEWRITER?


BECAUSE it is the Best Writing Machine on the market and is sold for 25 PER CENT. LESS than any other Standard Machine.
CUTTER TOWER CO.
TYPEWRITER DEPARTMENT.
99-101 MILK and 4 PEARL STS.,
Post-office Square, Boston, Mass.

WELL CONSTRUCTED! are the words you always hear coupled with
WARWICK BICYCLES.
They have always stood for all that is best in the way of MATERIAL and WORKMANSHIP, and we mean they always shall. LIGHT, HANDSOME, DURABLE, SWIFT. They give satisfaction. All of our wheels are GUARANTEED FOR ONE YEAR. We want you with us, and once mounted on a WARWICK, we believe you will find satisfaction. Send for book that tells about our wheels.
WARWICK CYCLE MFG. CO., = Springfield, Mass.

SINGER CYCLES.
NO CHANGE IN PRICE
The Only Wheels Absolutely Guaranteed.
The Only Wheels Fitted with 1893 Improvements.
Our prices correspond with the value of the articles furnished, and in the future, as in the past, will be maintained in all countries, against the inflated prices of goods of inferior make.
SINGER & CO., 6 and 8 Berkeley St., and 2 Warren Avenue, BOSTON, MASS.
LIBERAL DISCOUNTS TO RELIABLE AGENTS.

MATERIALLY MATED.

HOLBEIN SWIFT. 30 lbs. stripped.
SWIFT By Name.
By Nature SWIFT.
CATALOG FREE.

LADY'S SWIFT. 34 lbs. complete.
COVENTRY MACHINISTS' CO.,
BOSTON. CHICAGO. SAN FRANCISCO.

THE FINEST LINE OF
MACHINES BUILT.
IF YOU DO NOT BELIEVE IT SEND US YOUR NAME AND WE WILL SEND YOU THEIR PICTURES.
TOLEDO BICYCLE COMPANY, - Toledo, Ohio.

1893 NEW MAIL


HIGHEST GRADE.
11th Year.
Greater Demand Than Ever Before?
Pneumatic Tires, $125.
Dunlop Detachable Tires, $135.
The Wheel of '93! See it and Send for Catalogue.
MANUFACTURERS
WM. READ & SONS,
107 Washington St., - - - - Boston, Mass.
Chicago Branch, Masonic Temple, A. W. MOORE, Manager.

BUY A KEATING AND YOU
CAN'T HELP WINNING RACES.
Hartford, Conn., L. A. W.—One-half mile State Championship. First, one mile handicap, scratch 2.23; one-half mile handicap, scratch 1.03 1-5. Total races won in Hartford: Four firsts, five seconds, two thirds.
Lynn.—First in one and two mile handicap.
Keene, N. H., Road Race.—First place.
Melrose Road Race.—Three firsts and time prize.
Brockton Track.—Three firsts, two seconds, two thirds.
Taunton Track.—One first.
Dover, Me., Track.—One first, scratch.
Chelsea, Mass.—Keatings took everything.
These were all stock wheels. -:- The fact is, they cannot lose.
We SHALL NOT cut our prices this year.
Keating Wheel Co., - Holyoke, Mass.
CATALOGUES FOR 2-CENT STAMP.

Victor Cycling Sundries

We carry a large line of Sundries, and are prepared to fill orders promptly. The following is a partial list of our specialties, and we guarantee them to be the best of their kind.

OVERMAN WHEEL CO., CHICOPEE FALLS, MASS.

BOSTON. WASHINGTON. DENVER. SAN FRANCISCO.

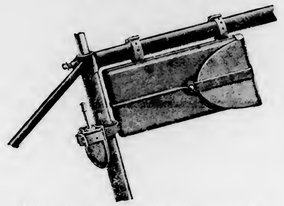
Victor Rubber Mud Guards.



These mud guards are made from best quality of rubber, and for the purpose are the lightest and best attachment ever offered to the public. Can be readily attached or removed.

PRICE PER PAIR, $2.00. BY MAIL $2.15.

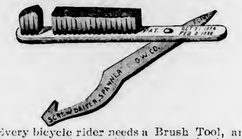
Victor Tool Bag.



Made to hold wrench, oiler and pneumatic repair kit, and tools; also an extra inner tube. The best bag for pneumatic bicycles ever introduced, doing away with the old style bag carried in rear of saddle.

Price, black leather, $2.00.
By mail, $2.10.

Cycle Brush Tool.



Every bicycle rider needs a Brush Tool, and the accompanying cut illustrates perfection in that line. Any point in a machine can be reached and thoroughly cleaned by it. Combines also a screw driver and spanner.

Price, by mail, 50 cents.

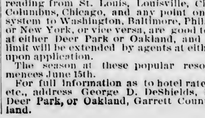
Cycline.



For cleaning bicycles, this preparation is unequaled. It will keep a machine beautifully polished, and is warranted not to mar or scratch enamel or nickel. To apply, take a sponge or cloth, dampen in water and rub on the soap; then apply briskly over the surface to be cleaned, after which wipe dry with a clean cloth, and polish with same.

Price, by mail, 25 cts. per cake.

Victor Scorcher Saddle.



This is the most perfect Scorcher Saddle made, and we so recommend it. It is the invention of a practical wheelman and mechanic, and is about as perfect as it is possible to construct. This saddle can be used for everyday riding without fatigue, and we are confident it will prove the most popular Scorcher Saddle in the world.

Price, $4.50. By mail, $4.75.

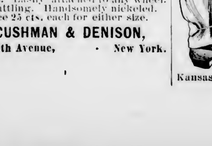
Victor Wrench.



Our new model Wrench possesses, by actual test, 80 per cent. more strength than the best Wrenches heretofore offered to the trade. All forged steel, jaws hardened, every part finished to gauge. Length 5 1-2 inches. Opens 1 1-2 inches.

Price, nickeled, $1.00. By mail, $1.10.

Victor Spring Saddle Post.



This valuable device met with a great reception within a short time after its introduction last year. It is the best made. Adjusts saddle to any pitch, and fastens by a set screw. Made of toughened tool steel, nickeled.

Price, $2.00.

By mail, $2.30.

Elastic Trouser Guard.



Many riders object to a metal trouser guard, and in response to a demand for a substitute, we offer the Elastic Trouser Guard as the best of its kind.

Can be carried in the pocket without inconvenience.

Price, per pair, by mail, 10 cents.

Do Not Ride in the Heat.

A TIMELY warning to cyclists is furnished by the sad end of William Forecast, a young man, upon whose body an inquest was held on Saturday. Deceased had joined a club ride on the previous Saturday, and returned on Sunday complaining of a headache. He shortly afterwards became unconscious, and died on the Tuesday from meningitis, due to exposure to the sun and exhaustion from cycling. With every prospect of an exceptionally hot summer before them cyclists will do well to moderate their ardor for long and exhausting rides. The club ride, which resolves itself into an attempt on the part of the younger and weaker members to emulate the physical performances of the stronger and well-seasoned cyclists, is a source of very serious danger in summer heat.—*London (Eng.) Chronicle.*

A Valuable World's Fair Book.

The Passenger Department of the Baltimore and Ohio Railroad Company has prepared for general distribution a handsome pamphlet descriptive of the scenic and other attractive features of that road from New York to Chicago. This book should prove invaluable to those visiting the World's Fair. In its artistic cover illustrations and reading matter, it is fully up to the high standard which has been fixed by the B. & O. for publications of this character. The scenery en route, which has gained for the B. & O. the richly deserved sobriquet of "Picturesque," the public buildings at Washington, old Harper's Ferry, Luray Caverns, and other attractive points are faithfully portrayed. The value of the publication is increased by descriptions and illustrations of the principal buildings at the World's Fair. This book can be procured free of charge upon personal application to ticket agents, B. & O. R. R. Co., or you can have it mailed to you by sending name and address with five cents in stamps to Chas. O. Scull, General Passenger Agent, Baltimore, Md. World's Fair tourists should bear in mind that the B. & O. is selling tickets at very low rates good going via Washington and returning via Niagara Falls.

Sleeping Accomodations At The World's Fair.

ROOMS can be secured at the National Columbian United Wheelmen's Association's Club House and Hotel. In connection with this Club House is a bicycle livery, where wheelmen not wishing to bring their own, can rent wheels at reasonable prices. Sleeping accomodations can be had at from $1.00 to $2.00 per day per person. Address, L. D. TAYLOR, Sec.
5717 Madison Ave.

Summer Homes.

A BEAUTIFULLY illustrated book—list of over 3000 summer hotels and boarding houses in Catskill Mountains and Central New York. Send six cents in stamps to H. B. Jaffee, General Eastern Passenger Agent, West Shore Railroad, 363 Broadway, New York, or free upon application for your information.

A GREAT EXHIBIT.

One Exclusive Privilege of Which Every Advantage Is Being Taken.

WHILE the World's Fair fever is at its height, it may be well to say a word regarding one of the largest exhibitors and their display.

Messrs. Adams & Sons Company, manufacturers of Adams' Pepsin Tutti-Frutti, were granted the exclusive chewing gum privilege, and have spared no pains or expense to make their exhibit one of the sensations of the Fair. Large booths, erected by them, may be seen all over the grounds in each one of which their goods are artistically displayed.

It was the popular impression some time ago that the business of the above-named house had reached the zenith, but the possibilities of their growth seem to be unlimited. Since the introduction of their brand of Pepsin Tutti-Frutti, its medicinal qualities have recommended it to public favor, and their output has necessarily grown larger than ever before.

The granting by the World's Fair Directors to this house of the exclusive privilege in their line is simply another tribute to the great merit of their manufacture.

Ride a New Wheel for $18.00.

For further particulars see H. W. Smith & Co's. ad. on page 392.

Deer Park and Oakland.

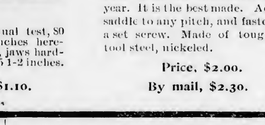
To those contemplating a trip to the mountains in search of health and pleasure, Deer Park, on the crest of the Alleghany Mountains, 2800 feet above the sea level, offers such varied attractions as a delightful atmosphere during both day and night, pure water smooth, winding roads through the mountains and valleys, and the most picturesque scenery in the Alleghany range. The hotel is equipped with all advantages conducive to the entertainment, pleasure and comfort of its guests.

The surrounding grounds, as well as the hotel, are lighted with electricity. Six miles distant on the same mountain summit is Oakland, the twin resort of Deer Park, and equally as well equipped for the entertainment and accommodation of its guests. Both hotels are upon the main line of the Baltimore and Ohio Railroad, have the advantages of its splendid Vestibuled Limited Express trains between the East and West, and are most desirable resting places for World's Fair tourists. Season Excursion tickets, good for return passage until October 31st, will be placed on sale at greatly reduced rates at all principal ticket offices throughout the country. One way tickets reading from St. Louis, Louisville, Cincinnati, Columbus, Chicago, and any point on B. & O. system to Washington, Baltimore, Philadelphia, or New York, or vice versa, are good to stop-off at either Deer Park or Oakland, and the time limit will be extended by agents at either resort upon application.

The season at these popular resorts commences June 15th.

For full information as to hotel rates, rooms, etc., address George D. DeShields, Manager, Deer Park, or Oakland, Garrett County, Maryland.

The Billings' Bicycle Wrench.



Adopted by the Pope Mfg. Co., and pronounced by them the Best Bicycle Wrench in the Market.

THE BILLINGS & SPENCER CO., HARTFORD CONN.

HAVE YOU EVER STOPPED



To consider how much more pleasure you can obtain from cycling with a good reliable cyclometer attached to your wheel? The '93 pattern Weston fork cyclometer leaves nothing to be desired in a registering device. Many points of excellence. Be sure and see it before purchasing.

FRANK C. WESTON, BANGOR, ME.

N. B. One agent, (exclusive,) wanted in every town and city in the United States.

PNEUMATIC REPAIR OUTFIT



The Largest, Best and Most Complete Outfit

On the market. Size 3in. x 5 in. Liberal discount to dealers.

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BE CAREFUL to have a "PERFECT" POCKET OILER (improved pattern) if you wish to have the greatest enjoyment possible out of your bicycle. This oiler is especially adapted for bicycles. See that the words "Perfect" Pocket Oiler are stamped on your oiler as no imitations are as good. This oiler does not leak. It regulates the supply of oil to a nicety. Price 25 cts. each. Handsomely nickeled.



Size. One Half



BETTER THAN TOOL BAGS.

Two size holders. Smaller size for above oiler, larger size for pneumatic pump. Easily attached to any wheel. No rattling. Handsomely nickeled. Price 25 cts. each for either size.

CUSHMAN & DENISON,
172 9th Avenue, New York.

DO YOU WEAR THE FAMOUS . . . TRADE HYGRADE MARK STOCKINGS

Perfect fit. Wearing quality unequalled. Send for trial pair, price $1.50. Special price to clubs and L.A.W. members. Circulars of our high-grade knit goods, free on application.

S. P. CURTIS, Manufacturer,
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"Novelty" Trouser Hook

Neat. Easily Carried.

A sure fastener. Nickel plated case with each pair. Price, 20 cts. by mail.

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Kansas City, Mo. Omaha, Neb. Des Moines, Ia.

OFFICIAL NEWS.

(Concluded from page 386.)

mile; for every score of sheep or swine, one and one-half cents per mile, and for every score of neat cattle, two cents per mile."

No other tolls are authorized to be collected by turnpike companies by any general statute, and the wheelmen represented by Mr. Eaton would be justified in resisting the collection of any toll charged them for using the highways in Suffolk County, unless there is a special authorization of the particular company controlling the turnpike, to charge toll on bicycles.

Fraternally, CHARLES F. COSSUM, Chairman.

REPORT OF ROAD BOOK COMMITTEE.

To the Board of Officers, N. Y. Div., L. A. W.:

Mr. Chief Consul and Gentlemen:—Your Committee begs leave to report some progress, many discouragements and a few recommendations.

In pursuance of the carrying out of the recommendations contained in the report of the Chief Consul, which was adopted at the New York meeting of the Board, last December, that corrections of the errors in the last road book and new routes be published in an addendum, the following letter was sent to each of the Local Consuls about March 20th:

March 20th, 1893.

My dear Sir:—It is to the interest and should be the desire of every member of our Division, to have a perfect road book.

It is the ambition of the Committee to make a long stride toward this end the coming season, but they cannot do it without the assistance of the Local Consuls, and others interested in the work.

If you have not already the book issued last year, let me urge you to get it at once, by sending twenty-five cents to Sec. Treas. T. A. Reisbeck, 280 Broadway, New York City. It is neatly gotten up, covered in leather, is of suitable size for the pocket, contains a map of the roads of the State, and will be invaluable to you in your summer tours.

At the last meeting of the Board of Officers, the recommendation of the Chief Consul, that addenda to the Road Book should be published at the end of the season and mailed free to all who secured last year's book, was adopted; and it is to assist in accomplishing that end that I now address you.

I would like you to look the last year's book over carefully, note any errors or omissions, and make any suggestions that may occur to you in the nature of improvement in its get up.

There are many fine routes all over the State which have been omitted from the book; if any of them are in your locality please send me a careful description of them.

Note the condition of the road, whether rough-smooth, level, hilly, any unridable portion, distance between turns as well as villages, the streets taken in leaving a city or village, whether road is clay, gravel, loam or sand; and short description of any places of interest along the route; also map of your own drawing, of all roads in your section.

Each one sent in in description of routes will be credited in the printed addenda, and will be held accountable for their correctness.

If you wish your section well described in the road book, you can have it so by giving this matter your attention. Do not neglect the matter, but attend to it now.

Your fraternally, E. M. SANTEE.

In response we have received replies, more or less satisfactory, from Alden, Ralston Spa, Bay Shore, Cohoes, College Point, Elmira, Flatbush, Friendship, Hudson, Mechanicsville, Odell, Poughkeepsie, Skaneateles, Staatsburgh, Syracuse, Watkins and Waterville; and no response from any of the rest of them. The general sentiment among the members seems to be that we need a good map more than a road book, and in consequence they take very little interest in the latter.

After a careful consideration your Committee have decided to recommend that the Executive Committee be empowered to procure a map of the State in five sections; each section to be 19 X 24 inches, one section to cover all that portion of the State south of the parallel of the northern line of Pennsylvania, another, all north of the parallel of the southern shore of Lake Ontario, and the balance to be divided into three equal sect ons. The roads to be printed in red, and the balance in black; good cycling roads to be indicated in heavy lines, and the other by light lines, the hills to be indicated by cross lines, similar to those used ordinarily to indicate railroads, the ridable ones to be indicated by light lines, and the unridable ones by heavy lines, each line to represent one-quarter of a mile; a small arrow placed along side of the road to point up the hill. The distance between points to be indicated by figures beside the road.

The plates for such a map, and the printing of 4,000 sets would cost the Division about $1,100. The maps should be copyrighted, and be the property of the Division.

The main obstacle in the way of accomplishing so desirable an end is the apathy of the Consuls. There is very little satisfaction in writing them long letters and receiving no answers.

We think it might be advisable to ask each member of the Division to assist in preparing the material for the map, if it is decided to prepare one.

The best reports thus far have come from the new members who read the Chief Consul's report. The addendum recommended in that report is very much needed, but our committee does not deem it advisable to go to the expense of publishing the meagre reports we have so far been made.

A thirty-two page paper cover suitable for carrying in the pocket of last year's book would cost about $75 for 4000

If those members who took over the road book and then sit down and cuss the Chief Consul and the committee would spend one-half the effort in sending in correct reports that they do in kicking we would soon have a perfect road book.

Our members need walking from their selfish lethargy, and he who will suggest a successful means of arousing them will be considered a true philanthropist by your committee.

Very respectfully submitted,
E. M. SANTEE, Chairman.

REPORT OF THE RACING BOARD.

Mr. Chief Consul and members of the New York Division Board of Officers:

In the midst of our spring season the necessity for a report from this Committee seems almost out of place, as it must be largely one of progress and of no definite character.

Shortly after taking office we issued a call for the arrangement of the State Circuit of race meets, and received applications from six clubs, five of which we accepted and arranged accordingly.

We experienced a disappointment at Lockport, the club there finally deciding that it could not with success to itself handle the meet assigned to it, and therefore withdrew.

While this withdrawal occurred at a date too late to fill in, and left quite a break in the regularity of our circuit, we feel that our first desire should be that each and every club that joins in our circuit each year should reap a financial and enjoyable benefit, and that therefore the Lockport club did as they should do when they became convinced that such a result could not be reached by them this year.

We are able, however, at this time to set forth the fact that the opening meet at Buffalo on Saturday last, June 10, was a success. The club to whom the date had been assigned handled the entire meet with credit to this Division and to itself.

To-day we are able personally to witness the success of the State Meet as the guests of the Century Cycling Club of Syracuse. And right here your committee would like to say that one of the pleasantest features surrounding our racing circuit is the fact that it brings us all together at least once a year to discuss among matters of more importance, the racing end of our Division's work. Your committee endeavor to keep always in mind the fact that of this Division's 8,000 we represent the higher shade, the sport of our own State, we do not forget that the important work of the Division is in different channels, and when we lay down our report we do so to turn our attention to the other needs of this Division, although we feel strongly our inability to go very far from our special line.

On Monday, at Ilion, the Remington Cycle Club will entertain and give the third meet of the circuit. On Wednesday we are to rest awhile at Albany and witness the fourth meet under the auspices of the Albany County Wheelmen.

New York City was hard to place as most desired as regards, so the Riverside Wheelmen secured July 8 as best advantageous and will give the concluding meet there.

Your committee, in discussing the distances for championships, decided to inaugurate some longer distance events than had been run before in this country. The list, therefore, as adopted is as follows: Quarter-mile, half mile, one mile, two mile, three mile, five mile and twenty-five mile safety, same mile tandem. Your committee suggested to the Chief Consul the advisability of complying with the request of the National Racing Board, and purchase for this Division a quantity of Racing Rules for distribution among such members of this State as applied for them. This was done and almost the entire quantity has been already disposed of.

Your committee hope to review more interestingly its season's work at the next annual meeting, and trust you will accept the foregoing as a partial report, as complete as possible at this time.

Yours fraternally,
H. E. RAYMOND,
F. W. BETTS,
J. KITTENGER.

Racing Board Matters.

MR. E. E. CLAPP is hereby suspended from all track racing for two weeks beginning July 7. Failed entry at class race.

Mr. Chas. Sacker, Alpena, Mich., and A. B. Rich, Staten Island, N. Y., are hereby declared to be professionals. Amateurs are cautioned against competing with them in future. Violation Class A, Amateur rule.

SANCTIONS GRANTED.

July 4—Scottish Thistle Club, Oakland, Cal.
July 4—Augustine Park Association, Augusta, Me.
July 4—Exeter Bicycle Club, Exeter, N. H.
July 4—V. M. C. A., Greenfield, Mass.
July 4—Edwin W. Clark, Stafford Springs Conn.
July 29—Y. M. C. A., Bridgeport, Conn.
July 4—W. J. Grandlin, Tillonie, Pa.
July 4—Delaware & Hudson Canal Co. Carbondale, Pa.
Aug. 5—Associated Cycle Clubs, Baltimore, Md.
Sept. 2—Pottstown Bicycle Club, Pottstown, Pa.
July 4—L. L. Hitchcock, Oxford, Mich.
July 4—Port Huron Wheelmen, Port Huron, Mich.
July 8—Menomina River Wheelmen, Menomina Mich.
July 15—W. E. Metzger, Detroit, Mich.
July 22—Forest City Guards, Cleveland, O.
July 29—Vassar Driving Club, Vassar, Mich.
August 15—Chas. Hamaus and brother, Carthage, O.
Sept 4—Grand Rapids Bi. Club, Grand Rapids, Mich.
Sept 5—Columbus Cycling Club, Columbus, O.
July 4—First Methodist Sat. Guards, Portland Ore.
July 4—Dallas Bicycle Club, Dallas, Tex.
July 22—Yonkers Bicycle Club, White Plains, N. Y.
July 29—Asbury Park Ath. Assn., Asbury Park, N. J.
July 29—Cortland Wheel Club, Cortland, N. Y.
July 17—Manhattan Ath. Club, Rensslaer Park, N. Y.
July 15—Queens Ath. Ground, Queens, N. Y.
Sept 4—Ridgefield Athletic Club, Ashury N. Y.
July 12—Mechanicsville Bi. Club, Mechanicsville, N. Y.
July 4—Oregon City Bicycle Club, Oregon City Ore.
July 4—Helena Fourth of July Com., Helena, Mont.
July 4-93—West Side Racing Assn., Butte, Mont.

H. E. RAYMOND,
Ch. Racing Board.

Kansas Division.

To the members of the Kansas Division.

At the annual meeting held in Fort Scott, July 5, 1893, it was determined to make an unusual effort to extend the interest in road improvement, and as one of the means to gain that end the secretary-Treasurer was instructed to notify the members of the Kansas Division, through the medium of the BULLETIN, with reference to the magazine "Good Roads," to personally hand, or mail, same, when through with it, to men of influence, particularly farmers, using judgment in selecting those they think will peruse it.

This course is being pursued in some sections of the State with much success, and many miles of roads have been built and improved,—the direct fruit of the seeds sown as above suggested.

If the members receiving the magazine do not care to take the trouble to distribute them, if they will authorize Chairman Potter he will mail them directly from the office to road officers within the State. The method first suggested is thought to be the best, if pursued with judgment as members are in a better position to know those who will read the magazine and be impressed.

The ambition of the L. A. W. for the improvement of the highways is a noble one, and by no means selfish, and certain success, attainable only by the individual efforts of its members, will immortalize its name. AUSTIN HAWLEY, Sec.-Treas.

Kansas Division.

Austin Hawley, Esq., Secretary-Treasurer Kansas Division, L. A. W., Girard, Kansas:

Dear Sir: I hereby resign the office of Chief Consul of this Division, my resignation to take effect July 12, 1893. Yours respectfully,
HENRY E. HARRIS, C. C.

Fort Scott, Kas., July 7, 1893.

Kansas Division.

To Local Consuls and members of the Division:

I have resigned the office of Chief Consul, to take effect July 12. My relations with you have been uniformly pleasant, and I have to thank you for many acts of courtesy. Mr. W. C. F. Reichenbach of Topeka, until now Vice Consul, succeeds me as Chief Consul, and I am confident that you will give him the same help that you have rendered me.

HENRY E. HARRIS, C. C.

Ft. Scott, July 7, 1893.

Kansas Division.

To the members of the Kansas Division:

Notice is hereby given that under the authority of the Constitution and By-laws of the L. A. W., Mr. W. C. F. Reichenbach, of Topeka, until now Vice Consul of the Division, succeeds to the office of Chief Consul, made vacant by the resignation of Henry E. Harris.

AUSTIN HAWLEY, Sec.-Treas.
Girard, Kas., July 8, 1893.

New League Clubs.

521—Haverhill Cycle Club, Mass.
525—Toledo League Wheelmen, Ohio.

Massachusetts Division Club Representative.

Whitinsville B. C., Frank G. Foster.

CHAS. S. HOWARD,
Secretary and Treasurer.

Illinois Division.

I HAVE to-day appointed Mr. Will Wallis Local Consul at Tolleu, Marshall County.

F. W. GRINOLD, C. C.

Chicago, July 1, 1893.

Virginia Division.

As I shall be abroad for some months, Mr. D. K. Ammen, Vice Consul, Roanoke, will discharge the duties of Chief Consul until further notice.

Fraternally, CHAS. R. STEELE, C. C.
July 1, 1893.

Massachusetts Division.

COTTAGE CITY MEET.

The meet is to be held Thursday, Friday and Saturday, July 27, 28, 29. Arrangements have been made for a good time. Following is the programme:

Thursday, July 27, 9.30 A. M., tour to West Chop Light House via Vineyard Haven; 11 A. M., swimming match; 12 noon, water polo; 4 P. M., coasting contest. In the evening band concert.

Friday, July 28, 10 A. M., 10-mile road race; 11.30, mile race; 3 P. M., base ball; 8.15 P. M., grand torch light parade, at which good prizes will be awarded, one for the club having the largest number of L. A. W. members in the parade, one for the club making best appearance, two for best individual features. Torches are furnished free.

Saturday, July 29, 9.30 A. M., parade; captains of clubs will report at 9 A. M., to the Chief of Staff. There will be a prize for the club having the largest number of L. A. W. members in line; one for the club making the best general appearance; 3 P. M., races. The course has been improved by cutting off the corners, and the surface is smooth. 8 P. M., lawn party and promenade concert.

The general party will leave Boston, Wednesday, July 26, on the 4.15 P. M. train Old Colony Railroad (Kneeland street station. The following rates on the Old Colony Railroad have been arranged for L. A. W. members only:

Boston and return, $2.50.
Lowell and return, $2.50.
Fitchburg and return, $2.50.
Walpole and return, $2.20.
Attleboro and return, $2.
Machines will be transported free during the meet, but all pedals must be removed, and no wheel will be checked unless the membership ticket is shown.

Rates at the following hotels have been arranged:

Waumkeag—Single, $3.00 per day; double, $2 to $2.50 per day.

Wesley—Single, $2.50 per day; double, $2 per day.

Pawnee—Single, $2.50 to $3.00 per day; double, $2 to $2.50 per day.

Oakwood—Single, $2 to $2.50 per day; double, $1.50 per day.

Island—Single, $2.50 per day; double, $2 per day.

Highland—Single, 2.50 per day; double, $2 per day.

Searell—Single, $2 per day; double, $1 to $1.50 per day.

Good accommodation can be obtained at cottages. If in search secure rooms in advance.

Be sure and take your L. A. W. ticket, and do not forget your wheel, as there are about thirty miles of asphalt pavement, and everybody rides.

Also take your bathing suit.

GEO. A. PERKINS,
A. D. PECK,
CHAS. S. HOWARD,
H. W. ROBINSON.

TRADE NOTES

Enlargement of the Pope Factory.

THE Pope Manufacturing Company has let contracts for another large addition to its works at Hartford, Ct. The new building will be 240 feet long by 50 wide, three stories high, with a basement, making nearly 50,000 feet of floor space in all. The addition will extend from the main factory east as far as the Pratt & Whitney Company lot, and will practically occupy the site of the old Sharp's rifle factory. This factory is but two stories high, 235 feet long by 35 feet wide, and has been a part of the Pope Manufacturing Company since it absorbed the Weed Sewing Machine Company. The new addition will, therefore, contain nearly twice the amount of flooring space that is now in use in that part of the works.

The basement will be fireproof, the floor will be of asphalt and the ceiling of steel beams and arched brick, and the room will be used for the enameling department. The ovens, ten in number, will be in an addition to the building separated from the main building by a four-foot passageway covered with a skylight, so that the heat from the ovens will be allowed to escape up through the skylight rather than enter the main room. The vats for preparing the enamel will also be in an adjoining building.

The first floor will be used as a shipping room, with offices for the shippers, and the necessary vaults for the safe keeping of the books and papers. The second floor will be used for setting up the frames and the third floor for setting up the wheels and putting on the tires. The whole building will be heated by the blower system and will be supplied with all the modern appliances for fighting fire. The old factory will be torn down immediately, and the contracts call for the new building to be ready for occupancy October 1.

THE Remington Arms Co. has temporarily laid off a number of its men in its bicycle factory at Ilion, N. Y.

AT the Birmingham (Ala.) Division meet the only "L" for in the races in prizes in the value of $172 worth out of a total of $253 worth.

THE State record for one mile was also made on this wheel by Mr. M. W. Stuart.

THE 15 mile road race at Denver, Col., June 8 had 30 starters; 11 of the first 17 men across the tape were mounted on Victors.

MASTER WALLIS EDINGER of "Little 4 of Fountelroy" and "Girl I Left Behind Me" fame, while playing an engagement in Chicago recently, purchased and will ride a No. 4 Rambler.

THE National Cycle Company of Fitchburg, Mass., has organized under the laws of the State of Maine, with a capital stock of $500,000, and has elected the following officers: President, Frederick Fosdick; Vice-President, L. C. Gerrett, Secretary and Treasurer, R. D. Gould; Directors, W. C. Johnson, D. M. Dillon and Dr. Geo. Jewett.

THERE was quite a gathering of racing men, both professional and amateur in the Raleigh Cycle Co.'s factory on July 5th, the following being present for the purpose of purchasing Raleighs to ride, owing to their having been defeated by Raleigh riders. Kelly, Ashinger, Crocker, Metcalf, Chas. Murphy, Carl Hess and several others.

THE 25 mile road record in competition was again broken at Detroit, Mich., June 24, by Wm. H. Gardner, winner of time prize, in the Y. M. C. A. 25-mile road race. The new record is 1 hour, 11 minutes and 50 seconds, which is 1 1-2 better than the record recently made against time with pace makers. The second best time in the above race was made by F. H. Herrick, who came in only 2 3-5 of a second later. Both were mounted on Rambler Racers.

THE Victor holds all records in Arizona up to date.

JULES Athe Gormully & Jeffery Mfg. Co. received an order via London, for forty Ramblers to be shipped to India, and also received an appreciation letter from Rambler agency from that land. During the previous week a Russian visitor to The World's Fair also purchased and took with him a No. 6 Rambler.

A FIRE occurred at Detroit, Mich., last week in the basement of the building occupied by the Harriott Cycle Company. Caused fire unknown; damage about $200.

THE Raleigh Co. are indeed to be congratulated on the splendid showing their machines are making on the path this year, duplicating, or rather surpassing their record of last season up to the present date. At Passaic, Zimmerman as usual, scooped everything he started for, winning four firsts on the Raleigh and making a world's record of 30 sec. flat, for standing 1-4 mile, with good lettering, and we believe it to be a valuable work for all manufacturers of cycles and cycle parts, to whom it will be sent gratis for the publishers up a receipt by them of the name and address of any manufacturer of cycles, cycle parts and goods.

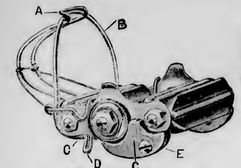
THE Prince Wells road race time prize was won on a Rambler bicycle, and it is claimed that the American 17 mile road record was also broken. Time 26 minutes, 12 seconds.

THE Bradley Chainless Bicycle Company, of Albany, N. Y., has been capitalized at $125,000, divided into shares of $100 each. The directors are Oscar Smith, Henry C. Babcock, Robert W. Chapman and Camp Keller.

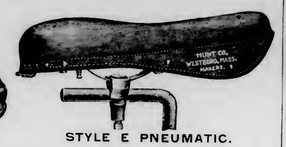
BUTLER, IND., is to have a bicycle factory in which Goshen parties are interested.

WORK is progressing rapidly on the immense extension to the Lozier bicycle works on Central avenue, Toledo, Ohio.

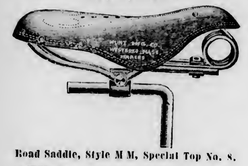
THE first annual G. & J. road race was run over the Lake View five mile course, Chicago, on Saturday, July 1. There were twenty entries—all Rambler riders and employees of the G. & J. Mfg. Co. Three valuable prizes were given. Result—Chas. Palm, first; Ross L. Harris, second; W. H. Mullen, third.



THE HUNT TOE CLIP,
Adapted to rubber or rat-trap pedals. The best thing yet produced.



STYLE E PNEUMATIC.



Road Saddle, Style M M, Special Top No. 8.



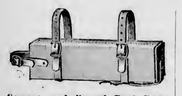
Road Racer, Style N N, Special Top No. 12.



Scorching Saddle, Style M, Special Top No. 6.



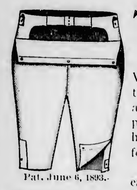
Track Racer, Style N, Special Top No. 15.



Square and Round Tool Bags of different sizes.

Send for Illustrated Circulars, Prices, etc.

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To the Wheelmen

Wheelmen have often experienced that uncomfortable feeling when their belt binds, and their pants being tight at the knee impede easy action, and have to be unbuttoned, thereby spoiling the neat appearance. Our pants give absolute freedom to all muscular action having a covered elastic band on waist and knee that is self-conforming and self-supporting.

They are designed on scientific principles, and are a model of ease and comfort. They are easily fitted to any form, and are considered by those who have used them as perfect.

Pat. June 6, 1893.

The PEERLESS BICYCLE PANTS

Are buttoned with ball and socket fastener. Are without fly front, and more convenient than old style, and without doubt the best bicycle pants made. Also made in Bloomer style. Send for circular. For sale by all the leading clothiers.

Mail orders promptly attended to.

MANUFACTURED BY THE

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DON'T GET CAUGHT

With a break in your Tire, and nothing to mend it with! Get our



Which contains everything you need for repairing. Always handy, fits the pocket, and *absolutely necessary in every* owner of a rubber wheel.

PRICE **50c.** Postage Paid.

If your local dealers do not keep

The COMPANION,
send your order and 50c. to
BOSTON RUBBER CEMENT CO.
200 Devonshire St., Boston, Mass.

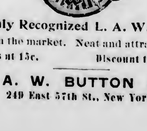
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BICYCLE BELL.
PRICE $1.00.
WEIGHT, 1 & 1-2 OUNCES.
The Neatest, Lightest and Handsomest Bicycle Bell in the World. Sound musical and far reaching No iron. No rust. No rattle.
☞ Send size of handle-bar.
If not for sale in your town, send price and size of bar, and receive one by return mail.

J. D. NESBITT & Co.,
Manufacturers,
110 TREMONT ST., BOSTON, MASS.

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ATTENTION!



The Only Recognized L. A. W. Emblem
On the market. Neat and attractive.
Retails at 15c. Discount to dealers.

L. A. W. BUTTON CO.,
249 East 57th St., New York.

$2. SCORCHER Shoe

Why wear
BROGANS?
You want light wheels. Why not light shoes?
—OUR—
GLOVE FITTING
HORSEHIDE SHOE
Is Stylish, Neat, Comfortable.
Sizes, 3 to 11 Ladies take notice.
Send Money and Size of Foot. Postage free.
DETACHABLE CLEAT CO.,
363 CAMBRIDGE ST., ALLSTON, MASS.



Weight, 4 oz.

DETACHABLE CLEAT



$1.

And Shoe Protector,
WITH AUTOMATIC SOLE CLASP
Detached Instantly. For Rat-Trap and Rubber Pedals.

READ THIS:

Brooklyn, N. Y., June 26, 1893.
Detachable Cleat Co., Allston, Mass.
Gentlemen:—We have been selling all and on a large number of shoes, having had yours in stock in competition with other makes. We have come to the conclusion that your shoe is a better seller, and in reality gives more for the money than any other shoe we have been handling. Kindly send us a few of your large display cards, and let us know your lowest prices for quantities on your shoes and detachable cleats.
Very respectfully,
KRISTELLER BROTHERS.

BICYCLISTS BEWARE!

Do Not Tour Without the

GRIP.



If you cannot come personally for the GRIP, we will send it to you express paid, for $2.00 in 2 ct. stamps or postal note, it is very light weight with black enamel waterproof covering, made especially for touring. In ordering, send the following inside measure of frame: Length of head, length of top frame, length of middle brace, and we will send you at once the nearest size we have in stock, equipped with tan color straps and nickel plated buckles all ready to attach to machine. We are the original manufacturers of the grey cotton duck grips, shellacked to be waterproof, which we have abandoned. Our enamel grip is superior to any on the market. If it is not as we represent, send it back and we will refund the money.

BOSTON GRIP CO., 109 Kingston St., Boston, Mass., U. S. A.



SPLIT SECOND WATCHES.

AT WHOLESALE PRICES.
No Owner or Trainer can afford to be without a fully warranted Timing watch.
NICKEL HORSE TIMER, $5.92
Solid Silver Chronograph, $22.58
Gold Filled Chronograph, $31.58
Solid Gold 14kt Chronograph, $64.30
Solid Silver Split Seconds, $47.38
Gold Filled Split Seconds, $62.04
14kt Solid Gold Split Seconds, $135.36
Any of the above Watches sent to any reader, by express, subject to full examination. Remember you don't pay ONE CENT until thoroughly satisfied that the watch is exactly as represented. All the above Chronograph watches are stem Wind and stem set and are cased in open face cases only. They are of a size that they can readily be carried in the hand while driving. The movements are Jeweled and have expansion balance. Quick train and exposed pallets. The start, stop and fly back mechanism, is controlled from the crown. We guarantee these watches in every respect.
L. SIEBER & CO.
WHOLESALE DEALERS IN WATCHES,
34-36 Washington St. CHICAGO, ILL.
ILLUSTRATED CATALOGUE SENT FREE ON APPLICATION.

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L A W LEAGUE OF AMERICAN WHEELMEN

OFFICIAL DEPARTMENT.

Boston, Mass., July 14, 1893.

LEAGUE HEADQUARTERS:

12 PEARL STREET, ROOM 20, - - BOSTON, MASS.

Officers for 1892 and 1893.

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Hartford, Conn.

FIRST VICE PRESIDENT,
THOS. F. SHERIDAN,
Lock Box 951, Chicago, Ill.

SECOND VICE PRESIDENT,
DR. G. CARLETON BROWN,
88 Broad St., Elizabeth, N. J.

TREASURER,
W. M. BREWSTER,
441 Francis St., St. Joseph, Mo.

SECRETARY,
ABBOT BASSETT,
12 Pearl St., Boston, Mass.

The President and Vice-Presidents constitute the Executive and Finance Committee, Dr. G. Carleton Brown is Secretary of this committee, and all correspondence with the committee must be addressed to him.

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Howard L. Perkins, P. O. Bx 103, Providence, R. I.
M. A. High, ... Cincinnati, Ohio.

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A. B. Choate, 430 Temple Ct., Minneapolis, Minn.
Henry E. Harris, cor. First and Scott Avenue, Fort Scott, Kan.

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Geo. D. Gideon, 17 No. 7th St., Philadelphia, Penn.
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Albert Mott, Chairman, 2234 Madison ave.,
John O. Blake, ... 85 Madison St., Chicago, Ill.
H. C. Nickerson, ... 241 Washington St., Boston
J. D. W. King, 181 Potter Bldg., New York City.

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and Ind'v League literature of all kinds. Post Office addresses will be found below:

ALABAMA—Chief Consul, Wm. C. Harris, Jr., Box 246, Birmingham.
Secretary-Treasurer, John A. Snider, 117 North 20, Birmingham.

ARIZONA—Chief Consul, A.W. Gallon, Phoenix.

ARKANSAS—Chief Consul, I. D. Nichols, Fort Smith.

CALIFORNIA—Chief Consul, Geo. H. Strong, 220 Market st., San Francisco. Secretary-Treasurer, Lauren W. Ripley 714 Ninth street, Sacramento.

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MARITIME PROVINCES—Chief Consul, Fred L. Temple, 128 Prince William street, St. John, N. B.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C., England.

Annual Meet At Chicago.

The dates selected by the National Executive Committee for holding the annual League meet and International races are August 5th to August 12th, inclusive.

GENERAL COMMITTEE.

Thomas F. Sheridan, Chairman, Lock Box 951, Chicago; F. W. Gerould, T. L. Sloan, C. E. Randall, J. O. Blake, R. B. Garden, Wm. Herrick, C. E. Stokes, A. Marritt, F. G. Gere, H. G. Romse, A. A. Billingsley.

This committee to have general supervision of the annual meet under the direction of the National Executive Committee.

RACE AND TRACK COMMITTEE.

Frank W. Gerould, 108 Madison street, Chicago; R. B. Garden, N. H. Van Sicklen, and J. M. Erwin.

This committee to have general charge of the construction of the track, running of the races and arrangement of events, under the direction of the International Race Committee.

PRESS COMMITTEE.

Samuel A. Miles, *Referee*, Chairman, Caxton Building; L. J. Berger, *Bearings*: W. Wardrop, *Cycling Life*; M. A. Lane, *The Post*; F. E. Spooner and H. E. Wylie, *Sporting Review*.

This committee to have charge of the news and promoting the general interests of the meet.

HOTEL COMMITTEE.

Charles E. Randall, Chairman, 4747 Champlain avenue; L. B. Taylor, W. A. Leonard. All communications for this committee should be addressed to W. A. Leonard, Sec., 508 W. Madison street, Chicago.

This committee to have charge and arrange for hotel accommodation during the League meet and International races.

TRANSPORTATION COMMITTEE.

J. O. Blake, Chairman, No. 85 Madison street, Chicago.

PRIZE COMMITTEE.

William Herrick, Chairman, 293 Wabash avenue, Chicago.

RECEPTION COMMITTEE.

R. B. Garden, Chairman, 291 Wabash avenue, Chicago.

ENTERTAINMENT COMMITTEE.

A. J. Marritt, Chairman, 296 Wabash avenue, Chicago.

RUNS COMMITTEE.

C. P. Roots, Chairman, Caxton Building, Chicago.

PRIVILEGES COMMITTEE.

F. W. Gerould, Chairman, 108 Madison seettr, Chicago.

Thirteenth Annual Meeting of the Ohio Division.

CHIEF CONSUL A. E. MERGENTHALER called the 13th annual meeting of the Ohio Division L. A. W. to order at the Sinone House, Sandusky, at 3 P. M. July 3, 1893, and at once appointed Messrs. Hall of Dayton, Henley of Cleveland, and Berringer of Fostoria, as a Nominating Committee for Representatives at Large.

Calling T. J. Kirkpatrick to the chair, the Chief Consul delivered the following report:

REPORT OF CHIEF CONSUL A. E. MERGENTHALER.

The Chief Consul in presenting his first report ocertains a cornicopia of good things which have given great prosperity to one of the greatest Divisions of the L. A. W. When your present officers took the "standers" of government from the hands of those excellent drivers, Pugh and Kempton, their nervousness was only overcome by the hearty "push off" which followed the flash of the pistol. It was a go for a record, and

THE RECORD IS WON!

The present administration has no apologies to make. It warmly appreciates the valuable assistance rendered by some of the Representatives at Large, and Local Consuls, and regrets the inactivity of others. Some idea of the work that has been done during the six months may be obtained from the statement that one day's postage bill amounted to some $7.5. I wish to state right here that "postage" forms a leading item in the past year's expense account.

THE POLICY ADOPTED

by your servants as laid down by the Chief Consul in Columbus has been strictly adhered to. Nothing has appeared in the BULLETIN except strictly official business and encouragement to Representatives and Consuls and soliciting of membership has been done by personal letters, advertising, and circular letters.

The Ohio Division does not propose to give premiums for the soliciting of membership as has been done in smaller Divisions—by their surrow—but if it has any funds to give away it will be in

BENEFITS TO ITS MEMBERS.

In his address at the Columbus Board Meeting last December, the Chief Consul recommended the offering of a

REWARD FOR THE ARREST

and conviction of cycle thieves. The recommendation was approved and a resolution drafted, under which the Division paid a reward of $25 to Mr. Hart of Cincinnati, by information which led to the arrest and conviction of a man who stole a wheel from a member of the Division.

LOCAL CONSULS

have been appointed in proportion to the population of the cities assigned to them. Representative Ralston of Cleveland, and High, Monroe, Kempton, and others have given much assistance by organizing the various Local Consuls and Representatives into Local Boards and assigning each member to a particular district. Literature has been expressed to these points and circulated from the local bureau, the Division paying the postage, which has been very light. Local consuls have freely furnished lists of riders and members of the League in their districts, and although the lists have not contained upwards of 100 names, each person has received documents setting forth the advantage of League membership, together with application blanks. We have found this course paid. We will have issue hangers for cycle store windows, and endeavor to make every rider in this great State of ours know of the advantage of membership in the Ohio Division L. A. W. So soon for the policy of the administration.

THE RESULTS ARE SEXT IN ORDER,

At the meeting last year, Secretary Kempton's report showed the membership to be 2047. Secretary Ghaster's report to-day will show our membership on June 30th to be 2361. At the close of last year when the new officers took their chairs, both Connecticut and Illinois were leading us in membership. A recent letter from Secretary Bassett says, "Neither Connecticut nor Illinois can hear the hand in your hand wagon." Ohio at last figures received from these States was 1.57 ahead of Illinois and 197 ahead of Connecticut.

The Ohio Division made an effort to secure the passage of the Bicycle road bill in the Legislature last winter, and contributed $81.61 towards printing and lobbying for it, but was unable to get it further than the calendar. It is a matter of much regret that this bill could not be pushed through, as the press of both parties conceded it to be the best bill ever presented for highway improvement in the State.

The Brack bicycle bill became a law April 27, 1893, and the TEXT of the bill is as follows:

AN ACT.

This bill has been printed upon cards and will be issued to Local Consuls in quantities required by their several districts. Others will be furnished upon application.

THE RACING RULES

will also be supplied to those desiring them upon application. The number ordered for the use of the Division was limited and they were not intended for promiscuous circulation to find lodgement in waste baskets, but those who are interested will be promptly accommodated by writing Secretary Ghaster.

The Division has not been called upon to contest any cases in court and the rights of the wheelmen on the highway are being generally respected. The "road-hog" is passing from the face of the earth and will ere long develop into another species or become extinct.

The retirement of our old friend Vice Consul Collister from the Racing Board has been much regretted by the State at large. This was due entirely to Mr. Collister's connection with the trade which the National Administration decided either wisely or unwisely to eliminate from the Board. I have received only the warmest compliments upon Mr. Collister's ability and actions, while connected with the Board, from President Burdett and know that he could have filled other official positions had he so desired. The selection of Mr. John T. Huntington, of Cleveland, as his successor will prove to have been a very wise one and will meet the unanimous approval of the Division.

The present edition of the Handbook will be exhausted in a very short time, but less than one hundred copies remaining on hand. The propriety of issuing a second edition or not remains with the convention to decide.

The rapid growth of cycling in this State and the generous support given the League warrants the assertion that before the next annual meeting of the Division our membership will reach the 5000 mark. It is my earnest desire to see this expectation realized.

I wish to compliment very highly the splendid achievements which have been made in the cities of Cleveland, Cincinnati, Toledo, Norwalk, Wellsville, Lima, Delaware, Canton, Alliance, Lorain, Toronto, Ravenna, Prairie Depot, Mc-Comb, Sandusky, and other places where excellent work has been done. I wish to express my hearty appreciation of the assistance rendered me by the State officials in their several capacities and to thank all for the courtesies which have upon many occasions been extended.

I am sure we all appreciate the large amount of labor that has been expended to give us an enjoyable time during our stay in this beautiful city, as well as the hospitality which has been extended upon every hand and when we depart to our several homes we will carry with us only the warmest affection for the wheelmen and citizens of Sandusky. I wish you all God speed.

A. E. MERGENTHALER, C. C.

On motion the report of the Chief Consul was accepted and placed on file.

Secretary-Treasurer S. L. Ghaster then rendered the following report:

REPORT OF SECRETARY-TREASURER.

Receipts.

1892.		
Dec. 6. Draft from Dr. Kempton	$1,673.24	
1893.		
Jan. 3. Draft from Bassett	218.75	
Handbooks	8.00	
Apr. 6. Draft from Bassett	66.00	
May 1. Remete P. & Reed R. R. fare	9.23	$1,976.02

Expenditures.

Halcomb road bill	$ 81.61	
Delegates to Nat. Assembly	350.80	
Chief Consul's expense to Executive Land	12.39	
Secretary-Treas. expense to Toledo	3.00	
300 Racing Rules	9.00	
Reward for stolen bicycle	25.00	
Copy of Brack Bill	1.50	
Board meeting Columbus	77.70	
Express and freight on goods	23.83	
Postage	160.50	
Printing and supplies	125.23	$866.56
		$1,109.46

Membership.

Applications Dec. 1, 1892 to March 31, 1893	97	
Applications Apr. 1, 1893 to June 30, 1893	1,070	
Renewals to July 1, 1893	1,861	
Net membership July 1, 1893		2,361
Net membership July 1, 1892	2,047	
Net increase for the year		314

In making this my first report to the Division I am gratified to make the above showing. You will no doubt notice that the postage bill is quite large, but the membership has grown to such proportions and the correspondence has grown, besides it costs five cents to mail each handbook that the wonder is how we do so much with so small amount of postage.

To the several Representatives and faithful Local Consuls who have materially aided me, I shall ever be grateful, and only wish we had more earnest workers in the hive.

I am sorry to inform you that many of the Representatives have not appointed a Local Consul or answered a communication since the district was assigned. It is almost a physical impossibility for the Secretary to answer all communications at length and replies by a stack of letters daily must necessarily be brief.

Renewals were very tardy in coming in and the policy of holding them out until the last moment adds doubly to the work of this office and it is to be hoped that in future renewals will be mailed promptly and direct to the Secretary at Boston where they properly belong.

I have on hand at this time 143 hand books of 1892 and an addenda will shortly be issued from this office and mailed to each member of the Division. I also have 99 1896 hand-books and maps and would like instruction as to their disposal.

In conclusion I desire to say that I should be pleased to meet each Representative and Local Consul personally at my headquarters, that we may become better acquainted and that our relations during the remainder of 1893 may be most pleasant and harmonious.

The following telegram from Abbot Bassett explains itself:

Boston, Mass., July 1, 1893.

Renewals	1861
Applications	1070
Due July 1	$2,261.00
Cash on hand	1,109.46
Total	$3,340.46

S. L. GHASTER, Sec.-Treas.

And on motion report was accepted and placed on file.

The Auditing Committee consisting of Messrs. P. G. Reed and W. J. Henley read report of Treasurers account and on motion same was accepted.

T. J. Kirkpatrick being called to the chair Geo. Collister renominated A. E. Mergenthaler for Chief Consul and G. R. Pratt renominated Geo. Collister for Vice Consul. Geo. D. Eyron renominated S. L. Ghaster for Secretary-Treasurer.

The Chief Consul read a letter from Ex. C. C. M. A. High, recommending an increase in the salary of the Sec. Treas. from $100 to $200.

Geo. R. Pratt moved to substitute $200 for $100 in Sec. 4 of By Laws regarding salary of Sec. Treas., carried.

Chief Consul Mergenthaler offered the following addition to Sec. 2 of By Laws, which was adopted:

Provided, That in case the said Board of Electors receive no nominations other than those made at the Annual Meeting of the Division, the Chairman of said Board of Electors shall on Nov. 15th next at least twelve tickets nominated without calling a mail vote, as above prescribed.

Moved by Kirkpatrick that this convention recommend to the Board of Officers that they compensate Sec. Treas. Ghaster for efficient services rendered $100, carried.

Discussion of hand book followed, after which W. G. Hall moved to abandon the issue of a new hand book, carried.

Moved by Kirkpatrick that the Chief Consul, Vice Consul and Sec. Treas. revise the By Laws and report at the next annual meeting, carried.

The Committee on Nomination of Representatives at Large reported the following: Miss Kate Moore, Columbus; M. A. High, Cincinnati;

W. C. Munro, Cincinnati; Geo. L. Ralston, Cleveland; George Edmundson, Cleveland; Parker G. Reed, Chillicothe; Geo. R. Prout, Sandusky; Wm. Spreng, Toledo; Chas. L. Oberly, Canton; H. M. Backus, Columbus; T. J. Kirkpatrick, Springfield; A. H. Callahan, Dayton; J. B. Griffeth, Steubenville; W. J. Ritchie, Lima; H. D. Tolley, Akron.

On motion of Mr. Hall, the Sec. Treas. was ordered to cast the ballot for above list.

The old Board of Electors, Messrs Barth and Graser of Cincinnati and Smith of Columbus, were retained for the ensuing year.

Moved by Mr. Hall that this Division extend thanks to the citizens and especially wheelmen of Sandusky for the many courtesies rendered, carried unanimously.

On motion adjourned.

Immediately after the Division meeting, the Board of Officers convened and decided if a call of the National Assembly was ordered, the following in addition to the Executive Officers would be sent to represent the Ohio Division; Geo. R. Prout, Sandusky; T. J. Kirkpatrick, Springfield; Parker G. Reed, Chillicothe; M. A. High, Cincinnati; Wm. A. Stinkle, Cleveland.

S. L. GUILASTER, Sec. Treas.

Fostoria, O., July 3rd, 1893.

New York Division Semi-Annual Meeting.

The semi-annual meeting of the Board of Officers of the New York Division, L. A. W., was held at Syracuse, New York, June 17, 1893, at 9.30 A. M., at the Assembly Room, Yates Hotel.

Present: Chas. H. Lasombe, Chief Consul; Chas. W. Wood, Vice Consul; T. A. Raisbeck, Secretary-Treasurer.

REPRESENTATIVES.

A. E. Hilditch, New York; C. Wendehack, New York; J. D. Conner, New York; J. C. Woods, New York; R. B. Moneypenny, New York; Philip Caminoni, Jr., Brooklyn; Howard E. Raymond, Brooklyn; H. Strugnell, Brooklyn; George C. Butcher, Brooklyn; B. Lester Tyrrell, Brooklyn; Chas. B. Benson, Hudson; T. J. Neary, Cohoes; Joseph Rihl, Syracuse; A. W. Gardiner, Utica; F. A. Sherman, Watertown; J. F. Aldrich, Oneida; Henry P. Meyers, Carthage; H. B. Crosby, Utica; Dr. E. M. Santee, Cortland; Chas. F. Cossum, Poughkeepsie; L. F. Whitmore, Rochester; A. E. Nesbitt, Rochester; Dr. Geo. E. Blackham, Dunkirk; C. Edw. Wood, Syracuse, making 27 members present, personally and by proxy.

The Chief Consul announced additional appointments of representatives as follows: Philip Caminoni, Jr., New York; T. W. Neary, Cohoes.

Chief Consul Luscomb read his semi-annual report, which was on motion accepted, ordered filed and published in full in the official organ, at the Assembly Room, Yates Hotel.

Present: Chas. H. Lasombe, Chief Consul; Chas. W. Wood, Vice Consul; T. A. Raisbeck, Secretary-Treasurer.

The chair appointed Messrs. Blackham, Crosby, and Rihl.

On motion, the action of the Executive Committee in ordering a road book free to any member sending three new applications for membership, with the fees, to the Chief Consul was approved.

On motion, the Executive Committee was authorized to expend not to exceed the sum of $1200 in publishing a road map of New York, the same to be distributed free to the members of the New York Division, and not to be sold to any person not a member of the L. A. W.

On motion, the Executive Committee was empowered to take such action as may be necessary to secure to the members of the Division free passage of all toll roads and bridges.

On motion a vote of thanks was tendered the Century Cycling Club, of Syracuse, for the attention and courtesies shown wheelmen at the annual meet.

The Chief Consul announced that under Article VI, Section 1 of the By-Laws it was in order to elect a third member of the Executive Committee.

Dr. Geo. E. Blackham, of Dunkirk, was nominated and unanimously elected.

On motion, the following Committee on Nominations for Chief Consul, Vice Consul and Secretary-Treasurer, under Article V, Section 3, By-Laws, was elected: H. E. Raymond, Brooklyn; Dr. E. M. Santee, Cortland, and Dr. Wm. J. Packwood, Buffalo.

The committee appointed to draw up resolutions upon the death of Ex-Sec.-Treas. DeGraf reported as follows:

Whereas, Since the last meeting of the Board, our friend and associate, Wm. H. DeGraf has been removed from us by death.

Resolved, That the Board of Officers of the New York Division, L. A. W., desire to place on record their high appreciation of the character, energy and ability of the late Wm. H. DeGraf, of the valuable character of his services as a member of the League, and of this Division and especially as Secretary-Treasurer of this Division.

Resolved, That we hereby express our sense of personal loss, and extend to the family of the deceased our heartfelt sympathy for their still greater loss.

Resolved, That these resolutions be spread upon our minutes and published in the official organ, and that a certified copy be sent by the Secretary-Treasurer to Mr. DeGraf's family.

On motion, the resolution was adopted, ordered filed and published in the official organ and sent to the family of the deceased.

On motion it was ordered that their travelling expenses and hotel bills be reimbursed to such delegates of the Division as attended the meeting of the National Assembly at Philadelphia, in February, 1893.

Mr. Crosby presented a request from the Utica Cycling Club to be assigned the next annual meet of the New York Division.

On motion it was recommended to the Executive Committee that the invitation be accepted.

No further business appearing the meeting then adjourned.

T. A. RAISBECK,
Sec.-Treas. N. Y. Div. L. A. W.

SEMI-ANNUAL REPORT OF CHIEF CONSUL.

The Chief Consul presenting his second semi-annual report to the New York Division, is able to state that the general condition of the League in New York is excellent.

There are a few matters to which the attention of the membership should be particularly called.

First. To the fact that a lively interest in renewal and recruiting is very necessary in order **to maintain the standing of our Division.**

The Chief Consul has, during the present renewal season used much greater diligence than ever before.

In April there were sent to members of the Division, and to such others as we could secure the names of, over 5000 circular letters requesting renewal and new members. With this circular a renewal and a new application blank was placed in the hands of every member.

In June the Chief Consul sent an additional circular letter and application and renewal blanks to every member of this Division, who had not at that time renewed his membership.

In addition to this, special lists of members were prepared and sent to the Consuls in every part of the state, giving the names and addresses in each city or village of all who had not renewed, and requesting the Consuls to follow them up.

As a special inducement to recruiting, your Executive Committee adopted a resolution, giving a road book free to any member sending three names with the money for new applications, to the Chief Consul.

The Chief Consul has, moreover, prepared and printed a special recruiting circular, which is now being distributed all over the State, and which gives, in brief form, some reasons why a wheelman should join the L. A. W.

With all these efforts upon the part of the Executive he feels that he can call upon the membership generally to take up the material he has placed in their hands, and unite in building up the New York Division to a height never before reached.

But the building must be reared by the interest of the members themselves, and the material supplied by the energy, endeavor of our own riders for the general good.

Our Division is united and prosperous. We have no quarrels within our territory, yet it is not sufficient to stand at the same point of strength. Wheeling is increasing rapidly, and the field is constantly growing. The interest of the sport demands that a large percentage of the new riders should become affiliated with us, and the Chief Consul conceives it to be the duty of every member of the L. A. W. to promptly inform every new rider whom he observes, that he should join the League, and send his name and address to the office of the Chief Consul at once. We will see that he has an application blank in the next mail.

Second—Consuls. There was published in the official organ, a short time ago, a call for Consuls in nearly 100 places in New York, not now covered.

To this request, less than half a dozen responses have been received. Since that time and within the last few days, the Chief Consul has sent out to the membership nearly 3000 notices upon which in the same call appears, and the places are named, and it is earnestly hoped that the members in these localities will volunteer to accept. Some little part of the work required to keep the organization in the condition that the interests of wheeling imperatively demand.

Every Consul in the State has been individually solicited to cover his territory both in behalf of renewals and applications, and for the great work of the addendum to the road book. In a number of cases the responses have been excellent and most satisfactory, but the fact is obvious, that in the majority of cases, Consuls do not seem to consider that the appointment carries with it any requirement of action or energy upon their part, and fail to reply to communications, either from the Chief Consul who appointed them, or from any Committee that people apply to them for information within the province of Consuls.

This question of Consuls is most important, for the Consuls are the eyes and hands of the Chief, and by their vigilance, and the one whom we reach the great body of the membership.

The Chief Consul earnestly requests that members, wherever they may be, volunteer to assume the duties of Consul, and send name and address, and a promise upon his part that if the membership will so co-operate there will not remain a single inefficient Local Consul in the New York Division, from Montauk Point to Lake Erie.

The following Consuls have been appointed since the publication of the Road Book:

Tonawanda City,
Waterville,
Cortland,
Philadelphia,
Homer,
Lyons,
Sidney,
Owego,
Oneonta,
Staten Island,
Brooklyn,
Utica,
Syracuse,
Mamaroneck,
Warwick,
Moravia,
Canastagara,
Delhi,
New Utrecht,
Lancaster,
Alfred Centre,
Sidney,
Cambridge,
Downsville,
New York City,
Hoosick Falls,
Dansville,
Lowville,
Milton and Marlboro,
Lansingburgh,
Worcester,
Salamanca,
Chaverack,

W. D. Parsons,
Walter A. Leonard,
E. W. Bocke,
Willis G. Thrall,
Charles A. Skidmore,
C. P. Dushane,
Dorr M. Hardy,
W. J. Fish,
Chas. P. Heermance.

ROAD BOOK.

The Chairman of the Road Book Committee will present a full report, and in this Department of Division work we hope to be able to so completely supply the defects and omissions of the present road book, that the entire membership may be reasonably satisfied with the value of the publication.

The preparation and issue of an accurate road map of New York is a work of great difficulty, yet upon the plan adopted by the Road Book Committee, and approved by the Executive Committee, we expect to place in the hands of every member who has purchased a book, a map of this State, drawn upon a scale of five miles to the inch, which will be complete, and the most reliable and correct map of New York ever published.

Although the expense of this will be considerable, still the advantage of owning our own plates, and not being dependent on any outside publishers, has led us to have the work done under our own direction and supervision, and by our own engravers, and thus secure for the Division, plates which can be used as often and as long as desired, and the changes in roads, as new ones are reported, made without difficulty, and at small expense.

Members generally would confer a favor by sending to the Road Book Committee, Dr. E. M. Santee, Cortland, Chairman, all information as to roads, making a special point of writing up full riding directions.

This Committee keeps careful record of all roads, and records all data sent in.

We desire that this part of the Division work be as nearly a perfect index of the ridable region of our State as can possibly be obtained.

RIGHT AND PRIVILEGES.

The Rights and Privileges Committee has had several questions referred to it during the half year last past, and a statement of their action will appear in the report of the Committee, presented at this meeting.

HOTELS.

The Hotels appointed since my last report are as follows:

Bath Beach,	Grand Avenue House.
Bridgewater,	Avoca Villa.
"	Cottage Hotel.
"	Hibiard House.
Canaseraga,	Central House.
Cazenovia,	Lincklaen House.
Cattaraugus,	Dixon House.
Clinton,	Willard House.
Crittenden,	Commercial Hotel.
Fort Plain,	Hotel Grant.
Haverstraw,	Derbyshire House.
Hillsdale,	Hillsdale House.
Hinckley,	Kinderhook Hotel.
Laconia,	Central House.
Manantonneck,	New York Hotel.
Massapequa,	South Bay Hotel.
New York,	Hotel Viano.
Oneida,	Madison House.
Pierrepont Manor,	Andrus House.
Pulaski,	Salmon River House.
Ramapo,	Terrace Hall.
Rockville Centre,	La Roza House.
Sandy Creek,	Watkins House.
St. Johnsville,	Ryser House.
Schenectady,	Barhydt House.
Stanislaus,	Stanislaus House.
Sutfern,	Mountain House.
Wappingers Falls,	Warren House.
Waterville,	Central House.
White Plains,	Orawampum Hotel.
Willett's Point,	Garrison's Hotel.
Winfield,	Cottage Hotel.

In a few cases the Chief Consul has found a disinclination upon the part of hotel keepers holding a L. A. W. certificate to surrender it, when for any reason it has been deemed expedient to make a change.

This is to be deplored. The value of the League Hotel depends upon its observance of our regulations. We cannot control the hotel except it understands and lives up to its contract with the League. If it neglects in one respect it is likely to be the same in another. Therefore for the maintenance of our power and jurisdiction, it is essential that League members, more hesitatingly and uniformly patronize the L. A. W. hotels, when appointed, and withhold the recognition of such hotels as do not bear official sanction.

If a hotel certificate is withdrawn, members should also withdraw their patronage, and hotels will then understand that to gain the privilege, they must yield something in return, and that the issue of the certificate is a matter of pecuniary advantage to themselves, which they must continue to deserve or else forfeit.

RECKLESS RIDING.

Recent accidents resulting from reckless riding of bicycles in the streets of cities, and the complaints of the villages and country towns have caused much unfavorable comment and criticism.

This matter, while it cannot be regulated by this organization, may yet receive serious consideration from our members, and we may be united for the advancement for the general interests of wheelmen should be the first to insist on the enforcement of all reasonable and lawful ordinances, relating to the use of vehicles.

Not only does the reckless rider exists, it is also true that his existence is the cause leading to the circumscribing of our privileges. He is the weed in the grass, and the one whom we should most resolutely and uncompromisingly suppress.

If this reckless and careless fellow is in your club, the club should discipline him. If he is in the L. A. W., he should receive a censure against him, for to bring the sport of wheeling into disrepute is a serious offence, and properly punishable under our laws.

Don't wait for an outsider to take up the suppression of this evil. Let the initiative come from ourselves, for we are the most deeply interested.

LOCAL LEGISLATION.

Under the highway laws as at present existing much good can be accomplished by united action within counties, cities, townships and villages, to secure proper men for local officials.

To this extent the participation of the L. A. W. in politics is certainly justifiable. Your local officials are elected and appointed for the purpose of caring for the best interests of the people in their respective localities, and not to pass upon questions of national or state finance, or government.

Whether a man be silver or anti-silver, is immaterial, when all he is required to do officially, is to superintend the expenditure of money on the highways, and it don't matter whether the men who dig the ditch and roll the stone are republicans, democrats or prohibitionists, so long as they do the work under proper supervision and are well paid for the days labor.

We want men in local offices who are to understand that they are to represent the interest of the wheelmen as well as others, that the wheelmen are taxpayers, and that their money is being contributed for the public use, and the best way to convince a local official of the fact is by uniting the wheelmen and defeating some independent office-seeker who refuses or neglects to recognize our just demands. He will know better next time.

We want nothing more than a fair and reasonable recognition, but in human experience, recognition is rarely obtained except upon vigorous demonstration of strength and power, and if there are those with us, to quietly present a clear statement of our desires and back it up with the liveliest kind of an exhibition of our numbers, influence, energy and determination.

CHARLES H. LASCOMB,
Chief Consul.

Dated New York, June 17, 1893.

SECRETARY-TREASURER'S REPORT.

Semi-Annual.

T. A. Raisbeck, Secretary-Treasurer, in account with the New York Division from Dec. 5, 1892, to June 12, 1893, including portion of term filled by Wm. H. DeGraf, deceased.

1892.

Dec. 5.	Cash on hand as per last report of Sec.-Treas...		$3089.32
Jan. 5.	Rec'd. A. Bassett, application-fees.....	$ 231.25	
Feb. 27.	Int. on money in U. T. Co. to Feb. 27, 1893	29.67	
Apl. 11.	Rec'd. A. Bassett, app....	105.00	
June 12.	Net amount received from sale of road books (1400) after deducting expenses of mailing, carriage, storage, and other minor expenses..	324.37	686.29
	Total amount received,		$3775.61

CHIEF CONSUL'S OFFICE.

Allowance, 4, 8, 15, 18, 23, 27	$ 324.98
Postage.....	19.75
Stationery and ptg., 8, 9, 18, 20....	81.85
Travelling expenses, 11	23.35
Telegrams, 15	1.69
Total expenses Chief Consul's office.....	$ 451.13

SECRETARY-TREASURER'S OFFICE.

Allowance, 5, 16, 19, 24, 22, 30.....	$ 174.28
Postage, 19, 22.....	90.20
Stationery and ptg., 15, 19, 22, 24, 30	33.20
Expressage, 19, 30.....	1.20
Typewriter, 11, 29	97.52
Total expenses Sec.-Treas. office.....	$ 397.59

VICE-CONSUL'S OFFICE.

Postage, 21, 28.....	$ 22.10
Stationery and printing, 24.....	2.13
Telegrams, 21, 28.....	2.33
	$26.59

EXECUTIVE COMMITTEE.

Postage, 3.....	$ 1.80
Travelling expenses, 2, 3.....	51.84
Total exp. Executive Com...	$53.64

ROAD BOOK COMMITTEE.

Stationery and print'g. (including 5010 road books) 6, 7, 12.....	$1657.45
Postage, 6, 12.....	10.60
Total exp. Road Book Com..	$1668.05

HIGHWAY IMPROVEMENT COMMITTEE.

Printing and stationery, 10.....	$2.50

RACING BOARD.

Stationery and printing, 25.....	$7.50

SPECIAL COMMITTEE ON KINDERHOOK HOTEL.

Travelling expenses, 17.....	$20.00
Total expenditures.....	$2589.00
June 12. Balance in Union Trust Company.....	$1139.74
June 12. Balance in this office in cash drawer.....	46.87
	$1186.61
	$3775.61

E. and O. E.

T. A. RAISBECK,
Secretary-Treasurer N. Y. Div. L. A. W.

To the Chief Consul and Board of Officers of the New York Division:

Gentlemen: Your Committee on Rights and Privileges respectfully begs to report that since the semi-annual meeting, your Committee has had but two questions referred to them for decision; one relative to the rights and powers of the Board of trustees of the village of Fredonia (Chapter 359 of the Laws of 1875, as amended by Chapter 380 of the Laws of 1881) the Board of trustees had no legal authority to permit any use of the sidewalks that could be considered an obstruction, and that the use of the sidewalks by bicyclers must be considered as an obstruction. This report was sent to Mr. Blackham a member of the Executive Committee, and nothing further has been heard of it.

The other question submitted for the consideration of the Committee was in reference to the power of municipalities to collect tolls from wheelmen using the highways. This question is of serious importance to wheelmen, and the opinion of the Chairman of the Committee, submitted to Chief Consul Luscomb is here appended.

The communication being of very recent date, your Chairman has not had time to submit the opinion to the other members of the Committee for their concurrence, but there can be no question as to the conclusion reached, unless there was any law passed at the last session of the Legislature affecting the question. As the State authorities are very desirous of the publication of legislative enactments, your Committee has not been advised as to whether there has been any additional laws passed which would modify the provisions of Section 130 of the Transportation Corporations Law referred to in the opinion, but we have, if the opinion, however, that no such legislation has been passed, for the reason that your Committee especially instructed to keep advised of pending legislation during the past session, and to that end your Committee was represented by its Chairman at several meetings before the Committee of the Assembly during the past winter, and particularly in reference to bill No. 245, relating to the employments of convicts on the highways, bill No. 302 being an act to amend the highway law, and No. 531 also an act to amend the highway law.

The bill No. 302 was introduced by Mr. Barhart, and was finally passed by the Legislature and signed by the Governor. It is known as "The County Highway Law." Under its provisions the Board of Supervisors may authorize the building of roads in the County, under the supervision and inspection of competent engineers.

This enactment is certainly one step towards the improvement of highways and, if the members of the League will give the matter their special attention, in their respective counties, no doubt much good will result from the law.

The Chairman of your Committee has received and answered a large number of letters, in reference to subjects which were more a matter of inquiry than a matter of privilege.

There have been no litigations conducted nor law suits threatened which have required the attention of the organization.

Dated June 17, 1893.

Respectfully submitted,
CHARLES F. COSSUM, Chairman.

POUGHKEEPSIE, N. Y., June 15, 1893.

Charles H. Lascomb, Esq., Chief Consul L. A. W.

Dear Sir: I have received your letter enclosing letter to William C. Eaton, of June 6, inquiring as to the right of turnpike companies to collect toll from wheelmen.

Unless the Turnpike Company referred to in the letter is organized under the special act of the legislature whereby they are given express authority to collect toll in variance with the provisions of the general statute, the company has no authority whatever to charge wheelmen toll at any rate whatever.

The present law in reference to tolls is found in Section 130 of the Transportation Corporations Law, Chapter 566 of the Laws of 1890. This section takes the place of section 24 of Chapter 18 of title I of part I of the Revised Statutes, as amended by Chapter 210 of the Laws of 1847, Chapter 245 of the Laws of 1853, and Chapter 435 of the Laws of 1876.

Under provisions of Section 130, turnpike companies can only charge toll "for every vehicle drawn by one animal one cent per mile, and one cent per mile for each additional animal; for every vehicle used chiefly for carrying passengers, three cents per mile, and one cent per mile for each additional animal; for every horse rode, led or driven, three-quarters of a cent per

(Continued on page 387.)

Applications for Membership.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III. of the Constitution, which is as follows:

SECTION 1. Any amateur wheelman of good character, eighteen years of age or over, shall, with the endorsement of two League members be eligible to membership in this League upon payment of the initiation fee and dues, as provided in this Constitution and By-Laws, and the By-Laws of his Division.

SECT. 3. The name of each applicant for membership must be published in the official organ, and unless within two weeks thereafter a protest shall be filed with the Secretary, he shall become a member of the League.

Tickets will be issued fourteen days after the publication of names, and on the same date the applicant will be put on the mail list of this paper.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, as far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must appear in the list of the following week. When a holiday falls on Monday the list is closed on Saturday preceding.)

BOSTON, July 14, 1893.

Total 434.

ALABAMA DIVISION—2.

58308	Kling, F.	Birmingham
809	Wilkinson, J.	"

NORTH CALIFORNIA DIVISION—9.

58810	Bransford, Edgar M.	Stockton
811	Ditz, George	"
812	Edwards, Robert L.	"
813	Gray, M. H.	"
814	Jauney, R. L.	El Paso Robles
815	Kendall, Edwin C.	Vallejo
816	Davis, Percy L.	San Francisco
817	Downes, F.	Santa Rosa
818	Kenyon, Neal, Mrs. N.	"

SOUTH CALIFORNIA DIVISION—17.

819	Lacy, J. E.	Los Angeles
820	Chanslor, Walter	"
821	Hall, Charles J.	"
822	Hoppersted, L. W.	"
823	Kidd, Robert B.	"
824	Kidd, W. G.	"
825	Smith, Harry D.	"
826	Lindley, A. J.	"
827	Mitchell, C. C.	"
828	Nicoll, Edward B.	"
829	Ruhemann, Carl	"
830	Mahoney, J. J.	Pomona
831	Cowan, J. W.	Riverside
832	Peck, Miss Ella	Ventura
833	Ireland, E. B.	"
834	Fowler, L. D.	"
835	Rasmussen, A. J. P.	"

COLORADO DIVISION—25.

58836	Butchart, W. A.	Denver.
837	Edmond, C. F.	"
838	Miles, W. Pa.	"
839	Rockwell, C. H.	"
840	Smiley, Geo. E.	"
841	Skinner, W. F.	"
842	Abendroth, J. F.	"
843	Mathieson, Mrs. M.	"
844	Mathieson, Miss Jessie J.	"
845	Briggs, Geo. C.	Evans
846	Smith, Fisher E.	Leadville
847	Stannard, T. d.	Trinidad
848	Deuo, G. H.	Eaton
849	Eaton, Mrs. Geo.	"
850	Eaton, Willis H.	"
851	Felton, Geo. L.	"
852	Jay, J. R.	"
853	Grant, W. B.	"
854	Hill, H. C.	"
855	Lyon, G. T.	Eaton
856	McCall, John H.	"
857	Mills, E.	"
858	Roullard, Joel	"
859	Somerville, Harvey	"
860	Stone, W.	"
861	Yeagy, Geo. N.	"
862	Baker, G. H.	Greeley
863	Aldrich, Fred	"
864	Bliss, Wilfred	"
865	Bliss, David	"
866	Carey, Miss Effie	"
867	Coulter, J. Henry	"
868	Coulter, Miss Louisa	"
869	Dill, Frank	"
870	Durkee, A. W.	"
871	Ferguson, A. W.	"
872	Ferguson, A. W.	"
873	Gebert, Fred	"
874	Gordon, Frank	"
875	Gale, Geo. W.	"
876	Harper, G. D.	"
877	Havener, J. W.	"
878	Hallett, Ernest	"
879	Hall, C.	"
880	Hotchkiss, W. A.	"
881	House, E. E.	"
882	Hartman, B.	"
883	Hopkins, John	"
884	Horne, Miss Mabel May	"
885	Huffsmith, E. C.	"
886	Kamphaus, Clemens G.	"
887	Lamb, J. W.	"
888	Luther, Henry C.	"
889	Luther, Albert J.	"
890	Mayhew, Wm.	"
891	McDonald, Eli H.	"
892	Miller, A. G.	"
893	Norcross, Fritz	"
894	Norton, John	"
895	Ogden, Albert D.	"
896	Potter, J. D.	"
897	Peterson, Frank	"
898	Riggs, Leonard	"
899	Reynolds, H.	"
900	Rothschild, I.	"
901	Rhenes, R. G.	"
902	Robbins, Miss Cecil Mae	"
903	Rankin, D. A.	"
904	Sanborn, B. D.	"
905	Stimson, Lewis L.	"
906	Searing, Clarence L.	"
907	Sipperly, H. D.	"
908	Senter, J. H.	"
909	Searing, Miss Nelia	"
910	Smith, Fred E.	"
911	Thompson, L. A.	"
912	Wyman, R. E.	"
913	Woodbury, Wallace E.	"
914	Weber, Geo. W.	"
915	Yardley, Isaac	"
916	Yardley, Charles	"
917	Greenley, C. E.	Longmont
918	Hubbard, Miss Kitty	"
919	Jones, J. H.	"
920	Kistler, Chas.	"
921	Weaver, J. A.	"
922	Weaver, C. D.	"
923	Dickerson, A. R.	Windsor
924	Hanna, Robt. E.	"
925	Middleton, W. R.	"
926	Osterhout, Geo. E.	"
58927	Stamm, John	Windsor
928	Springer, Frank	"
929	Springer, J. H.	"
930	Teller, Harry	"
931	Weber, F. L.	"

CONNECTICUT DIVISION—7.

58932	Daniels, Joseph	Hartford
933	Peck, Walter D.	New Milford
934	Evitts, Albert	"
935	Griffin, Harry	Bridgeport
936	Parzold, E. R.	Meriden
937	Badger, Robert E.	Wallingford
938	Tinsley, Noah	"

ILLINOIS DIVISION—4.

58939	Beeley, J. A.	Blandinsville
940	Debusk, John Jr.	Chicago
941	Smith, David D.	Jacksonville
942	Bernhard, W.	DePue

INDIANA DIVISION—13.

58943	Evans, John M.	Ft. Wayne
944	Williamson, A. m. F.	Attica
945	Sinsbaug, C. J.	"
946	Kinney, Chas. E.	"
947	Inlow, Wm. H.	Hagerstown
948	Beeler, W. C.	Marshalltown
949	Stephens, Edgar R.	Newport
950	Smith, Upton C.	Plymouth
951	Haslanger, Fred	"
952	Tanner, A. E.	"
953	Lyon, Will E. Jr.	Flyn outh
954	Taylor, Chas.	"
955	Ross, W. E.	Washington

IOWA DIVISION—25.

58956	Scholl, H. F.	Burlington
957	Wilson, H. Jr.	Belle Plaine
958	Huffman, Amos	Clarksville
959	Whedpler, C. G.	Cedar Rapids
960	Miller, Ben. E.	"
961	Cushing, J. G.	Dubuque
962	Pike, William J. M.	"
963	Reckman, E. H.	Grinnell
964	McLane, W. E.	Grandy Centre
965	Thompson, John M.	Marion
966	Magee, R. A.	"
967	Lee, Joseph F.	"
968	Boyd, E. H.	Macengo
969	Lyon, Chas. F.	"
970	Smith, S. E.	"
971	Seely, C. A.	Marshalltown
972	Dillon, S. A.	Mitchellville
973	Hall, Chas.	Vinton
974	Brown, W. H.	"
975	Obenhoff, Chas. E.	Waterloo
976	Huff, C.	"
977	Huber, Frank R.	"
978	Shroeder, W. Rudolph	"
979	Stirling, R. R.	"
980	Hillsinger, F. S.	"

KANSAS DIVISION—3.

58981	Garlick, E. A.	Emporia
982	Vanhorn, Henry	Leavenworth
984	Miller, Bert L.	Iola

KENTUCKY DIVISION—12.

58984	Fromuller, Wm.	Clifton
985	Weissenberger, Theo. P.	"
986	Peck, Wm. Geo. Jr.	Louisville
987	Frederick, A. C.	"
988	Grunwald, W. J.	Middletown
989	Clarke, Fred W.	Owensboro
990	Morrison, R. J.	"
991	Grady, J. N.	"
992	Gallagher, J. H.	"
993	Hagan, R. A.	"
994	Hayden, C. E.	"
995	Plumer, J. Baker,	Shelbyville

MAINE DIVISION—1.

58996	Marston, Elmer J.	Farmington

MARYLAND DIVISION—2.

58997	Curtiss, Wright, Jr.	Woodside
998	Arthur, Jno. F.	Baltimore

MASSACHUSETTS DIVISION—31.

58999	Smith, Geo. V.	Boston
59000	Perkins, Miss Lillia	"
001	Cole, Geo. E.	Marlboro
002	Haskins, Geo. A., Jr.	Fall River
003	Durfee, Ernest	"
004	Andrews, E. R.	Leominster
005	Fellows, Frank C.	Malden
006	Sturgis, Frank K.	Newton
007	Foster, John R.	Norwood
008	Colby, Wm. M.	Wakefield
009	Eagle, W.	Worcester
010	Wheelock, Henry H.	Attleboro
011	Nash, Hanson F.	Beverly
012	Hobbs, Frank L.	"
013	Savell, J. E.	Boston
014	Rand, Menning K.	"
015	Carey, Miss Effie	East Walpole
016	Bacon, Frank A.	Franklin
017	Bemblemen, Miss Louisa	Freetown
018	Maddocks, Wm. J.	Gloucester
019	Jewett, Howard C. M. D.	Haverhill
020	Miller, C. H.	Holyoke
021	Tranter, John	Millbury
022	Sweeney, Peter T.	Lawrence
023	Bennett, Irving A.	Lenox
024	Swift, Chas. W.	Provincetown
025	Parker, John	"
026	Wheof, Stephen C.	"
027	Manley, Mark A.	Somerville
028	Thompson, Joseph	Ren olph
029	Locke, Chas. W.	Salem
030	Richardson, P. L.	Woburn
031	Clark, Miss Mary W.	Worcester
032	Hallett, Ansel	Yarmouthport

MICHIGAN DIVISION—7.

59033	Hunt, Albert F.	Bay on
034	Lamb, Wm. S.	"
035	Meredith, James	Bridgeton
036	Reed, M. A.	"
037	Rosenburg, Wm.	Bay City
038	Weber, Joseph	Detroit
039	Seabury, Miss Pearl	Petoskey

MINNESOTA DIVISION—1.

59040	Gerlicher, H. F.	Winona

MISSOURI DIVISION—16.

59041	Keck, A. W.	Kansas City
042	Brunner, W. J.	"
043	Hicks, Geo. R.	"
044	Fenton, Joseph B.	"
045	Kurliss, G. Ed.	"
046	Kinell, Victor E.	"
047	Gluth, Theo. E.	"
048	Wood, Herbert C.	"
049	Tibbs, J. A.	"
050	Bantley, Chas. H.	Lebanon
051	Kays, Wm. H.	Memphis
052	Storie, Percy	Sparrly
053	Jones, Frank	Springfield
054	Hirschberg, Philip	St Louis
055	Stone, Percy	"
056	Doffiemyer, C. E.	Warrensburg

NEBRASKA DIVISION—4.

59057	Kirby, R. G.	Hastings
058	Griffin, Clarence W.	Alma
059	Mullison, E. A.	Fremont
060	Foote, Max	So. Omaha

NEW HAMPSHIRE DIVISION—10.

59061	Edmond, James	Manchester
062	Bunker, Ernest A.	Concord
063	Atwood, George W.	East Concord
064	Carlton, Walter	"
59065	Colburn, Chas. T.	Manchester
066	Colburn, Harry F.	"
067	Reuter, Herman	"
068	Beise, Paul H.	"
069	Cressy, Wm. H.	"
070	Stoughton, F. T.	Whitefield

NEW JERSEY DIVISION—38.

59071	Trunk, Edwin C.	Newark
072	Deckir, Harrison,	East Orange
073	Meeker, Augustus S.	"
074	Kelsey, Clarence H.	"
075	Marston, L. C.	"
076	Brown, Luther C.,	Passaic
077	Cowle, C. H.	Rahway
078	Merchion, Fred W.	"
079	Anderson, C. F.	"
080	Kirby, Jos.	Elizabeth
081	Bradbeid, Jas. E.	Flemington
082	Burgess, Charles C.	"
083	Ewing, John H.	"
084	Johnson, Theodore W.	"
085	Connell, John L.	"
086	Buck, Henry A.	"
087	Kline, James A.	"
088	Reading, A. R.	"
089	Bowers, Lafayette A.	Changewater
090	Ley, H. M.	"
091	Pense, A. R.	"
092	Raber, F. W.	"
093	Whitman, F. B.	"
094	Haslanger, Fred	East Orange
095	Wickes, Frank R.	"
096	Salmon, L. G.	Hackenstown
097	Hering, Chas L.

FOR SALE OR EXCHANGE.

In this department the prices are 20 cts. per line, 7 words per line, 12 lines per inch.

Stamps will NOT be taken in payment. Cash, check, money order, or postal note must accompany order, or no insertion.

$10 REWARD will be paid for the return of '92 pattern, Lovell Diamond, No. 8291, the number being on right-hand side over sprocket wheel; Tillinghast pneumatic tires (the rear wheel having a new tire); mud guards on rear and front wheels, and a brake. HIRAM CUSHMAN, Bicycle Dealer, Clinton, Mass., or Chief of Police.

PEREMPTORY AUCTION SALE OF 100 BICYCLES, on Tuesday afternoon, July 18, 1893, at No. 1110 Chestnut St., second floor, Philadelphia; every wheel must be sold; dealers and others are invited to sale; those wishing to sell can have wheels entered by applying at once. THOS. BIRCH'S SONS, Auctioneers.

A CHANCE.—Must sell at once, a new $150 '93 Sunol light roadster, 33 lbs.; best offer takes it; money needed. "A.," care of BI. World, Boston, Mass.

$100 CASH buys New Victor Pneumatic Safety, Model D, '93 pat., in perfect condition. Address H. G. ROBERTSON, Fort Wayne, Ind.

FOR SALE.—New Sterling, never used; M. & F. W. tires; best offer over $90.00 takes it. WM. F. HOCHKIRK, 442 Wabash Ave., Chicago.

STOLEN, July 5th, Columbia Safety Model 32, No. 15,628; upward curved handle bars, band brake and guards; the Columbia reward offered for return of wheel and conviction of the thief. Address J. WILKINSON, Bridgeport, Conn.

$80 VICTOR PNEUMATIC MODEL C; first class condition. Lock Box 3, Mt. Joy, Pa.

GENTLEMEN! Ask your druggist for ages, or send $1 for Slik, 50 cents for thread. Stamps taken. Safely sent by mail. Small, medium or large.
G. W. FLAVELL & BRO.,
1005 Spring Garden St., Philadelphia, Pa.

UNION P. D. Q., Brand new; first offer over $115.00 cash will take it. E. W. STAEBLER, Ann Arbor, Mich.

LATEST CYCLING PAPERS from all parts of the world received regularly and for sale. Send for List. FLETCHER & CO., 43 E. Van Buren Street, Chicago.

$92 BUYS '92 Victor B Pneumatic; good as new; never been punctured; will send C. O. D. for examination on receipt of $10. W. F. ROTH, Gallatin, Tenn.

25 CTS. buys Road Book and Map of Boston and vicinity; gives correct routes and distances to all towns, cities and points of interest within 50 miles of Boston. CHAS. A. UNDERWOOD, Jamaica Plain, Mass.

Pneumatic Tires Put on for $20

Virtually a New Machine.

Saves its cost in broken spokes, wear of tissue and demoralization of the vertebræ. M. & W. tires, new rims. Forks spread and brazed strong as ever. Catalogue of old and new wheels and sundries and cut of M. & W. Tire mailed free.

KNIGHT CYCLE CO.,
311 North 14th Street, - - St. Louis, Mo.

LADIES' PREMIER, Model '93, Dunlop tires; not ridden 10 miles; good as new; regular price $150; will sell for $95 cash. FLOCK & WADE, Hackettstown, N. J.

CUT PRICES
ON BICYCLE BELLS.

Standard make, electric stroke, self-winding, elegantly nickel-plated, fits all machines; have been sold to date for $2.50; other dealers think they have control of the bell market, but we make the straight cut, and shall offer this bell at 85 cents each, with order; no inquiries answered, as our standing is such as will warrant your taking our assertion, and we can't afford to monkey away any time at these prices. Send postal note; no stamps received.

W. W. STALL,
509 Tremont Street, - Boston, Mass.

Bartlett's Digest
..... of .....
Trade Marks.

Gives all the registered trade marks for Machines, Metals, Jewelry, Hardware, Stoves, Vehicles, and everything wholly or largely composed of metal.

5000 Trade Marks. 1200 Cuts.

Manufacturers should know the trade marks used in their trade. Dealers should know whose goods they handle, and how to avoid litigation. This book is a compendium of the trade mark law, and business man's guide.
By mail, cloth, $2.50; by mail, full sheep, $4.00
Address,

Wallace A. Bartlett,
Patent Attorney,
Washington, D. C.



Cycle, Boat and Chair
Umbrella Holders.
Also for Flag, Club Colors, Military and Lantern Parade uses. Nickel Holder, $3; Umbrella's, $2. Live Agents wanted, 20 per cent. discount.
FRANCIS J. WERNETH,
806 Druid Hill Ave., - - - Baltimore, Md.

Ride a . . .
New Wheel
For $15.00

Take out your wheels, crate securely and ship to us, express prepaid; we will apply *Standard Make Pneumatic Tires*, either single or double tube, in A1 steel rims for $18 per pair, with a pump. Frame spreading and general repairing at the *Lowest Prices*. All of our work and tires guaranteed.

H. W. SMITH & CO.,
91 Marshall Street. Somerville. Mass.

DARTS
(Registered.)



LIGHTEST
In the World.
New Designs
Built on
Smith Bros.
LINES.
25, 27, 29 lbs., $160.
34 to 40 lbs., $150.
More good agents wanted. Send for lists. Photos 10 cents.
SMITH WHEEL MFG. CO.,
44-48 W. 67th street, New York.
924 B street, N.W., Washington

THE KI-YI.



OR
CYCLE TOURIST'S GUN

A few drops of diluted Aqua Ammonia from the nozzle of our Ki-Yi will teach the bicycle chasing dog a lesson he will not likely soon forget. It works like magic. As a rider puts it: "You could hear him howl ten squares." Price each, 50 cts.
Manuf'd by A. U. BETTS & CO.,
302 Water Street, Toledo, Ohio.

TRADE-MARKS. COPYRIGHTS

Grant Tandlee

Solicitor of U. S. and Foreign Patents.
ATLANTIC BLDG., WASHINGTON, D.C.
Send sketch of model for free examination as to patentability.

$20  Buy Direct and Save 50 Per Cent.
All riders say they cannot see how we can do it for the money. $20 buys an elegant Oxford finely finished and nickel plated Bicycle, warranted to be first class, simple in construction, strong, durable and accurately fitted, which makes ridden our Wheel a pleasure instead of hard work; material we use is of the highest grade, each wheel guaranteed. Write today for our illustrated FREE catalogue.
DEPT. B—OXFORD MFG. CO. 338 WABASH AVE. CHICAGO.

Pneumatic



908, Solid Gold, - $2.50
958, Rolled Gold, - 1.25
SEND
$2.50 TO
MARTIN, METZGER & CO., 42 Maiden Lane, New York,
— FOR A —
Pneumatic L. A. W. Pin.
Sent by mail at our risk. Discount to jewelers. Catalogue will be sent *FREE*.

SCORCHER GRIP
IMPROVED



$2.50
Postpaid.
C. O. D., with Privilege of Examination. All Charges Paid.
DUSTPROOF. WATERPROOF.
The only grip with Aluminum Lock and Key.
Above cut shows Grip fitted to Model 30 Columbia, and gives dimensions. Measure your frame, if this will not fit, send $1, and we'll make one to order. Tourists need it.
Tougher than Rawhide. Enamelled Black.
No cardboard, canvas, or glue about this Grip. Made in one piece. Indestructible.
DISCOUNTS TO AGENTS.
Detachable Cleat Co., Allston, Mass.

..ADAMS'..
Pepsin Tutti Frutti
FOR THAT
Full Feeling After Eating.

DON'T BE FOOLED



Into buying a Bicycle as high grade because it is listed at $150. See our Model A, 27 lbs., list $150; Model B, 33 lbs., $125. Write us for catalogue. We are also fully equipped to do first-class repair work. Don't be robbed, but send your work to us. We make a specialty of fine work for dealers and agents. Old machines changed over into Cushion and Pneumatic Tires.
The Puritan Cycle Works,
PORTLAND, ME.



Levy's Cycle Clock
AND
Speed Calculator.
Warranted good time keepers. Price, $2.25 from cycle dealers or
SIMON C. LEVY.
1817 Ridge Ave., Philadelphia, Pa.

30,000 SOLD LAST YEAR



[Patented Aug. 4, 1891.]
KEY IS HELD FAST WHEN UNLOCKED.

For Baseball and Footballists. Athletes. Cyclists. Horseback Riders. Boxers and Carsmen's use.
ANTI-STIFF.
PRICE, 20c. & 35c. Per Box.



Trainer's Size, $1.00.
STRENGTHENS THE MUSCLES.
E. FOUGERA & CO., Agents U. S.
30 N. William St., New York.

Bicycle to be Given Away.

Union
Pneumatic,
1893 Pattern.

Full particulars by mail. Send your name and address for same on a postal card to . .
UNION, Box 2118,
Boston, Mass.

GENDRON CYCLES.

You can't tell where our progress will stop.



* * *
IS IT NOT PLAIN TO YOU THAT EVERY CYCLE SHOULD HAVE BACKWARD AND FORWARD ADJUSTABLE HANDLE GRIPS ? * * *



With this improvement you can make a Racer out of a Roadster
No wheel complete without.

"Gendron Cycles" Have Them.

Agencies now Being Placed.
GENDRON IRON WHEEL COMPANY.
TOLEDO. NEW YORK. CHICAGO. ST. LOUIS.

PNEUMATIC TIRES. CORK HANDLES. TIRE CEMENT.

PUMPS.
SPOKES.
BALL PEDALS.
ADHESIVE TAPE.
PATCH CLOTH.
ENAMEL.



RIMS, (Hollow or solid)
BICYCLE HORNS.
Mould Work Solicited.
Send for Catalogue and discounts.

ELASTIC TIP Co., BOSTON, MASS., 370 Atlantic Avenue. CHICAGO, ILL., 154 Lake St. SAN FRANCISCO, CAL., 14 Fremont St.

We are preparing designs for 1894, and
SOLID COMFORT SADDLES
will be up in front as usual next year.
So do not think of placing any orders until you see us.
BRETZ & CURTIS MFG. CO., - - PHILADELPHIA, PENN.

A Revolution in Bicycles. Lightness With Strength.

ST. LOUIS REFRIGERATOR & WOODEN GUTTER CO.
ST. LOUIS, MO.
. . . MANUFACTURERS OF BICYCLES. . . .
INCORPORATED 1873. CAPITAL STOCK, $500,000.

Our Challenge not being accepted, we now offer to donate to any charitable institution $100.00, if the maker of any high grade machine will submit their frame to a test with the LU MI NUM frame and let the facts be published. A Revolution in cycle frames is all we claim for it.

NO MORE STEEL TO RUST. NO MORE ENAMEL TO SCRATCH. NO MORE TUBING TO BEND.
NO MORE HEAVY MACHINES. NO MORE LIGHT ONES GIVING OUT. NO MORE NICKEL TO TARNISH.
NO MORE BRAZED JOINTS TO GIVE OUT.

Look for the LU MI NUM at the League Meet In Chicago. We are prepared to furnish Aluminum castings.

$150.00

We respectfully announce that $150 was, is and shall remain the catalogue and selling price of *The Liberty*

The indorsement accorded our machines by the American public, the popularity and superiority of our product have created a demand for THE LIBERTY sufficient to prevent our being either overstocked or bankrupt. We have no job-lot machines or parts thereof. No cheap material or tires to unload. Nothing but LIBERTY CYCLES. The name signifies their worth. So long as it is within our power to produce that which is infinitely better than "The Best," just so long will the Liberty Cycles remain at

TOP NOTCH.

WILSON, MYERS & CO.,
MAKERS OF
LIBERTY CYCLES.
55 Liberty Street, New York City. Retail Department: 1786 Broadway, New York City.
A. O. VERY CYCLE CO., 215 Columbus Ave., Boston, Mass., General New England Representatives.
Mention BICYCLING WORLD.

HIGHEST GRADE
EXCELSIORS

Few more good agents wanted in



New England, Middle and Southern States.

Racers. Road Scorchers. Light Roadsters. Ladies'.

Weights, 25, 30, and 35 lbs.
LIVING DISCOUNTS TO LIVE AGENTS. SEND STAMP FOR ENCYCLOPEDIA OF CYCLERS' WANTS, NOW READY TO MAIL.
MANUFACTURERS OF

SUNDRIES.

ACKNOWLEDGED LARGEST SUNDRY HOUSE IN THE UNITED STATES.

Cork Handles. Rims, Lamps,

HOWARD A. SMITH & CO., NEWARK, N. J.

Columbia Dealing is Fair Dealing.

Fair, because we sell the best bicycle that skill and ingenuity can produce.—Fair, because it is sold to everyone at *one* fair price. The bad faith which characterizes the dealings of any concern listing goods at double their value only to sell them later, on a sliding scale, for what they will bring, deserves the severest condemnation. There is no business stability—no business integrity in such practice. When the price is fixed for a year's product of Columbias, it is fixed fairly and adhered to.

By cutting the price of his machines in the midst of the season a manufacturer makes public acknowledgment that his goods are not worth what has been charged for them.

Because there is but one price, purchasers of Columbia Bicycles have the assurance that they buy their machines at the bottom price, and that the price paid is always commensurate with the value of the machine purchased.

BOSTON. NEW YORK. POPE MFG. CO. CHICAGO. HARTFORD.

Our New Tire

The Wizard.

AMONG the tires we offer for general sale is our new tire, to be known as . . . . .

The "WIZARD."

It is a single tube tire, similar in construction to the regular Columbia tire, with red rubber tread, and is intended especially for use of repairers and for changing over to pneumatic tires at a reasonable expense. It has our special recommendation as a thoroughly reliable and well constructed single tube tire, and is warranted as to material and workmanship. It is without doubt the best tire on the market for the price, which is the lowest we have ever offered a pneumatic tire.

Correspondence solicited from manufacturers and large repairers.

HARTFORD RUBBER WORKS COMPANY,
HARTFORD, CONN.

The Hartford Safeties

Better Than Represented

PAWTUCKET, R. I., May 12, 1893.

Hartford Cycle Co., Hartford, Conn.:
Gentlemen:—

Allow me to say your wheels are going beautifully. We never hesitate to put them into any one's hand, knowing them to be better than you represent.

Very respectfully,
H. L. SPENCER.

THE HARTFORD CYCLE CO.,
HARTFORD, CONN.

The BICYCLING WORLD AND L.A.W. BULLETIN

Founded 1877

Volume XXVI. Number 20. BOSTON, FRIDAY, JULY 21, 1893. 50 Cents a Year. 5 Cents a Copy.

RECORDS .. AND .. RACES WON.

VICTORS

SAN FRANCISCO MEET, July 1st, 3rd and 4th.
. . . . 1st in One-Mile Handicap.
. . . . 1st " " Novice.
. . . . 1st and 2nd in Two-Mile Handicap.
. . . . 1st in One-Mile Pacific Coast Championship.
. . . . lowered Pacific Coast Two-Mile Road Record 5.09 3-5.

COLORADO STATE MEET, July 4th.
. . . . captured 14 places out of 10 races, breaking State Records; also One-Mile State Championship, Half-Mile Open and Two-Mile Championship.

FT. SCOTT, KANS., July 4th.
. . . . won everything, including State Championship and Mile Handicap.

PITTSBURG, KANS.
. . . . secured six Firsts, including State Championship.

RICHMOND, IND., July 4th.
. . . . easily took First in Five-Mile Road Race and One and Two-Mile track races.

RAHWAY, N. J., July 4th.
. . . . took three Firsts and made best time.

PORTLAND, ORE., July 5th.
. . . . won all races.

Victor Bicycles have the glory of having made the first world's record ever made in America.

BUT

Records and races won are of little importance to buyers of bicycles.

Examine Victors bit by bit and you will see why they lead—good work and good stuff—with great improvements.

OVERMAN WHEEL CO.,
BOSTON. WASHINGTON. DENVER. SAN FRANCISCO.

HERE AND THERE.

Don't lose the opportunity! Only a short time now before we shall close the Guessing Competition as explained on page 399. The "returns" have been excellent, but we want to double the present total between now and Aug. 11. Send in your subscriptions and guess for a high grade bicycle.

THE wheelmen of Virden, Ill., have organized a club.

OVER a score of Chicago men will follow the entire racing circuit.

FORTY bicycle riders have organized "The Star Bicycle Club of Altoona, Pa."

A CLUB has been organized at Alfred Centre, New York, to be known as the Alfred Centre Bicycle Club, which starts out with some twenty members.

A PARTY of tourists from the Kings County Wheelmen are riding to the Adirondacks, going through the Connecticut Valley by way of Massachusetts.

THE city council, of Atlanta, Ga., after having compelled all the Atlanta bicyclists to buy lanterns which cost from $5 to $8 each, has now decided that these lanterns are to be discarded and bells or gongs put on every machine.

LAST Saturday night a prominent lawyer, a business man and a bank man of Augusta, Me., were riding along a sidewalk, when they were arrested. The judge decided that they were not "incommoding" anyone and released the prisoners.

AS John Miller and Edward Miles, of Faribault, Minn., were riding their bicycles on the Seymour farm, six miles south of the town last week, young Miles fell off from his wheel and died in a few minutes. He had had heart trouble for several years.

CAPT. AD. CHAPMAN, the old Indian war scout of Oregon, has made a standing wager of $1000 that he can with a horse beat any bicycle from Vancouver to Salem and return.—*Exchange.*

Mr. Chapman will be a sadder and a wiser man when he gets through.

WILL C. PAINE, of Evansville, Ind., has instituted a bicycle messenger agency for the delivery of parcels, packages, messages, etc. Messengers will be sent to any part of the city and into the country to reasonable distances at a nominal charge, the average rate being fixed at 15 cents per trip.

IN Mobile bicycles are taxed 25 cents each, riders are compelled to carry lamps at night, they are fined for riding at a greater speed than four miles an hour within the city limits and for riding on sidewalks less than ten feet in width. Some councilman must have collided with one of the machines lately.

C. W. DORNTGE, of Buffalo, is the first of the professional bicycle riders to be charged with insubordination. For a man who has just graduated from the amateur ranks, the language he uses in addressing the track officials is, to say the least, not very choice.—*Philadelphia Ledger.*

A MASSACHUSETTS club, barred from a night parade because the members didn't carry lanterns, passed the following resolution: "Resolved, That a yell is better than a bell for warning pedestrians, and that it is a foolish imposition to compel riders to lumber up their machines with useless articles."

MR. GEO. READ, of Port Hope, Ont., met with a serious accident Saturday evening. He was coming down Walton street on his bicycle when the tire came off the front wheel, and the rider fell, striking his head violently. He was picked up unconscious and carried into Dr. Bibby's surgery where his injuries were at once attended to by the doctor, who was fortunately at home. Mr. Read was restored to consciousness and two hours after was conveyed home in a cab.

THE invitation run of the Malden Bicycle Club last week to Salem Willows was a great success. A party of about 75, comprising a few wheelmen from Melrose and Chelsea, in charge of Capt. N. W. Starbird and Lieuts. Mugridge and Lent, went by way of Saugus, Lynn, Swampscott, Marblehead, and Salem to the Willows, a distance of 18 miles, where a fish dinner was served at noon, and in the afternoon they took a sail to Baker's Island and Marblehead, returning home in the evening.

THE Washington Wheelmen, of Tremont, N. Y., will hold a series of road races over the Fort Hamilton course, open to members only, at intervals of a few weeks during the remainder of the season. The first one will probably be held next Saturday. The club will give a stag at their club house, corner of Tremont and Vanderbilt avenues, early next month. Some good outside talent has already been engaged, and a pleasant time is expected.

LAST week, while John McCullough was riding on the pike near Altoona, Pa., on his bicycle, the two-horse wagon of Levi Imler, a Bedford County huckster, came in violent contact with the wheel. The result was a suit for malicious negligence. Imler was arrested and taken before an alderman, where he waived a hearing and entered bail for court. He claims that he was not in the least negligent and therefore guiltless of any malicious intent.

THE Somerville (Mass.) Bicycle Club on Sunday last held a club run to the Cross street Universalist church of Somerville, where the Rev. Mr. Powers preached them a special sermon. The visitors rode to the church in columns of two, dressed in their uniforms of black cheviot, and making a most attractive appearance. There were 42 in all, and at the head was Captain Harvey. A series of pews had been reserved for the cyclers in the front rows. Mr. Powers' text was chosen from Genesis 28.16. "And Jacob awaked out of his sleep and he said surely the Lord is in this place and I knew it not." His sermon was a most interesting one and it was highly appreciated by the wheelmen.

This Is What They Say About the Hickory:

H. L. Wenner, M.D. 91 East Perry St.,
TIFFIN, OHIO, May 12th, 1893.

Hickory Wheel Co.:

Dear Sirs--We shipped you by express, two days ago, wheel 1086. The owner, Charles Herman, Jr., had a very narrow escape from death on it. He was racing at night and ran into an unseen obstruction and had he not had a HICKORY it would have been into such very small pieces that it would not have paid to have repaired it.

Fix it as quickly as possible as it is that wheel that is doing the talking for us as he uses it constantly in showing off the HICKORY.

Youre truly, HERMAN & WENNER.

Hickory Wheel Co. Newton, Mass.

ZIG ZAG RACES

The ZIG ZAG BICYCLE CLUB have decided to give a big race meet in this city, August 24th, under the sanction of the L. A. W. They will offer a **$3,500 PRIZE LIST,** which is the largest list ever offered up to the present time for a one day meet.

For the "ONE MILE WORLD'S INTERNATIONAL RECORD RACE" the first prize will consist of an **ELEGANT GOLD CUP** with the emblem of the Zig Zag Club set with diamonds and precious stones engraved on the front. The value of this Cup will be **$1,000.**

It is confidently expected that all of the World's Champions will compete at this tournament, and we take this opportunity of inviting all of our many customers and every other wheelman to come to the races, enjoy the hospitality of Zig Zag Bicycle Club, and at the same time make a tour of our immense plant and see where the

WAVERLEYS

are made. We will cheerfully show how it is possible for us to make a strictly High Grade Bicycle at one-third less than the list of any of our competitors. Catalogue free. Drop a postal for one.

INDIANA BICYCLE CO., =:= Indianapolis, Ind., U. S. A.

FORTY CROPPERS

From the Irish Cyclist's Cropper Competition, June 7, 1893. "During last year I FELL BETWEEN FORTY and FIFTY TIMES. . . . In all those falls, the machine, a

RALEIGH NEVER BUDGED, AND IS **AS SOUND AS A BELL."**

"SO MUCH FOR THE RALEIGH MOUNTS."

ZIMMERMAN Won the one mile Invitation Race at Ball's Bridge, on Wednesday, the 7th inst., defeating Ireland's best, and Watson and Camp, after which he started in the Twenty-Five Miles, but was run into the iron railings surrounding the track, smashing three teeth, loosening two others, cutting his chin, and nearly dislocating his jaw. His "Raleigh" was doubled up by the tremendous force of the collision. The lower and upper main tubes were bent, the front fork forced back, the wheel and spokes crumpled, the handle bar badly bent, and the saddle forced three inches out of its position, but **NOTHING WAS BROKEN**

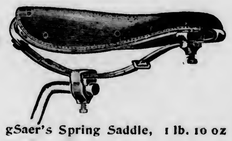
The RALEIGH CYCLE CO., Ltd., BANK AND GREENWICH STS., NEW YORK.

SAGER'S SADDLES



Sager's Scorcher, 1 lb., 8 oz.

While on Earth Ride One.



gSaer's Spring Saddle, 1 lb. 10 oz

The Saddle is one of the most important parts of a machine, and the best is none too good.

The Sager Saddles alone have the three necessary qualifications.

They are Light.
They are Strong.
They are Comfortable.



THE SAGER RACER.
The only Racing Saddle furnished with tilting adjustment and take-up. Weight, 20 oz.

They Fit the Rider.

THE RICH & SAGER CO.,
ROCHESTER, N. Y.

We are preparing designs for 1894, and **SOLID COMFORT SADDLES** will be up in front as usual next year.

So do not think of placing any orders until you see us.

BRETZ & CURTIS MFG. CO., - - PHILADELPHIA, PENN.

We have been printing throughout the cycling press for several weeks

A CHALLENGE

to the cycle makers of the World to bring forward their best and have it tested beside our

"LU MI NUM"

ALUMINUM BICYCLE.

This challenge not having been accepted, we now offer to donate $100.00 to any charitable institution if the makers of any high grade machine will submit their frame to a competitive test with the "Lu Mi Num" and let the result be published.

A Complete Revolution.

NO MORE STEEL TO RUST.
NO MORE HEAVY MACHINES.
NO MORE TUBING TO BEND.
NO MORE ENAMEL TO SCRATCH.
NO MORE NICKEL TO TARNISH.
NO MORE BRAZED JOINTS TO GIVE OUT.
NO MORE LIGHT ONES BREAKING DOWN.

Come to the League Meet at Chicago and see for yourself.

We shall be there with our Aluminum bicycles and will gladly give everyone a chance to examine and try them.

ST. LOUIS REFRIGERATOR & WOODEN GUTTER CO.

ST. LOUIS, MO.

Incorporated 1873. Send for Catalog. Capital, $500,000.

HIGHEST **EXCELSIORS** GRADE



Prices maintained.
Agents fully protected.

Machines Guaranteed Absolutely.

Road Scorchers. Light Roadsters. Full Roadsters. Ladies'.

Weights, 30, 35, and 40 lbs.

SEND STAMP FOR ENCYCLOPEDIA OF CYCLERS' WANTS, NOW READY TO MAIL.

MANUFACTURERS OF

SUNDRIES.

ACKNOWLEDGED LARGEST SUNDRY HOUSE IN THE UNITED STATES.

Cork Handles, Rims, Lamps, Bells,

HOWARD A. SMITH & CO., NEWARK N. J.

.... Samples of the ....

Garford Saddles

FOR 1894

WILL BE READY BY AUGUST 1ST.

Correspondence with manufacturers solicited.

THE GARFORD MFG. CO.,

ELYRIA, O.

With Hot Weather Comes Low Prices

ROUSE HAZARD & CO.

ARE YOU LOOKING FOR BARGAINS?
∴ ∴ IF SO, WRITE US. ∴ ∴

Prices Lower Than Ever.

While we have always been the acknowledged leaders in low prices, selling many cycles 20 to 60 per cent. lower than manufacturers' lists, our present prices eclipse anything ever offered.

July, August, September and October represents the longest and by far the best part of the riding season, and as these are months in which we have always had a good trade, we propose to make prices and terms for the balance of the season that will give us an increase in business over the first half of the year, notwithstanding close times and the World's Fair.

We manufacture

Sylph, Overland and Rudge Cycles,

and are Largest Western Jobbers of

WESTERN WHEEL WORKS' GOODS

on which we name bottom prices and guarantee prompt shipments.
Catalogue Free. Agents Wanted.

ROUSE, HAZARD & Co., 9 G St., PEORIA, ILL.

See our Exhibit in Section F Gallery, Transportation Building, World's Fair.

GEO. M. HENDEE, Springfield, Mass., Gen'l Agent for Sylph, Rudge and Overland in New England States.

THE RECORD of The Liberty Cycles

For SPEED and DURABILITY, is certainly a Strong Recommendation for them.

LIBERTIES : ARE : STANDARD

WILSON, MYERS & Co.,

MAKERS OF LIBERTY CYCLES.

55 Liberty Street, New York City. Retail Department: 1786 Broadway, New York City.

A. G. VERY CYCLE CO., 215 Columbus Ave., Boston, Mass., General New England Representatives. Mention Bicycling World.



The LEAGUE CHAINLESS SAFETY.

High Grade in every respect, and Guaranteed.
No Chain to stretch and break.
No dirty chain to soil the clothing.
BEVEL GEARS accurately adjusted on ball bearings, encased in neat Aluminum dust caps, and running in oil.
EVERY ADVANTAGE OVER CHAIN AND SPROCKET.

THE LEAGUE CYCLE Co.,

30 UNION PLACE. - HARTFORD, CONN.

One Important Factor

In the inflation of a Pneumatic Tire is to have a good connection between the pump and the tire. To accomplish this, always use the C. I. TUBING. made by the . . . .

Boston Woven Hose & Rubber Co.

Made to fit Pneumatic Pumps, and weighs less than one ounce to the foot.

It will not swell or give under pressure of the pump, and saves one-half the labor of inflating the tire.

Manufacturers and Dealers Supplied by the

BOSTON WOVEN HOSE AND RUBBER CO.,

275 Devonshire St., Boston, Mass.



Figures Talk.

The DUNLOP TIRES sold up to May 15th, 1893, number

505,000.

You can't go wrong in getting a DUNLOP.

They Cost a Little More, but——

The American Dunlop Tire Company,

160 FIFTH AVENUE, NEW YORK.

THE BICYCLING WORLD.

Published Every Friday

—BY—

THE WHEELMAN CO.

Incorporated under the Laws of Massachusetts.

167 OLIVER STREET,
BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as their new, and their League number.

TO OUR ADVERTISERS:

Copy for new advertisements must be handed in by Tuesday morning to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN CO.

☞ *Postage stamps will not be accepted hereafter in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken.* ☜

C. W. FOURDRINIER, Editor and Manager.

EDITORIAL STAFF:

J. S. DEAN. JAS. W. CARTWRIGHT, JR.
H. CROWTHER.

BOSTON, JULY 21, 1893.

AS AN . . .

Advertising Medium . .

. . WE STAND

Unexcelled!

Our readers WANT the paper, and they READ it! Else why do we receive thousands of requests to change address? Witness the fact that during the past 12 months we have made over

Eighteen Thousand

CHANGES OF ADDRESS.

What does this all mean to our advertisers?

Answer in our next.

ONE of the wisest enactments bearing on the question of better roads is that lately passed by the New York Legislature providing that to every person using a two-horse or larger wagon with wheels the tire of which is not less than three inches in width on the public highways a rebate of half his highway taxes shall be granted.

The result of this law has been instantaneous. Wagon makers all over the State of New York have been pressed to the utmost to fill orders for wider tires on new and old wagons. The thrifty farmer is like the rest of humanity, he is always ready to save a dollar and if by adopting a wide tire for his wagon he can save half his road taxes he will avail himself of this chance. To the New York Division is due the credit of the law and no doubt the farmer will live to bless wheelmen for inducing legislation which to them at the time appeared an injustice forced through by them "bisickle cranks." When the granger finds that over soft and poor roads the wide tire travels with less power than it takes with a narrow tire, his respect for the wheelman will receive a boost and possibly he will not be so prone to condemn the further efforts on their behalf looking towards the improvement of highways.

The question of convict labor is also receiving serious attention in the State of New York and experiments are to be made the results of which we hope will be the employment of the great army of State convicts on the highways.

Not only in New York State, but in other localities has the better roads agitation received a forward movement, and the friends thereof are much to be congratulated, for these practical illustrations of increasing interest.

Pennsylvania has passed a law which will go into effect next year, while not materially different from the present law is a step in the right direction. There is one fatal provision in the new law which will work against any real practical advantage gained in other ways, and that is the choice of the taxpayer to pay his road tax or work it out. Just so long as this privilege is allowed to the farmer just so long we shall have slipshod road building and repairing. The working-out-your-tax provision might be well enough in the days when America was a British Colony, but in these days of advanced ideas it can at best be rated at nothing more than a relic of an embryo civilization.

Massachusetts makes a more decided and a bolder step forward in the grand work. A permanent highway commission has been appointed, with Chief Consul Perkins as chairman, and as much of the success of the commission depends on the activity of its members, it is safe to say that with Chief Consul Perkins at the helm the cause will not suffer for want of being pushed.

The commission will at once go to work and make a thorough examination of all the main roads in the State and where found feasible every effort will be made to have it adopted as a State road and the Legislature will be applied to for funds to properly construct same.

The new board will have permanent quarters and as soon as they are established every Board of County Commissioners in the State will be notified and for the time being the commissioners will act as a consulting board with such local authorities as have the power. The commissioners will entertain and pass on all applications for State roads coming from the different sections. They have a lot of work before them but the personnel of the Commission is such as to warrant active and business-like attention and satisfactory outcome.

IT certainly is partially satisfying to know that the leader of the New York Four Hundred, Ward McAllister, places the seal of his autocratic approval on tricycling for women, and he bases his sanction on the fact that those most estimable and gracious ladies H. R. H. the Princess of Wales and her daughters ride tricycles.

Mr. McAllister, however, thinks that it "is highly improper for young women to use bicycles." Now this is dreadful and we fear that unless something is done quickly, the ban which "The Leader of Society" has placed on bicycle riding by women, will lead to disasterous results and the trade in ladies cycles will be entirely paralyzed. We are therefore happy to be able to offset the probable direful effects of Mr. McAllister's *dictum* by stating that H. R. H. the Duchess of York (*nee* Princess Mary of Teck) has lately accepted the gift of a beautiful safety bicycle from the employees of the Quinton Cycle Company, of Coventry, and therefore now that Royalty has placed its seal of approval, it behooves Mr. McAllister to recall those words as to the impropriety of ladies riding a bicycle if he wishes to retain his title of "Ape Extraordinary to the Royal Family." When Royalty winks McAllister dutifully and loyally genuflects and sneezes accordingly.

The trade at large owes a debt of gratitude to H. R. H. of York and Mr. McAllister has made a blunder which threatens his position as "Master of the Proprieties."

WITH some people it makes all the difference in the world whether you "for or agin" him. Mr. Egan some weeks ago used a lot of ink and made a big draft on his vocabulary of vituperation in expressing his opinion of Mr. Tom Roe. This was before Mr. Roe had expressed his desire to become a licensee of the N. C. A. Presto change! (and really there is no one more competent to make a startling summersault more gracefully than Mr. Egan)! We now find that versatile scribe patting Mr. Roe on the back and calling him sweet names since he became "one of the elect." He tells the other fellows who pitched into Mr. Roe that they ought to be ashamed of themselves, and wants to know what they mean by such dastardly attacks on the character of a man like Mr. R.? We recently witnessed Sandow the Austrian strong man turn a summersault backwards, with his feet tied together, his eyes blindfolded, and a 56 pound dumb bell in each hand. Sandow's wonderful feat is as nothing compared with what Mr. Egan can accomplish in that line—when he has to.

ANOTHER SPECIAL OFFER.

Bicycling World and L. A. W. Bulletin Reduced to 50 cents per Year.

(This does not include L. A. W. membership or renewal to same.)

Every New Cash Subscriber Can Have a Chance to Secure a

HIGH GRADE BICYCLE FREE OF CHARGE.

The winner can have choice of any bicycle of any make which is advertised in the columns of the BICYCLING WORLD between May 11 and Aug. 11, 1893.

Cut out this coupon, or else copy same *verbatim* on a sheet of paper, and enclose with the subscription price of paper.

COUPON.

WHEELMAN CO., 167 Oliver Street, Boston.
Enclosed find 50 cents, for which send me the BICYCLING WORLD AND L. A. W. BULLETIN for one year to following address:

Name, _____

I ride a _____ make of wheel. I guess that the greatest number of machines, of any one make, ridden by those sending in new subscriptions (which will be sent in for the BICYCLING WORLD in response to this offer) between May 12 and Aug. 11, will be _____ machines.

THE SCHEME:

The new subscriber who guesses *the nearest* to the true figures will get a High Grade Bicycle. No matter whether the estimate is above or below the figures, *THE NEAREST WILL WIN.* In case of a tie, priority of date of estimate will determine the winner.

Call For Special Meeting.

JUST as we were closing our forms the official call for a special meeting of the National Assembly was received from President Burdett. The particulars of the call appear in our Official Department. The meeting will be held in Buffalo, N.Y., Monday, Sept. 25, 1893.

Boston's A. C. C. Run.

ONE hundred and seven members of the Associated Clubs of Boston and vicinity rode in the inter-club run from Copley square to Crescent Beach last Saturday afternoon, starting from Copley square at 2.30 P. M.

The riders were under the leadership of Capt. Peck and President Dean of the Associated Cycling Clubs, the following clubs being represented: Massachusetts, which had the right of line on account of superiority of numbers; Press, Cambridgeport, Union, Malden, Winnisimmet, Charlestown Rovers and the Boston Club.

The route was over the Harvard bridge, through Winds r street, Webster avenue, Union square, Cambridge street, Sullivan square, Everett and Chelsea to the beach, where a feed was provided at the Strathmore hotel, the party returning in the evening.

"A Word of Congratulation."

WHEN in the late sixties the first cycle touring American team visited this country, we had the pleasure of dining with them at the Coventry banquet, and next day of riding to Kenilworth and Warwick. Amongst the team was one tall young fellow bearing on his cap the bright star of the Boston B. C., the oldest wheel club in America; and subsequently he beguiled his leisure moments in writing for BICYCLING WORLD in his native city. We have seen in this country, judges who had been cyclists, and cycling editors rise to be millionaires; but J. S. Dean is the first cycling pressman who has risen to judicial honours. He has just been appointed Associate Judge of the South Boston District of the Municipal Court of the City of Boston. Mr. Dean is known as one of the most able young lawyers in Boston, and we heartily congratulate him both personally and from a cycling press point of view on his elevation.—*Wheeling.*

A 15-Year-Old Boy Rides To Chicago.

THERE arrived in Chicago last week a plucky little fellow, George Meirstein by name, who had ridden from Sioux City, Iowa, 600 miles, in a riding time of 6 days and 4 hours. He was forced to stop for two days by rain. The lad is only 15 years old, making his performance phenomenal. He had no pacemakers, and found his own way through a strange country. A large part of the distance he followed railroad tracks and yet averaged an even hundred miles a day. The last day he rode 160 miles, of which 130 miles was ridden in 13 hours. He met with no accidents, and declares he can lower his record over a day. He used a 60-inch gear.

The Cash Prize League Would like to Come to Boston.

THERE is trouble ahead for the Cash League from present indications. Mr. Bradstreet, owner of the Waltham track, declares that they cannot have his track on the conditions proposed. He has taken a decided stand, as the track was built for the L. A. W. meets, and since he is a member of that organization, he does not wish to become associated with the Cash League. If they wish to hire the grounds and run the whole show themselves, he is perfectly willing, but when it comes to making him a partner in conducting the meet, he objects. More than this, the moonlight races of the Malden Club taking place on one of the dates which the Cash League desires, he has stated that on no account can it have the grounds on that day. *Boston Post.*

Cycling Soldiers at the Fair.

An attraction to the World's Fair arrived at Chicago Saturday being the company of Toledo Cadets, mounted on bicycles. There were sixty-two men in the company, and all these, forty own their own wheels. Capt. McMaken is in command, and the soldiers are camping on the Midway Plaisnes instead of at the state camp.

Permission was obtained from the Governor of Ohio to leave the state, and the cadets are going to exhibit at the Exposition the utility of the bicycle for military purposes.

A Prominent Wheelman Drowned.

MR. EDGAR A. PAGE, Secretary of the Rochester Wheelmen's League, was drowned last week in the Genesee River near Rochester. Mr. Page had gone out on a canoeing trip with a friend and during a siesta taken by the latter it is supposed he went in the boat and was capsized, as the canoe was found floating bottom upward in the water.

Mr. Page was twenty-six years of age, and was highly esteemed by all who knew him.

They Will Build a Path.

THE wheelmen of Narragansett and East Hampton, L. I., have united and formed a club called the Montauk Wheelmen. They have the permission of the highway commissioners to put the path between Narragansett and East Hampton in rideable condition. It is a distance of about three miles, and work will begin immediately. Each member guarantees to help fix the path or pay the equivalent into the club.



NEWSPAPER offices all have funny experiences sometimes, but I think that the office of the BICYCLING WORLD last week had as unique an experience as I have heard of for some time.

As every cycling paper knows, the ten days ending July 12th had about as many cycle tournaments crowded into them as this country has seen for a long while, and the amount of "copy" turned over to the composing rooms, covering these same meets, must have given some of the editors nightmare. At all events it was a continual hustle to see that all the places were covered, and lucky indeed was the paper that did not get "scooped" on one or the other affairs. Readers of the WORLD will have noticed that the account of the Riverside meet which took place at Manhattan Field, on July 8th, and which was one of the most important in the country, was conspicuous by its absence, and they will also note that it appears in this week's issue.

Thereby hangs a tale—almost literally a "tail."

During the beginning of the week when the editor was doing his best to supply the demand for copy it was noticed that a number of small articles were asked for by the foreman more than once, and in spite of this duplication it was found, in looking over the page proofs after the forms had been closed and sent to the electrotypers, that several other articles had been omitted, amongst them this very one of the Riverside Meet. The editor swore he had sent it over; the foreman swore that everything had gone in that came over, and for awhile it was a question of veracity until, upon looking up some cuts in a row of drawers along the wall in which stock electrotypes are kept stored, not less than a dozen sheets of important copy—among them several advertisements—were found, a large portion of which had been clipped into small pieces by the rats for the purpose of building their nests.

Now this is an actual occurrence.

Some important articles which had been missing for two or three weeks past were found in the pile, clearing up what had been a puzzling disappearance, and it was evident that the rats must have climbed up on the top of a six-foot desk, taken the sheets of paper out and carried them over to the secluded corners in the case where they were building a home for themselves.

And the intelligent compositor, who had been laboring under serious suspicions, had his character cleared.

And that is why a brand new tin box is securely nailed on the wall of the WORLD'S composing room, in which is deposited all the intellectual efforts that come forth from the sanctum.

THE BICYCLING WORLD, three or four years ago, suggested the use of colors by racing men in cycling tournaments so as to enable them to be readily distinguished on the track, and we are glad to have so good an authority as Mr. George K. Barrett come out in favor of the innovation.

Last week Mr. Barrett editorially suggested some such plan, and I think that its adoption—a trial at any rate—would meet with favor. Sashes and caps would enable audiences to distinguish each man on the track.

By the way, George K. is showing that his pen has not forgot its cunning, as he has been keeping up the reputation of his paper and giving us some excellent work since he assumed the editorial reins, while every once in a while he digs into his vitriol bottle just to show his envious detractors that he is not asleep.

One of the neatest little compliments paid to a contemporary who talked out too loud in meeting was gotten off by Mr. Barrett last week when he said, under the caption of "Watch Our Greyhound Back:"

It is not our custom to speak of the distortions of which our spinal column is capable, but the inflated remarks of a contemporary whose whole edition could be gotten out on a hand-press, leads us to puncture the same.

And in the same edition appears the calmest and most dispassionate editorial entitled "Burdett and Post" on the present "unpleasantness" in League officialdom that has yet been written. Free from prejudice, logical and truthful, it is a severe rebuke to the sensational, highly-colored screeds with which the press has been filled for the past few weeks.

THE Boston Bicycle Club, as the oldest in America, does things up in a style peculiarly its own.

Note the following announcement of a day's outing by that organization; likewise the italicized sentences:

The 242d run of the Boston Bicycle Club will take place on Sunday, July 23. Members will take the 9.30 A. M. boat from Rowe's wharf for the Pemberton, where they will be met by those who will ride down on Saturday. The club will then ride over the smooth, picturesque roads to Kimball's at Cohasset, where at 1 o'clock a fish dinner will be served. *Those who do not care to ride* will find barges at Nantasket. After a few hours' rest, the return will be made by wheel in the cool of the late afternoon, with *frequent stops for rest and refreshment.*

Accompanying the circular was the following announcement which Mr. Gideon's many friends will be pleased to see:

Mr. Geo. D. Gideon of Philadelphia, Pa., proposed by H. Crowther, seconded by J. S. Dean, has applied for membership. Mr. Gideon has been a wheelman so long that the memory of the cyclist runneth not to the contrary.

J. S. DEAN, Sec.

The Boston Club is what might be called the aristocracy of cycling, admittance to its ranks being a privilege not lightly granted, one of the requisites being a not less than ten years' riding experience.

W. N. SWANK, of the Park Avenue Wheelmen, was to have ridden in the N. C. A. races yesterday afternoon, but was unable to do so owing to a collision with the track roller while practicing on the Tioga track, in which he broke his collar bone.—*Philadelphia Ledger.*

Mr. Swank will probably be thankful enough one of these days for that broken collar bone.

IF all proprietors of racing tracks in the country upon which cycle tournaments are held would give the same attention to the comfort of their patrons that Mr. W. D. Bradstreet, the proprietor of the Waltham track does, there could be no cause for complaint on the score of poor accommodations or lack of civility by the attendants.

I have attended many race meets in my time, making the rounds of the grand circuit annually for a number of years past, but I know of no place at which more courtesy and consideration are shown for everyone than at Waltham.

Mr. Bradstreet knows a thing or two and pays particular attention to the members of the fourth estate, who are never allowed to go either hungry or thirsty during the afternoons when races are being run.

HAD any one told me that a town could be found whose streets ran in more devious and winding ways than those of Boston I should probably have refused to give credence to the tale, but when I struck Gloucester last week I found a condition of things compared with which Boston's streets are straight. Some of the highways in that quaint old town resemble nothing more than a labyrinth whose maze might well bewilder even a native.

When Van Sicklen was in Boston recently he rashly attempted to find his way about the old quarter of the town unattended, and although he finally succeeded in getting back to his hotel all right he was heard to give utterance to a decent expression. "Why," said he, "the corners and turns were so numerous that my trousers got twisted going 'round them, and as for a bicycle, I should be afraid to ride one through the place for fear its wheels would buckle in swinging around the corners."

THE "slow on a smooth road" break has passed into a proverb among the manufacturers, but Wilcox of the Ariel Company was telling me of an instance the other day which went to prove that he had at length found one rider honest enough to own up when he broke his machine, although Mr. W. confessed at the time that it fairly took his breath away.

This man sent his broken machine to the Ariel Company accompanying it with a letter requesting that it should be repaired, and owning up that it was not broken on a smooth road but that he had tried to run down a porch, and asking that they repair it for him as cheaply as possible. The bicycle was repaired and made as good as new and Mr. Wilcox wrote him that virtue was its own reward and that, owing to the rarity of his case, it should cost him nothing for his repairs.

I asked Wilcox for the man's name and address in order that he might receive that public acknowledgement from the cycling press which was so justly his due, but Mr. Wilcox stated that business reasons forbade, and so I am unable to give this individual the testimonial he deserves.

IT was while I was at Goshen on my recent Western trip that the subject of air resistance came up, and while we were discussing vacuum, disc wheel and other phases of the matter quite learnedly, I learned that away back in '81, Mr. Smith, now superintendent of the Ariel Company, who was at that time with Gormully & Jeffery, built a wheel for Albert Schock with knife-edged spokes with the sharp edges front, so that they would be toward the wind in riding, thereby reducing the air resistance, but the theory did not show up as well in practice as was expected of it, and its practical advantages were not sufficiently great to warrant any further trial.

WON'T somebody please send the cycling editor of the Baltimore *American* a table of records?

After the recent races in that city he was so enthused over the time made that he got off the following:

If the bicycle keeps on knocking seconds out of the mile record, it will soon be as fast as the fastest trotting horse. Tuesday's work brought the time down to 2.21 3-5. This is rapid speed.

AN extract from the Chicago *Tribune*, respectfully referred to those members of the vast cycling fraternity who are seized with spasms of virtuous indignation whenever the dreadful and dangerous "trade" ogre dares to have itself spoken of in the cycling press in terms other than depreciatory:

"Your account of the concert last night," said the musician, trembling with indignation, "omitted all mention of the very thing I wanted to see printed. The violin I played, as I was careful to tell your reporter, was a genuine Stradivarius, and one of the best he ever made."

"That's all right," said the editor of the *Daily Bread*. "When Mr. Stradivarius gets his fiddles advertised in this paper it will cost him 50 cents a line. Good morning, sir."

ARIEL.

IN A QUIET WAY.

Timely Trade Topics Told To Interested Riders.

ANOTHER concern which deserves all the credit possible for its courage in maintaining prices, and that too in the face of a driving pressure throughout their own particular territory:

GOSHEN, IND., July 6, 1893.

Gentlemen or Sir (as the case may be):

We are in receipt of several letters from agents, dealers and would-be buyers asking us to cut the list price on Ariel bicycles, or seeking advice regarding the possibility of such a course being taken by us. In reply to all, we wish to distinctly state that the price of 1893 Ariel bicycles will remain $150 and that we will not protect or tolerate an agent who sells them at a less price. Our discounts will remain the same as usual and no allowance or difference will be granted anyone. Our goods are standard; they are made by men who are competent and who understand their business. The material from ground to handle bar in every Ariel bicycle is the best which money will buy. We have no great stock of shop-worn or out-of-date bicycles to sell. We have ample capital to run our business without sacrificing or swindling the public. We have no sympathy with auction room or green grocer methods, and we have all the work that we can attend to, because we make an honest machine at an honest price. It may be necessary for overstocked factories to cut their prices and discounts. It is not necessary for us to do so. We will continue to protect our agents and make and sell first-class bicycles at a reasonable profit to ourselves.

ARIEL CYCLE MFG. CO.

Note this: "We have no sympathy with auction room or green grocer methods and *have all the work we can attend to.* It may be necessary for overstocked factories to cut their prices. It is not necessary for us to do so."

Seems to me as though Wilcox and Meador must have had a hand in this pie.

And we need a few more people with backbone and business ideas of the same calibre.

THERE must be a big demand for Sylphs. Mr C. E. Duryea, he of the Sylph, writes that the $5,000 cottage which he has been building this spring, in Peoria, is finished and is now occupied by himself and family. This is located on Barker avenue, in the finest and most modern section of the West Bluff. The Sylph factory is not far distant, lying a few blocks back of the summit of the bluff; while two lines of electric cars give ready communication with all parts of the city.

As a further advantage, Barker avenue is one side of a triangle formed by the only asphaltum streets in Peoria and is used by cyclers and drivers for pleasure purposes more than any other street outside of said triangle. Charlie says "good streets come high, but they are the proper form," from which we infer that the use of a cycle has fully taught him, as it is teaching others, the value of good streets.

THE fact that racing men never pay for their mounts has passed into a proverb, but I have it on the authority of Mr. L. H. Johnson, President of the Premier Cycle Co., that his concern has been selling from three to four racing machines almost daily, and what is more selling them at the full list price of $160. Mr. Johnson admits that he nearly had a fit when one of the well-known fliers, who had at one time endeavored to secure a Premier racer without money and without price, came in and planked down a wad of greenbacks, but since then he has become so accustomed to it that it no longer affects him.

THE completed Garford plant is now in active operation and has a capacity for not less than one thousand saddles per day, an unequalled showing and one which cannot be duplicated by any saddle manufactory in the world. It is one of the most systematically-arranged works that I ever visited, and with the improvements contemplated for '94, the Garford line should stand well at the front.

The factory is run by a 150 horse power engine which wkors as smoothly as oil.

THE spring frame machine is not as dead yet as some of its enemies would wish to see it.

Gormully & Jeffery have this season sold upwards of 4,500 spring-framed Ramblers, and the surprising part is that a large proportion of these machines have been sold throughout the eastern cities, New York, Philadelphia, Washington and other places, thus showing that the untutored cycling public appreciate a comfortable and easy mount when they see it.

MR. C. J. IVES has been in Boston during the past week in the interests of his firm, the Rich & Sager Mfg. Co. He has covered all the cities in this vicinity and has done a very successful trade, having booked numbers of orders. He states that for '94 they are going to have two or three little ideas in the saddle line that they hope to see cause even a greater demand for their wares than has been the case this season, (more than they could not ask), and he has booked, even at this early stage of the game, a number of orders for the coming season's trade.

THE fact of the matter is, the season is going to open still earlier next year than it did this.

All the principal firms—with very few exceptions, if any—have already decided on their designs for the '94 model and the trade will undoubtedly have the new mounts upon the market ready for agents' orders by the latter part of December.

So far as the saddle and sundry men are concerned, many others, besides Rich & Sager, have already taken large orders for the '94 trade.

At the present writing I should not be surprised if the Philadelphia Cycle Show were to be held during December—say the latter part of the month.

MR. W. H. KIRKPATRICK, the well-known salesman with McKee & Harrington, is visiting Vermont at the present time and writes that he finds it better adapted to summer hotels than bicycles, all of which we knew before, but which he is just learning by sad experience.

WE are requested by the Rambler people to state that their reference to the Southern records having been broken on their machines was erroneous. They were led to believe that such was the fact through the unfortunate wording of a telegram announcing the result of the races. The Rambler is too successful to make it necessary to knowingly steal the thunder of others. The wheel ridden was a Stearns.

THERE is no uncertain ring to the sentiments expressed in the following general letter sent out by G. & J. to their agents *apropos* of the recent cut in prices:

CHICAGO, July 1, 1893.

GENTLEMEN—Certain small factors in the bicycle manufacturing business recently forced, confessedly of the result of bad business management, to cut the price of their machine from $150 to $85, in order to dispose of their stock and title themselves over financial straits, it remains to be seen if they will succeed. We think their policy will have been found disastrous to themselves. However, it is not our purpose in this letter to discuss the affair, but to talk of its effects. We have felt no appreciable decline in our trade and are still running at our full capacity to keep up with our orders. We do not apprehend a general reduction of prices, neither is there any disposition apparent among makers of first-class bicycles to inaugurate a movement of that kind. Talk that such results would follow the cut has emanated from the minds of croakers and incompetent editors of lay newspapers, who write exultingly of the breaking up of a "bicycle trust" which does not exist, and never did exist, and whose views on cycling trade matters are about as valuable as ours would be on hydraulic mining at the South Pole—of which we know nothing. As a matter of fact, it costs good money to build good bicycles; it needs an extensive plant equipped with the finest, most improved and most expensive machinery; it means heavy financial obligations for material, new machinery, salaries of employees, liberal advertising and traveling and incidental expenses. We wish to remind you of these facts for the reason that comparatively few of our agents have visited our factory or have any adequate idea of why the price of the Rambler is $150. We think this price unquestionably fair alike to the maker, the agent and the purchaser, and now assure you that no reduction of list prices will be made by us during this year on our new line of 1893 rigid frame wheels. We cannot now say what the list prices will be for the season of 1894, but think they will remain the same as now; but in any case, desiring you to continue your business with energy and confidence, we beg to assure you further that if a reduction of the present price-list shall be announced in our catalogue for '94, we will allow you a rebate for the difference or depreciation on all wheels bought after the date of this circular and carried over, unsold, at the time such catalogue is published.

GORMULLY & JEFFERY MFG. CO.,
"Q. T."

Don't Drop Out.



Ride a . . . .

Union P. D. Q.

and you won't drop out of the run.

The boys may crowd,
And the roads be tough,
But the P. D. Q.
Is the proper stuff.

* *

THE STRONG FRAME
. . . AND . . .
Airtite-Dunlop
TIRES

Will land you safe with the foremost, and you can congratulate yourself on your choice while the stragglers carry in their wrecks.

When you are prepared to buy, remember

UNION P. D. Q.
AND
Airtite-Dunlop Tires.

SEND FOR CATALOGUE.

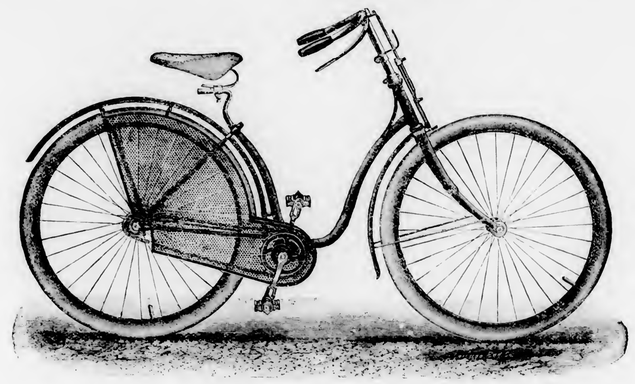
Union Cycle Mfg. Co.,
HIGHLANDVILLE, MASS.

BRANCHES.
BOSTON. PHILADELPHIA.
SPRINGFIELD. CHICAGO.

WESTERN WHEEL WORKS,

MANUFACTURERS.

. . Chicago, Ill. . .



JUNO No. 2. $90.00.

Experienced lady riders ride the "JUNO" it has PROVED itself reliable.

NOTE
THE SPECIAL FEATURES
FOUND IN
NO OTHER WHEEL.

Our new style ONE-PIECE dress and chain guard, light and beautiful, (no bottom at chain guard). Chain CANNOT RATTLE—no dirt can collect around chain—chain can be cleaned without removing chain or guard.
Position—Very comfortable and graceful.
Handle bars—Come well back--no REACHING for them.
Its riders—CLAIM it rides easier--coasts further--steers easier than any ladies' wheel made.

Popular Wheel. Popular Price.

(Same with Cushion Tire, $75.00.)

R. L. COLEMAN CO.,
35 BARCLAY STREET,
NEW YORK.

SOLE EASTERN AGENTS.

SLOW REPORTS FROM FAST MEN

ON FAST RAMBLERS

RUN UP THE RECORD OF

JULY 4th WINNINGS on RAMBLERS

TO

44 FIRSTS. 3 FIRST TIME PRIZES.
33 SECONDS. 1 SECOND TIME PRIZE.
15 THIRDS.

A GOOD RECORD THAT—not by a few fast men, but by

36 RIDERS IN 28 RACE MEETS IN 16 DIFFERENT STATES.

NEW RECORDS ON RAMBLERS.

Minnesota State Half Mile, Competition, by H. J. Klinsman.
Michigan State One Mile, " " J. P. Bliss.

IT'S A POOR WEEK WHEN RAMBLERS BREAK NO RECORDS.

Incidentally:

At Toledo: 1 first, 1 seconds, 5 thirds.
" Detroit, Mich.: 3 firsts, 3 seconds, 1 thirds.
" Elyria, Ohio: 2 firsts, 2 seconds, 1 third.
" Rochester, Minn.: 1 first, 2 seconds.
" Mitchell, S. D.: 2 seconds, 1 third.

Catalogue of all "Light Running Ramblers" on application.

GORMULLY & JEFFERY MFG. CO.

CHICAGO. BOSTON. WASHINGTON. NEW YORK. COVENTRY, ENG.

WE MANUFACTURE AND SELL

TIRES. SADDLES. REPAIR OUTFITS. TOOL BAGS. PNEUMATIC PUMPS.

WRITE FOR PRICES TO THE TRADE.

TELEMACHUS' TALKS.

A Multiplicity of Meets—Tires and Tired Ones—Elliott and His Chronograph.

THERE is nothing that better illustrates the marvellous growth of cycling than the enormous number of bicycle meets on and about July 4th reported by the daily and cycle press. The increase this year over last, even, is very great, and the fact has not escaped the notice of those devotees of the sport who are always on the look-out for anything tending to indicate its advancement.

The time was—and not longer ago than two or three years back—when the racing man, and the rider intent on having a jolly time at a meet, instead of having the pick of half a dozen or more places all anxious for his presence, had to start out on a very diligent hunt for some place to go. There was always plenty going on on Decoration Day and the Saturday's in June—plenty, that is, in those days, although it was rarely that opposition meets were scheduled in any one section—but the glorious Fourth seemed to be an off day, somehow or other. Whether it was because it was the beginning of the really hot weather, when suffering humanity was more anxious to keep quiet than anything else, or whether there were too many base ball matches, rowing contests, picnics, and what-not on the tapis for the bicycle races to be much of an attraction, is a mooted question.

At the present time, however, all this is changed. The problem ahead of the racing man is to choose from the many attractive fixtures arranged for his especial benefit the one most to his liking. Or, if he is something of a pot-hunter, he can exercise his ingenuity in selecting some nice, retired town which will be too insignificant for the big men to notice, and where he can, consequently, rake in the bulk of the pots. The heat prevailing does not seem to deter the clubs from giving meets, or the men from participating in them, and both parties seem to be satisfied with the result.

The most gratifying fact in connection with this change is the seemingly inexhaustible supply of men to race and people to attend these race meets. It makes no difference how many meets there are, nor how near each other, there is no lack either of the big men or of the lesser lights, who are almost equally essential to the success of a meet, although they are not usually so considered. It is true that a few of the clubs suffered from a scarcity of men, but they were mostly small clubs, and were quite content with the moderate success achieved.

In the matter of attendance the Fourth of July meets were extremely fortunate, and nothing is the strong hold the sport has on both the riding and the general public better shown. It is idle to suppose that the thousands who viewed the racing were all bicycle riders, as was the case in former times. Some of them, and the number increases every year, were the people who formerly witnessed base ball matches, rowing races or other sports, but who now find their greatest pleasure in bicycle racing. It cannot be gainsayed that the latter is gaining in popularity over every other sport, and has left some of them far behind. This is true not only of riders, but of all who have witnessed bicycle racing, and it is because of this fact that sanguine admirers of the sport predict that it will one day overshadow every other sport.

The old adage hath it that "There is nothing new under the sun," but something that came under my observation the other day came very near being something entirely new. An official of one of the Divisions received a letter from "The Mountain Dew Hair Tonic Co.," a concern which, as one may guess, has its being in the far West. In it the writer, a recent addition to the list of League members, asks the recipient if he has no use for the circular to hand it to some one who has. The breezy Western directness of speech is best shown by the following verbatim extract: ". . . hand to some one that you think may have and oblige, $1.50 and $3.00 per bottle send draft or money order." The official being comparatively young, and unmarried, and consequently being still in the possession of the normal amount of hair, was unable to avail himself of the proffered assistance. As bicycle riders are, as a rule, bountifully supplied with hair, it is not quite clear why the special bid is made for the patronage of wheelmen. Had the inventor gone a step farther and put on the market a liquid that, poured on a punctured pneumatic tire, would produce a growth of hair sufficiently dense to close the aperture, there would have been more hope of success in his venture. If "Telemachus" will refer this little paragraph to Messrs. W. S. Bull, R. D. Garden, I. B. Potter, W. M. Brewster or "Ariel," he may learn something further about "Mountain Dew Hair Tonic."—ED.]

As the personal traits of great men are always interesting to the multitude, so, by a natural sequence do we like to hear all about the mounts of our famous racing men. As Harry Wheeler, on the strength of his riding this year, will readily be accorded the honor of a place among the few famous ones, it will not be amiss to piece on record that he has just received a new Raleigh, built to reach—and Harry's reach is rather a long one, as any one who has tried it knows—and weighing about twenty pounds. Would-be speed merchants will be surprised to learn that he gets his speed with only a 65-inch gear, using a 6 3-8 inch crank. He uses the Palmer tire, one which seems to find favor with a large number of racing men.

While on the subject of tires, it is remarkable how little attention has been paid to the great changes between the tire situation a year ago and to-day. At the former period anything else than a Dunlop, Thomas or Columbia tire on the race track was a rarity, and as the season progressed the Thomas gradually forced its way to the front, until, with the exception of the Columbia tire, which was put on all Columbia wheels, nothing to be seen was ridden by the racing men.

This year it is entirely different; every tire under the sun, almost, is represented, and there is no one tire that has the "pull" among the cracks. A still more noticeable feature is the set-back which the English tires have received, the American tires having proved themselves to be fully the equals of the former. Especially is this true of the Palmer tire, which is being extensively used by the best men for an exclusively track tire, its unprotected state rendering it almost useless for road riding. It is not difficult to see that that is just what we are drifting to: the lightest, thinnest, most resilient tire is the fastest and the best as long as it is uninjured. On a track the danger of puncture is not great, and the majority of riders will ride a fast tire and take great risks in preference to using a slower and safe tire.

What a state of mind poor Sterling Elliott must be in! Along comes our New York contemporary and tells us with its we-know-and-that's-all-there-is-about-it air that the electric Chronograph is not practical because it is entirely unnecessary. Not only do the spectators give it the go-by after the first curious look, but it would not be for the good of the sport for them to pay any attention to it, as that would cause them to neglect the races and racers.

That settles it; all the time and money spent on the wonderful invention, all the ingenuity expended in conceiving it and bringing it to perfection, and in putting it successfully before the public must go for naught. Our N. Y. c. has said that it is a failure, and, in the language of the day, what it says goes.

It is quite probable, however, that the same opinion is not held by others who have seen the chronograph in operation. one of these, I will venture to set forth my opinion. It is true that after the race starts the apparatus is comparatively neglected, except by those who like to time on their own account, and they take pleasure in seeing how they agree with the chronograph. But the majority of the spectators watch the race, and the new invention does not come into use until the race is finished. Then, instead of waiting for the announcement of the time, and perhaps hearing several different versions of it from amateur timers (if they may be so-called), one's eyes seek the big dial and at once find the time of the race; then the quarters or miles, if over one mile, are traced, and by that time the cards announcing the winners of the positions are up, and the whole story of the race is spread out, to be confirmed later by the announcer. In long races it comes even more into use—that is, in two or three mile races, and even in short races if they are not too exciting it is interesting to watch the time of the laps. One does not have to have a stop-watch to follow it, and if one is so fortunate as to possess a watch it is a pleasure to see how near it keeps to the big timer, and congratulate oneself on expertness in timing if they do agree.

Viewed merely as an amusement for the audience, the chronograph is a success. Later, when it is connected with the tape and made to work automatically, it will be much more, as it will either be absolutely correct, or, in case of something going wrong with it, show plainly that it is out.

It may be that Mr. Elliott is not worried about New York paper's opinions. If not, my ideas may comfort him, but not be essential; if he is worried it will be well for him to get the opinion of those who have seen the machine in operation and see which is the nearest to the truth the New York paper or

TELEMACHUS.

He Rides a Raleigh.

IN connection with H. C. Wheeler's portrait, published in the BICYCLING WORLD last week, the statement was made that he was riding a Premier. Mr. Wheeler formerly rode a Premier, but has changed to a Raleigh since joining the Cash Prize League.

Don't lose the opportunity! Only a short time now before we shall close the Guessing Competition as explained on page 399. The "returns" have been excellent, but we want to double the present total between now and Aug. 11. Send in your subscription and guess for a high grade bicycle.



Above we illustrate a new cycle horn gotten up by Mr. Herman Metzger, 122 Seminary place, Chicago, Ill. It has the merit of being much more compact than those heretofore sold, while it gives at the same time a loud and penetrating note.

Cut in Prices of Queen of Scorchers.

THE Luburg Manufacturing Company, jobbers of Bicycles, Baby Coaches, etc., 321, 323, 325 North 8th St., Philadelphia, are now offering this machine with pneumatic tires for $70 (the lightest high grade lady's machine on the market.)

A Jersey Suit.

IN Vice-Chancellor Van Fleet's court, Newark, N. J., last week, counsel for H. T. Hardt & Fred Daab, of Jersey City, asked that an injunction be granted to restrain Peter H. Faber and the Premier Cycling Company from foreclosing a mortgage on his client's store and stock in Jersey City, and that a receiver be appointed to wind up the affairs of the firm.

All the parties traded under the title of the Premier Cycling Company and the defendants took a blanket mortgage over the property. Now the plaintiffs allege that an attempt is being made to force them out.

Walter G. Muirhead, of Jersey City, was appointed receiver.

The Buckeye Cycle Co. Fails.

THE Buckeye Cycle Company of Cincinnati, Ohio, has failed. Assets, $81,000; liabilities, $50,000. The cause of the failure is the stringency of the money market.

A Springfield Failure.

FRANK M. COE, the bicycle agent, has filed a voluntary petition in insolvency, and offers composition with his creditors on the basis of full payment of preferred claims, and 20 cents on the dollar on other claims, says the Springfield *News*.

His liabilities are $9698.43, and the assets consist of the stock and book accounts. The following is the principal list of creditors: Warwick Cycle Company, $2583; Pope Manufacturing Company, $1268; Hickory Wheel Company, Canton, $84; A. O. Very Cycle Company, Boston, $490; H. L. Coleman Company, New York, parts; New York Belting and Packing Company, $175; A. G. Spalding & Brothers, New York, $95; Tillinghast Pneumatic Tire Company, Providence, $228; H. A. Smith & Co., Newark, N. J., $215.

THE only genuine racing shoe on the market is manufactured by the Detachable Cleat Co. See that the trade mark "Racer" is on the sole of each pair.

Connecticut's Soldiers on Bicycles.

THE Pope Manufacturing Company has furnished pneumatic Columbia safety bicycles upon which the thirty-six enlisted men of the Connecticut National Guard signal corps are to be mounted. Under the new law, signalmen are allowed $2 each per day for mounts and this money will be turned over to the bicycle company for the use of the wheels. The machines are equipped with bell clips and other necessary appliances.

The wheels will be stored in camp in a large tent under guard during the daytime, and at night Signal Officer Giddings purposes connecting them by an electric wire with a gong in the adjutant's quarters.

Copies of "Gallup's Handbook of Military Signaling" have been issued to the corps and copies of Ordway's "Cycle Infantry Drill Regulations," modified by Major Giddings, are to be issued.

RIDERS who tour should see the Scorcher Grip, manufactured by the Detachable Cleat Co., of Allston, Mass. Send 10 cents on them, or send for one to be delivered free for $2.50. The aluminum lock keeps out sneak thieves.

A GREAT EXHIBIT.

One Exclusive Privilege of Which Every Advantage Is Being Taken.

WHILE the World's Fair fever is at its height, it may be well to say a word regarding one of the largest exhibitors and their display.

Messrs. Adams & Sons Company, manufacturers of Adams' Pepsin Tutti-Frutti, were granted the exclusive chewing gum privilege, and have spared no pains or expense to make their exhibit one of the sensations of the Fair. Large booths, erected by them, may be seen all over the grounds in each one of which their goods are artistically displayed.

It was the popular impression some time ago that the business of the above-named house had reached the zenith, but the possibilities of their growth seem to be unlimited. Since the introduction of their brand of Pepsin Tutti-Frutti, its medicinal qualities have recommended it to public favor, and their output has necessarily been greater than ever before.

The granting by the World's Fair Directors to this house of the exclusive privilege in their line is simply another tribute to the great merit of their manufacture.

W. W. Stall's Failure.

To the creditors of William W. Stall:

On July 10th, W. W. Stall executed his assignment to me, and work on the debtors' affairs immediately commenced. Telegrams were sent to the three largest creditors for the purpose of bringing them together.

Mr. R. S. Crawford, President of the Crawford Mfg. Co., of Hagerstown, Md., arrived Tuesday, July 11, and Mr. Chandler Robbins, President of the Monarch Cycle Co., of Chicago, Ill., on July 13. Mr. H. A. Lozier, of Cleveland, Ohio, did not come in person, but sent his written assent to the assignment and advised a speedy settlement.

Messrs. Robbins and Crawford were given full opportunity to examine the books, accounts, merchandise, etc., and were assisted by the assignee, Mr. Stall and others.

The accounts show an indebtedness of $33,780.33, and nominal assets including $2500 in cash in the hands of the assignee, merchandise, new and old, machinery, tools, bicycle parts, leases, book accounts, etc., amounting to about $17,500.

Owing to the demoralized state of the bicycle trade in this city, cut prices and auction sales, and the difficulty of realizing on stock, leases, accounts, machinery, tools, etc., it is apparent that a forced liquidation would result in a large shrinkage in the nominal assets.

For these reasons and after a consultation with their counsel, Messrs. Robbins and Crawford, representing about 40 per cent of the entire indebtedness of Mr. Stall, have concluded that it is for their advantage and that of other creditors to accept a cash dividend of 33 1-3 per cent, rather than to take the chances of a forced sale with the costs attending a settlement made in this manner.

The debtor has accepted this proposal and agreed to raise the money to pay this dividend within 30 days. LOUIS C. SOUTHARD, Assignee.

July 18, 1893.

MR. H. J. DUFFY of Nanticoke, Pa., has invented a patent coasting brake that can be fitted to any and all safeties. It does not weigh over six ounces, can be attached by anyone and does not tear the tire, proving equally effective in wet weather as well as dry. The brake will shortly be placed on the market for general use.

Ride a New Wheel for $18.00.

For further particulars see H. W. Smith & Co's. ad. on page 412.

A Valuable World's Fair Book.

The Passenger Department of the Baltimore and Ohio Railroad Company has prepared for general distribution a handsome pamphlet descriptive of the scenic and other attractive features of that road from New York to Chicago. This book should prove invaluable to those visiting the World's Fair. In its artistic cover, illustrations and reading matter, it is fully up to the high standard which has been fixed by the B. & O. for publications of this character. The scenery en route, which has gained for the B. & O. the richly deserved sobriquet of "Picturesque," the public buildings in Washington, New York, Harper's Ferry, Luray Caverns, and other attractive points are faithfully portrayed. The value of the publication is increased by descriptive and illustrations of the principal buildings at the World's Fair. This book can be procured free of charge upon personal application to ticket agents, B. & O. R. R. Co., or you can have it mailed to you by sending name and address with five cents in stamps to Chas. O. Scull, General Passenger Agent, Baltimore, Md. World's Fair tourists should bear in mind that the B. & O. is selling tickets at very low rates good going via Washington and returning via Niagara Falls.

THE Detachable Cleat Co. of Allston, Mass. report business booming on their new Scorcher Grip for touring. The fact that they send goods C. O. D. with privilege of examination, paying all charges, denotes the confidence they have in the selling qualities of their sundries.

Sleeping Accomodations At The World's Fair.

ROOMS can be secured at the National Columbian United Wheelmen's Association's Club House and Hotel. In connection with this Club House is a bicycle livery, where wheelmen not wishing to bring their own, can rent wheels at reasonable prices. Sleeping accommodations can be had at from $1.00 to $3.00 per day per person. Address, L. D. TAYLOR, Sec.
5717 Madison Ave.

THE Scorcher Grip for touring, manufactured by the Detachable Cleat Co., of Allston, is stamped from one piece of material, thereby being the strongest, lightest and cheapest grip on the market. Their aluminum lock and key is a great feature. The fact that their salesroom is but 15 minutes' ride from Boston, makes it easily accessible to wheelmen.

New Mails.

THE "New Mail" of several years ago was staunch but heavy, and the great change in the present mount is not only most marked but most gratifying. It is light and strong, and at $125 is one of the best investments on the market. There is no drop in price and Messrs. Wm. Read & Son say they will go on building at $125. The New Mail has certainly won a high mark this year. The sales have been larger than ever before and no wheel has a better class of constructive, sound, reputable houses to handle it, which speaks much for its worth and appreciation. It has held right up to its price, while others have been cutting, because it cannot afford to sell for less. Wheels which can be sold at all sorts of prices cannot cost much to make. You get a high grade and your money's worth in a New Mail!

Summer Homes.

A BEAUTIFULLY Illustrated book—list of over 3000 summer hotels and boarding houses in Catskill Mountains and Central New York. Send six cents in stamps to H. B. Ingoe, General Eastern Passenger Agent, West Shore Railroad, 363 Broadway, New York, or free upon application for your information.

SUITS
. . FOR . .
WHEELMEN
In Large Variety.

Manufactured from Flannels, Tweeds and Homespuns, in Grays, Browns, Blue, Drab and dark mixtures. Excellently made and trimmed.

Bicycle Suits, $8 AND $10
Bicycle Jackets, $5 AND $6
Bicycle Trousers $3 AND $4

WE HAVE MADE A SPECIAL MARK-DOWN ON THESE GOODS.

Sweaters, Shirts, Stockings, Shoes, Caps, and every article necessary for complete outfits for wheelmen.

Mail Inquiries promptly attended to.

A. SHUMAN & CO.
Men's and Boys' Outfitters,
Shuman Corner
BOSTON.

THE Raleigh is still scoring heavily in Europe, among its most recent successes being the victory of Canti over Medinger and Cassignard, the French champions and that of Rust over Medinger in his match in Italy and the successes of Danfray, a new rider at Paris, where he has beaten all the other French amateurs.

THE surprise of the 25-mile championship of England was the riding of J. Green of Newcastle, who not being able to mount his usual machine borrowed a Raleigh on the day of the race and yet succeeded in getting second place, within half a wheel of Stocks and beating such famous riders as Harris and Stroud who were third and fourth.

THE Snell Cycle Fitting Co. of Toledo, O., has increased its capital stock from $50,000 to $100,000.

HOWARD A. SMITH & CO., Newark, N. J., sole eastern importers of the Excelsiors write us that the prices on Excelsiors will be maintained, agents will be fully protected, and they are prepared to carry out the guarantee made to their customers early in the season, that any defect in material or workmanship will be made good without delay.

HOWARD A. SMITH & CO., Newark, N. J., report a very satisfactory sundry business, their manufacturing department being taxed to keep up with the steady run of orders received. The catalogue of this old established concern is now being mailed and any of our readers desiring supplies should procure a copy without delay.

JOSEPH WIESENFELD, the Baltimore dealer, has built a large addition to his establishment, corner of Baltimore and Paca streets. The addition is at 8 South Paca street, where formerly a livery stable stood. The new building is 22 feet front by 100 feet deep. The front part is used as a salesroom and the rear as a repair and machine shop.

THE Stover Bicycle and Manufacturing Co. has brought suit against James F. Broadbent, bicycle dealer, to recover $2,400 on contract for the purchase of 50 bicycles. The allegation is that Broadbent entered into the contract with false representations.—*Buffalo Express.*

MR. PAUL GROSCH, a well-known racing man of Orange, who has been travelling for McKee & Harrington, was married recently, and has the best wishes of all his friends for his future happiness.

THE five mile road race of the La Junta (Colorado) Bicycle Club, July 6, was won by S. A. McDonald, Rocky Ford, Col., on a 30-pound regular Scorcher Stylph, manufactured by Rouse-Duryea Cycle Co., Peoria, Ill. The good time of 15m. and 15s. was made. The next best time was 14m. and 31s. on a Columbia Relay, 66 gear. Mr. McDonald got first prize, a $50 gold medal, and is very enthusiastic in praise of the Stylph, which he says is lightest running machine he ever rode.

Morgan & Wright, Patent - Pneumatic - Tires

Are Record Breakers.

Are Tires That Cause no Trouble.

Are in Fact, the Embodiment of All That is Excellent in the Tire Line.

H. H. Wylie breaks the record from NEW YORK to CHICAGO. He rode a Sterling Special, fitted with our

Racing Tires.

NOT A Puncture.
A Burst.
A Scratch.
A Moment's Delay.

Frank Waller paced Tom Roe from New York to Chicago, using an Arrow fitted with MORGAN & WRIGHT tires; did not use a pump the entire distance; experienced NO TROUBLE from BEGINNING TO END. The Tires do not show even an ABRASION of ANY SORT.

The most SERVICEABLE, LESS COSTLY and BEST MADE tires of the era are

Morgan & Wright's PATENT PNEUMATIC TIRES

They Are What YOU Want

See that our firm name is in raised letters on the side of tire when purchasing.

Catalogue gives a World of Information.

Morgan & Wright.

331-339 West Lake St.,
CHICAGO, ILL.

[Mention BICYCLING WORLD.]



TOURISTS

.... Need the ....

Scorcher Grip.

Tougher than Rawhide. Enamelled Black.

$2.50 EXPRESS PAID OR C. O. D.,

With Privilege of Examination. All Charges Paid.

DUSTPROOF. WATERPROOF.

The Only Grip with Aluminum Lock and Key.

This cut shows GRIP fitted to Model 30 Columbia, and gives dimensions. Measure your frame, if this will not fit, send $3.00 and we'll make one to order. Tourists need it.

No Cardboard, Canvas, or Glue about this Grip. Made in one piece. Indestructible.

DISCOUNT TO AGENTS.

A TESTIMONIAL.

DETACHABLE CLEAT CO.,
Allston, Mass.

Gentlemen:
The Scorcher Grip has come. All who have seen it are pleased. Please express me another one at once.

Yours truly,
CHAS. F. STEVENS,
Elmira, N. Y.

... CALL AND SEE US ...
And have one fitted to your wheel.

DETACHABLE CLEAT CO.,

Opposite Allston Depot. 363 Cambridge St., -:- ALLSTON, MASS.

The C. M. & St. P. R'y Explains.

CHICAGO, MILWAUKEE & ST. PAUL RY CO.
GENERAL PASSENGER DEPARTMENT.
CHICAGO, ILL, June 26, 1893.

EDITOR BICYCLING WORLD: My attention has been called to a recent issue of the BICYCLING WORLD in which is published, with editorial comment, my letter of May 8th, refering to the reasons which influenced lines members of the Western Passenger Association to make a small charge for the transportation of bicycles in baggage cars. The information may not, however, have reached the fraternity of wheelmen, either through the BICYCLING WORLD or through other sources, that the rule of the Western Passenger Association on this subject was canceled early in June, since which time no charge has been made by this company for the transportation of bicycles in baggage cars. In fact, the period during which a charge was made covered only two or three days.

It occurs to the writer as not unfair to the competitors of the C. M. & St. P. Ry. and only fair to this line to state (a fact generally well known to wheelmen) that for years this company steadily opposed the making of any charge for the transportation of bicycles in baggage cars; that finally the pressure brought by a number of other lines induced it to agree, as a compromise, as stated in my letter of May 8th, to a small charge; that, finding, after the rule had been adopted by certain lines, a number of them appeared to be lukewarm in carrying it out and could only have agreed to the rule for apparently some ulterior purpose, the Milwaukee & St. Paul was first to take action in the way of having the rule canceled.

Yours truly,
GEO. H. HEAFFORD,
G. P. & T. A.

An Inter-Club Race Ends in a Row.

THE Harlem Wheelmen, of New York, and the Washington Wheelmen of Tremont, with five men from each club, raced 15 miles last Saturday over the Harrison-Rye course to decide the dead heat for first place which was run at the road race of the Suburban Cycling League, June 24. Harlem won; score, 29 points to 26.

Captain Davison of the Washingtons led from the start and was not pushed at any time. He finished first in 46.28. J. H. Fulle of the Harlem Wheelmen was second, and G. A. Murray of the Washington Wheelmen, although badly handicapped by an accident at the start, third. The others finished in the following order: H. Bryant, Harlem; E. H. Frost, Harlem; C. A. Fulle, Harlem; C. A. Nixon, Washington; J. A. Murray, Washington; W. Wehrenberg, Harlem, and C. E. Stonebridge, Washington.

The finish of the race ended in an altercation between two of the parties, blows being passed, it is claimed, and this unfortunate occurrence may result in the withdrawal of the Washington Wheelmen and the formation of a new Suburban League.

Road Improvement on the Coast.

THE California State Roads Association has called a general convention to be held in Sacramento at the State Capital, on the 7th of September, for the purpose of considering propositions and plans for improved road construction throughout the State and on the coast.

The Governor has written to the committee that he is heartily in sympathy with the movement.

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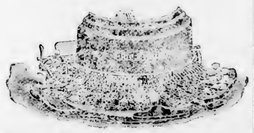
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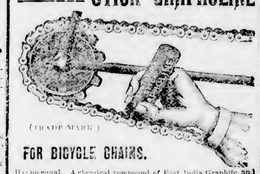
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Hartford, Conn., L. A. W. One-half mile State Championship. First, one mile handicap, scratch 2.23; one-half mile handicap, scratch 1.03 1-5. Total races won in Hartford: Four firsts, five seconds, two thirds.
Lynn.—First in one and two mile handicap.
Keene, N. H., Road Race. First place.
Melrose Road Race. Three firsts and time prize.
Brockton Track. Three firsts, two seconds, two thirds.
Taunton Track.—One first.
Dover, Me., Track.—One first, scratch.
Chelsea, Mass.—Keating took everything.

These were all stock wheels. -:- The fact is, they cannot lose.

We SHALL NOT cut our prices this year.

Keating Wheel Co., - Holyoke, Mass.

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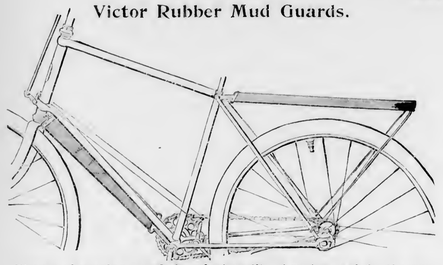
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We carry a large line of Sundries, and are prepared to fill orders promptly. The following is a partial list of our specialties, and we guarantee them to be the best of their kind.

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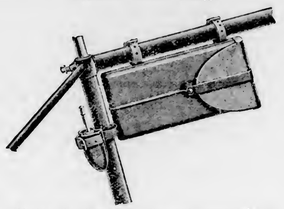
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PRICE PER PAIR, $2.00. BY MAIL $2.15.

Victor Tool Bag.



Made to hold wrench, oiler and pneumatic repair kit, and tools; also an extra inner tube. The best bag for pneumatic bicycles ever introduced, doing away with the old style bag carried in rear of saddle.

Price, black leather, $2.00.
By mail, $2.10.

Cycle Brush Tool.



Every bicycle rider needs a Brush Tool, and the accompanying cut illustrates perfection in that line. Any point in a machine can be reached and thoroughly cleaned by it. Combines also a screw driver and spanner.

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For cleaning bicycles, this preparation is unequaled. It will keep a machine beautifully polished, and is warranted not to mar or scratch the enamel or nickel. To apply, take a sponge or cloth, dampen in water and rub on the soap; then apply briskly over the surface to be cleaned, after which wipe dry with a clean cloth, and polish with same.

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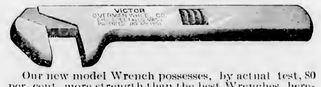
Victor Scorcher Saddle.



This is the most perfect Scorcher Saddle made, and we so recommend it. It is the invention of a practical wheelman and mechanic, and is about as perfect as it is possible to construct. This saddle can be used for everyday riding without fatigue, and we are confident it will prove the most popular Scorcher Saddle in the world.

Price, $4.50. By mail, $4.75.

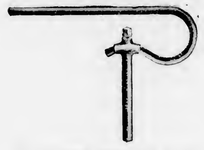
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Our new model Wrench possesses, by actual test, 80 per cent. more strength than the best Wrenches heretofore offered to the trade. All forged steel, jaws hardened, every part finished to gauge. Length 5 1-2 inches. Opens 1 1-2 inches.

Price, nickeled, $1.00. By mail, $1.10.

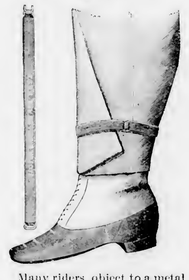
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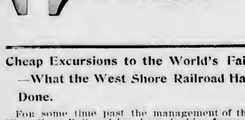
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For some time past the management of the West Shore Railroad has been looking forward to the time when the vast class of commercial people who desire to visit the World's Fair at the least possible expense with the greatest amount of comfort.

To this end their entire passenger equipment has been rebuilt and upholstered and fitted with toilet service, high back easy seats, making comfortable travel and bringing the cars of this line up to the highest standard.

The World's Fair specials will be the most modern trains ever run, and tickets are now on sale by them to Chicago and return for one fare for the round trip, tickets being valid for ten days.

It will be impossible to find a better route to the World's Fair, or one where every detail looking forward to the comfort of the excursionist has been considered.

If our readers miss the great Fair and a trip over the West Shore Railroad the regret will long linger on their minds.

The dates on which these low rate tickets are valid are as follows: Wednesday, July 26; Tuesday, August 1; Monday, August 7, and Saturday, August 19.

A list of excursions for the balance of August, September and October will be published later.

"Zimmerman On Training,

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FIRST DAY.
Tuesday, August 1st.

1. One Mile Novice.
2. One-Quarter Mile Open.
3. One Mile Handicap.
4. One Mile State Championship.
5. One Mile Open.
6. One-Half Mile Handicap.
7. **Two Mile International.**
8. Three Mile Lap.

SECOND DAY.
Wednesday, August 2nd.

1. One Mile Open.
2. One-Half Mile State Championship.
3. Two Mile Handicap.
4. One-Half Mile Open.
5. Two Mile State Championship.
6. One-Half-Mile Handicap.
7. One-Quarter Mile Open.
8. **One Mile International.**

Entrance Fee 50c. each Event.

Held under L. A. W. Rules.

A Special Prize will be given for the fastest Mile made from Scratch during the Meet.

For Entry Blanks address W. E. METZGER, 13 Grand River Ave., Detroit, Mich.

OUR TRANSPORTATION COMMITTEE has made arrangements to get all to Chicago August 3d.



ROCKVILLE, CT., July 15.—The second annual race meeting of the Rockville Wheel Club was held at Hyde Park this afternoon with an attendance of 3,000.

Zimmerman, Sanger, Tyler, Windle, Murphy, Smith, Nelson and others were on hand, and it really looked as though Sanger and Zimmerman were to have their first meeting of the season, but after trying the track Sanger retired to the dressing room and declined to start. The track was not in the best of condition and a strong wind blew down the homestretch, filling the eyes with dust. That was the cause Sanger assigned for his withdrawal.

The half-mile open brought out all the fast men. At the very start, while getting under way, the chain of Zimmerman's wheel all but came off the sprocket. It gave a snap and Zimmerman sat upright, but it again rolled on. This cost him some moments, and before he again got down to work the field, led by Hoyland Smith, was some 40 or 50 yards ahead and going at a rapid pace. Zimmerman had gotten down to work, and slowly closed, and as they turned into the homestretch he was among the tail-enders, and spurting strongly through the field, all but overtaking Tyler and Windle, who finished in that order, with Zimmerman third.

The race of the day, however, was the one-mile open. In addition to those who rode in the half, there were F. R. Fuller, George Hugo of New Haven and A. W. Warren. A time limit of 2m. 45s. was put on the event.

Entering the homestretch, Zimmerman went front, with Warren and Murphy after him, while on the outside came Windle. Zimmerman was two lengths ahead, with Windle second, Warren third and Murphy fourth. The time being 2.50 2-5, the referee declared it no race.

When the men came out for the run off, it was discovered that Windle and Tyler had adopted their tactics of last year—never to run in the same race twice—and had withdrawn.

In the mile handicap, there were 16 starters. Zimmerman being the only scratch man, was out for the track record. Paced by Murphy from the 30-yard mark, he soon got up alongside of Nelson and Hess. At the half he was well to the front, and by splendid riding captured third place, Alling first, Newton second. The last two were never headed from start to finish. Zimmerman's time from scratch was 2m. 22s., and although he failed to lower the record he was awarded the diamond. Summary:

One mile novice—Arnon A. Alling, first; Edward Garland, second. Time 2m. 49 1-5s.

Team race—Won by Rockville Club by 20 points; Willimantic, second. Time, 2m. 50 1-5s.

Half-mile open—H. C. Tyler, first; W. W. Windle, second; A. A. Zimmerman, third. Time, 1m. 10s.

One mile handicap—George Thacher, 80 yards, first; C. R. Newton, 125 yards, second. Time, 2m. 25s.

Eastern Connecticut, half-mile handicap—D. G. Baker, 35 yards, first; E. H. Noble, 60 yards, second. Time, 1m. 12 3-5s.

One mile, 3m. 10s. class, city riders—F. C. Smith, first; E. J. Silcox, second. Time, 2m. 54 2-5s.

Mile open—A. A. Zimmerman, first; E. A. Nelson, second; C. M. Murphy, third. Time, 2m. 27 1-5s.

Mile championship, Eastern Connecticut—F. J. Snow, first; G. E. Hinman, second. Time, 3m. 21s.

Mile handicap, open—George Thacher, 160 yards, first; Charles Newton, scratch, second; A. A. Zimmerman, scratch, third. Time, 2m. 19s.

Mile open, Eastern Connecticut handicap—George E. Hinman, 30 yards, first; William Buchanan, 55 yards, second. Time, 2m. 40s.

Two mile Division championship, time limit, 5.45—A. W. Warren, Hartford, first; F. R. Fuller, second; F. T. Catlin, third. Time, 6m. 10s. (No race.)

The second heat resulted in the men finishing as above. Time, 6m. 25s. (No race.)

PHILADELPHIA, PA., July 13, 1893.—The third race meet of the National Cycling Association was held here to-day before about a thousand persons. The weather was fine but the track was not very fast. This does not account for the slow time, however, the riders leading in some of the races. Summary:

One-third of a mile, scratch—Best two heats in three. *First heat* won by H. C. Wheeler; A. G. Bartholomew, second; A. R. Rich, third; C. E. Kluge, fourth. Time 41 2-5s. *Second heat*—H. C. Wheeler first; P. J. Berlo, Boston, second; A. R. Rich, third. Time 44 2-5s.

One mile novice—*First heat*—Won by H. D. Hutchins, Boston; A. G. Bartholomew, Lewisburg, Pa., second; A. C. Meixell, Bethlehem, Pa., third. Time 2m. 3 40-48s. *Second heat*—Won by Bartholomew; Hutchins second; Meixell third. Time 2m. 4s. Final heat to be run on Saturday.

One mile scratch—*First heat*—Won by H. C. Wheeler; A. R. Rich, second; C. W. Dorrige, third. Time 2m. 22 23-48s. *Second heat*—Won by H. C. Wheeler; A. R. Rich, second; C. W. Dorrige, third. Time 2m. 3 1-2 4s.

Half mile handicap—Won by P. J. Berlo, 20 yards; A. R. Rich, 20 yards, second; C. E. Kluge, third. Time 1m. 6 2-4s.

Two mile handicap—A. S. Meixell, 320 yards, first; F. Albert, New York, 315 yards, second; C. W. Ashinger, New York, 300 yards, third; H. C. Wheeler, scratch, fourth; P. J. Berlo, 55 yards, fifth. Time 5m. 6 6-4s.

SATURDAY, JULY 15.

One mile open, best two in three heats, *First heat*—H. C. Wheeler, won; P. J. Berlo, second; A. R. Rich, third. Time 2.35.2-4s. *Second heat*—H. C. Wheeler, won; P. J. Berlo, second; A. R. Rich, third. Time 2.32.2-4s.

Mile novice race, *final heat*, continued from Thursday—H. E. Hutchins, won; H. E. Bartholomew, second; A. C. Meixell, third. Time 2.37.2-4s.

Mile handicap—C. E. Kluge, 80 yards, won; H. E. Bartholomew, second; Frank Albert, 150 yards, third; H. G. Crocker, 160 yards, fourth. Time 2.22.2-4s.

One-third of a mile handicap—V. J. Kelly, Philadelphia, 90 yards, won; A. S. Meixell, 70 yards, second; Frank Albert, 85 yards, third. Time 40.2-4s.

Five mile handicap—C. W. Dorrige, 200 yards, won; A. R. Rich, 150 yards, second; A. S. Meixell, 600 yards, third; C. E. Kluge, 250 yards, fourth. Time 14.39 4-5.

NEW YORK, July 8.—If there was any doubt that cycle racing—amateur cycle racing—is a popular sport, the third annual meeting of the Riverside Wheelmen, at Manhattan Field, this afternoon, would have removed it.

It was estimated that the crowd numbered fully 15,000 people.

The weather was ideal for wheeling, and the track was in the best of condition.

The event of the day was the ten-mile invitation race. The starters were Taxis, Campbell, Price, Hoyland Smith, Zimmerman, W. F. Murphy, C. M. Murphy, Hess and Connelly.

When the tenth mile began, Charlie Murphy cut out the pace, with Zimmerman within hailing distance. On the last lap when the final struggle came, Zimmerman ran away from the others. The ten miles were done in 29.35 2-5. The time does not compare with that made by H. C. Wheeler on the same track on July 4. He covered the distance in 28.50 3-5. In the event to-day however, three new competitive records were made. The time for six, seven, and eight miles is the best ever made in a ten-miles race. Here are the new records and the old records broken yesterday:

Miles.	New Records.	Old Record. (Professional.)
6	Hess.....17.01 3-5	Berlo.....17.18 3-5
7	Connelly.....20.11	Ashinger.....20.16 4-5
8	Campbell.....23.01 4-5	Ashinger.....23.13 1-5

Between the ninth and tenth the pace was not a very fast one, and valuable time was lost. Zimmerman finished in very good shape, and could have gone much faster if pushed.

The one mile handicap resulted in many accidents. In the second lap of the first heat coming around the upper turn, a rider fell, and instantly half a dozen others were piled in a mass, with wheels wrecked and ladies badly bruised. Nelson was among the lot and got a sprained ankle and a badly bruised shoulder. L. L. Clarke of the New Jersey Athletic Club was dangerously injured, two of the broken spokes of his wheel penetrating his groin. He was attended by a physicium on the grounds and later taken to Manhattan Hospital in the third heat. In the third heat there were several more upsets and collisions all due to the large number of starters and the crowded condition of the track.

George C. Smith gave a half-mile exhibition ride.

Zimmerman set the pace for a quarter of a mile. The half mile was made in 1.06 2-5, the fastest time for a half-mile ever made on a quarter-mile track, Smith breaking his own previous record of 1.11.

Summary of all the events:

One mile novice race, *First heat*—Won by J. Levy; H. Gregory, second. Time 2.46 1-5. *Second heat*—Won by C. Hessenman; F. Nagel, second. Time 2.42 1-5. *Third heat*—Won by L. V. Meekridge; J. H. Morrow, second. Time 2.43. *Fourth heat*—Won by D. L. Raine; F. W. Mosher, second. Time 2.46 1-2. *Fifth heat*—Won by R. Macdonald; J. Frick, second. Time 2.42 3-5. *Final heat*—Won by Macdonald; Hessenman, second; Raine, third. Time 2.40 4-5.

One mile scratch—Won by C. M. Murphy; G. C. Smith, second; Carl Hess, third. Time 2.32.

Half-mile safety, New York State Championship—Won by C. M. Murphy; G. C. Smith, second; W. F. Murphy, third. Time 1.15.

Ten mile invitation race—Won by A. A. Zimmerman; C. M. Murphy, second; Hoyland Smith, third; D. F. Connolly, fourth; W. S. Campbell, fifth; C. W. Price, sixth. Time 29.35 2-5.

One mile, 2.40 class—Won by Paul Grosch; F. J. Titus, second; C. Granger, third. Time 2.43 2-5.

One mile handicap—Won by E. L. Blauvelt, 75 yards; W. F. Murphy, 65 yards, second; S. D. Smith, 145 yards, third. Time 2.22 4-5.

One-mile open, time limit 2.45—Jno. S. Johnson, first; J. P. Bliss, second; C. T. Knisley, third. Time 2.20 1-5.

Two mile L. A. W. championship—M. R. Wood, first; B. Cuddeback, second. Time 6.14 4-5.

Five mile handicap—C. G. Merrills, 600 yards, first; G. D. Comstock, 425 yards, second. Time 13.57 2-5.

Two-mile invitation eleven starters—J. P. Bliss, first; John S. Johnson, second; Roy Keator, third. Time 5.57 2-5.

ROCKFORD, ILL., July 8.—Two mile handicap—Won by P. L. Blauvelt, 125 yards; F. F. Goodman, 200 yards, second; D. McLean, third; E. T. Van Benschoten, 100 yards, fourth. Time 5.18.

SAG HARBOR, N. Y., July 12.—Under the management of the White Star Wheel Club, of Sag Harbor, a tournament was held here this afternoon.

At one o'clock a parade was held. The grounds were crowded with spectators. Summaries:

Half mile race—Won by Myron King; Wm. F. Youngs, second; Thomas Howard, third. Time 1.26.

One mile novice—Won by T. Lane, Brooklyn; H. A. Holmes, second; J. Lewis Clark, orient, third. Time 2.58.

Half mile open—Won by Chas. Losh, of Amityville; Elliott Youngs, of Orient, second; W. J. Barley, third. Time 1.15.

One mile championship of Suffolk County—Won by Youngs, of Orient; Losh, of Amityville, second; Fred K. Glover, Sag Harbor, third. Time 2.41.

Two mile open—Won by Charles Bassett; Thomas Howard, second. Time 5.45.

Five mile race—Won by Henry, of Sag Harbor; Glover second. Time 13.32.

ROCHESTER, MINN., July 10.—The tournament held under the auspices of the Rochester Cycling Club, on the Southern Minnesota Fair Association track to-day was largely attended.

Herman J. Klinehman, of this city, won the half-mile open race in 1.06 1-5, breaking the world's record for a half mile in a competitive race by 2-5 of a second. [Before record can be claimed sworn certificate as to track measurement, timing, etc., must be filed.—Ed.] R. B. Bird of Minneapolis came in second; A. W. Harrison of Minneapolis, third. Summary of other events:

One mile novice—Won by Henry Klinsman; time 2.40 2-5.

One mile, 3.00 class—Won by Howard Hatch; Henry Klinsman, second; Nick Steffes, third; time 2.58 1-2.

Half mile, 2.40 class—A. W. Harrison, first; Howard Hatch, second; Henry Klinsman, third; time 1.15.

One mile, 3.20 class—Howard Hatch, first; Henry Klinsman, second; C. C. Clement, third; Nick Steffes, fourth; time 3.01 1-2.

One mile, 2.40 class—A. W. Harrison, first; Henry Klinsman, second; time 2.56 1-2.

Five miles, open to R. B. Bird, first; Herman Klinehman, second; A. W. Harrison, third; Nick Steffes, fourth; time 15.17 1-2.

One mile, 3.00 class—Won by Howard Hatch; Henry Klinsman, second; Nick Steffes, third; time 2.58 1-2.

Half mile, 2.40 class—A. W. Harrison, first; Howard Hatch, second; Henry Klinsman, third; time 1.15.

One mile, 3.20 class—Howard Hatch, first; Henry Klinsman, second; C. C. Clement, third; Nick Steffes, fourth; time 3.01 1-2.

One mile, 2.40 class—A. W. Harrison, first; Henry Klinsman, second; time 2.56 1-2.

Five miles, open R. B. Bird, first; Herman Klinehman second; A. W. Harrison, third; Nick Steffes, fourth; time 15.17 1-2.

A mile open race to beat the State record, 2.37 2-5, which is held by R. B. Bird, of St. Paul, was run, and resulted as follows: R. B. Bird, first; A. W. Harrison, second; Howard Hatch, third; time 2.43 1-2.

MANKATO, MINN., July 11.—The tournament opened this forenoon with a road race to Kasota and return, a distance of 20 miles. Lewis won in 1h. 15 3-4m.; Hatch, second.

In the track events this afternoon these were the results:

One mile novice—Won by Hawley Stevens; time 2.58 1-4s.

Half mile, open—Won by R. B. Bird; time 1.29 1-4.

One mile, handicap—Won by Bird; time 2.33 2-5.

Quarter mile dash—Won by Bird.

One mile, 2.30 class—Won by A. W. Harrison; time 1.38 1-4.

Boys' race, half mile—Won by Edgar Owens; time .50.

One mile—Won by G. E. Brett; time 2.58 1-2.

Two mile handicap—Won by R. B. Bird; time 5.25 2-5.

METUCHEN, N. J.—The 25-mile road race of the Brunswick Bicycle Club on last Saturday afternoon on the Metuchen road drew a large crowd.

The winner of the race, A. W. Evans, was a favorite from the start, and won the race in 1 hour, 27 minutes 51 seconds from scratch, and Olaf Hansen of Perth Amboy was second; time, 1 hour 46 minutes 26 seconds.

TORONTO, ONT., July 15.—The 20-mile handicap road race, run on Kingston road, east of here, to-day, was won by W. R. Hensell of Toronto, a four-minute man. His time was 1h. 2m. 39s.

The time prize was won by A. T. Crooks of Buffalo, a scratch man, in 1h. 1m. 43s.

Half of the course was made heavy by rain.

CHICAGO, July 15.—The five-mile road race of the Calumet Cycling Club this afternoon resulted in breaking the American road record for the distance, Al Leonhardt doing it in 13m. 30s., beating the former record by eight seconds. The run was over the new Lakeview course. Charles Alsop, with a handicap of 2m. 30s., won first place.

LOWELL, MASS., July 15.—The first handicap athletic games and bicycle races held by the Lowell Y. M. C. A. on the new Riverside oval took place this afternoon.

Results:

One mile novice, *final heat*—Won by H. E. Dahlburg; A. B. Watson, second. Time 2.49.

Two mile handicap, *final*—Won by Melville Lenfest, scratch; C. E. Snyder, 25 yards, second. Time 5.57.

Mile championship of Lowell—Won by C. E. Sydney; E. F. Proctor, second. Time 3.12.

Bijou cup bicycle race, one mile—Won by Allen Watson; J. W. Sidebottom, second. Time 3.01.

UTICA, N. Y., July 13.—At the 12-mile road races held this afternoon by the Utica Cycling Club several minor accidents occurred. The crowd of spectators was so very large one and completely blocked the street. There were ten starters. George finished first; Kiehm, second; Jeffery, third, and Ferries, fourth. Arthur F. Ferries, who made the best time, 39.01, received the time prize.

RACING NOTES.

The record around Chautauqua Lake, N. Y., was broken on July 17, when Harry Hocking-ton and George W. Krohl covered the distance in 3h. 42m. 30s. The best time before this was 3.56, made by Skinner Buck several months ago. The distance is 44 miles and the road is quite hilly.

The annual handicap race for members of the Junior class of the Y. M. C. A. was run at Middleton, Ohio, July 12th. The distance was six miles. The first man in was Wampler, being in 19 minutes and 18 2-5 seconds; second, Fred Sutphin. Time 19 minutes and 54 2-5 seconds.

In the second five-mile handicap road race at Windsor Locks, Ct., on July 12th, Keevers was the first man in and Coffin made the best time. Order of finish: Keevers, 5 minutes, time 18m, 28s; Kingsbury, 2 minutes, time 17m. 28s; Wilson 3 1-2 minutes, time 18m. 28s; Washburn, 1 1-2 minutes, time 16m. 48s.

The third race of the Ædus cycling Club for the Keats cup was run July 8 at Chicago. The distance was over the usual course covering the west park boulevard system of 10 1-8 mile. Two of these races have already been run. The first was won by Walter Grieg and the second by Julius Naumann. Frank Wodrich, with a 2m. handicap, won the race by a block in 31m. The time of the others: Frank Wodrich, 29.30; M. Nevermann, 31.30; F. W. Gannon, 31.45; W. Pray, 30.30; V. Olsen, 37.45; W. Bodach, 42.

New 100-Mile Road Record.

THE 100-mile road race run last Saturday under the management of the Atalanta Wheelmen, of Newark, N. J., was a great contest.

The day was a perfect one for a road race. Clouds obscured the sun nearly all day and the roads were in excellent condition. The contestants started at 8.30 A. M., in front of Ashworth's Hotel, Central avenue, East Orange.

The route was from East Orange, through South Orange, Milburn, Springfield, Plainfield, Dunellen, New Brunswick, Franklin Park, Kingston and Princeton, returning through Blawenburg, Plainfield, Bell Mead, Somerville, Round Brook and Dunellen, from which point the return was over the same route taken on the outward journey.

J. W. Linneman, of the Press Cycling Club, Buffalo, riding 47cm scratch, finished first in 5h. 43m. 35s., lowering the American road record by nearly an hour; J. C. Marshall, A. W., handicap 25m., finished second, retaining time 6h. 25m. 48s.; A. W. Evans, N. Y. A. C., 15m., third, actual riding time 6h. 4m. Chas. Collin, who was looked upon as a possible winner, broke three machines, and did not finish. Linneman and Marshall were one of five scratch men, the others being W. Van Wagoner; F. Weller, Indianapolis; C. J. Embery, Newark Wheelmen, and H. S. Evans, Passaic Cycling Club.

The $700 piano offered to the club finishing the largest number of men was won by the Newark Wheelmen with all 32, but the result will be contested by the Kings County Wheelman, who claim that a number of outsiders rode with the club.

Of the 130 original starters, all but 38 men started, making, with the two additional riders, a total of 113 competitors. Out of the 113 men who started 85 finished, none the worse for the ride. Accidents had been few and none at all serious. Following is the order in which the leaders finished:

J. W. Linneman, P. C. C., scratch, first; J. T. Marshall, handicap 25m., second; A. W. W. Evans, N. Y. A. C., 15m., third; T. L. Walsh, A. W. C., 15m., fourth; G. H. Van Embergh, 30m., fifth; P. H. Johnson A. W., 25m., sixth; A. Atkinson, U. B. R. C., 30m., seventh; A. L. Blauvelt, N. W., 5m., eighth; H. B. Wylie, L. C. C., 5m., ninth; H. A. Rath, Jr., E. A. C., 40m., tenth; A. Wills, R. C. W., 40m., eleventh; J. C. Turner, H. C. W., 45m., twelfth; A. Erbeck, N. W., 35m., thirteenth; L. H. Pyle, W. A. C., 25m., fourteenth; D. McLean, K. C. W., 10m., fifteenth; C. V. Salton, A. W., 30m., sixteenth; C. W. Mayor, N. W., 30m., seventeenth; J. Travis, U. C. R., 35m., eighteenth; G. C. Wheeler, M. V. W., 30m., nineteenth; F. Breck, N. W., 25m., twentieth.

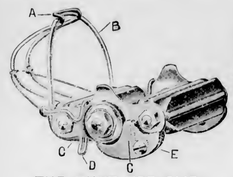
Late Official News by Wire

J. S. JOHNSON has been reinstated.

H. E. RAYMOND.

THE Washington Military Cyclists, D. C. N. G. took a tour through the Shenandoah Valley last week. Lieut. Beck was in command. They were without their guns, as this is rather a topographical expedition than a military camp.

A COMMITTEE was appointed last week to wind up the affairs of the New Haven, (Ct.) Bicycle Club. Objectionable membership and mismanagement are the main reasons alleged by the members who have resigned. The club was organized January 21, 1886. It will probably be reorganized.



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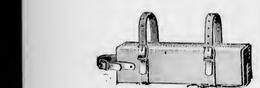
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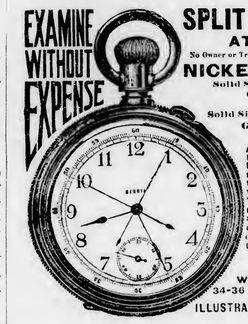
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NEW YORK—Chief Consul, Chas. H. Luscomb, 280 Broadway, New York City. Secretary-Treasurer, Thomas A. Kalsbeck, 280 Broadway, New York.

NORTH DAKOTA—Chief Consul, Miles E. Harbin, Grand Forks.

OHIO—Chief Consul, Andrew E. Mergenthaler, Fostoria. Secretary-Treasurer, S. L. Glaster, Fostoria.

OREGON—Chief Consul, C. L. Howe, 326 Washington street, Portland, Oregon.

NORTH CAROLINA—Chief Consul, James L. Young, Wilmington. Secretary-Treasurer, Philip Heilsberger, jr., Wilmington.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Dist. Atty. Office, Philadelphia. Secretary-Treasurer, John J. Van Sant, Scranton.

RHODE ISLAND—Chief Consul, H. L. Perkins, Box 105, Providence. Secretary-Treasurer, Nelson H. Gibbs, 288 Westminster street, Providence.

SOUTH CAROLINA—Chief Consul, James M. Wilson, 4 Wragge street, Charleston.

SOUTH DAKOTA—Chief Consul, W. J. Begley, Mitchell. Secretary-Treasurer, Hal C. Clark, Mitchell.

TENNESSEE—Chief Consul, T. J. Dempsee, 388 Front street, Memphis. Secretary-Treasurer, Geo. T. Broadnax, 296 Main street, Memphis.

TEXAS—Chief Consul, E. W. Hope, Sherman. Secretary-Treasurer, G. W. Hubbard, Sherman.

UTAH—Chief Consul, C. A. Emise, 272 State street, Salt Lake City. Secretary-Treasurer, A. M. Cutter, 529 E. So. Temple street, Salt Lake City.

VERMONT—Chief Consul, F. W. Mcfarlane, Barre. Secretary-Treasurer, Geo. D. Wheeler, Barre.

VIRGINIA—Vice Consul, D. K. Ammen, box 142, Roanoke, Va. Secretary-Treasurer, J. Hugh Henry, 140 Bute street, Norfolk.

WASHINGTON—Chief Consul, Jason C. Stamp, 1314 Market street, Wheeling. Secretary-Treasurer, H. Rhodaffer, 41 S. York St., Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 582 East Water street, Milwaukee. Secretary-Treasurer, E. J. Morawetz, 1619 Wells street Milwaukee.

WYOMING—Chief Consul, Frank Vreeland, Cheyenne

WASHINGTON—Chief Consul, W. A. Van Epps, Olympia. Secretary-Treasurer, J. A. Dean, Spokane.

MARITIME PROVINCES—Chief Consul, Fred L. Temple, 128 Prince William street, St. John, N. B.

FOREIGN MARSHAL, Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C., England.

Annual Meet At Chicago.

The dates selected by the National Executive Committee for holding the annual League meet and International races are August 5th to August 12th, inclusive.

GENERAL COMMITTEE.

Thomas F. Sheridan, Chairman, Lock Box 951, Chicago; F. W. Gerould, J. L. Sloan, C. E. Randall, A. G. Blake, R. E. Garden, Wm. Herrick, C. E. Stokes, A. J. Marsett, F. W. Morgan, H. G. Reuse, A. A. Billingsley.

This committee to have general supervision of the annual meet under the direction of the National Executive Committee.

RACE AND TRACK COMMITTEE.

Frank W. Gerould, 108 Madison street, Chicago; R. D. Garden, N. H. Van Sicklen, and J. Lee Love.

This committee to have general charge of the construction of the track, running of the races and arrangement of events, under the direction of the International Race Committee.

PRESS COMMITTEE.

Samuel A. Miles, *Referee*, Chairman, Caxton Building; L. J. Berger, *Cycling Life*; W. Wardrop, *Cycling Life*; M. A. Lane, *The Post*; F. E. Spooner and H. B. Wylie, *Sportsmen's Review*.

This committee to have charge of the news and promoting the general interests of the meet.

HOTEL COMMITTEE.

Charles E. Randall, Chairman, 1747 Champlain avenue; L. B. Taylor, W. A. Leonard. All communications for this committee should be addressed to W. A. Leonard, Sec., 908 W. Madison street, Chicago.

This committee to have charge and arrange for hotel accommodation during the League meet and International races.

TRANSPORTATION COMMITTEE.

J. O. Blake, Chairman, No. 85 Madison street, Chicago.

PRIZE COMMITTEE.

William Herrick, Chairman, 204 Wabash avenue, Chicago.

RECEPTION COMMITTEE.

R. D. Garden, Chairman, 204 Wabash avenue, Chicago.

ENTERTAINMENT COMMITTEE.

A. J. Marsett, Chairman, 206 Wabash avenue, Chicago.

RUNS COMMITTEE.

C. P. Root, Chairman, Caxton Building, Chicago.

PRIVILEGES COMMITTEE.

F. W. Gerould, Chairman, 108 Madison street, Chicago.

Call For Special Meeting.

In compliance with the written request of 25 delegates from seven divisions of the L. A. W., and in accordance with Section 5, Article IV, of the Constitution, a special meeting of the National Assembly of the League of American Wheelmen is hereby called, and the delegates to the National Assembly for the current year are warned and notified to assemble in the city of Buffalo, State of New York, on Monday, Sept. 25, 1893, at 9 o'clock in the forenoon. The particular place of meeting in said city will be announced later. Respectfully,

Chas. L. Burdett, President L. A. W.
Hartford, Conn., July 17, 1893.

The request contain the following:

"The business for which we request this special meeting is as follows:

"*First*—To investigate the financial standing of the League of American Wheelmen and whether or not money has been illegally expended or used; the method of keeping the accounts; the way which the money is appropriated by the Executive and Finance Committee; and by whose authority and upon whose order the money is drawn from the treasury.

"*Second*—To investigate and consider the standing of the League of American Wheelmen with reference to the publication of the magazine *Good Roads*; whether or not said magazine is the property of the League of American Wheelmen; whether or not the said magazine is on a paying basis; whether or not the League of American Wheelmen is under any obligations for the publication of said magazine; whether or not it is advisable to continue said publication; to investigate and consider whether or not arrangements can be made for the publication of matter relating to roads in some other papers or magazines.

Third—To amend Article IV, Section 2 of the Constitution, and Article IV, Section 1 of the By-laws, so that the powers and duties of the Executive and Finance Committee shall be defined, determined, and made certain; also to amend Article IV, Section 5 of the Constitution, so that a time and place for calling such special meeting shall be made more certain."

Proposed amendments should be published in the L. A. W. BULLETIN not later than 30 days prior to Sept. 25, 1893, and each amendment must relate to one of the above subjects for which the meeting is called.

The attention of the Divisions is called to the following:

Extract from the By-laws, Article II, Section 4, (b): "At meetings of the National Assembly any member thereof may be represented by proxy, but the person holding the proxy shall be also a member of the Assembly, and that no person shall be proxy for more than one member unless the proxies he holds are the votes of delegates of the Division he represents; provided, however, that the delegates from no one Division shall hold more than three proxies in all from other Divisions." Respectfully,

Chas. L. Burdett, President L. A. W.
Hartford, Conn., July 17, 1893.

The Renewal Season Closed June 30.

We can no longer receive renewals of membership except as provided for in the section quoted below. We have in hand a number of renewals waiting adjustment, and these will be entered at regular rates, but no more can be received.

Parties in interest will please note the following extract from the Constitution, L. A. W.:

ARTICLE III, SECTION 2. Any member failing to renew his membership, as above provided, before the first day of July, shall forfeit the same and the Secretary shall cause his name to be stricken from the roll. *Any member having thus delinquented may have his name restored to former place on the roll if he shall apply for such restoration at any time before October 1st next succeeding and pay a fee of fifty cents.* Otherwise he can again become a member only in the manner provided in the case of applicants in Section 1 of this Article.

SECTION 1. Any amateur wheelman of good character, eighteen years of age or over, shall, with the endorsement of two League members, be eligible to membership in this league upon payment of the initiation fee and dues, as provided in this Constitution and By-laws, and the By-laws of his Division.)

Entertainments At League Meet.

The following is the programme as arranged by the Entertainment Committee for the L. A. W. meet in August.

On Saturday evening August 5th a general run has been arranged, starting from Michigan avenue, through the South Side Parks, to the Midway Plaisance at the World's Fair.

On Sunday two runs are arranged for through the interesting portions of the city and a special service for cyclists on Sunday evening at one of the prominent churches of the city. It is hoped that all visitors will make it a point to attend this service.

On Monday evening two runs will start from Michigan avenue. One will go to the North Side calling at the Lincoln, Lake View, Ravenswood and Sheridan Club Houses. The other will go to the West Side calling at the Columbia, Cook Co., Minnette, Ashland, Pizen, and Illinois Club Houses. These clubs are all opening their houses and providing special entertainments, refreshments, etc. The Ravenswood Club will give a special invitation to ladies.

Tuesday will be wheelmen's night at the World's Fair with special display of fireworks with wheelmen's devices.

On Wednesday evening a smoking concert and entertainment will be given at the Troubadour, Members of the L. A. W. will be admitted upon showing their League ticket. It is especially hoped that all lady members will patronize this entertainment. We are arranging for some prominent men of the city to give an address of welcome to the cyclists.

On Thursday evening, we have chartered the steamer Nebraska for a trip on the Lake. We shall anchor off of the World's Fair where the best view of the Illuminations and fireworks can be obtained. A band will be on board to play for dancing.

At the present time Friday evening is left open, but will be filled up during next week.

On Saturday evening smoking concerts will be held at the different club houses, particulars of which I will forward you next week.

On Sunday a century run over the Elgin-Aurora course under the guidance of Mr. Herrick. Yours truly,

A. J. Marsett,
Chairman Entertainment Committee,
206 Wabash avenue, Chicago, July 14, 1893.

Racing Board Matters.

The following are hereby declared to be professionals: A. C. Morrell, Bethlehem, Pa.; H. E. Bartholomew, Lewisburg, Pa.; A. Carney, S. E. Byers and W. Gautier, Philadelphia, Pa.; S. L. Cassady, Millville, N. J.; H. E. Hutchins, Boston, Mass.; G. L. McEaie, Alpena, Mich.; F. J. Mack, Albion, Neb.; H. Simonson, Ambler, Pa.; J. W. Stayman, Jenkintown, Pa.; J. E. Schleiter, Chicago, Ill.; Violation clause A, Amateur Rule.

A protest having been received from the Buse Brothers, of Buffalo, against referee's decision at Syracuse, in ruling off a race owing to a tire having been cut with a knife, it was sent to the board for a mail vote. The result of vote unanimously upholds said decision.

The suspension placed on F. H. Tuttle, of Syracuse, is hereby removed; his papers having received the favorable vote of this Board.

SANCTIONS GRANTED.

July 8—First Regiment, O. N. G., Portland, Oregon.

Aug. 22 to 26—Santa Barbara A. A., Santa Barbara, Cal.

July 17—St. Joseph Church, Utica, N. Y.

July 29—Forest City Guards, Cleveland, O.

July 12—Knights of Golden Eagle, Youngstown, O.

July 28—Medina Wheel Club, Medina, O.

Aug. 2—Fremont Cycling Club, Fremont, O.

July 29—A. C. Smith, Columbus Grove, O.

July 18—Michigan Ath. Assn., Detroit, Mich.

Sept. 4 5—C. N. Ghent, manager, Bay City, Mich.

Aug. 15, 16, 17—Suffolk Ath. Assn., Suffolk, Va.

Aug. 3-4—Crescent Cycling Club, Saginaw, Mich.

Aug. 30-31—Cleveland Wheel Club, Cleveland, Ohio.

Sept. 9—Victor Athletic Club, Chicopee Falls, Mass.

Aug. 16—Bennington Rovers, No. Bennington, Vt.

July 22—Wm. H. Knights, Milford, Mass.

Sept. 29—Bristol Agl. Society, Taunton, Mass.

July 17—East Boston Assn., Lake Walden Grove, Mass.

July 4-8—Skowhegan Board of Trade, Skowhegan, Maine.

Aug. 10—Campbell & Co., Hills Grove, R. I.

Aug. 5—Lynn Cycling Assn., Lynn, Mass.

Aug. 19—Saunders Cycle Club, Wallingford, Conn.

July 11—Roll-stone Sunday School Society, Ellsburg, Mass.

July 29—Mass. Division L. A. W., Cottage City, Mass.

Sept. 5—The Wheelmen of Franklin County, Greenfield, Mass.

Aug. 1—Italian Church of the Sacred Heart, Lowells Grove, Mass.

July 24—Malden Bicycle Club, Waltham, Mass.

Sept. 2—Saco Cycle Club, Saco, Me.

July 4—J. H. Pollill, Columbus, Ga.

July 4—B. P. Dunklin, Greenville, Ala.

July 4—G. Frost, Gilbert, Fernandina, Fla.

July 4—Billings Park Assn., Memphis, Tenn.

July 4—Owensboro Cycle Club, Owensboro, Ky.

July 12—Geo. H. Perry, La Grange, Ga.

July 26—Capitol Cycle Club, Atlanta, Ga.

July 17, 18-19—Springfield Ball Club, Special contests. H. E. Raymond.

Michigan.

The attention of the members of the Division is respectfully called to the fact that our annual meeting will be held in Detroit, August first and second.

Special rates are to be granted to Detroit and from there an excursion will be arranged to Chicago. Each member has been individually notified, and it is hoped that a good attendance will be secured. L. A. W. members will be admitted free to races, and the entertaining committee is striving hard to give the members a pleasant time while in Detroit.

A large list of prizes have been donated. It is expected the races will be the most successful ever held in the State. Fraternally yours,

J. M. Bresler,
Chief Consul.

Detroit, July 15, 1893.

L. A. W. Ticket. Michigan.—L. A. W. Ticket.

The members of the Division who will attend the State meet, at Detroit, August 1st and 2nd are requested to bring their L. A. W. ticket with them, as said ticket will on presentation at the entrance secure free admission to grounds on both days. The ticket will probably also secure other privileges.

All are requested to come as you will undoubtedly be given a good time. Fraternally yours, Jos. M. Bresler, Chief Consul.

Detroit, July 15, 1893.

Georgia.

I have this day appointed the Planters' Hotel, Augusta, as League house for that city, rate $2 per day. Fraternally, Samuel M. Whiteside, Chief Consul.

Savannah, Ga., July 13, 1893.

Cottage City Races.

The following races will be run in connection with the meet of the Massachusetts Division, L. A. W., at Cottage City:

Friday, July 28, A. M., ten mile road race; Saturday, 3 P. M., one mile novice, two mile open, half mile open, two mile lap, one mile open, one mile condition.

No entrance fee will be charged for Massachusetts Division members; to others 50 cents each.

No entry blanks will be issued. Entries will close for road race, Thursday noon, July 27, and for track races Friday noon, July 28. Entries may be made by mail only, to my address 89 State street, Boston, until July 27, and then at headquarters at Cottage City. First prize, gold medal; second prize, silver medal, in each event. H. W. Rounseville,
Chairman Mass. Div. Racing Board.

Missouri.

Missouri Division members and any others who have no use for their May, 1893, number of "Good Roads" are requested to mail them to J. R. Bettis, 2925 Lucas avenue, St. Louis, Mo., who will place them to good advantage among road officials in Missouri. Edgar S. Barney,
Chairman Mo. Div. H. L. P. Com.

Kentucky Division Meet.

The annual meeting of Kentucky Division, L. A. W., was held at Harrodsburg, Ky., Tuesday and Wednesday, June 27 and 28.

The wheelmen assembled Tuesday morning in the Opera House, where Mayor Price delivered an address of welcome which was responded to by Mr. Chas. T. Carpenter, for the Harrodsburg Cycle Club, and by W. W. Watts, Chief Consul, in behalf of the Division.

The business was in order, after the conclusion of the address and responses, was the reading of the

REPORT OF THE CHIEF CONSUL.

To the Officers and members of the Kentucky Division League of American Wheelmen:

GENTLEMEN: In making my report to you, it is with pleasure that I say the Chief Consul this year has had little to do but look after the building up of the Division in its membership. Former boards in office have had to report numerous instances of the settlement of difficulties between members and road hogs, showing those members and the Division victorious; but we have had no trouble this year, and on that head I have nothing to report. As we grow older, there will be fewer of such difficulties, and I believe that it will not be a great while before cyclists will be so numerous that the drivers of other vehicles will have but little to say in the use of the highways.

But upon the subject of

GOOD ROADS,

I am pleased to say that the agitation of that question by the National organization and our division has finally taken hold, and we may expect results at some time in the near future. We have had in this State an original "good roads" congress, which met at Lexington and adjourned to a later date, to meet at Bowling Green, and which was composed almost entirely of delegates, appointed by the various county courts, not men in any way connected with the League or bicycle.

A "good roads" bill is now pending before our legislature, and the Governor, legislators, and in fact the entire community, seem to be alive to the necessity of highway improvement. It is therefore easy to perceive that under such circumstances we are bound at some future day to have the great aim of our organization accomplished in Kentucky.

We should, however, not stop at what we have done, but the work should go on. Every member can assist, and every addition to the membership is just that much gained; and each one of the present members should lend his assistance to the

RECRUITING COMMITTEE.

This Committee, which is composed of Messrs. Orville W. Lawson, Col. G. E. Johnson, and myself, being organized at the Division Board meeting last December, has sent out to those canals of wheelmen in the State who were non-members, circulars calling upon them to join. In the work the Committee was assisted by nearly every bank and hotel in the State, whose assistance was asked on the ground that our chief object was to secure a betterment of the highways, thus bringing the Division before the notice of the strongest and best people of the whole State. Now, if it be right that the recruiting work should be left to the Committee alone, but each man should strive to get in several applications.

Under this Committee's name was sent out thousands of pieces of matter; but as a matter of fact, it it had been left for the Committee to have done the work, not the one-tenth part could possibly have been done. The Committee will make its report, but unless I speak of it here, nothing will be known of how the work was accomplished.

The Committee is not entitled to much credit for what seems to be its work, but almost the entire credit for all of the immense labor is due to

OWEN LAWSON,

the brother of the Secretary-Treasurer. He it was, who, though an invalid at home, volunteered to do the whole work, has done it, and done it well.

He also it was, who, when the Division Board contracted with the publisher of the *Southern Wheelman* for space in the paper, and an editor of the official column was called for, volunteered his services, and how well he has performed that duty, you all know. More than the mere perfunctory thanks of this Division are due to our fellow member for his voluntary and indefatigable efforts for our organization.

Referring to the *Southern Wheelman* by the contract of the Division, through its Board, that paper is now

THE OFFICIAL ORGAN.

of the Division. Col. Burdett and Dr. G. Carleton Brown, the respective President and Second Vice-President of the League, have, as members of the Executive Committee, written me requesting that we stop the use of the journal as an official organ and saying that by its continuance we were violating the League's contract with the BICYCLING WORLD AND L. A. W. BULLETIN. I have replied that the matter should be taken up at this meeting and settled here. I have not been furnished with a copy of the contract they refer to, and am in ignorance as to its contents or requirements. The matter is left to your disposition, and I urge you to immediately take action and say whether the official organ of Kentucky Division shall be continued or not.

THE ROAD BOOK.

The Secretary-Treasurer's report will show that in a few days there will be $500.00 in our Treasury. That is more money than we have ever had before, and I do not think there is a better way to spend some of it than by a new supply of road books. The last edition is exhausted, and more are needed. There is no better argument for League membership than the offering of a road book gratis, and the sooner we have a new supply, the better.

There is but one more subject for me to cover here, and that is

THE NEGRO QUESTION.

Last fall our fellow member, Col. G. E. Johnson, and I, after an investigation as to how far the admission of negroes into the League affected the prospective applicants, determined that we would make an appeal to draw a border line in the National Constitution similar to that contained in the Constitution of Kentucky Division. After a great deal of agitation and advertisement of the question, we went as delegates of this Division to Philadelphia to the National Assembly, held in February last.

The Assembly convened on Monday, February 20th, and we arrived on the 17th.

We met and talked to nearly every Delegate previous to the meeting of the Assembly. At the time of the reading of our amendment proposing to insert the word "white," we could count only 89 votes for our side. After speeches were made by many of the delegates and a vote was taken, the amendment showed a gain: the vote standing 108 for, to 101 against.

Kentucky, by the stand she has taken, has become widely known, and her Delegates to future Assemblies need not go in fear and trepidation that they will not be known. You should this year send some one who will take up this fight where it has been left off, and who will push it through to success.

The opponents of the measure last year were not opposed to a color line, but to the insertion of the word "white." Chief among our opponents were First Vice-President of the League, Thomas F. Sheridan, and the Chief Consul of Illinois Division, Frank W. Gerrard, who urged that the insertion of the word "white" would affect legislation, especially in Illinois, where a good law against it was then pending, which assertion we denied. Since that time, that good roads bill has been lost, and our denial verified. Chief among those who assisted in the fight were such able men as Charles B. Lascomb, of New York; Dr. G. Carleton Brown, of New Jersey; Archie C. Willison, of Maryland; Albert C. Davis, of Missouri, and many others. I predict that if an aggressive fight is made this year, the measure will carry almost unanimously.

When my term as Chief Consul expires, I shall have served two years in official harness. I have worked hard for the success and building up of the Division. In these two years, and cannot but honestly feel that my labors have resulted in some good. The work of progress is only begun, and I feel when I retire at the end of this Consular year that I shall turn the office and the affairs over into hands better and more able to carry on the work than mine.

RECOMMENDATIONS.

I recommend that you take action on the following matters:

1st. Recognition of the services performed by the Division.

2nd. Continuation of the recruiting work.

3d. Continuation of the *Southern Wheelman* as the organ of the Division, provided there is no conflict with the National Constitution.

4th. Publication of a road book.

Fraternally yours, W. W. WATTS,
Chief Consul.

After the Chief Consul's report came the

REPORT OF THE SECRETARY-TREASURER.

To the officers and members of Kentucky Division, League of American Wheelmen:

Gentlemen: It has been the custom for the Secretary-Treasurer of Kentucky Division, in his report to the annual meeting, to indulge his inclination to brag about the progress of the League in the State, and the present officer ventures to hope that he will not be denounced as a plagiarist when he follows in the footsteps of his predecessors and somewhat adopts their tracks.

To properly set forth the rapid growth and present healthy condition of this Division, it is necessary to compare the figures for the year just closed with those for the three years immediately preceding, as shown by the following statement:

1890. Total membership		116
1891. " "		233
1892. " "		342
1893. " "		361

nearly every bank and hotel in the State, whose assistance was asked on the ground that our chief object was to secure a betterment of the highways, thus bringing the Division before the notice of the strongest and best people of the whole State. Now, if it be right that the recruiting work should be left to the Committee alone, but each man should strive to get in several applications.

The figures here reported show, in each case, the number of members on the books of th Division at the closed of the League year, April 1. The 361 names on the roll April 1, 1893, were made up of 250 renewals from the previous year and 24 new members added as follows:

April	27	October	3
May	21	November	1
June	51	December	5
July	42	January	6
August	15	Febeuary	6
September	39	March	4

That the membership is well distributed throughout the State is shown by the fact that we are represented in 62 cities and towns.

Louisville, as is quite natural, because of its greater population, has the largest list. Following is a list of places having five or more members at the close of the year:

Louisville	183	Henderson	8
Lexington	35	Carrollton	7
Frankfort	28	Midway	7
Covington	20	Paris	7
Maysville	16	Richmond	7
Harrodsburg	15	Danville	6
Newport	13	Catlettsburg	5
Owensboro	11	Franklin	5
Harrisburg	10		

The remaining members are distributed among 15 other towns with memberships ranging from one to four. Many of the figures given here will be materially changed when the time for renewals has expired. No accurate report of the number of renewals for the present year can be given at this time, but enough is known to warrant the belief that the percentage will equal that of last year. The actual number of renewals is considerably in excess of the number for 1892. Many have already renewed in full besides making numerous additions; some doubling, trebling and even quadrupling their former numbers. When the new list of towns having the largest number of members is made up, after the close of the renewal season, many changes will be observed. Some towns that were far down on the list will be near the top and a number of new names will appear. While the relative positions in the list will be considerably altered, an increase in actual numbers will be indicated in nearly every instance and in a new place, if any, will show a loss.

The wheelmen of the State are showing a deep interest in local organizations; three new clubs having complied with the requirements for League membership since April, and the Secretary has letters from several others announcing their intention to qualify during the summer.

That the interest in the work of the League is growing rapidly in Kentucky is amply attested by the fact that in the three months since the beginning of the new League year, April 1, this Division has received more new members than were received during the entire year immediately preceding that date, and it is especially gratifying to note the high character of the recent additions.

Merchants, bankers, clergymen, men of every profession, representing the best element of society are seeking membership in the organization. Of the new members in towns where we have not heretofore been represented, it is but just to say that they are, in every instance, men of high standing and strong influence in their respective communities and the Division cannot fail to be benefited by such accessions. There is every indication that the influences which aided in securing such numerous and desirable additions to our ranks are still being felt and nearly every mail brings inquiries from wheelmen who contemplate applying for membership. These letters have all received prompt attention and in nearly every case the reply has been mailed upon the same day that the inquiry was received. This has involved the Secretary's office in the writing of more than one thousand letters since December 1, 1892, and, as many of the correspondents asked numerous questions, some of the replies were almost equal in length if not in subject matter, to the more or less famous epistle that St. Paul is said to have written to Ephesians.

In addition to the heavy correspondence mentioned in the foregoing, the Secretary has mailed renewal notices to the members four times during the season, viz.: on April 1, May 1, June 1 and June 30. An idea of the amount of work done may be gained from the statement that the Secretary's office, which also handled the work of the recruiting committee, has received and dispatched more than ten thousand pieces of mail since the beginning of the present term of office, December 1, 1892.

But the work is bearing fruit in the increased number of applications for membership, and, but for the fact that our efforts were so heavily handicapped by the adverse action of the National Assembly on the negro question, our membership would have been trebled during the first three months of the current League year. That this is a fact, there cannot be the slightest doubt in the mind of any one at all familiar with the condition of cycling affairs in this State.

When we consider the attitude of Kentucky cyclers upon the color line question, it becomes a matter for wonder that we are not compelled to report a loss instead of a gain. The fact that we have progressed at all is ample evidence of the earnest and persistent work that has been done in behalf of the organization, and, to be able to report the greatest growth in the history of the Division is, to the present officers, peculiarly gratifying.

In concluding, your Secretary would urge upon you the positive conviction, that an earnest effort upon the part of all the present members would place our membership above one thousand before our next annual meeting and give us a position among the first ten Divisions of the League. It can be done, and we ought to do it

FINANCIAL STATEMENT.

Orville W. Lawson, Secretary-Treasurer, in account with Kentucky Division L. A. W., from Dec. 3, 1892, to June 24, 1893.

RECEIPTS.

1892.		
Dec. 3.	Received from former Secretary-Treasurer	$398.70
1893.		
Jan. 4	Received from Abbott Bassett, applications	$21.00
Feb. 20.	Received from N. Y. Belting and Packing Co., road book	1.00
March 15.	J. M. Paver, road book	1.00
April 7.	Received from Wm. T. Burt, road book	1.00
	Received from Abbot Bassett, applications	12.00
	Total	36.00
		$434.70

DISBURSEMENTS.

CHIEF CONSUL'S OFFICE.

Postage	$11.50
Stationery and printing	32.20
	$43.70

SECRETARY-TREASURER'S OFFICE.

Postage	$21.50
Stationery and Printing	5.00
Office supplies	3.15
	$29.65

RECRUITING COMMITTEE.

Postage	$32.50
Stationery and printing	28.50
Paid for printing Abbot Bassett	10.00
Express charges	2.40
Messenger boy	.25
	$73.65

BOARD OF OFFICERS.

Traveling expenses C. O. Updike, W. Va.	$6.30
Traveling expenses John Seibert, Ky.	5.58
Traveling expenses A. Robertson, Ky.	8.60
Incidental expenses	3.00
	23.28

GENERAL ACCOUNT.

Paid Abbot Bassett, Transfer No. 81	$ .25
Traveling expenses, delegates to National Assembly	120.00
Paid Harrodsburg Cycle Club for Guarantee Annual Meet	100.00
	220.25
Cash on hand June 24, 1893	44.17
	$434.70

It is due the members that they be informed that the Division is entirely free from debt all the assets of the Division, as there is now in the hands of the National Secretary to our credit and to our name the sum of more than $400. There is yet due from the Masonic Bank about $91.00, which it is hoped will be paid in full, and if the race meet at Harrodsburg is a success financially, the $100.00 advanced by the Division will be refunded, so that, in case no extraordinary expense is incurred the present officers may reasonably hope to deliver to their successors in office a clean record and a fattened treasury. Respectfully submitted,

ORVILLE W. LAWSON, Sec.-Treas.

Col. G. E. Johnson then read the

REPORT OF RECRUITING COMMITTEE.

To the Officers and Members of Kentucky Division, League of American Wheelmen:

Although the Recruiting Committee has labored under many disadvantages, its work has been done as systematically and thoroughly as possible. Upon organizing for the work it was decided to send out blanks with requests for the names and addresses of all cyclers known to the persons addressed. In pursuit of this plan, blanks were mailed to all members of the Division and also to banks, cycle agents, hotels and sundry individuals in all parts of the State. Of the members addressed, only 116, or less than twenty-five per cent, responded, but the lists were, in most instances, remarkably full. Our list of the 108 banks addressed replied with lists aggregating nearly 400 names. Your committee had a list of several hundred hotels to write, where we have no members, but being doubtful of the wisdom of incurring any considerable expense on their account, it was decided to "try it on the dog."

Following this idea, fifty blanks were sent out, only four of which secured any returns. The result seemed to indicate that "the dog" was beyond hope of recovery, and he was permitted to expire.

The lists received from all sources contained more than a thousand names, of which about 200 were duplicates or were already on our membership roll. After all duplicate names, etc., had been rejected there remained 785 names of wheelmen in 182 towns, representing every part of Kentucky, and new names are still being added to the list which is estimated to include about one fourth of the cyclers in the State.

These wheelmen have been supplied with pamphlets, circulars and application blanks to which has been added the personal solicitation of the members of the committee whenever the opportunity offered. The result of the work is seen in our constantly increasing membership as shown in each issue of the official paper.

Owing to the fact that circumstances made it necessary for the Committee to secure the greater portion of these names during February and March, the list is not as large as it should be, and it is believed that, if it were possible to repeat the work during the riding season, many more names would be obtained and a corresponding increase of membership secured.

The amount of money expended by the Committee is shown in the Treasurer's report.

The Recruiting Committee begs leave to acknowledge its indebtedness to all who have assisted in the prosecution of its work and to thank them, most sincerely, for the many courtesies received. Respectfully submitted,

ORVILLE W. LAWSON, Chairman.

Th recommendations of the Chief Consul were then taken under consideration, with the following results:

(1) Moved by Mr. E. H. Croninger and seconded by Col. G. E. Johnson that fifty dollars be paid to Owen Lawson for services rendered the Recruiting Committee and the Secretary-Treasurer carried, and on G. E. Johnson appointed to deliver the amount to the beneficiary.

Moved and seconded by the same gentlemen that an allowance of fifty dollars per annum be made to the Secretary-Treasurer. Carried.

(2) Moved by Mr. J. W. Glendening, seconded by Mr. W. F. Hastings, that the recruiting work be continued as hereto fore under the supervision of the Board of officers. Carried.

(3) Upon motion of Mr. Glendenning a committee, consisting of Mr. W. W. Watts, Col. G. E. Johnson and Orville W. Lawson, was appointed to inquire into the right of Kentucky Division, L. A. W., to publish its own official organ, and to ascertain the grounds upon which the officers of the national body base their demand for the discontinuance of that publication.

(4) Mr. Watts suggested the advisability of issuing a duplicate of the present road book and moving a resolution covering the work.

Mr. Glendenning then moved that the Division incur the expense of a road book in a cheap form, to be issued to members free and that the Chief Consul be instructed to carry out the idea in the best practicable way. Upon motion of the Secretary-Treasurer this was amended to allow an copy of the road book to be issued to each member at cost, any additional copies to be charged for at fixed price. Carried.

Nominations of candidates for the various offices were then made as follows:

For Chief Consul—Edw. H. Croninger, of Covington.

For Vice-Consul—M. D. Offutt, of Midway; John Seibert of Frankfort; G. E. Johnson, of Louisville.

For Secretary-Treasurer—Owen Lawson, of Louisville.

For Representative—S. G. Pulliam, of Harrodsburg; W. W. Watts, of Louisville.

Mr. Watts proposed the following amendments to the Constitution.

Amend Article III, Section 1, by striking out the word "five" and inserting the word "three," making it read: "The Division shall elect, etc., etc., as follows: One Representative for each two hundred resident League members."

Amend Article III, Section 3, by striking out the word "five" and inserting the word "three," making it read: "The Division Board of Officers, etc., etc., shall then elect from the Division, one delegate for each four hundred members, etc., etc."

As these amendments were offered merely to make the Division Constitution conform to that of the national body they were adopted without opposition.

The only other business of importance was the selection of the place for the meet of 1894.

The Secretary-Treasurer read a letter from Albert Guenther, who, in behalf of the Owensboro Cycle Club and the citizens of that city, extended a cordial invitation to the Division to meet with them next year. This being the first invitation to the Division to hold its annual meet in a city west of Louisville, it was, upon motion of Mr. E. H. Croninger, seconded by Mr. W. F. Hastings, promptly accepted.

There being no further business to transact the meeting adjourned. The remaining time was occupied by parades, runs and races.

ORVILLE W. LAWSON,
Secretary-Treasurer.

So. Carolina Consulate.

THE result of the election in South Carolina is as follows:

Whole number of votes 15
James M Wilson, Charleston 6
C. H. Carpenter 2
H. P. Brierson 3
Wm. Perkins 1

Mr. Wilson is elected and will enter upon his duties at once. ABBOTT BASSETT, Sec.

Florida Consulate.

THE Consulate of Florida is hereby constituted and Mr. S. A. Adams, of Jacksonville, Florida, is its Chief Consul. The election for Chief Consul resulted as follows:

Whole number of votes 6
S. A. Adams, Jacksonville 4
H. R. Wells 1
W. W. Watts 1

Mr. Adams will at once enter upon his duties. ABBOTT BASSETT, Sec.

New League Clubs.

536—Crescent Wheelmen, Dixon, No. California.
537—Leominster Cycle Club, Mass.

Total Membership to Date.

THE following table gives total membership of Divisions to date. The asterisks indicate that the Division has already equalled its membership of last year.

No. California	596	*West Virginia	108
*Colorado	518	Wisconsin	451
Connecticut	2137	*Georgia	131
Delaware	43	Montana	105
District Columbia	311	No. Carolina	65
Illinois	2133	Utah	58
*Indiana	554	*Alabama	188
*Iowa	905	Arizona	17
*Kansas	214	*Arkansas	37
*Kentucky	361	*North Dakota	70
Louisiana	22	South Dakota	29
*Maine	407	*Florida	37
Maryland	610	Idaho	2
*Massachusetts	5825	Mississippi	7
Michigan	1038	Nevada	18
*Minnesota	375	*New Mexico	26
*Missouri	757	Oregon	37
*Nebraska	253	So. Carolina	37
New Hampshire	337	*Washington	101
New Jersey	1892	Wyoming	18
New York	398	So. California	233
*Ohio	3031	*Mar. Prov.	29
*Pennsylvania	3038	Germany	1
Rhode Island	561	Bermuda	2
Tennessee	93	*Oklahoma	14
Texas	189	France	1
Vermont	96	Canada	10
Virginia	118	England	2
Total			33,272

Membership at end of renewal season 1892, 27,090. Excess in 1893, 6182.

Renewal List No. 5.

List No. 5 includes all renewals from June 26 to July 15.

	July 15.	Total.
North California	197	492
South California	67	130
Colorado	23	206
Connecticut	445	1887
Delaware	19	34
Dist. of Columbia	28	285
Illinois	657	1740
Indiana	31	351
Iowa	56	338
Kansas	21	187
Kentucky	37	313
Louisiana	3	14
Maine	25	257
Maryland	76	518
Massachusetts	228	3663
Michigan	146	710
Minnesota	40	203
Missouri	80	477
Nebraska	31	146
New Hampshire	28	229
New Jersey	155	1358
New York	481	3046
Ohio	281	1917
Pennsylvania	500	2819
Rhode Island	69	438
Tennessee	10	79
Texas	50	132
Vermont	12	61
Virginia	18	95
West Virginia	8	53
Wisconsin	31	317
Georgia	2	67
Montana	18	56
North Carolina	24	45
Utah	31	40
Alabama	22	119
Arizona	1	16
Arkansas	0	19
North Dakota	4	25
South Dakota	16	56
Florida	2	12
Idaho	1	1
Mississippi	0	6
Nevada	0	11
New Mexico	5	11
Oregon	8	28
South Carolina	3	26
Washington	1	82
Wyoming	1	16
Maritime Provinces	1	19
Oklahoma Ter.	2	3
Germany	0	1
Bermuda	0	2
France	0	1
Canada	2	9
England	0	2
	3975	23171
Renewals, 1893	3975	23171
Renewals, 1892	3419	17780
Excess in 1893	556	5391

Applications for Membership.

The following is a list of applications for membership received up to Monday preceding this issue of BULLETIN and published in accordance with Article III. of the Constitution, which is as follows:

SECTION 1. Any amateur wheelman of good character, eighteen years of age or over, shall, with the endorsement of two League members be eligible to membership in this League upon payment of the initiation fee and dues, as provided in this Constitution and By-Laws, and the By-Laws of his Division.

SECT. 3. The name of each applicant for membership must be published in the official organ, and unless within two weeks thereafter a protest shall be filed with the Secretary, he shall become a member of the League.

Tickets will be issued fourteen days after the publication of names, and on the same date the applicant will be put on the mail list of this paper.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week. (When a holiday falls on Monday the list is closed on Saturday preceding.)

BOSTON, July 21, 1893.

Total 315.

NORTH CALIFORNIA DIVISION—3.

59262	Schimel, Chas.	Gilroy
263	Schimel, J. M.	"
264	Martin, Horace H.	San Francisco

SOUTH CALIFORNIA DIVISION—3.

59265	Jenkins, George R.	Escondido
266	Eshman, M. G.	Los Angeles
267	Bowman, Wm.	Pasadena

COLORADO DIVISION—19.

59268	Hathaway, S. T.	Denver
269	Jones, Fred W.	Pueblo
270	McCormick, G. E.	Pueblo
271	Shields, Frank D.	Pueblo
272	Butler, Mel	Trinidad
273	Beatty, Chas. J.	"
274	Bell, Chas. L.	"
275	Christopher, B. L.	"
276	Ferrell, W. G.	"
277	Gustafson, C.	"
278	Humphreys, N. H.	"
279	Hamlin, Chas.	"
280	Lamb, J. C.	"
281	McKay, J.	"
282	Portrey, Jos.	"
283	Smith, Abel	"
284	Smith, Fred M.	"
285	Taylor, A. B.	"
286	*Taylor, Mrs. A. B.*	"

CONNECTICUT DIVISION—10.

59287	McManus, Henry	Hartford
288	Chisick, Chas. T.	"
289	Bill, H. C.	"
290	McNamara, Jos.	"
291	Begg, James W.	Ansonia
292	Cook, A. J.	Hartford
293	Lace, H. D.	Niantic
294	Barber, Joseph	Windsorville
295	Morton, Rutherford E.	"
296	Morse, Edward H.	Willimantic

DISTRICT OF COLUMBIA DIVISION—2.

59297	Houston, K. V.	Washington
298	Hughes, Chas. T.	"

GEORGIA DIVISION—1.

59299	Barbee, Duncan	Thomasville

ILLINOIS DIVISION—19.

59300	Clausen, Arthur	Chicago
301	Jorden, H.	"
302	Lewes, F.	"
303	Emerson, Geo. L.	Chicago
304	Atwood, W. B.	DeKalb
305	Carlson, Albert	"
306	Hunt, S. M.	"
307	Benninger, W. A.	Havana
308	Mitchell, Frank I.	"
309	Brecher, E. A.	Chicago
310	Blanlow, Wm.	"
311	Brown, O.	"
312	Holm, Christian	"
313	Jones, Warner E.	"
314	Wadlin, Horace G.	Reading
315	Lockwood, A. W.	"
316	Norton, H. A.	Galesburg
317	Schultz, W. G.	Oak Park
318	King, F. S.	Wyoming

INDIANA DIVISION—7.

59319	Hibbs, F. E.	Columbus
320	Thomas, Archie	Indianapolis
321	Thomas, Walter K. K.	Indianapolis
322	Wood, W. Weir	Angola
323	Cartwright, Geo. O.	Delphi
324	Schultz, Harry E.	"
325	Dascomb, Thomas H.	Ft. Wayne

IOWA DIVISION—3.

59326	Israel, Lon	Fairfield
327	Baldwin, A. M.	Bedrick
328	Bucks, L. H.	Iowa Falls

KANSAS DIVISION—8.

59329	Lawyer, Frank G.	Ft. Scott
330	Northrup, D. P.	Iola
331	Clarke, Fred A.	Lawrence
332	Gamble, William L.	"
333	Fenn, Don W.	Leavenworth
334	Birkland, Guy	Osage City
335	Pramm, Chas.	Sedgwick
336	Myers, H. E.	Topeka

KENTUCKY DIVISION—2.

59337	Welsh, Wm. P.	Lexington
338	Manning, J. A.	Owensboro

MAINE DIVISION—3.

59339	Nichols, Wm. H.	Calais
340	Rodwell, Chas. A.	Sanford
341	Butler, Guy W.	West Farmington

MARYLAND DIVISION—4.

59342	Johnson, J. M.	Baltimore
343	Newcomer, W. E.	"
344	Rossiter, Chas. S.	"
345	Stimmel, Dr. W. A. R.	"

MASSACHUSETTS DIVISION—36.

59346	Milbrain, Henry C.	Boston
347	Kelly, Edward J.	Cambridgeport
348	McNab, Jos. H.	Dorchester
349	Monilton, F. L.	Milton
350	Roberts, A. A.	Haverhill
351	Swapp, Andrew G.	Lowell
352	Bernard, Clarence R.	Malden
353	*Bicha, Lizzie E.*	Boston
354	Burbank, Bessell N.	"
355	Collins, Dr. H. J.	"
356	Donavan, John B.	"
357	Hatch, Ben H.	"
358	Smith, Walter W.	"
359	Rice, Wm. H.	Charlestown
360	Kenney, Willis H.	Danvers
361	Black, Chas. A.	Danversport
362	Verity, Victor	East Boston
363	Eldridge, John T.	Fall River
364	Spooner, Frank E.	Fitchburg
365	Chase, Hermer	Greendale
366	Cunningham, Frank O.	Hollister
367	Ring, D. J.	Lowell
368	Morse, W. L.	Marlboro
369	Brecher, E. A.	Malden
370	Rogers, Elliott F.	"
371	Warren, Henry E.	Newton Centre
372	Wadlin, Horace G.	Reading
373	Wright, J. F.	Springfield
374	May, Arthur L.	Saugus
375	Bowen, Frank A.	Somerville
376	Nickerson, A. Thomas, Jr.	Somerville
377	Pierce, Leslie M.	Waltham
378	Chandler, Fred	Walker
379	Carr, Wm. K.	West Somerville
380	Bowles, Edmund D.	Weymouth
381	Read, H. O.	"

MICHIGAN DIVISION—11.

59382	Ralls, L. C. N.	Detroit
383	Benton, S.	"
384	Scott, Jas. E.	"
385	Fleming, O.	West Bay City
386	Beach, Lyman F.	Bay City
387	Smith, Henry S.	Detroit
388	Wilt, H. A.	"
389	Wilson, Chas. M.	"
390	Whittaker, Frank	"
391	Bowers, A.	Decatur
392	Parchurst, W. B.	"
393	Wells, F. L.	Homer
394	Raby, Earl	"
395	Smith, Ray C.	"

MINNESOTA DIVISION—20.

59396	Bates, A. M.	Faribault
397	Butterfield, Leon	Austin
398	Fairbanks, Henry	"
399	Hull, A. E.	"
400	Jones, Morris	"
401	Johnson, C. H., M. D.	"
402	Nicholson, Joseph	"
403	DeLeeuw, H.	Glencoe
404	Allen, R. N.	"
405	Gould, W. G.	"
406	Hilger, Walter S.	"
407	Price, John F.	"
408	Pim, M. C.	"
409	Wachholz, Frank	"
410	Summerl, E.	Minneapolis
411	Carlson, Carl	Willmar
412	Olson, Samuel	"
413	Olson, C. A.	"
414	Otterness, R. B.	"
415	Windtfuhl, F.	"

MISSOURI DIVISION—13.

59416	Moore, N. B.	Sedalia
417	Butledge, T. G.	St. Louis
418	Essery, Jr., W. C.	"
419	Brazeau, Chas. G.	Kirkwood
420	Forney, Ivie B.	Moberly
421	Jones, G. F.	St. Louis
422	Kemmler, Robert E.	"
423	Krebohm, A. O.	"
424	Reardon, Frank L.	"
425	Wang, Wm. F.	"
426	Minich, W. E.	"
427	Pound, W. C.	"
428	Southerland, E. Y.	"

MONTANA DIVISION—6.

59429	Dickey, M. O.	Anaconda
430	Sullivan, P. J.	"
431	Watson, Chas. C.	"
432	Eames, V. W.	Billings
433	Eames, C. D.	"
434	*Dorsey, Addie*	Butte City

NEBRASKA DIVISION—11.

59435	Hamilton, A. J.	Lincoln
436	Bell, Frank E.	Omaha
437	Chapman, N. A.	"
438	Bloedel, W. H.	"
439	Bowley, J. A.	Omaha
440	Johnson, Alex	"
441	Kiehn, Fred	"
442	Winthelm, Henry	"
443	Scott, Cleve	Central City
444	Collin, Charles B.	Ord
445	Peterson, Sig.	Omaha

NEW HAMPSHIRE DIVISION—3.

59446	Hickey, John R.	Manchester
447	Dow, Albert E.	Laconia
448	Stevens, C. D.	Manchester

NEW JERSEY DIVISION—10.

59449	Sunderlin, J. C.	Flemington
450	Timpson, Charles L.	Jersey City
451	Dutcher, Clinton	Bound Brook
452	Ripley, Bertram R.	Belmar
453	Cox, George H.	Burlington
454	Johns, John S.	Camden
455	Bannard, H. B.	Long Branch
456	Emery, John R.	Montclair
457	Meyer, L. F.	"
458	Baker, S. R.	Newark

NEW YORK DIVISION—25.

59459	Spencer, Wm. H.	New York
460	Logan, Gaylard	Albany
461	Bennett, J. Remsen	Bay Ridge
462	Malone, Dr. J. W.	Bensonhurst
463	*Holmes, Miss Minnie F.*	Haverstraw
464	Van Valkenburgh, Wm. A.	Hudson
465	Babcock, Jas. M. W.	Jamaica
466	Garnsey, W. P.	Schenectady
467	Vroomen, W. C.	"
468	Ayres, Edward	New York
469	Hammierschlag, Carl s.	"
470	Kirchhoff, C.	"
471	Rosner, Chas.	"
472	Sheldon, Floyd Preston, M. D.	"
473	Wolff, Joseph	"
474	Marsellis, J. H.	Albany
475	Mott, Webster J.	Brooklyn
476	Stephenson, Chas. F.	"
477	Smith, Herbert K.	Patchogue
478	Case, Leon Starr	Pt. Jefferson
479	Meek, Edgar M.	Poughkeepsie
480	Price, Fred A.	Syracuse
481	Wright, Prof. A. S.	Schenectady
482	Barker, Ralph Emerson	"
483	Chase, W. J.	Windsor

OHIO DIVISION—19.

59484	Disler, E. M.	Canton
485	Howell, Chas. T.	"
486	Lindley, Ben J.	"
487	Lindsay, W. H.	"
488	Tubbs, Joe K.	Prairie Depot
489	Hubbard, J. E.	Cincinnati
490	La Blond, W. K.	"
491

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By registered mail, for the
Levy Cycle Clock and Speed Calculator.
It will tell you at a glance how fast you are going. Patented April 11th, 1893.
SIMON C. LEVY,
1817 Ridge Ave., Philadelphia, Pa.

30,000 SOLD LAST YEAR



Lockard & Oswald's
Satchel and Bicycle Lock,
Bloomsburg, Pa., U.S.A.
[Patented Aug. 4, 1891.]
KEY IS HELD FAST WHEN UNLOCKED.

For Baseball and Foothallists, Athletes, Cyclists, Horseback Riders, Boxers and Oarsmen's use,
ANTI-STIFF.
PRICE, 20c. & 35c. Per Box.



Trainer's Size, $1.00.
STRENGTHENS THE MUSCLES.
E. FOLGERA & CO., Agents U. S.
30 N. William St., New York.

Bicycle to be Given Away.
Union
Pneumatic,
1893 Pattern.
Full particulars by mail. Send your name and address for same on a postal card to . .
UNION, Box 2118,
Boston, Mass.

WOODBURY'S
AUTOMATIC DRY CHAIN LUBRICATOR AND DUSTER.



Is fitted to all our Bicycles without extra charge.
By Mail, 75 cts.
As a luxury and necessity it is second only to the Pneumatic tire.
[Patent applied for.]
M. A. WOODBURY, Bradford, Pa.

Pneumatic



908, Solid Gold, - $2.50
958, Rolled Gold, - 1.25
SEND
$2.50 TO
MARTIN, METZGER & CO., 12 Maiden Lane, New York.
FOR A
Pneumatic L. A. W. Pin.
Sent by mail at our risk. Discount to jewelers Catalogue will be sent FREE.

PNEUMATIC TIRES. | CORK HANDLES. | TIRE CEMENT.

PUMPS.
SPOKES.
BALL PEDALS.
ADHESIVE TAPE.
PATCH CLOTH.
ENAMEL.



RIMS. (Hollow or solid)
BICYCLE HORNS.
Mould Work Solicited.
Send for Catalogue and discounts.

ELASTIC TIP CO.,
BOSTON, MASS., 370 Atlantic Avenue.
CHICAGO, ILL., 154 Lake St.
SAN FRANCISCO, CAL., 14 Fremont St.

America vs. The World.
INTERNATIONAL, NATIONAL AND STATE
CHAMPIONSHIPS = Cracks of All Nations
AT CHICAGO, AUGUST 7 TO 12.
THE FIRST RACES EVER RUN FOR THE CHAMPIONSHIP OF THE WORLD! -:- AN $8,000 TRACK! -:- A $10,000 PRIZE LIST!

ENTERTAINMENT FOR ALL. MONDAY.—All Chicago Clubs keep open house. TUESDAY.—Moonlight Excursion. Free. WEDNESDAY.—Trocadero. All wheelmen free. THURSDAY.—Wheelmen's night at the World's Fair. And so on throughout the week.

AS TO HOTEL RATES. Reports of extortion are absolutely false. Good rooms and good meals are obtainable in any part of the city at rates to suit all. W. A. Leonard, Jr., 908 W. Adams street, Chicago, will secure any kind of room desired.

This will be the biggest event ever attempted in cycling. No League member should miss it.

SPECIAL.

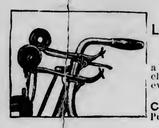
In this Department, 25 cents a line. Cash must accompany the order.

Postage stamps will not be accepted hereafter in payment for advertisements or subscriptions.

Checks, Money Orders or Postal Notes only will be taken.

L. A. W. Badges.
The Official Design in SOLID GOLD. Send for Catalogue to
C. H. LAMSON, 203 Middle St., Portland, Me.
The Original Inventor and Maker.





LAMSON'S
Luggage Carrier
NO. 1.
Convenient, durable, noiseless, cheap. $1. Sold everywhere.
Made by
C. H. LAMSON,
Portland, - Maine.



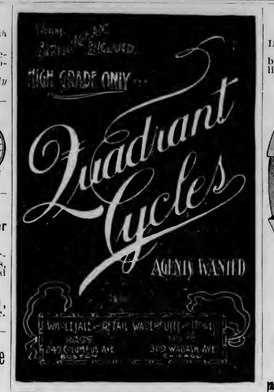
The Latest L. A. W. Badge
Official Pneumatic Tire.
Solid Gold, - - $3.50
Gold Plate, larger, 2.00
Any bicycle dealer will order one. We have L. A. W. badges from 25c. up. 18count to dealers.
D.
194 Broad
JEWELRY CO.,
New York City

JOHN HARRIOTT
PRIZE
MEDALS, PINS.
Club. Class. Society.
Application.
STREET,
MASS.



If YOU will try . . . .
The Red Star Solid Illuminant
in your Bicycle Lamp you will never use anything else.
It will burn until put out, as no road is rough enough to shake the light out.
It is simply PERFECT.
For sale by all dealers.
PRICE 50c. PER CAN.
RED STAR MFG. CO.
Factory, Long Island. P.O. Box 1692, New York.





KALAMAZOO TROUSER GUARD
KALAMAZOO CYCLE CO., KALAMAZOO, MICH.



This is the Hump that holds the pants for men who ride Bicycles.
Price 15c.



League Members!
NOTICE.
OUTING can be furnished all League members (new subscriptions, not renewals,) for
$2.50 per Year.
(Regular price $3.)
We don't need to introduce OUTING to our readers. It is the only all-round "outdoor sport" magazine published.
None but League Members
Can get OUTING for the price we can furnish it. Send in your order at once, as the
Offer May be Withdrawn at Any Time.
WHEELMAN CO.,
167 Oliver Street, - Boston, Mass.
(Postage stamps WILL NOT be received in payment.)

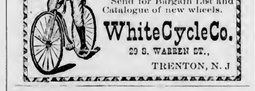
FROM GEORGE F. TAYLOR.
Boston, May 26, 1893.
DETACHABLE CLEAT CO., Allston, Mass.
Gentlemen:—Received "Racer" shoes ordered by me, and find them entirely satisfactory. For lightness and strength they are *par excellence*.
Very truly, GEORGE F. TAYLOR.



Racer SHOE
A New racing shoe. Weight, 5½ oz. All Solid Leather. Tapered Cleats, which don't break off; catch pedal quickly. To introduce them we make
SPECIAL OFFER!
We will send a pair of these shoes, paying every express charge, at the reg. C.O.D. ular retail price $3.50
Remember, it does not cost you a cent to see these shoes, because
WE PAY THE FREIGHT.
Discount to Agents.
Send size of foot.
RACE RACE RACE RACE RACE RACE RACE RACE
DETACHABLE CLEAT CO. ALLSTON MASS.

"GEM" STOCKING SUPPORTERS
Guaranteed. Never wear out. Noiseless. No rusty buckles. Price 60c. by mail.
"FAULTLESS" TROUSER GUARDS.
Size 3-8 x 7-8 in. No hooks. No tacks of any kind. A high grade wheel free that their equal is not on the market.
Price 15 cts. by mail.
CHAS. SULZNER, Sole Man'fr. 1036 Chest. Ave. Phila.

PATENTS Procured in the United States and Foreign countries. Trade marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. W. E. AUGHINBAUGH, Mecelli Building, 908-912 G st., N.W., Washington, D. C.



Of every description in exchange for New VICTORS, RALEIGHS, EXCELSIORS etc., etc.
Highest prices allowed.
Send for Bargain List and Catalogue of new wheels.
White Cycle Co.
29 S. WARREN ST.,
TRENTON, N. J

The Chicago Cycling Horn



[Pat. June 27, 1893.]
The neatest, smallest, simplest and lightest horn on the market. The tone is very clear and distinct. Horn by mail, $1. Discounts to dealers and clubs. Address,
HERMANN METZGER,
1222 Seminary Place, - - Chicago, Ill.

ADVERTISE IN THE BICYCLING WORLD.



BERRY BROTHERS'
BICYCLE ENAMEL
WILL RESTORE THE FADED FINISH ON YOUR WHEEL TO ITS ORIGINAL BRILLIANCY.
IT IS THE ONLY PERFECT ARTICLE OF ITS KIND IN THE MARKET.
EASILY APPLIED. READY FOR USE. DRIES QUICKLY WITH A LUSTROUS FINISH. ONE PACKAGE IS ENOUGH TO REFINISH A BICYCLE.
MADE IN THE FOLLOWING COLORS—BLACK, WHITE, MAROON, RUSSET, WINE, FAWN, LEMON AND OTHER SHADES OF YELLOW AND ALL SHADES OF BLUE AND GREEN.
ASK YOUR DEALER FOR IT. IT WILL PLEASE YOU.
PRICE, 50c. A PACKAGE.
BERRY BROTHERS, LIMITED.
VARNISH MFRS.
New York, Boston, Philadelphia,
Baltimore, Chicago, Cincinnati,
St. Louis, San Francisco.
FACTORY—Detroit.

Reading Railroad System.
THE FAVORITE ROUTE
BETWEEN
Boston, Philadelphia, Baltimore, Washington,
AND BETWEEN
New York and Philadelphia,
And all points in interior Pennsylvania.
THE SCENIC LINE
To Buffalo, Niagara Falls and the West.
WHEELS CARRIED FREE.
I. A. SWEINARD, Gen. Manager. C. G. HANCOCK, Gen. Pass. Agent.

Limited Train
FOR NEW YORK
Via BOSTON AND ALBANY R. R.
A limited train of Drawing Room Cars only will leave Boston at 12 noon, due in New York at 5.40 P. M.
Train consists of Baggage Car, Buffet Drawing Room Smoker and two Drawing Room Cars. Fare $6.00, including seat in Drawing Room Car. Number of passengers limited to seating capacity of cars.
A. S. HANSON, General Passenger Agt.
City Office, 232 Washington St.,
Station, Kneeland Street, } BOSTON.

FITCHBURG RAILROAD
Superb Equipment, Excellent Train Service, Fast Time, and Courteous Employees make the
Hoosac Tunnel Route
THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.
BICYCLES CARRIED FREE
FAST EXPRESS TRAINS
With elegant PALACE PARLOR and SLEEPING CARS to and from
BOSTON and CHICAGO
and BOSTON and ST LOUIS,
via NIAGARA FALLS
without change.
THE POPULAR ROUTE for all points in Northern New York, Vermont and Canada.
THE ONLY LINE running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes and Burlington, Vt.
THE PICTURESQUE ROUTE from Boston to St. Albans, St. Johns, Ogdensburg, Ottawa, Montreal and Quebec.
ELEGANT PALACE SLEEPING CARS to and from
BOSTON AND MONTREAL,
without change.
For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad and at
250 Washington Street, or
Fitchburg Railroad Passenger Station, BOSTON.
J. R. WATSON, General Pass. Agent.

The Favorite Route of Wheelmen
BETWEEN THE
EAST, WEST, NORTHEAST and SOUTHWEST.
—THE—
WEST SHORE RAILROAD
(The first road out of New York to carry bicycles free in the baggage cars of its company.)
Special attention is invited to the fact that all through trains connect with those of the *Fitchburg Railroad*, the only road in New England carrying wheels free.
The following meets are to be held on the line of the West Shore Railroad, or its immediate connections, and wheelmen will receive special attention enroute thereto:
July 15. Twenty-five mile Road Race, Toronto, Canada.
Aug. 1-2. Michigan Division Meet, L. A. W., Detroit, Mich.
Aug. 2. Wajontha Hl. Club Race Meet, Richfield Springs, N. Y.
Aug. 5-12. L. A. W. Annual Meet and International Races.
Special trains from Boston and New York.
Remember this line traverses the historic and picturesque West Shore of the Hudson River, skirts the foothills of the Catskill Mountains and passes through the beautiful valley of the Mohawk.
Elegant Drawing-room and Sleeping Cars run daily between Boston, New York, Newburgh, Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland and Chicago.
Special trains exclusively for wheelmen are being arranged for, to run from Boston and New York to the National Meet of the L. A. W. and International Races at the World's Fair in August. These trains will be connected with cars enroute off the line of the Fitchburg and West Shore Railroads. For particulars, time table, etc.,
Address,
C. A. SHEEHAN,
Agt. Gen Pass. Department,
5 Vanderbilt Ave., N. Y.
Or A. A. SMITH, N. E. P. A.,
300 Washington St., Boston, Mass.
C. E. LAMBERT, Gen. Pass. Agent, New York City.

Nichols Miss Adelaide A

Flying Columbias

THEY ARE WINNERS.

A Great Fourth-of-July Record.

Some of the many prizes lately won on Columbias.

June 19, at Ilion, N. Y.

Columbias won seven firsts and two seconds. At this meet Berlo failed to get better than fifth place in several races on his machine, changed to a Columbia and came in first.

July 1, at Susquehanna, Pa.

Columbias won six firsts, four seconds, three thirds, three fourths, one special; a total of seventeen prizes. JULY 3, AT HARRISBURG, PA.— Five firsts, three seconds, one third, one special.

Fourth-of-July.

HARRISBURG, PA.— Two firsts, two seconds, six thirds. WATERTOWN, N. Y.— Two firsts, two seconds. JACKSONVILLE, FLA.— Four firsts, two seconds, two thirds. TURNER'S FALLS, MASS.— Two firsts, three seconds, two thirds in three races. BALTIMORE, MD.— Four firsts, two seconds. TRINIDAD, COL., and ASHEVILLE, N. C.— Every race won on a Columbia. HARTFORD, CONN.— Four firsts, six seconds, five thirds,—at this meet E. A. Nelson beat the world's record for one quarter mile against time in 30 2-5 seconds on a Columbia.

"Berlo's great successes last year were made on a Columbia, and although up to Monday he had been riding a wheel of his own manufacture, he actually bought and paid for a Columbia 19 pound racer at the Columbia agency in this city. This machine he rode in the races of the cash prize association on the 3d and 4th inst."—*Brooklyn, N. Y., Citizen.*

For road or for track, Columbias are unequalled, unapproached.

POPE MFG. CO.,
Boston, New York, Chicago, Hartford

Our New Tire

The Wizard.

AMONG the tires we offer for general sale is our new tire, to be known as . . . . .

The "WIZARD."

It is a single tube tire, similar in construction to the regular Columbia tire, with red rubber tread, and is intended especially for use of reparers and for changing over to pneumatic tires at a reasonable expense. It has our special recommendation as a thoroughly reliable and well constructed single tube tire, and is warranted as to material and workmanship. It is without doubt the best tire on the market for the price, which is the lowest we have ever offered a pneumatic tire.

Correspondence solicited from manufacturers and large repairers.

HARTFORD RUBBER WORKS COMPANY,
HARTFORD, CONN.

The Hartford Safeties

Better Than Represented

PAWTUCKET, R. I., May 12, 1893.

Hartford Cycle Co., Hartford, Conn.:
Gentlemen:—

Allow me to say your wheels are going beautifully. We never hesitate to put them one's hand, knowing them to be better than you represent.

Very respectfully,
H. L. SPI

THE HARTFORD CYCLE CO.,
HARTFORD, CONN.

The BICYCLING WORLD AND L. A. W. BULLETIN

Founded 1877

Volume XXVI. Number 22 — BOSTON, FRIDAY, AUGUST 4, 1893. — 50 Cents a Year. 5 Cents a Copy.

BICYCLE REPAIRS

Mean something. It don't take long to fool away good money in repairing bad bicycles—oftentimes half the original cost of a high grade wheel.

$150.00 is not a high price for VICTORS, because they are worth it.

VICTORS seldom require repairing, and being made interchangeable throughout, any part can be ordered and slight changes or repairs made at home.

The value of every VICTOR is guaranteed.

OVERMAN WHEEL CO.,

BOSTON. WASHINGTON. DENVER. SAN FRANCISCO.

HERE AND THERE.

Last call for our Special Offer!! You want to remember that the date of closing the guessing competition is Aug. 11. See page 439.

A NEW bicycle club was formed in South Buffalo recently. It is called the Imperial Cycle Club.

THROUGH the taxation of bicycles nearly $4000 has been added to the valuation of the town of Medway, Mass.

IT is said that the bicycle with its rider is causing the wayside inn of the past to become restored to its former activity.

THE Pennsylvania Bicycle Club of Philadelphia will at their next meeting arrange an elaborate programme for the coming fall and winter season.

THE Zig-Zag Club of Indianapolis, Ind., has organized an orchestra, and several open air concerts have been given. The music is a trifle untamed as yet, but a marked improvement is noticeable from day to day.

THE cyclists of Greenport, Suffolk County, N. Y., have organized into a club to be known as the "Stirling Bicycle Club" of Greenport. At present there are 52 members, 32 being male and 20 female. They intend to hold a race some time in August at the Greenport Driving Park.

THE directors of the Denver Cyclists' Union have passed a resolution debarring bicycle dealers from acting as judges, referees and timekeepers in the racing events of the union.

BICYCLES in Leominster, Mass., are to be taxed this year. So say the town assessors. They have declared their labors finished with 68 wheels taxed out of 175 or more.

A BICYCLE rider rode straight up Columbus avenue, Boston, the other day. The word straight is used advisedly. He sat up straight in his seat, a genuine novelty for this day and generation.

JOHN PORSCHET, a cigar manufacturer of Batavia, N. Y., is an expert wheelman, although he has no feet except artificial ones. He is considering an offer of $3000 and expenses to ride from San Francisco to New York.

BURT GRETON, a lad 17 years of age, living at Middletown, Ohio, was coasting down the steep hill at Fort Ancient last week, when he was thrown from his wheel and broke his neck. Greton was taking a trip with his cousin when the accident occurred.

JAMES FAIRWEATHER, 12 years old, was riding on Dorchester avenue, Boston, Monday morning. His wheel caught in a car track and he was thrown, and before he could rise one of Walter Baker & Co.'s heavy wagons had passed over his body. A compound fracture of the left arm is the result. It is mangled fearfully, and amputation may be necessary.

BEFORE leaving Detroit, Guy L. Gary, who lowered the colors of Johnson, announced that he would not ride after this season, he having decided to go into business. Gary is but 20 years of age, stands 5 feet, 10 inches tall, and in condition weighs 145 pounds.

THE Time Wheelmen of Philadelphia who brought 34 men through on the recent century run, intend to beat this enviable record, and have arranged to hold another 100-mile run in September, the exact date of which has not yet been decided upon. The run will be from Newark to Philadelphia.

THE Telegram Cycling Club of Milwaukee, Wis., has taken suite 73 to 76 in the Mecca hotel, located one and one-half blocks from the Chicago cycle track. There will be the headquarters of Walter Sanger and other members of the club during the international race meet. The hotel is, to be exact, located at the corner of Thirty-Fourth and Dearborn, and can best be reached by the State street cars.

EDWARD ELCOCK, a Brooklyn bicyclist, had his rear tire punctured in a most peculiar manner while riding along Surf avenue, Coney Island, last week. A big black dog jumped out from the darkness and attempted to bite him. Failing in this, he fixed his teeth in the pneumatic tire of the rear wheel, and with his teeth buried in the tire the dog was yanked into the air, and dog, rider and bicycle came down in a heap. The dog fled howling into the darkness, while Mr. Elcock went to police headquarters, where he complained of the dog.

H. B. SEARS, H. P. Ripley and H. A. Brown of the Brookline, Mass., Rovers, have returned from a seven days' tour to the White Mountains. They pushed their machines to the summit of Mt. Washington, and then coasted down to the Glen House site, a continual coast of eight and a half miles. Leaving Jackson at 9 A. M., July 20th., they reached Boston at 10 P. M. July 21st, making in all 386 miles.

THE Pelican Cycling Club of New Orleans, La., gave another of their enjoyable "smokers" at their club house recently. The pretty club house was well filled with the cyclists and their invited guests, and mirth and pleasure reigned until a late hour. Refreshments and smoking materials were served in abundance, and an excellent impromptu programme was rendered, consisting of music, recitations and speeches.

COLONEL JUDD, Second Regiment, Illinois National Guards, has decided that a cycle corps is strictly necessary to complete his regiment for active service. Colonel Judd recognized the utility of the bicycle in time of war at the time of the labor riots at Lemont. His regiment was then stationed in camps two miles apart, and the strikers prevented all communication by cutting the wires. The cyclists of the regiment easily carried dispatches backward and forward in faster time than could the horsemen have done over the same road. A cycle corps will be formed at once, composed of one man from each of the twelve companies and three others, right and left guides and commanding officer. This number will form the nucleus around which a company of 100 will be formed, fully equipped and mounted at the expense of the regiment.

The Hickory for Tourists.

This is the season when vacations are in order. To enjoy your vacation to the fullest extent you must spend it awheel. In starting off on a tour the most important consideration is the mount—will your wheel carry you through safely, and will it stand the racket on the roughest roads. You must consider this carefully, for the success and pleasure of your trip depends on the wheel. You do not want to spend half of your limited time repairing the machine. Tour on the machine that is light, strong and durable beyond comparison and that is sure to carry you through. Such a machine is the Hickory

MADE BY

Hickory Wheel Co. Newton. Mass.

We have them for LADIES and GENTLEMEN. Send for a Catalogue.

A FEW OF THE MANY.

WINONA, MINN., July 3rd and 4th. George F. Biggs on Liberty "Bogie Man" lowered Two Mile State Record to 5.12 1-5.

George F. Biggs, same day, same machine, lowered Five Mile State Record to 13.38 2-5.

B. B. Bird of St. Paul rode second in both events on the Liberty, and also lowered former records.

TROY, N. Y., July 4th. 25-Mile Road Race.

E. S. Homer, Scratch, won first time prize and second place.

C. F. Stevens, 2 min., won second time prize and third place.

. . . . Both men on The Liberty

MAKERS OF

WILSON, MYERS & CO., LIBERTY CYCLES.

55 Liberty Street. New York City. Retail Department: 1786 Broadway, New York City.

A. O. VERY CYCLE CO., 245 Columbus Ave., Boston, Mass., General New England Representatives. Mention BICYCLING WORLD.



The Sager Road Racer.

Sager's Saddles

—FOR—

ROAD RIDING, SCORCHING and RACING.

THEY FIT THE RIDER.

Made in Styles to Suit Everybody.

Send for Catalogue of

Sager's Saddles, The Beauty Child's Seat, and The Handy Parcel Carrier.

The RICH & SAGER CO.,

ROCHESTER, N. Y.

. . . THE . . .

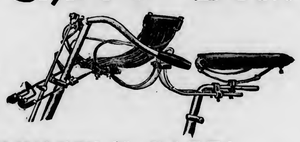
Beauty Child's Seat

IS AS GOOD

—AS A—

Fresh Air Fund

ATTACHED ONLY AT THE SADDLE POST.



IT IS PERFECTLY SAFE!

Made in Two Styles: Canvas $4.50, Mackintosh $5.00.

Sold by all principal dealers in the United States and Canada. Send for Illustrated Catalogue.

THE RICH & SAGER CO.,

They make the Sager Saddle. ROCHESTER, N. Y.

ZIG ZAG RACES

The ZIG ZAG BICYCLE CLUB have decided to give a big race meet in this city, August 24th, under the sanction of the L. A. W They will offer a **$3,500 PRIZE LIST,** which is the largest list ever offered up to the present time for a one day meet.

For the "ONE MILE WORLD'S INTERNATIONAL RECORD RACE" the first prize will consist of an **ELEGANT GOLD CUP** with the emblem of the Zig Zag Club set with diamonds and precious stones engraved on the front. The value of this Cup will be **$1,000.**

It is confidently expected that all of the World's Champions will compete at this tournament, and we take this opportunity of inviting all of our many customers and every other wheelman to come to the races, enjoy the hospitality of Zig Zag Bicycle Club, and at the same time make a tour of our immense plant and see where the

WAVERLEYS

are made. We will cheerfully show how it is possible for us to make a strictly High Grade Bicycle at one-third less than the list of any of our competitors. Catalogue free. Drop a postal for one.

INDIANA BICYCLE CO., =:= Indianapolis, Ind., U. S. A.

SOLID COMFORT SADDLES.

Our representative is now on the road showing our 1894 Models. See him before ordering.

BRETZ & CURTIS MFG. CO., - - PHILADELPHIA, PENN.

CORRESPONDENCE RESPECTFULLY SOLICITED.

OUR GUARANTEE.

We Make No Halfway Claims, Nor Show Any Halfway Confidence.

GUARANTEE.

We hereby guarantee every Lu-Mi-Num Bicycle to be free from imperfection in material or manufacture, when it leaves our hands. If any aluminum part proves defective within two years from date of purchase, the owner may return same to us, at our expense, and we will furnish a new part without expense to him, provided the original factory number of the machine is unaltered and intact.

If any material other than the aluminum parts prove defective within one year from date of purchase, the owner may return same to us, charges prepaid, and we will furnish a new part without charge.

This guarantee does not apply to damage resulting from accident, misuse, or neglect, nor is it in any sense an agreement to "keep machines in repair" for the time specified. In all cases where defects are claimed, the parts must be sent us for inspection and judgment. We undertake and agree to furnish perfect and marketable goods; having done this, our duty ends.

Should any of the aluminum parts become broken by accident, misuse, or neglect, the owner may return them to us, charges prepaid, and we will allow $2.00 per pound for them toward the price of the new parts required.

For the sum of $10.00, to be paid us at the time of purchase, we will insure the aluminum parts of any Lu-Mi-Num Bicycle against breakage of any kind whatever, whether arising from imperfection or accident, for a period of five years, and undertake to keep the aluminum parts in perfect repair during that time without expense to the original purchaser. In cases of breakage of parts thus insured they must be returned to us before new parts will be supplied.

THERE IS A HALF MILLION DOLLARS BEHIND THE ABOVE STATEMENT.

See the LU MI NUM at the International Meet at Chicago.

We wish to have every wheelman at the meet see and try our wheel.

The more it is shown the more rapid will be its introduction. "Seeing is believing."

The Revolution has come

And already the prices of steel bicycles are tumbling.

.....

ST. LOUIS REFRIGERATOR & WOODEN GUTTER CO.

ST. LOUIS, MO.

Incorporated 1873. Send for Catalog. Capital, $500,000.

HIGHEST GRADE

EXCELSIORS

Prices maintained.
Agents fully protected.



Machines Guaranteed Absolutely.

Road Scorchers. Light Roadsters. Full Roadsters. Ladies'.

Weights, 30, 35, and 40 lbs.

SEND STAMP FOR ENCYCLOPEDIA OF CYCLERS' WANTS, NOW READY TO MAIL.

MANUFACTURERS OF

SUNDRIES.

ACKNOWLEDGED LARGEST SUNDRY HOUSE IN THE UNITED STATES

Cork Handles, Rims, Lamps, Bells,

HOWARD A. SMITH & CO., NEWARK N. J.

With Your Thumb and First Finger



Grasp the outside of any of the elliptical shaped forks now used on the many light weight safeties on the market. A slight pressure will close them up, plainly showing the weakness of this part. For another test,

Take The Front Fork
OF OUR 30-POUND
Rigid Frame Sylph

and try the same experiment. As compared with the first test, it will require a modern Sampson to close up the SYLPH TUBULAR FORKS, demonstrating beyond a doubt the greater strength and rigidity of the Sylph curved forks.

By dispensing with numerous forgings in the frame, wheels and other less important parts, and using 18-gauge tubing (mind you this is heavier than others use in their light machines) and our system of lap-brazing, we get by far the strongest cycle of its weight on the market. The accompanying cut shows the machine with raised handle-bars, but drop will be furnished if so ordered.

Catalogue Free, giving all details. -:- -:- Agents Wanted.

ROUSE-DURYEA CYCLE Co., - 9 G Street, Peoria, Ill.
"Sylph Cycles Run Easy." Their riders will tell you so.

.... Samples of the ....
Garford Saddles
FOR 1894
WILL BE READY BY AUGUST 1ST.
Correspondence with manufacturers solicited.

THE GARFORD MFG. CO.,
ELYRIA, O.

"ZIMMERMAN on Training
WITH POINTS FOR CYCLISTS,"
NOW READY.
Price 50 Cents, Handsomely Bound in Cloth.
A Valuable Work of Reference for All Riders.
Sent postpaid on receipt of price.
WHEELMAN CO., 167 Oliver St., Boston.

1893 **NEW MAIL**
HIGHEST GRADE.
—11th Year.—
Greater Demand Than Ever Before?



Pneumatic Tires, $125.
Dunlop Detachable Tires, $135.
The Wheel of '93! See it and Send for Catalogue.
—MANUFACTURERS—
WM. READ & SONS,
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Chicago Branch, Masonic Temple, A. W. MOORE, Manager.

UNSOLICITED TESTIMONIALS.
What our Agents write regarding the LEAGUE CHAINLESS SAFETY:
"I cannot do without them. Send me four more as soon as possible."
"They are out of sight! Send me six more at the earliest possible moment."
"People are clamoring for them! Send us ten more at once."
"Could have sold twelve the past week if we had them."
Do not fail to see the LEAGUE CHAINLESS SAFETY at the Chicago International Meet.
THE LEAGUE CYCLE CO.,
30 UNION PLACE, - - - HARTFORD, CONN.

One Important Factor
In the inflation of a Pneumatic Tire is to have a good connection between the pump and the tire. To accomplish this, always use the **C. I. TUBING.** made by the . . . .
Boston Woven Hose & Rubber Co.
Made to fit Pneumatic Pumps, and weighs less than one ounce to the foot.
It will not swell or give under pressure of the pump, and saves one-half the labor of inflating the tire.
Manufacturers and Dealers Supplied by the
BOSTON WOVEN HOSE AND RUBBER CO.,
275 Devonshire St., Boston, Mass.



Figures Talk.
The DUNLOP TIRES sold up to May 15th, 1893, number
505,000.
You can't go wrong in getting a DUNLOP.
They Cost a Little More, but—
The American Dunlop Tire Company,
160 FIFTH AVENUE, NEW YORK.

THE
BICYCLING WORLD.
Published Every Friday
— BY —
THE WHEELMAN CO.
Incorporated under the Laws of Massachusetts.
167 OLIVER STREET,
BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as their new, and their League number.

TO OUR ADVERTISERS:

Copy for new advertisements must be handed in by Tuesday morning to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN CO.

Postage stamps will not be accepted hereafter in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken.

C. W. FOURDRINIER, Editor and Manager.

EDITORIAL STAFF:
J. S. DUAN. JAS. W. CARTWRIGHT, JR.
H. CROWTHER.

BOSTON, AUGUST 4, 1893.

There is No Remedy
FOR
SLACK BUSINESS
Like . . . Advertising.
All shrewd and successful business men admit this axiom. Therefore if the cycle business is "dull" just now, as some of the trade declare, then
Give the Business a Boom by Advertising Now!
Then look to your medium, and in that regard we present the WORLD as the best by all odds of all the cycle trade journals.
THOSE WHO HAVE TRIED IT HAVE PROVED IT.

THE correspondence published in our last issue between Mr. Elderfield of the English N. C. U. and Chairman Raymond regarding Mr. Zimmerman's status was most interesting. Mr. Raymond's position that the L. A. W. claim the prerogative of absolute power to fix Mr. Zimmerman's status irrespective of any formal action the N. C. U. may take in the matter is perfectly proper. Of course any charges which may come from the N. C. U. will receive the courteous attention of the L. A. W. officials, but the action of the American organization on same must be considered as final by the English Union.

The pith of the thing lays in the statement made by Mr. Raymond in his letter of reply when he says:

". . . Your jurisdiction began when Mr. A. A. Zimmerman applied for a license, it ended when *he* refused same owing to conditions attached. If the N. C. U. have substantial and well founded charges, their only course lies in all international comity, to send them to the governing body or cycling of the country to which the man belongs, and to which he alone owes allegiance.

If you endeavor to assume jurisdiction in countries where the rules of your body have no force, you will undoubtedly be met by firm but courteous denial of your right to assume such jurisdiction. . . ."

This certainly ought to be sufficiently plain to the N. C. U. people so that there can be no misunderstanding as to the jurisdiction of that body over American amateurs. Continuing Mr. Raymond says in the paragraph following above in his reply:

"When any men affiliate with your body or your country is concerned we grant you full power, and will be the last to dictate, or to violate any international courtesy, and will recognize your full right to declare him what you will. We must reserve to ourselves the same privilege and refuse to recognize your further actions in this matter save through one channel, our National Racing Board. . . ."

As far as the charges made against Mr. Zimmerman are concerned they will be fully investigated by the L. A. W. Racing Board, and after all the evidence is in such action will be taken as are justified by the facts. In the mean time it will be observed that the high and lofty methods used by the N. C. U. did not work to any extent on our worthy Chairman of the Racing Board.

BY the time this issues reaches many of our readers the international meet at Chicago will be in full swing, and the introductory meeting of the international circuit will have been run at Detroit. It will be a meeting of giants, and the struggle for supremacy between our foreign visitors and our home talent will be watched with intense interest. We are frank to say that unless some accidents happen to the American contingent there is not much doubt but that the laurels of victory will rest on the brow of American riders. And now comes the difficulty to pick out among the native talent the one who will prove himself to be the superior. It is by the faintest margin of judgment that we name Zimmerman as the man who will come out at the head of the pack after the final shuffle. The battle royal will be between Sanger and Zimmy, and the difference between these two men is so slight that nothing but actual test will prove which is the best man. There are enough other good men and true to make the results sufficiently uncertain as to create interest and excite speculation.

Sanger Royally Received.

MILWAUKEE, WIS., July 27.—An enthusiastic crowd, numbering thousands of people, welcomed Walter C. Sanger back to the city to-night. About 300 bicyclists, members of all the clubs of the city, had formed a parade, and each participant had decorated his wheel with a profusion of lanterns and ribbons. A band and drum corps headed the parade, while the streets were resplendent with red fire and luster of Roman candles. The great crowd shouted itself hoarse with enthusiasm when Sanger stepped from the platform. After the storm had abated a little, the champion was conducted to a carriage, and the march to the club house of the Telegram Cycling Club was taken up, where Gov. Peck and Assistant City Attorney Seeley made short speeches. A brief reception followed, and Sanger shook hands with as many of his admirers as could possibly crowd near him. It was a proud day for Sanger.

A Reply from Mr. H. Sturmey.

EDITOR BICYCLING WORLD: In your issue of June 23, which has just been brought to my notice, I find an editorial on page 399 with reference to the Zimmerman case. You say, "Under the terms of the International agreement each organization agreed to accept amateur riders from their respective countries who came properly accredited by the governing bodies of those countries." This is only partially correct, or rather you have not exactly grasped its scope. The conference and agreement arrived at when Mr. Raymond was over here, *related only to the conduct of the World's Championships.* For these events the men selected by the Unions of their respective countries are entitled to compete without question by other Unions, unless of course, they are known to be professionals, in which case the Union sending them would be breaking the fundamental amateur rule of the Association. This agreement does not apply to the general racing going on in the country, but *only* to the World's Championships and this being so you will perceive that your paragraph is written upon a wrong premise.

Yours faithfully,
HENRY STURMEY.

A. A. McCurdy.

SOME five years ago we chronicled the fact that A. A. McCurdy, the once well-known professional who had enlisted in the United States Army was a deserter, and the other day we announced that he had been arrested in New Orleans and turned over to the military officials. It is now stated that he has been discharged by the authorities.

McCurdy pleaded guilty to the desertion, but urged justification on the ground of tyrannical abuses. McCurdy had a number of indorsements from Florida, as well as a recommendation from forty shoe merchants of New Orleans showing that he had led an honorable life ever since he had escaped from the army, and the court martial ordered his acquittal.

During the time of his desertion and the present time he has been working at his trade, two years of the period in New Orleans, and reports say that his conduct during the whole time has been exemplary. The cause which led to his discovery and arrest was, he made application to the Pelican Club of New Orleans for membership, and by this means his identity was established. He is talking of making application to the N. C. A. for a license.

ANOTHER SPECIAL OFFER.
Bicycling World and L. A. W. Bulletin Reduced to 50 cents per Year.
(This does not include L. A. W. membership or renewal to same.)
Every New Cash Subscriber Can Have a Chance to Secure a
HIGH GRADE BICYCLE FREE OF CHARGE.
The winner can have choice of any bicycle of any make which is advertised in the columns of the BICYCLING WORLD between May 11 and Aug. 11, 1893.
Cut out this coupon, or else copy same *verbatim* on a sheet of paper, and enclose with the subscription price of paper.

COUPON.
WHEELMAN CO., 167 Oliver Street, Boston.
Enclosed find 50 cents, for which send me the BICYCLING WORLD AND L. A. W. BULLETIN for one year to following address:
Name, _____
_____
I ride a _____ make of wheel. I guess that the greatest number of machines, of any one make, ridden by those sending in new subscriptions (which will be sent in for the BICYCLING WORLD in response to this offer) between May 12 and Aug. 11, will be _____ machines.

THE SCHEME:
The new subscriber who guesses *the nearest* to the true figures will get a High Grade Bicycle. No matter whether the estimate is above or below the figures, *THE NEAREST WILL WIN.* In case of a tie, priority of date of estimate will determine the winner.

Mr. Maltby to Mr. Kaufman.

MR. W. S. MALTBY, writing from Chautauqua, N. Y., reviews Mr. Kaufman's claims to the championship of trick riding, and after denying his right to the same giving the reasons therefor he winds up the letter with this following challenge:

"Mr. Kaufman stated in his interview to the *N. Y. World*, that one of his chief objects in at last visiting this country was to make a championship match (although he promised to be at the Philadelphia show in March, 1892, as he has at several other times, when he would be prepared to meet all comers, but each time he has failed to appear until now.) Now, I am willing to do everything in reason not to have Mr. Kaufman return to England disappointed. I have tried at four different times to have it settled as to who was the champion of the world in trick riding by issuing open challenges and placing forfeits with leading journals, not only in this country but in England and Australia; but all it resulted in, unfortunately, was a sort of contest in writing newspaper articles, and since my last unsuccessful attempt in March, 1892, I have given but little practice to riding on the "ordinary" believing it to be a back number, but have continued to work on the more modern regular roadster "Safety," and if Mr. Kaufman wishes to try conclusions in a contest on this machine, I am ready and will leave it to any of the following gentlemen to form the rules and to act as referee, if they and Mr. Kaufman are willing: Mr. F. P. Prial, of New York; Mr. S. M. Miles, of Chicago; Mr. O. S. Bunnell, of Philadelphia, or Mr. C. W. Fourdrinier, of Boston.

Very truly,
W. S. MALTBY.
Chautauqua, N. Y., July 27, 1893.

Warwick Cycle Manufacturing Company.

A MEETING took place Aug. 1st at Springfield, and the management of the Warwick Co. was partially reorganized. Mr. Hendrick is still president. Mr. A. O. Very, of Boston, has become a stockholder, and has been elected treasurer and manager, and is also a member of the board of directors.

Mr. A. O. Very is well and favorably known as the head of the A. O. Very Cycle Company of Boston. The latter concern will continue in existence the same as heretofore under the active management of Mr. F. A. Very. As to the future policy of the Warwick Company, we are assured that the present management will be progressive and along such lines as to establish confidence in the trade, of which we hope to have something to say further in the near future.

Legal.

EDITOR BICYCLING WORLD: We have just received advice from our attorneys that the United States Circuit Court of Appeals has this day handed down decision in our favor in the case of Featherstone vs. Bidwell for infringement of tire patents, this reversing the former decision of Judge Lacombe, handed down last fall. This effectually settles Featherstone's claims against us for infringement of patent, the decision of the Circuit Court of Appeals being final.

Yours very truly,
GEORGE R. BIDWELL CYCLE CO.
A. C. D. LOUCKS, Sec.
New York, Aug. 1, 1893.

The Ideal Two-Days' Tour of the East.

EDITOR BICYCLING WORLD: Doubtless many of my fellow-wheelmen are casting about for short summer trips, and to them my suggestion may prove acceptable.

If time permits leave New York city and ride to Tarrytown—a run of about 20 miles over good roads—then cross the river to Nyack, and ride to Suffern, 12 miles over poor roads. From there to Middleton, about 20 miles; this will be a good stopping place for the first night out. In the morning ride to Port Jervis for dinner, and in the afternoon the "Ne Plus Ultra" ride lies before you—The celebrated Delaware Valley run—commences. Forty-one miles of an A No. 1 road, beautiful scenery and good accommodations await the cycler. For the afternoon run go to Dingman's Ferry, 16 miles, over a road not equalled by the Orange district. The High Falls hotel is the L. A. W. house, and here the cycler will find all that is necessary for his comfort, pleasure and happiness,

AND DREAM OF THE MORROW.

The next morning you should by all means see some of the beautiful waterfalls and other picturesque scenery with which this valley abounds. Then spin on to the Delaware Water Gap, 25 miles of good road, 13 miles of it surpassing, if possible, the other. From the gap you may return by tram, or ride back to Dingman's Ferry, then across New Jersey by way of Branchhill, Sparta, Hopatcong and Dover.

If your time is too limited to permit of such an extended trip, you may go by rail to Port Jervis, take the run through the valley and return by train, and I feel assured the ride will repay you for your trip. The roads through the valley are all in good condition.

PHILIP N. FULMER, JR.,
Dingman's Ferry, Pike Co., Pa.
Local Consul, L. A. W.

[Of all the famed trips of the country we can recommend this as the one *par excellence*, for a brief tour. —ED.]

Wheelmen In Louisville Politics.

CHIEF CONSUL WATTS of the Kentucky Division, together with a number of the prominent Louisville cyclists, has issued a circular to the wheelmen of that place, the Louisville Cycle Club and the Kentucky Division, having determined to enter the Mayoralty fight which is now being canvassed in St. Louis, they having decided to support Hon. Henry S. Tyler, whose administration was a splendid one with regard to street improvements. In the committee meetings it has been decided to call upon the wheelmen, irrespective of party politics and without going into any personalities, and endeavor to secure their support on the side of road improvements.

KAUFMAN has one trick which he does and is little less than ingenious and is described as follows: "A small farce was played on the crowd when Kaufman pretended to fall and break a wheel that was handed him. After an expression of pain, he picked up the broken wheel and angrily pulling out the spokes, curled himself inside the tire and thus rolled over the floor."

One of the interesting features of the Fort Wayne (Ind.,) lantern parade at the State Division meet was that of A. L. Randall who rode in a pneumatic tired racing sulky and was drawn by two cyclers on their wheels. The men who acted as horses attached their wheels by ropes to Mr. Randall's rig, the shafts being held up by a crosspiece. Over Mr. Randall's head was an arch of beautiful lanterns, and lanterns hung beneath the axle to complete the circle of fire.



"ARIEL" being absent upon the International Circuit, and having made a deal—a strictly amateur deal—with one Sterling Elliott to run the timing of the latter's Electric Chronograph (said Chronograph having been thoroughly disinfected, according to the strictest requirements of the Racing Board, since being used by the cash prize league) from the timers' stand the while Mr. Elliott looks after the interior economics of the contrivance, the "Passing Hour" column will be temporarily discontinued during the continuance of such service, doubtless much to the relief of all our readers. (Chicago papers please notice.)

THE INTERNATIONAL CIRCUIT

Opens at Detroit—Tuesday's Events and Winners.

(Special Dispatch to the Bicycling World.)

DETROIT, Aug. 1.—Beautiful weather and good attendance was the story of the first day's racing at Detroit. The two foremost racing men in the world have at length met, and still we know as little as we did before. In the quarter-mile open to-day, Sanger stood down while Zimmerman ran, but the mile open witnessed the meeting of the two and the talent were treated to a genuine surprise. Tyler, Sanger, Taylor and Zimmerman being the order in which they finished, all in a bunch, a wheel's length intervening between each of the four. It was way outside limit, however, and the cracks refused to ride it over. The audience was heartily disgusted, and they roundly hissed the men when they came back to dismount, Munger and Steenson alone riding in the run off. Zimmerman was clearly off color as his finishing behind Taylor and Tyler showed, and yet he cannot claim great superiority over Sanger on this alone, for in the two-mile International (in which by the way none but Americans rode) the latter beat Tyler out in the last hundred feet of a lively sprint down the home stretch, Taylor and Gary being right at the Springfield man's heels in the order named. To-morrow's one mile International should be a hair raiser. Summary:

One mile novice—W. Evans won; F. M. Brown, second; H. B. Taft, third. Time 2.31 4-5. Evans was protested successfully.

Quarter mile open, final—Guy Gary won; H. C. Tyler, second; A. J. Brown, third; E. A. Nelson, fourth. Time .30 4-5. In this heat Zimmerman started but broke his chain and had to withdraw.

Mile handicap—J. P. Bliss, 30 yards, won; A. U. French, 45 yards, second; A. T. Crooks, 40 yards, third. Time 2.19 1-5.

Mile State championship—W. S. Tuber won; W. Evans, second; F. J. Heasley, third. Time 2.36 1-5.

Mile open—This is the race in which Sanger, Zimmerman, Tyler, and Taylor started with time limit of 2.40, and as it was ridden in 2.36 it was declared no race. It was ordered run over again, but all but H. R. Steensen and L. D. Munger refused to run. As above stated Tyler finished first, Sanger second, Taylor third, and Zimmerman fourth, but it was no race.

Two mile international—W. C. Sanger won; H. C. Tyler, second; G. F. Taylor, third; Gary and Bliss fourth and fifth. Time 5.13 1-5. Zimmerman did not start in this race.

Half mile handicap—A. A. Zimmerman, scratch, won; A. L. Crooks, 20 yards, second; E. A. Nelson, 15 yards, third. Time 1.02.

Three mile lap race—A. A. Zimmerman won; James Clark, second; A. T. Crooks, third. Time 9.31 2-5.

Cottage City's Meet.

THE annual hegira of the Massachusetts Division to the Martha's Vineyard city by the sea while not attracting so large a crowd as in previous years (the proximity of the national gathering at Chicago unquestionably affecting the attendance), was as thoroughly successful in jollity and enthusiasm as any of its predecessors.

The weather was with the Massachusetts men—and ladies, bless 'em!—on both Thursday and Friday, and the scheduled events of those day were run off successfully and promptly, but Jupiter Pluvius played the deuce generally on Saturday, intermittent showers preventing the annual parade and only clearing up in time to permit the running of the races at four o'clock, after the downpour ceased.

ON THURSDAY,

after the run to West Chop light via Vineyard Haven, the two great aquatic events of the meet occurred. First came the swimming match, in which A. C. Wilder of Fall River and Eugene Record of Somerville contested, the latter winning easily. Then there was a game of water polo between two picked teams, captained by Dr. Myrick of New York and Mr. Presbo of Needham. They swam and floundered about for an hour. Dr. Myrick won the prize for scoring the largest number of goals.

In the coasting contest on New York avenue, in the afternoon, the first prize was won by M. Williams of Fall River (who has always won this event), the second place by C. A. Fogg of Roxbury and the third by A. F. Tucker of Lexington.

FRIDAY.

There were 10 starters in the road race. The Press Club entered Dan Connelly and Eben Snow, the former winning it handily. The Roxbury Cycle Club was represented by H. C. Cressy, the Somervilles by Carroll Doubleday, the United Wheelmen of Fall River by Wilcox and Brocklehurst, the North Attleboro by W. F. Maintene and W. E. Merritt, and the Lynn Club by W. C. Wheeler. Connelly won, hands down, in 25m. 51 2-5s., with Wilcox second and Brocklehurst third.

In the afternoon was held the base ball game between the Cambridgeports and Roxburys. It was won by Cambridgeports by a score of 20 to 2.

For the torchlight parade prizes were offered to the club turning out the largest number of members, to the club making the most original display and also the best individual displays.

The most original club display was that of the Taunton Cycle Club, 25 men, under command of Capt. Henry Bearse. It was entitled, "The Poker Club," and a transparency made known the fact that the limit was $100. On the back and front of each man was a large card representing one of the famous 52. They were arranged so that five men walked abreast and each five formed a poker hand, from four of a kind down to a pair.

SATURDAY'S RACES.

The course was as usual, around Ocean Park, which is claimed to be one-sixteenth short of half a mile. The times made were very creditable considering the course, and that the concrete pavement was too slippery to permit riding at high speed around the two sharp corners. Summary:

One-mile novice—First, H. C. Cressy; second C. E. Record. Time, 2.38.

Half-mile open, *final heat*.—First, W. L. Wilcox; second, Dan Connelly. Time, 1.11.

Two-mile open—First, E. H. Snow; second, H. D. Merritt. Time, 6.06 4-5.

One-mile open—First, Dan Connelly; second, E. H. Snow. Time, 2.31.

One-mile lap race—First, Dan Connelly; second, E. H. Snow. Time, 2.33.

One-mile consolation—First W. F. Brecklehurst; second, W. Orish. Time, 2.37.

An impromptu ball was gotten up for the evening in the Pawnee House. The affair was held in the dining room of the hotel, which was only half large enough to accommodate the crowd.

Fort Wayne's Wind-up.

FORT WAYNE, IND., July 26.—The eastern riders were a little too fast for those of the West in to-day's races of the Indiana Division.

George F. Taylor rode splendidly, capturing two firsts and one second, the former two the half and one mile open, the latter the quarter-mile open, in which he was forced to take second to that great quarter rider, George C. Smith.

Hoyland Smith made a great ride in the two-mile handicap, but could do nothing against a long mark at 300 and 380 yards. His time was 5 1-5 m.—very fast for the rough horse track.

The trouble of yesterday was amicably settled, the referee agreeing to allow the race as last run—Taylor first, Lumsden second, McDuffee third and Banker fourth. It was the latter's fine ride and attempt to pull the field inside time limits that led to the decision and not the strike.

It rained last night, and the track was badly scarred up, yet the men, by systematic pacing, made 2.22 4-5. in the mile open. Summary:

Quarter-mile open, *First heat*—Kniseley won; E. A. McDuffee, second; C. M. Murphy, third; L. D. Munger, fourth; Time .36 2-5. *Second heat*,—George Banker, Hoyland Smith and E. C. Johnson qualified without riding. *Third heat*—G. F. Taylor, won; Riverside Smith, second; George Emerson, third. Time .36 3-5. *Final heat*—Riverside Smith, won; George F. Taylor, second; C. M. Murphy, third; George A. Banker, fourth. Time .34 3-5.

One mile state championship—W. C. Marmon won; E. V. Minor, second. Time 3.14.

One mile handicap, *Final heat*—C. T. Kniseley, 120 yards, won; John Clark, 190 yards, second; H. N. Kirby, 190 yards, third. Time 2.18.

One mile, 3-minute class, *Final Heat*—A. J. Nicolet, won; M. Nelson, second; O. S. Brailey, third. Time 2.51.

One-half mile, open, run in one heat—George F. Taylor won; E. C. Johnson, second; J. P. Bliss, third; A. E. Lumsden, fourth. Time 1.17 1-5

Two-mile handicap—O. P. Bernhardt, 360 yards, won; J. W. Clark, 380 yards, second; S. W. Gottschall, 380 yards, third; Time 4.47 4-5

One-mile open—George F. Taylor, won; George A. Banker, second; J. P. Bliss, third; A. E. Lumsden, fourth. Time 2.22 3-4

Five-mile State championship—Marmon won; Minor second. Time 2.20 3-5.



WALTER C. SANGER, MILWAUKEE, WIS., U. S. A., the ENGLISH representative at the International Championship races in Chicago, Ill. *Vide* Mr. H. Sturmey's letter to Mr. Raymond in which he says: *"Our Champion at present is Walter C. Sanger whom you can look upon as certain to represent England!!*

The above cut represents Mr. Sanger as Mr. Sturmey would have him appear at Chicago.

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BRANCHES.

BOSTON. PHILADELPHIA.

SPRINGFIELD. CHICAGO.

Asbury Park (N. J.) A. A. Midsummer Meet.

RAIN interfered with the meeting at Asbury Park last Saturday, the track being heavy, and though the attendance was good, clear weather would have ensured a bigger crowd. In view of the fact that the track was very heavy, Zimmerman's time in the one mile handicap event (2.17) was remarkable. Results as follows:

One mile novice, *Final heat*—Bertram Ripley, first; W. C. Roome, second; B. E. Reckstein, third. Time 2.49 4-5.

One mile open—A. A. Zimmerman, first; Wm. H. Milliken, second; Carl Hess, third. Time 2.08.

One mile, 3.00 class, *First heat*—Won by George B. Thatcher, Time 2.50. *Second heat*—Won by A. H. Barnett. Time 2.46 4-5. *Final heat*—Thatcher, first; H. H. Madiox, second; A. H. Barnett, third. Time 2.38.

Two mile handicap—Carl Hess, 90 yards, first; F. J. Titus, 110 yards, second; George M. Wells, 120 yards, third. Time 4.57 2-5.

One mile, 2.40 class, *First heat*—Won by Paul Gresch. Time 2.43 1-5. *Second heat*—Won by E. E. Muller. Time 2.43. *Final heat*—Gresch, first; E. L. Blauvelt, second; E. F. Muller, third. Time 2.32.

Five miles, open—Zimmerman, first; W. H. Milliken, second; Carl Hess, third. Time 14 1-2. Zimmerman won the prize for leading most number of laps.

One mile handicap, *First heat*—Won by B. R. McDonald, 75 yards. Time 2.16. *Second heat*—Won by F. J. Titus, 60 yards. Time 2.18 2-5. *Final heat*—B. R. McDonald, first; F. J. Titus, second; O. S. Brandt, third. Time 2.14. Zimmerman's time from scratch in this event, though he did not get a place, was 2.17.

One-mile consolation—George Emerson, won; Levi, second. Time 2.51 1-5.

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One mile novice, *Final heat*—Bertram Ripley, first; W. C. Roome, second; B. E. Reckstein, third. Time 2.49 4-5.

One mile open—A. A. Zimmerman, first; Wm. H. Milliken, second; Carl Hess, third. Time 2.08.

One mile, 3.00 class, *First heat*—Won by George B. Thatcher, Time 2.50. *Second heat*—Won by A. H. Barnett. Time 2.46 4-5. *Final heat*—Thatcher, first; H. H. Madiox, second; A. H. Barnett, third. Time 2.38.

Two mile handicap—Carl Hess, 90 yards, first; F. J. Titus, 110 yards, second; George M. Wells, 120 yards, third. Time 4.57 2-5.

One mile, 2.40 class, *First heat*—Won by Paul Gresch. Time 2.43 1-5. *Second heat*—Won by E. E. Muller. Time 2.43. *Final heat*—Gresch, first; E. L. Blauvelt, second; E. F. Muller, third. Time 2.32.

Five miles, open—Zimmerman, first; W. H. Milliken, second; Carl Hess, third. Time 14 1-2. Zimmerman won the prize for leading most number of laps.

One mile handicap, *First heat*—Won by B. R. McDonald, 75 yards. Time 2.16. *Second heat*—Won by F. J. Titus, 60 yards. Time 2.18 2-5. *Final heat*—B. R. McDonald, first; F. J. Titus, second; O. S. Brandt, third. Time 2.14. Zimmerman's time from scratch in this event, though he did not get a place, was 2.17.

One-mile consolation—George Emerson, won; Levi, second. Time 2.51 1-5.

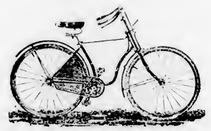
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Minnesota Division Meet.—Races by Electric Light.

WINONA, July 25.—The weather was extremely hot during the day time but the cool of the evening brought out a big contingent to witness the races by electric light. The parade before the races was participated in by 75 wheelmen. Bell's band furnished music during the races. The summary:

EVENING RACES.

Five miles, Division championship—Barney Bird, St. Paul, first; W. Codman, Winona, second. Time 14.29 4-5. (State record.)

Half mile, 1.30 class—Bender, first; Burroughs, second; N. Steffes, third. Time 1.21.

One mile open—B. Bird, first; W. Codman, second; W. J. Martin, third. Time 2.49 1-5.

Two miles, open, two starters—B. Bird, first; N. Steffes, second. Time 5.41 2-5.

One mile, 3.30 class—Bender, first; Woodcock, second; Burroughs, third. Time 3.05.

AFTERNOON RACES.

One mile, 3.10 class—Bender, first; W. J. Martin, second; F. Burroughs, third. Time 2.58.

One mile, Division championship—B. Bird, first; Codman, second; Woodcock, third. Time 2.46.

One mile, 2.45 class—Bender, first; W. J. Martin second; Burroughs, third. Time 2.49.

Quarter mile, Division championship B. Bird, first; Codman, second. Time .35 2-5.

One mile open—B. Bird, first; Codman, second; Burroughs, third. Time 2.45.

Missouri Division Meet.

THE Missouri Division of the L. A. W. held its eighth annual meet at Sedalia, Mo., on Saturday, July 22. The conditions were all favorable and the Kansas City wheelmen carried off nearly all the prizes, winning eight firsts and three seconds in the twelve races on the card. Following is the summary:

One mile novice—H. C. Wood, first; C. W. Redensedel, second; D. Coburn, Jr., third. Time 2.41 3-4.

Half mile handicap, Frank Ferguson, 70 yds., first; F. A. Grath 20 yds., second; H. R. Warren, 15 yds., third. Time 1.11

One mile open—H. R. Warren, first; Charles Kinderwatter, second; W. C. Wicks, third. Time 2.28.

One mile, three minute class—Charles Kinderwatter, first; E. A. Grath, second; G. P. Moore, third. Time 2.42 1-2.

One mile, handicap—D. Coleman, Jr., 95 yds., first; H. R. Warren, 35 yds., second; E. A. Grath, 65 yds., third. Time 2.29 4-5.

One mile Missouri Division championship—Bert Harding, first; Charles Kinderwatter, second; H. R. Warren, third. Time 2.54.

Two mile team—G. P. Moore, H. C. Wood and R. C. Howard, Kansas City Cycling Club, defeated O. Rule, W. J. Cox and Bert Harding, St. Louis Cycling Club, by a score of 46 to 38 points.

Four mile Missouri Division championship—H. R. Warren, first; Bert Harding, second; Charles Kinderwatter, third. Time 6.58.

Five mile handicap, H. C. Wood, 525 yds., first; A. L. Jordon, 125 yds., second; D. Coburn, Jr., 475 yds., third. Time 13.41 1-2.

One mile consolation—R. M. R. Tidd, first; W. J. Cox, second. Time 2.51.

Denver, Colorado.

DENVER, COLO., July 22.—A race meet was held, and W. W. Hamilton, of the Pueblo Rovers, got the following State records up as follows: Quarter-mile, 34 4-5. Half-mile, 1.10. Two-mile, 5.58 2-5. Five-mile, 12.51 4-5. This same Hamilton is riding in such form as to predict that if he comes in contact with the other fast men of the country he will make them hustle.

Following is the summary:

One-mile novice, open—C. W. Parsons, first, Marion Hardesty, second, G. A. Phillips, third. Time, 2.44 4-5.

One-mile open, McGuire, first; Park, second; Charles Stokes third. Time, 2.50.

Two-mile lap race, open—W. W. Hamilton, first; James Collier, second; Louis Block, third. Time 6.34 1-5. (State record.)

Five-mile, relay race for clubs—Ramblers, Denver Wheel Club, Five Points Club. Time, 13.54 4-5.

Two-mile handicap for Ramblers—C. W. Parsons, 150 yards; H. Culman, 100 yard, James Collier, scratch. Time, 5.30.

Half-mile, open—Hamilton, first; James Park, second; George Childers, third. Time, 1.10. (State record.)

One-mile, 2.50 class—O. M. Langan, first; D. W. King, second; George Childers third. Time, 2.48.

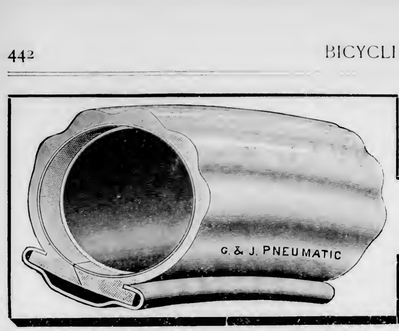
One-mile, open, McGuire, first; Park, second; Charles Stokes third. Time, 2.50.

Two-mile lap race, open—W. W. Hamilton, first; James Collier, second; C. C. Pugh, third. Time, 5.18 2-5. (State record.)

One-mile, club championship, Ramblers—J. A. McGuire, first; W. E. Carr, second; James Collier, third. Time, 2.43.

One-mile, 2.35 class, open—O. M. Langan, first; Austin Banks, second; H. M. James, third. Time, 2.25.

Five-mile handicap, open—W. W. Hamilton, scratch, 1st; Tom Botterill, 250 yards, second. Time, 13.51 1-5. (State record.)



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"THEY ARE NOT FAST"—perhaps not, but they are breaking records and winning races right along—that's fast enough for you. "G. & J." Tires make any wheel GO. Thirty-five records have been broken on the "G. & J."

"THEY WON'T WEAR WELL"—but the lasting quality of the "G. & J." did much to make it the sole survivor of the campaign of 1891. Everybody knows they wear longest, on account of the corrugated surface and the quality of rubber.

"THEY CAN NOT BE REPAIRED QUICKLY"—but I. M. Reeves writes: "In riding over rock ballast I made a large hole in my rear tire. I had it mended, pumped up ready to ride, in exactly 1 1-2 minutes." No tools necessary.

"YOU CAN'T REPAIR THEM AT NIGHT"—but J. C. Lewis thinks differently. "On account of the darkness I could not find what punctured the tire, but the aforesaid darkness did not prevent demonstrating the convenience of the "G. & J. Pneumatic."

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Sanger makes a Competition Record.

MILWAUKEE turned out *en masse* to celebrate the return of the champion to his native heath, and Sanger showed his appreciation of the honor by establishing a world's record in handicap competition, one mile at 2.09 4-5. It was a wonderful exhibition of speed and the big crowd went wild over it. The results of the race were as follows:

One mile novice, *First heat*—Howie, first; Bremer, second; Peterson, third. Time 2.57. *Second heat*—W. Schneider, first; Prussing, second; Rhine, third. Time 2.44. *Final heat*—Peterson, first; Howie, second; Rhine, third. Time 2.53 2-5.

One mile handicap—W. C. Sanger, scratch, first; G. A. Banker, 60 yds, second; Willie Sanger, 115 yds, third; C. M. Murphy, 50 yds, fourth. Time 2.09 1-5. Record competition in handicap events.

One mile 2.30 class—C. Williams, Com. C. C., first; W. Wegner, T. C. C., second; H. Sercombe, T. C. C., third. Time 2.22 4-5.

Half mile handicap, newspaper men's race—Putnam, *Daily News*, 60 yds., first; Harbach, *Journal*, scratch, second; Hooker, *Sentinel*, 122 yds., third; Walthall, *Sentinel*, 90 yds., fourth. Time, 1.14 3-5.

Half mile open, for Banker's trophy—W. C. Sanger, first; C. M. Murphy, second; G. A. Banker, third; J. P. Bliss, fourth. Time 1.12 1-5.

Two mile handicap—Time Steele, 225 yds, first; C. Williams, 250 yds., second; W. Wegner, 225 yds., third; Time 4.14 4-5.

One mile, boys' race—W. Schroeder, first; G. Crittendon, second; A. Richards, third; Time 2.59 4-5.

One mile open, for an upright piano—W. C. Sanger, first; G. A. Banker, second; J. P. Bliss, third; C. M. Murphy, fourth. Time 2.21.

A Big Road Race in New Hampshire.

A BIG ten-mile handicap road race, open, is to be held at Portsmouth, N. H., Saturday, Aug. 19, under the auspices of the Centaur Road Club. All the crack road riders of the east are going to ride, and this will prove to be the biggest and grandest cycling event ever held east of the famous Linscott. Among the well-known officials of the race will be Leo Abrahms, president Roxbury Bi. Club, referee; A. D. Peck, Jr., Boston, starter; Allen W. Swan of New Bedford, the well-known cross county rider, one of the judges, as also Col. Frederick E. P. Burnham, the official L. A. W. handicapper, is to do the handicapping. Reduced rates have been secured on all railroads running into Portsmouth. A grand banquet at a beach resort, in the evening, will close the day. "The Prospectus" contains half tones of the C. R. C. officers and racing teams, of places of interest around Portsmouth, the program, etc., and is a neat little book. The list of prizes, valued at $700, is the most valuable ever offered in a single event in this section. The two principal prizes are a McCune wheel, value $165, and a roll top desk, value $150.

Cook County (Ill.) Wheelman's Handicap Race.

THE annual 10 miles handicap race of the Cook County Wheelmen took place July 22 over the Oak Park course. J. P. Bliss who finished 13th from scratch won the time prize in 29.18. The first ten men in were as follows:

Finish.	Name.	Handicap.	Time.
1	Hoyt	4.30	31.09
2	Moore	4.00	31.19
3	Klein	3.00	30.40
4	Will	5.30	33.32
5	Turner	2.00	30.23
6	C. Brown	4.00	32.22
7	Hermann	2.30	30.50
8	Davis	4.30	33.00
9	Anderson	4.00	29.36
10	Fish	2.30	30.39

On the same day over the same course Henry Hoff won the third annual five mile road race of the Morgan & Wright Cycling Club in 18 minutes and 7 seconds. Henry Holzbauer captured the time medal.

SOUTH BEND, IND. July 27, the South Bend, Ind., Cycle Club held a very successful tournament. J. P. Bliss, of Chicago, was the man who captured most of the important events, beating G. F. Taylor in the one-mile open. The summary:

One-mile novice—Albert Anderson won; Arthur Gardner, second; J. H. Carter, third. Time, 2.37.

Quarter-mile open—George C. Smith won; George A. Banker, second; J. P. Bliss, Chicago, third. Time 34 5-8.

Half-mile handicap, two heats and final—*Final heat*—William Inks, 5 yards, first; O. L. Bailey, 80 yards, second; J. M. Kellar, 80 yards, third; G. E. Wilkinson, 70 yards, fourth. Time, 1.06 3-5.

One mile open—J. P. Bliss won; G. F. Taylor, second; C. M. Murphy, third. Time, 2.24. Last quarter, 34 2-5.

One mile handicap—*Final heat*, G. W. Ellerthorpe, 140 yards, won; O. P. Bernhardt, 125 yards, second; Charles Kolb, 160 yards, third. Time, 2.15 3-5.

Half-mile, open—J. P. Bliss, Chicago, won; G. C. Smith, second; G. F. Taylor, third. Time, 1.18.

One-mile, 2.40 class—Geo. Emerson won; E. C. Johnson, second; A. J. Nicola, third. Time, 2.37.

Two-mile lap race—H. A. Gilbeaig, Chicago, won; Hayland Smith, second; C. M. Murphy and James Clark tied for third place. Time—4.49.

Five-mile handicap—C. V. Dasey, 500 yards, won; Charles Kolb, 880 yards, second; A. Christenson, 750 yards, third. Time, 13.22.

SAVANNAH, GA., July 24.—The Savannah Wheelmen held a ten miles handicap road race. G. G. Farrow was the winner, finished much fresher from scratch of 31.05. The finish of the first six was as follows.

		Handicap.	Time.
		m. s.	m. s.
1	Allen Sweat	5.00	31.10
2	A. S. Sullivan	5.00	33.10 2-5
3	C. S. Richmond	3.15	33.50
4	L. M. White	3.15	33.55
5	O. W. Jackson, Jr	4.30	35.12
6	D. G. Farmer	Scratch	31.05

TOLEDO, OHIO.—Toledo Wheelmen and the employes of the Lozier Manufacturing Company held races at the track Saturday afternoon, July 22. The principal race of the afternoon was the mile handicap, which had nine starters. The order in which the first three men finished and their handicaps is as follows: W. A. Parker, scratch, first; H. F. Wallace, scratch, second; John Rise, scratch, third. Time 2 52 2-5. Another race was run that was won by H. F. Wallace. Then came the quarter-mile open, which was also won by Mr. Wallace. In addition to these runs there were brushes among the boys, and Harry Jenkins gave exhibitions of trick riding.

AUBURN, N. Y.—The five miles road race of the Auburn (N. Y.) cyclers was held July 22 and resulted as follows:

	Name.	Time of finish.	Handicap.	Actual time.
1	W. R. Patterson	7.34.10	2.30	17.40
2	F. S. Jacques	7.35.01	scratch	15.31
3	F. S. Johnston	7.35.12	1.00	16.12
4	H. Messenger	7.35.35	.30	16.35
5	G. W. Hudson	7.36.00	1.00	17.30

POTTSVILLE, PA.—A handicap road race was held by the local cyclers July 24. The start was made in front of the grammar school building in the following order and time: Blank, 6 P. M.; Knittle, 6; Rubinsky, 6.02; Fox, 6.03; Raberan, 6.05.30; Burnet, 6.06.15; Corser, 6.10. The course was over the public road to Middleport and return, a distance of about 17 miles.

The result was as follows: Burnett, first; Rabenau, second; Blank, third; Fox, fourth. Time 59.45.

OMAHA, NEB., July 22.—The Tourist Wheelmen held their annual races. Results: One-mile novice—W. M. Barnum, first; A. E. Pronix, second; Ed Dingueth, third. Time, 2.46.

Quarter-mile—L. E. Holton, first; W. A. Pixley, second; Samuel Patterson, third. Time, 38.

One-mile, open—W. Schnell, first; F. Martz, second; Jack Culley, third. Time, 2.41 3-4.

Ten-mile handicap—Russell T. Coulon, scratch, first; A. E. Pronix, 3m, second; W. Schnell, scratch, third. Time, 32.05.

AKRON, O., July 22.—The Akron Bicycle Club held a handicap road race, and it was won by E. B. Grey, 6m, handicap, actual time, 43.30; Geo. Alden, two-min., second; F. E. Wing, third. Best time for Wing 39.21.

NEW HAVEN, CT., July 27.—The Hampden Wheel Club held an open eight miles handicap road race. Results: L. L. Sullivan, scratch, first; H. Warner, 3.00, second; J. E. Gormly, 1 1-2, third. Sullivan's time 24m.

BROOKLYN, N. Y., July 26.—The 25 miles Queens County track local record was broken by Harold Quartrinup in 1.31.32. The former local record was 1.39 59.

SPRINGFIELD, Ill., July 25, the Capital City Cycling Club held a race meet. Results:

One mile C. C. C. C. championship, Lou Wycoff, first; Russel Thayer, second; Roy Donaldson, third. Time 3.15 3-4.

Half mile handicap—James Stewart, first; Lou Wycoff, second; John Northcut, third. Time 1.22 2-5.

Quarter mile—Won by Lou Wycoff; W. S. Chesnutt, second; Russel Thayer, third. Time :32 1-2.

Three mile handicap—Won by James Stewart, 250 yds.; Roy Donaldson, 50 yds., second; Russel Thayer, 50 yds., third. Time 8.53.

RACING NOTES.

WINSHIP holds the mile world's record standing start in 2.05 2-5, made in Springfield last year.

THE Hudson (N. Y.) Bi. Club will hold a race meet Sept. 15. Information can be had of C. H. Van Deusen, Hudson, N. Y.

SAVANNAH (Ga.) wheelmen propose to hold a big race meet on Oct. 17 and 18, and have received the L. A. W. sanction for same. They will have $1000 in prizes.

A. J. WATSON, whom it was hoped would be one of England's representatives at Chicago, will not come over. He is unable to give the time it would take for the trip.

THE second annual ten mile Tanner road race took place at Fitchburg, Mass., on July 22. There were 12 starters and 11 finish. The 1st prize was won by George Wood, who also came in first.

WINONA, MINN., July 27, 1893.—B. B. Bird of St. Paul broke the quarter-mile Safety bicycle record this morning, lowering it from 35 2-5s. to 34 3-4s. Bird now holds all the State records except the 20 mile.

AT the Malden Club races Sept. 2, at Waltham, special prizes will be given as follows: $150 prize to man making fastest mile of the meet. Shiver water pitcher to winner of each trial heat. The inducement will draw the best men in the land.

IT looks very much as though Mr. W. W. Taxis would be denied the use of any more of Brush with the Racing Board on the charge of selling a bicycle. His claim is that his mother as his trustee bought the machine and signed the receipt. Will the excuse go? We wot not!

TYLER made two fast flying quarters at Hampden Park, Springfield, July 27; one in 26 4-5 and the other in 27 seconds, the first beating Zimmerman's world record for the distance by one-fifth of a second. The record was unofficial, but three watches agreed as to the time.

AT the A. C. C. of Boston races Sept. 9, there will be $700 in prizes offered for the one mile international race alone, with $300 diamond to second man, $50 diamond to leader at third or two thirds lap, and $150 diamond to man breaking world's record.

WILLIAM C. EGINTON and Frederick Hagner of Meriden raced from that city to New Haven last Saturday, a distance of about 18 miles, for a purse prize of $100. The wheelmen left Meriden at 3.50. Eginton arrived in New Haven at the final quarterly 5.01 o'clock, just 11 seconds ahead of Hagner.

THE 24 mile handicap road race run at Chillicothe, Ohio, July 20, drew a crowd of about 5000 people. The winner was Oscar Trimmer, 8m. handicap; time 1.20.32. W. G. Prescott was second; Will Hinson, third; Robert Hicks, fourth; F. R. Eddy, fifth; C. E. Tudor, sixth. C. E. Tudor, 2m. handicap, won the time medal in 1.17 1-4.

THE English records to date are as follows: Quarter mile flying, :27 4-5, Singer; quarter mile starting, :32 3-5, Zimmerman; half mile starting, 1.03 1-5, Bradbury; three-quarter mile starting, 1.39 3-5, Singer; mile starting, 2.09 3-5, Mentjes; two mile starting, 4.37, Mentjes; three mile starting, 7.05 1-5, E. Osmond; four mile starting, 9.35, E. Osmond; five mile starting, 12.05 1-5, E. Osmond.

THE races to be held by the Portland Wheel Club occurred July 22, at Middletown, Ct. Distance was three miles. Johnson finished first in 11.15 2-5, Turning half a wheel behind him, Taylor was third. Saunders who was looked upon as a sure winner, when making the turn at the monument, was thrown from his wheel. The club will give another race before long open to all riders in Middlesex county.

THE arrangements for the International meet at Indianapolis on Aug. 24 are in the hands of Fred Patee as general manager, and the latter writes that all the fast men in the country will be present. The prizes will be numerous and costly, and special rates will be secured on all the railroads. Canary will furnish the trick riding part of the entertainment. The track is a fast mile, 80 feet wide with a most magnificent surface, and some records ought to go.

THE Montreal *Gazette* in commenting on the reinstatement of Johnson by the L. A. W. characterizes the racing rules as being "ridiculously impotent." It says "the evidence against Johnson was, in the opinion of three members of the board, sufficient to warrant expulsion. The tie vote indicates that members of the board hold different opinions as to what evidence is necessary to expel a man. The result of the Johnson vote makes it more palpable than ever that the L. A. W. racing rules are ridiculously impotent."

THE Diamond Tournament of the Columbus Cycling Club of Columbus, Ohio, on Sept. 4 and 5, will be on a larger scale than anything hitherto attempted by them. As the title indicates, the prizes will consist largely of diamonds besides carriages, road carts, high grade wheels, and other articles of value. The solid business men of the town are supporting the meet, and back of them is a sport-loving public who will turn out by the thousands on Labor Day to welcome the visiting wheelmen. The Executive Committee have adopted as their motto "Ride with us and you will wear diamonds."

THE members of the Kings County (N. J.) Wheelmen have irked a protest against the winners of the first prize in the late 100-mile race from Newark, N. J., to Princeton and return. They claim the Newark Wheelmen, the winners, had 13 men finish within the time limit who are not members of the club, and two who are under 18 years of age. The Newark Wheelmen say they can prove that the men who raced were members of their club. Secretary Belknap of the Atlantic Wheelmen says that Edmunds Jones, who won the recent 100-mile road race, held under the auspices of his club, did not cut the course as has been reported, and that no chance has been made in the positions of the riders.

COMING EVENTS.

Clubs desirous of honoring their race meets will be quoted special advertising rates upon application. You reach everybody in the Bicycling World.

Fixtures.

AUGUST.

5.—Portsmouth, N. H. 10-mile Road Race, Centaur Road Club.

5.—Five-mile Road Race, Three Rivers, Century Road Club of America.

5.—Lynn, Mass. Lynn Cycling Association race meets.

5-12.—L. A. W. Annual Meet, Chicago.

7-12.—International Road Race Contest.

12.—Alameda Cal. Alameda Bicycle and Athletic Club.

12-15.—Milwaukee Wheelmen's International Circuit Meet.

15.—Cincinnati, O. Annual Hanauer Races at Cartbage Fair Grounds.

16-17.—Ripon, Wisconsin Division International Circuit Meet.

16.—Wauseon, O., Cycling club Tournament.

19.—Centaur Road Club, Portsmouth, N. H. 10 mile road race.

19.—Minneapolis. International Circuit Meet.

19.—Buffalo, Inter-club road race.

22.—Evansville, Ill. International Circuit Meet.

24.—Indianapolis. Zigzag C. C. International Circuit Meet.

24.—Skowhegan, Me. Skowhegan Wheel Club races.

26.—Cincinnati, O. Century C. C. International Circuit Meet.

26.—Philadelphia. Quaker City W. Annual Meet.

26.—Waverly, N. J. Riverside A. C. Meet.

26-31.—Cleveland O., Wheel Club International Circuit Meet.

Malden Bicycle Club
AT WALTHAM
SEPTEMBER 2

THE Poughkeepsie (N. Y.) Bicycle Club enjoyed their fourth (4th) annual excursion on the steamer Mary Powell, last week. The evening was lovely and the music divine. A short shower did not interfere with the enjoyment. The Poughkeepsie City band and Conways orchestra furnished the music and nearly one thousand people enjoyed its sweet strains and the lovely sail The excursion returned at midnight.

LATE OFFICIAL NEWS

Committee Appointments.

You will please publish notice of the following appointments on the National Committee on Rights and Privileges: Winfield S. Slocum, No. 257 Washington street, Boston, Mass.; F. W. Tracy, Bridgeport, Conn.

The resignation of Mr. Harris as a member of the Highway Improvement Committee has been received and accepted. The vacancy will be filled at an early date.

Yours very truly,
CHAS. L. BURDETT.

Hartford, Conn., July 31, 1893.

Racing Board Matters.

N. O. MYSER, care Houston National Bank, Houston, Tex., is hereby appointed official handicapper for Texas.

The following are declared professionals: Charles Mogle, Mecosta, O.; E. N. Church, Alma, Mich.; J. J. Farrell, Troy, N. Y.; H. S. Kavanagh, Cohoes, N. Y.; C. E. Simons, Sidney, N. Y.

The Chairman of the Racing Board may be addressed or seen at the Wellington Hotel, Chicago, during the International Meet.

Raymond Dawson, Boston, Mass., is hereby suspended for two weeks, from August 1. Entering class race to which he was not entitled. We believe this to be a violation of simple ignorance, with no dishonest intent.

SANCTIONS GRANTED.

July 27—Capital Cycle Club, Atlanta, Ga.
July 28—Queen City Wheelmen, Knoxville, Tenn.
Sept. 30—Los Angeles Wheelmen, Los Angeles, Cal.
Aug. 5—Owl Club, Ellenville, N. Y.
July 27—Staten Island, A. C., Staten Island, N. Y.
Aug. 15–16, St. Mary's Church, Poughkeepsie, N. Y.
Aug. 28, 29, 30, 31, Sept 1—N. Y. & N. E. Ag. Society, Troy, N. Y.
July 29, Aug. 5, 12, 19, 26, Sept. 4—Queens Ath. Grounds, Queens, N. Y.
Aug. 22, 23, 24—Carthage, C. C., Carthage, N. Y.
Aug. 1—Le Roy Wheelmen, Le Roy, N. Y.
Sept. 17, 18, 19—Woods Hotel, Schodack, N. Y.
Aug. 3—East Orange Ramblers, East Orange, N. J.
July 29—Ridgewood Wheelmen, Ridgewood, N. J.
Aug. 26—Rockville Wheelmen, Rockville, Centre, N. Y.
Aug. 1—Utica Park, Utica, N. Y.
July 22—Wm. J. Grandin, Tidioute, Pa.
July 28—Col. Wheelmen, Columbia, Pa.
Aug 4—Pottsville Cyclers, Pottsville, Pa.
July 31–8—Theresa Parish, Philadelphia, Pastime Park, Pa.
Aug. 4—Hollister Wheelmen, Hollister, Cal.
Sept. 9—Riverside Wheelmen, Riverside, Cal.
Aug. 26—Alameda Bi. Club, Alameda, Cal.
July 17, 18, 19—Springfield Baseball Club, Springfield, Mass.
July 22—A. H. Davey, Turners Falls, Mass.
Aug 24—Skowhegan Wheel Club, Skowhegan, Maine.
July 20—M. E. Sunday School, Seymore, Conn.
Aug 5—Blair Gordon, No. 12, O. S. C., Barre, Vt.
Sept. 4—Rose Co. 2, Marlboro, Mass.
Sept. 2—Associated Cycling Clubs of Bristol County, Taunton, Mass.
July 22—Ramblers Cycle Club, Wellingford, Ct.
July 22—Church of the Holy Redeemer, Lowells Grove, Mass.
Aug 12, M. C. A. Ath. Club, Lowell Mass.
Aug 5.—John F. Freeman, Lawrence, Mass.
Sept. 4—St. Johns Court, M. C. O. F., Readville, Mass.
Aug. 19—Clans, Fraser Order of Scottish Clans, Pawtucket, R. I.
Sept. 12, 13, 14, 15—Woonsocket Agl. Society, Woonsocket, R. I.
Aug. 2—M. C. T. Society, Concord Mass.
Aug. 26—Boston Athletic Assn., Cambridge, Mass.
Sept. 2—Berkshire County Wheelmen, Pittsfield, Mass.
Aug. 12—Country Club, Colorado Springs, Col.
Aug. 5—Highland Wheel Club, Berkely Park, Col.
Sept 23—Crescent Wheelmen, Dixon, Cal.
Sept. 1, 2—Crescent Cycling Club, Saginaw, Mich.
Sept. 30—College Hill Field Club, Cincinnati, O.
Nov. 7, 8, 9—Columbia Cyclists, Columbia, South Carolina
July 29—Frank M. Whitesell, L. C., Richmond, Ind.
July 25—German Soldiers' Society, Wheeling, W. Va.
July 27—Mich. Ath. Club, Detroit, Mich.
Aug. 9—A. W. Khull, L. C., Legonier, Mich.

H. E. RAYMOND.

Amendments to Missouri Division By-laws.

I wish to give notice that at the next regular Board meeting I will move the following changes in the By-laws of Missouri Division, L. A. W.:

Article 5, Section 3, after the words "consisting of three" add the words "or more" and after words "more than three nominees appear" erase words "the first three nominated only" and add "each nominee." In place of the word "members" substitute "a member." After the words "there shall be appointed by the Chief Consul" strike out the words "at the annual meeting" and add "within thirty days before October 15."

As Sec. 3 of this article was changed to Sec. 4, and there was already a Sec. 4, change old Sec. 4 to Sec. 5, erasing all the Section after the word "practicable" and adding thereto the following: "and must have their election certified to by the club President and Secretary, and their certificate must be accompanied with a list of the club members, sworn to as being bona fide members by their club Secretary. It shall be the duty of the Division Secretary to ask for and ascertain all information possible regarding a League club Representative, and he must satisfy himself that the club is bona fide, and that the members are not already represented on the Board of Officers. In the issuance of the certificate by the Secretary of the Division, a club representative shall be entitled to a seat on the Board."

There was also an old Sec. 5 of this Article which I move be changed to Sec. 7, and the following added as Sec. 6.

"If at any time the League membership of a League club shall fall below the number required to elect a Representative (20), its representative on the Board of Officers shall cease to be a member of the Board."

M. J. GILBERT, L. A. W. 17,235.

St. Louis, Mo., July 20, '93.

Connecticut.

THE annual meeting of the Connecticut Division L. A. W. which was called for July 4, 1893, was postponed until Sept. 5, 1893, on account of a lack of a quorum. Notice is hereby given that the said meeting will be held at the United States Hotel, Sept. 4, 1893, at 10 o'clock, A. M.

A. H. SCHUMACHER,
Chief Consul.

Hartford, Conn., July 29, 1893.

Connecticut.

A SMALL edition of the Connecticut Road Book is now ready for delivery.

Single copies can be procured of the Secretary-Treasurer *only*.

Price to persons not members of the L. A. W., $2.00.

Members Connecticut Division, $1.00.

Members other Divisions, $1.25.

With remittance give L. A. W. number that I may see that you are entitled to the book at the lower price. Yours fraternally,

PHILIP W. WESELAKE.

Bridgeport, Conn., July 26, 1893.

Alabama Division.

THE constitution and by-laws of this Division recently adopted require all applications for membership in this Division to be forwarded to the secretary-treasurer of the Division instead of direct to the general secretary, as has been the custom heretofore. The new application blanks may be had by applying to any officer of the Division, or to the local consuls.

Fraternally yours,
W. C. HARRIS, Jr.,
Chief Consul.

Birmingham, Ala., July 27, 1893.

A Few Remarks Concerning the Art of Timing.

BY STERLING ELLIOTT.

THE editor of a certain bicycle paper after seeing the Electric Chronograph used at a "Cash Prize" race, printed a very interesting criticism of it, in which he says "The au ience paid no attention to it after one glance of curiosity;" and again "If the public took much interest in the electrical timer we should advise against its use because attention would be diverted from the contest and the audience would pay more attention to the odd sixtieth than they would to the competitors."

So sweeping an adverse criticism as this (coming as it does after much thought and labor on my part, and just at a time when success seemed well nigh attained) calls for some sort of rebuttal, and I have to answer the above complaint as follows: The Electric Chronograph is not to be entirely monopolized by the Cash Prize League. It is even now in the factory undergoing a thorough disinfecti n, so as to remove any fugitive germs of professionalism which it may have accumulated, and it may be engaged for amateur races on same terms.

There is one point, however, in the criticism referred to, that is entitled to serious attention, as it has been raised by others. He says "the old methods of timing are accurate enough," and cites, to prove their accuracy, that several timers have been known to stop their watches on the same fifth of a second.

Now when a farmer puts on his "other clothes" and goes to town and begins to talk about coal-tar and water pipes, he is looked upon with undisguised suspicion, even though his opinion on sunflowers and "Southdowns" might go unchallenged, so whatever I say about this matter, and whatever the cycling editor says, must stand solely on its merits, for I believe neither of us is "Kew tested."

THE RECORD MILE

for both horse and man is so near two minutes that we will take that gait (in our mind's eye) as an illustration.

My dear reader, did it ever occur to you that the two-minute racer passes over forty-four feet in a second. Horse timers use fourths, but watches had been somewhat improved when the bicycle came on the track, and the rider of the "silent steed" is timed to fifths of a second, which our New York friend says is "accurate enough." The fastest rider who ever rides on a track will (if the referee knows his business) go over the ground much faster than at the rate of six feet in a fifth of a second (at a 2.00 gait the distance would be a trifle over seven feet), and the two-minute rider goes a little more than eight feet and nine inches while the watch is indicating its smallest division; and although the odd seconds are said to be "accurate enough," you should see this New York editor prance around when his favorite heats the "field" by as much as nine feet, and if he refers to the next man, *who was but one-fifth of a second behind*, it would be to say that he "wasn't in it."

In the one-sixtieth of a second the two-minute rider would travel 8 4-5 inches and race judges are very often called upon to decide between a first and second contestant when the distance between them is much less than that.

The watch stops at fifths for the reason that the stop wheel is so divided, and at the instant that the stop mechanism is sprung the pointer does not necessarily stop, but *will* stop at the end of that particular fifth of a second. It may have been pressed just after the point of a tooth had passed, or it may have been barely in time to catch the next one, and the result is that two racers might be credited with the same time while one of them may in reality have ridden 8 feet over the tape before the watches could stop.

Now if several watches stop on the same fifth it proves *only this*, viz., that they were all pressed *within* the same fifth of a second; in other words, while Nancy Zimmerman was trotting 8 feet several men were able to think to stop a watch. *Remarkably fine, isn't it?*

"Accurate enough?" Well hardly; not in these days!

Now while the hand of a stop watch is moving 5-6ths of an inch the chronograph pointer travels over 12 feet, and this distance is divided into sixty parts, each of which is wider than the watch, *once and all*. If several men were to press several chronographs (or attempt to) at the same instant, and they should all agree, it would *mean something*, but the chances are that they might all disagree with each other and still all be within less than a fifth of a second, as each instrument would stop *when* it was hit (or at least on the next sixtieth).

WHEN THE NEW YORK EDITOR COMES TO KNOW ABOUT IT

he will see that when several timers agree *exactly* it only proves that the instruments they are using are not sufficiently fine for the purpose.

Does the Chronograph agree with the watches? Not often; for, assuming that the operator of each does his duty, there is but one chance in twelve that they will show exactly the *same* time; and experience proves the theory that no record to-day is as low as it would have been had the timing mechanism been more accurate.

At the Tioga (Philadelphia) track, the difference between the watches and the chronograph on every heat showed that the latter had stopped *when* the rider struck the tape, and that the watches (pressed as nearly as possible at the same instant) had stopped when the rider was from 1 to 6 feet over the tape.

Does the rider or driver, who is straining every nerve for a record, want to go over the tape 8 feet before his time is taken? Does the audience want the *exact* time or just time which reads "accurate enough" 50 years ago? And last, but not least, does the audience want to *know* what the time is the instant it has elapsed or would they prefer to wait until the timers have got ready to announce it? I wot not!

Will the New York editor please make a note of this and watch results? *The days of quarters and fifths are practically ended.*

Stolen in Worcester.

From my store on the night of July 12th, one Hickory A. hard pneumatic tires, new frame, black finish, enamel chipped from wheels, tubular handlebars, solid spring forks, no mudguards, spring saddle post, Hunt pneumatic saddle, with russet top. Rented by a tall, dark complexion man, smooth face, about 21 years old, 5 feet 9 inches, weighs about 130 pounds; dressed in very light blue pants, dark coat and vest, russet shoes. Notify chief of police, or L. M. Alexander, 191 Front street.

JOHN P. KELLY of Biddeford, Me., has invented a unicycle sulky. Mr. Kelly's invention has a 10-inch bicycle wheel which, except in its size, does not differ from the wheel of the ordinary bicycle sulky. His seat is supported by hollow steel rods from the ball-bearing centre and is directly over the centre of the wheel. The wheel being in the centre, the horse must be far enough in advance so as not to strike the wheel, and the driver sitting over the centre of the wheel is still further back by half the diameter of the wheel. Local horsemen seem to think that this is a serious objection, but otherwise they believe Mr Kelly's invention to be practical

SPECIAL SIZES MADE TO ORDER WITHOUT EXTRA CHARGE.



Boston Bicycle Grip.

The above cuts show the different ways of opening our Grip. Price $2.00 sent C. O. D or on receipt of postal note. In ordering special sizes, send the three dimentions as in cut No. 1 finished with a fine gloss enamel, water and dust proof, equipped with spring buckles. This is the strongest and most convenient Grip on the market. Money refunded if it is not as we represent. All orders shipped the same day of receipt.

BOSTON GRIP CO.,
109 KINGSTON ST., BOSTON, MASS., U. S. A.

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Patent ~ Pneumatic ~ Tires

Are Record Breakers.

Are Tires That Cause no Trouble.

Are in Fact, the Embodiment of All That is Excellent in the Tire Line.

H. H. Wylie breaks the record from NEW YORK to CHICAGO. He rode a Sterling Special, fitted with our

Racing Tires.

NOT
A Puncture.
A Burst.
A Scratch.
A Moment's Delay.

Frank Waller paced Tom Roe from New York to Chicago, using an Arrow fitted with MORGAN & WRIGHT tires; did not use a pump the entire distance; experienced NO TROUBLE from BEGINNING TO END. The Tires do not show even an ABRASION of ANY SORT.

The most SERVICEABLE, LESS COSTLY and BEST MADE tires of the era are

Morgan & Wright's

PATENT PNEUMATIC TIRES

They Are What YOU Want

See that our firm name is in raised letters on the side of tire when purchasing.

Catalogue gives a World of Information.

Morgan & Wright,

331-339 West Lake St.,

CHICAGO, ILL.

[Mention BICYCLING WORLD.]

"PERFECT" POCKET OILER
[IMPROVED PATTERN.]



1-2 Actual Size.

The best and neatest oil can in the world Does not leak. Regulates the supply of oil to a nicety, 25c. each. Handsomely nickeled.

A Few of Many Unsolicited Testimonial Letters

It is just the thing I have wanted for eight years.—*F. E. Wooth, Indianola, Iowa.*

I have applied your "Perfect Pocket Oiler" for years, and have had no oil escape in my pocket. I shall always recommend it for non-leakage.—*N. Y. School of Desktop Tec., Newark, N. J.*

Your oil can deserves its name.—*A. M. French, 1306 Saunderson Ave., Scranton Pa.*

CUSHMAN & DENISON,
172 NINTH AVE., N. Y.

GREAT SCOTT!

READ THIS!

SIOUX FALLS, SO. DAK., July 25th, 1893.

PREMIER CYCLE CO., New York.

Gentlemen:—I should have written you before in regard to the Helical Road Racer received a month ago, but wanting to give it a thorough test all around first, time has gone by. I can say now, to your gratification, that it is by far the fastest wheel I ever was on. This is not saying much probably, but I have tried a few wheels before. I was afraid of the small spokes when I first got on it, but find them wonderfully strong; they stand like bristles. I rode eighty miles one day just after a hard rain. Road was dried up, but oh, my! how rough.

What's the Matter with So. Dakota?

I have wondered since how I got through. That wheel will go through most anything I believe. There are a few riding Agents here always bragging about their wonderful wheels and performances on same. I am prepared to put them all in the rear, and will show them some pretty looking heels off and on. How is a half-mile in 1.10 on a rough horse track? That was my first spin the night I got it. I do not think myself much of a racer, but can ride some just the same, and since I've got the "Premier" am of course inclined to kind of make that name apply some as well to the rider, as I am sure it will help along to get to the front.

Thanking you for prompt delivery of the wheel, I remain,

Yours,

(Signed) H. U. DOUGNESS.

She's All Right!!

Cheap Excursions to the World's Fair —What the West Shore Railroad Has Done.

For some time past the management of the West Shore Railroad has been looking forward to the time when the vast class of commercial people who desire to visit the World's Fair at the least possible expense with the greatest amount of comfort.

To this end their entire passenger equipment has been rebuilt and upholstered and fitted with toilet service, high back easy seats, making comfortable travel and bringing the cars of this line up to the highest standard.

The World's Fair specials will be the most modern trains ever run, and tickets are now on sale by them to Chicago and return for one fare for the round trip, tickets being valid for ten days.

It will be impossible to find a better route to the World's Fair, or one where every detail looking forward to the comfort of the excursionist has been considered

If our readers miss the great Fair and a trip over the West Shore Railroad the regret will long linger on their minds.

The dates on which these low rate tickets are valid are as follows: Wednesday, July 26; Tuesday, August 1; Monday, August 7, and Saturday, August 19.

A list of excursions for the balance of August, September and October will be published later.

A. J. HENLEY, of the Kansas City, Mo., Cyclists, is making preparations for a road race from Oklahoma City to Chicago, a distance of 1,000 miles, to beat "Dead Broke" Wylie's record of 1,000 miles in ten days, four hours and thirty-nine minutes. Mr. Henley will take $300 to pay expenses and will not emulate "D. B." Wylie's effort to "beat" his way.



You want the BEST SHOE in the market, don't you?
Then TRY OURS!

ONLY $2.00.

Delivered free to any part of U. S. on receipt of Cash, Postal Note or Money Order. Best Dongola Leather, and unequalled as an easy Walking Shoe.

HUB SHOE CO. 101 Bedford St. Boston, Mass.

BICYCLE FORGINGS

WE ARE PREPARED TO QUOTE PRICES FOR FIRST-CLASS DROP FORGINGS OF ALL DESCRIPTIONS IN

Iron, Steel, Copper, Bronze AND Aluminum.

We make this class of work TO ORDER ONLY, and carry no forgings in stock. Upon receipt of drawings, or full-sized models and quantity, we will make estimates on anything desired. We now have in daily operation

FIFTY HAMMERS,

And have the largest and best equipped establishment in the world for the manufacture of these goods. Being pioneers in the making of DROP FORGINGS, our long experience enables us to turn out the best quality of work in the shortest time consistent with the high standard which we have always maintained.

THE BILLINGS & SPENCER CO., - HARTFORD, CONN.

We Make One Quality Only—THE BEST.



The Weston Fork Cyclometer

FOR 1893

Embodies every desirable feature. Registers ten thousand miles. Adjusted for pneumatics. Beautifully finished of best material. Light, handsome and durable. Be sure and see it before purchasing. Price $8.00, sent post paid anywhere on receipt.

FRANK C. WESTON, BANGOR, ME.

N. B.—I want an agent in every town and city in the country.



IT HAS MANY FRIENDS.

CALL'S No 5 SUPPORTER

With Lace Front and Adjustable Back Straps.

No. 5, same as cut, 75c.; No. 6, pockets each side of facing, $1.00; No. 7, hose supporters attached to sides (no pockets), $1.00; No. 8, with pockets and hose supporter, $1.25. Postpaid on receipt of price. Illustrated Catalogue Free.

S. B. CALL, 220 Main St., Springfield, Mass.





Jones' Suspension Bicycle Saddle.

Simplest, Cheapest, Neatest and Best.

For Carrying Children on Ordinary Safety Bicycles.

☞ For Sale by all Dealers. Manufactured by A. H. GOETTING, Springfield, Mass.

What Steers a Bicycle?

EDITOR BICYCLING WORLD: It is a little late to reply to an article published in your issue of May 5, but I have been so busy that my reading got behind and therefore did not see the article on "What Steers a Bicycle" until to-day. I am sorry to be obliged to differ from Mr. D'Ancona as to the cause of a bicycle steering itself, but there are a few facts that rather knock his explanation to the ground.

First, a cycle can be made that has no weight in front of the centre line of the head and yet steers itself to perfection; witness the Eagle or Star.

Second, if the said centre line strike the ground behind the point where the wheel rests, a steering is produced that requires one to re-learn the art of riding in order to ride it successfully hands off.

Third, many cycles have a brake-lever fitted to one side of the bar which weighs a pound more or less, and being at an average distance of six or eight inches from the head it would exert as much influence as the whole weight of the wheel, but the average machine drifts along with this great difference in balance, with little or no inconvenience.

Fourth, most cycles refuse to steer themselves when back-pedalling is indulged in.

So clearly it is *not gravity*; but just what it is is a harder question. It is affected by a number of conditions such as length of base, weight of rider, angle of head, relation of centre line to point of contact, position of weight as to distance from the ground and whether carried mostly by front or rear wheel, and lastly and largely by whether the centre line lies in the same plane as the wheel base line.

If the weight be carried well back and the centre line well forward of the contact point it is largely a castering action and the steering line may make an acute angle with the ground. It is thus in the Star and Eagle just referred to. But move the weight forward on such a machine and its steering will flop over at every opportunity, due to the fact that the centre line is not vertical and that swinging it around to a position back of the point of contact lowers the front end of the frame. To avoid this tendency to flop it is necessary to stand the centre line more nearly vertical and let it meet the base line near to but just in front of the point of contact. By using a curved front fork and standing the centre line at an angle of 65 or 70 degrees with the ground we get a combination that has no tendency to flop past a square turn, and up to that point the tendency is not great but is perceptible. This tendency seems to work against the castering action due to the centre line meeting the ground ahead of the point of contact and the result is a perfect self-steerer as can be found. That it is an active force may be demonstrated by adjusting the steering wheel so that it nearly rubs one side of the fork. The effect of such an adjustment is to cause the machine to run in a circle but in a direction opposite to what would be expected from it if the castering action was the sole controlling element. To sum up, we may say that a cycle steers itself because its front wheel is arranged to respond to a modified caster action.

It is true that a cycle can be led by inclining the frame to one side and thus causing the front wheel to fall that way, but one must keep pushing to keep the caster action active or he will find that the wheel falls too far and refuses to go where wanted.

To prove this let him remove the handlebars which tend to balance the heavy side of the wheel and he will find that the machine does not lead as well as before; whereas, being more free to respond to gravity it should, if his views are correct, lead better.

CHAS. E. DURYEA.

Century Runs on Sunday.

EDITOR BICYCLING WORLD: I clip the following from the BICYCLING WORLD of June 16:

"The Ramblers' Bicycle Club of Buffalo, N. Y., expects 500 riders of both sexes to participate in its century run on Sunday, June 25. We are not prejudiced, and don't object to Sunday riding; but it seems to us that a block of 500 wheelmen and women striving after a century record is not particularly calculated to do cycling any good."

The special point I wish to call attention to is the remark, "We do not object to Sunday riding." Now, Mr. Editor, even if you do not, I am quite certain that there are at least ten thousand of your subscribers, out of the thirty or forty thousand, who believe it is wise and well to recognize the command, "Remember the Sabbath day to keep it holy." Please do not understand me as saying that I think it wrong to ride a bicycle on Sunday. I use mine to go to church with, and have done so regularly for nearly a year past. I think we all agree that it is proper to use a wheel wherever we would use a horse and buggy, or wherever it would save steps in going on foot, even on Sunday; but when it comes to riding a wheel for sport, or in a contest, or to make a record of 100 miles between daylight and dark, it is hardly the proper thing for Christian men or women to do. Six days shalt thou labor, and do all thy work. Now, if riding a hundred miles between daylight and dark is not laboring, with a vengeance, then I am mistaken. With a fairly good road, and my Columbia, I think I could make a hundred miles in a day, and I should like the fun of trying it; but I should be ashamed to have it said abroad that I picked out Sunday for the feat, when there are six other days for the work or sport, or anything else.

Permit me to say that I have been greatly rejoiced to notice the stand that the BICYCLING WORLD has taken against the wheel as a vehicle for gambling. May you never grow weary in standing steadfast against riding for money; but while you have been so earnest for the right in this case, it has seemed strange to me that so little has appeared in the pages of the WORLD, either from the editor or his thousands of subscribers, in favor of using some other day than Sunday for riding the wheel for sport.

Medina, O., June 29. A. I. ROOT.

[Mr. Root must remember that there is a considerable difference of opinion on this subject, among these "thousands of subscribers."—ED.]

A Noted English Cyclist Dead.

ENGLISH exchanges lately at hand announce the death of the venerable Major KNOX-HOLMES, one of the best known and most affectionately regarded of England's riders. He was born in 1803 (George IV.'s time), and has always been an enthusiastic believer in athletics. In speaking of his death *The Cyclist* says:

"When just 20 years of age, in the reign of William IV., he was selected as spare man in the first University boat race. No man possessed a wider acquaintance or more friends amongst so many different classes of society. From the Duke of Wellington down through the mazes of society and up again to Lord Wolseley, the old man active possessed dear and valued friends. His personality, courtesy, and fund of anecdote were remarkable, and the men of the London cycling world at least are not few who have spent many interesting hours in his company. His passion for cycling, which, to quote a cyclist of light and leading, must be regarded as his Benjamin, the sport of his old age, was such that even cyclists marvelled at. He never seemed contented unless engaged in some long ride himself, or watching the start or finish of the long rides organized upon the North Road. Indeed, he has asserted over and over again in public and in private that cycling gave him new life, and has practically given him a fresh lease of existence. His spare upright figure will be missed from cycling functions and festivities for many a long day. Indeed, it is difficult to imagine his niche in our regard ever being again completely occupied."

Cycling—Its Use and Its Merits.

LITERATURE may be divided into two great classes,—that which is practical in its teachings, and that which appeals to the imagination, or intellect. The papers or periodicals devoted to a special profession or pursuit belong to the former of these, and the subject of bicycle riding is generally treated in the cycling press from a practical or sporting standpoint. Those who wish to join the ranks of the wheelmen want first to profit by the experiences of others as to the best manner in which the exercise can be enjoyed, and as they become expert they acquire, or might do so at least, a broad, public interest in the subject as a whole, in the League, in road-making, in racing, in clubs, and kindred divisions of the subject. Thus the literature of the wheel is almost wholly technical in its character, and to the reader who seeks entertainment has little to offer.

All this is perfectly natural. Still, there are some of us who, in view of the manysidedness of the sport—the opportunities it affords for social pleasure, for communion with Nature, for variety of incident and adventure—have felt that it might be a source of mental, no less than physical improvement or entertainment, and that each rider could, if he or she chose, tell much that would amuse and elevate the fraternity, as well as practically suggest to them. Such of us do not find that, except, perhaps, in one respect, the bicycle has made any contribution to general literature. The exception, however, is noteworthy, for it is no less than a new newspaper joke—the "falling-off" joke,—upon which, as upon others of its species—the typewriter girl, the messenger-boy, the mother-in-law, the umbrella, etc.—the changes may be eternally rung. The humorous side of cycling, indeed, is that which is first and most generally apparent, for dignity and learning to ride a bicycle are wholly incompatible, and the mishaps of the learner, the contingencies of tire-puncturing, the attempts of the courts to regulate speed, etc., by law, the inconsistencies of the good people who condemn Sunday cycling, while they at the same time practice Sunday driving—all furnish excellent material for bits of pungent wit and sarcastic humor, in anecdote as well as illustration, which brighten up for the general reader the sometimes sombre pages of the cycling press. For the wheelwoman, too, whose feelings are no longer tender, and whose sense of the ludicrous is keen, there is that specimen of her sex, by no means infrequently met with, who, herself financially or otherwise debarred from the exercise, eyes her askance as she glides by, and audibly remarks that "a woman on a bicycle is the most vulgar sight she ever saw!" Then



"Novelty" Trouser Hook

Neat. Easily Carried.

A sure fastener. Nickel-plated rose with each pair. Price, 20 cts. by mail.

KINGMAN & CO.,
Peoria, Ill. St. Louis, Mo.
Kansas City, Mo. Omaha, Neb. Des Moines, Ia.



WILSON'S
WONDERFUL NICKEL AND ENAMEL
PRESERVER.

Will Polish Nickel and Enamel. Prevent Nickel and Steel from Rusting.

DIRECTIONS.

If convenient, clean the parts with turpentine first.

Shake well before using. Saturate a piece of cotton flannel with the solution, rub briskly, and finish with a clean dry piece of same.

The solution leaves a fine dry polish, preventing the air from penetrating the surface.

When used the second time, wash the parts with turpentine.

The solution is to be applied on good nickel. It cuts to the case, and shine can be given to it as if brightened by the process of rubbing on fresh nickel.

If the nickel has already begun to tone off, the solution should be applied as above, and it will prevent the rust from going any further.

The solution is the best 25 cts. in the known world to prevent nickel from rusting, and restore the fine nickel. I make no claim to imitation.

MANUFACTURED BY
JOHN W. WILSON, 14-15 Tremont Row, Boston, Mass., U. S. A.

PRICE 25 CENTS.

AGENTS WANTED.

STUDY LAW AT HOME.

TAKE A COURSE IN THE SPRAGUE CORRESPONDENCE SCHOOL OF LAW, (Incorporated.)

Send ten cents (stamps) for particulars to

J. COTNER, JR., Sec'y, DETROIT, MICH.
No. 601 Whitney Block.

WELL CONSTRUCTED! are the words you always hear coupled with

WARWICK BICYCLES.

They have always stood for all that is best in the way of MATERIAL and WORKMANSHIP, and we mean they always shall. LIGHT, HANDSOME, DURABLE, SWIFT. They give satisfaction. All of our wheels are GUARANTEED FOR ONE YEAR. We want you with us, and once mounted on a WARWICK, we believe you will find satisfaction. Send for book that tells about our wheels.

WARWICK CYCLE MFG. CO., = Springfield, Mass.

SINGER CYCLES.

NO CHANGE IN PRICE

The Only Wheels Absolutely Guaranteed.

The Only Wheels Fitted with 1893 Improvements.

Our prices correspond with the value of the articles furnished, and in the future, as in the past, will be maintained in all countries, against the inflated prices of goods of inferior make.

SINGER & CO., 6 and 8 Berkeley St., and 2 Warren Avenue, BOSTON, MASS.

LIBERAL DISCOUNTS TO RELIABLE AGENTS.

MATERIALLY MATED.



SWIFT By Name.

By Nature SWIFT.

CATALOG FREE



COVENTRY MACHINISTS' CO.,

BOSTON. CHICAGO. SAN FRANCISCO.

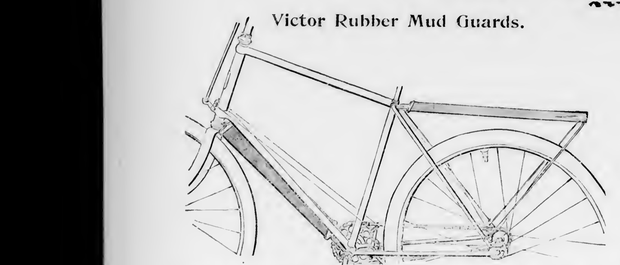
Victor Cycling Sundries

We carry a large line of Sundries, and are prepared to fill orders promptly. The following is a partial list of our specialties, and we guarantee them to be the best of their kind.

OVERMAN WHEEL CO., CHICOPEE FALLS, MASS.

BOSTON. WASHINGTON. DENVER. SAN FRANCISCO.

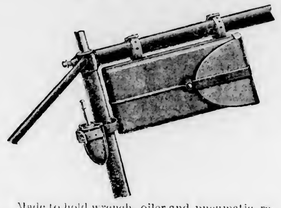
Victor Rubber Mud Guards.



These mud guards are made from best quality of rubber, and for the purpose are the lightest and best attachment ever offered to the public. Can be readily attached or removed.

PRICE PER PAIR, $2.00. BY MAIL $2.15.

Victor Tool Bag.



Made to hold wrench, oiler and pneumatic repair kit, and tools; also an extra inner tube. The best bag for pneumatic bicycles ever introduced, doing away with the old style bag carried in rear of saddle.

Price, black leather, $2.00.
By mail, $2.10.

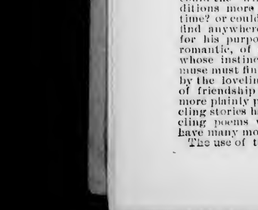
Cycle Brush Tool.



Every bicycle rider needs a Brush Tool, and the accompanying cut illustrates perfection in that line. Any point in a machine can be reached and thoroughly cleaned by it. Combines also a screw driver and spanner.

Price, by mail, 50 cents.

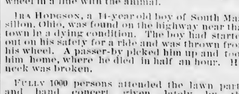
Cycline.



For cleaning bicycles, this preparation is unequaled. It will keep a machine beautifully polished, and is warranted not to mar or scratch the enamel or nickel. To apply, take a sponge or cloth, dampen in water and rub on the soap; then apply briskly over the surface to be cleaned, after which wipe dry with a clean cloth, and polish with same.

Price, by mail, 25 cts. per cake.

Victor Scorcher Saddle.



This is the most perfect Scorcher Saddle made, and we so recommend it. It is the invention of a practical wheelman and mechanic, and is about as perfect as it is possible to construct. This saddle can be used for everyday riding without fatigue, and we are confident it will prove the most popular Scorcher Saddle in the world.

Price, $4.50. By mail, $4.75.

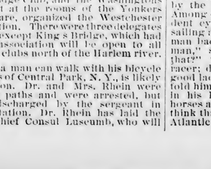
Victor Wrench.



Our new model Wrench possesses, by actual test, 80 per cent. more strength than the best Wrenches heretofore offered to the trade. All forged steel, jaws hardened, every part finished to gauge. Length 5 1-2 inches. Opens 1 1-2 inches.

Price, nickeled, $1.00. By mail, $1.10.

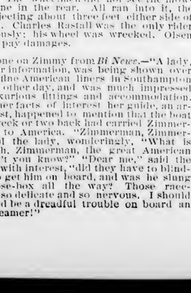
Victor Spring Saddle Post.



This valuable device met with a great reception within a short time after its introduction last year. It is the best made. Adjusts saddle to any pitch, and fastens by a set screw. Made of toughened tool steel, nickeled.

Price, $2.00.
By mail, $2.30.

Elastic Trouser Guard.



Many riders object to a metal trouser guard, and in response to a demand for a substitute, we offer the Elastic Trouser Guard as the best of its kind.

Can be carried in the pocket without inconvenience.

Price, per pair, by mail, 10 cents.

there is the equally ubiquitous man, whose great appreciation of feminine delicacy and refinement convinces him that "them things wan't never made for women to ride on!" Oh, yes! to the humorist all things are the literary possibilities of wheeling.

Again, viewing the subject of bicycle riding from a broad point of view, it has made its impress in scientific circles. It suggests to the learned M. D. of to-day "Kyphosis bicyclistarum." Surely, to those who seek to elevate and refine the sport of cycling, this fact marks a propitious step in advance. For, how can any one decry as frivolous or unworthy a diversion associated with such a name as that?

So much for what the bicycle has done in general literature. Now,

WHAT ARE ITS POSSIBILITIES?

Aside from the comic and the scientific, the romantic and the poetic would seem the appropriate fields for the cyclist to roam in mentally, as he covers actually the roads which lead thereto. In regard to the connection between bicycle riding and love making the writer, of course, has nothing to say; nor, it may confidently be asserted, could any one be found who would consent to be quoted as an authority on this point. There have been in some quarters certain invidious compa isons drawn between a buggy and a bicycle considered from this point of view, and the editor of our journal vigorously took up the cudgels in behalf of the wheel. All public-spirited wheelmen must surely join him. Their utterances would seem not without effect; for we have all noticed the increasing numbers of couples we meet in riding; and, as one comes upon such a pair, whirling along side by side, he infers from appearances that cycling is certainly the most delightful of all sports, and that to the young man and maiden, the ideal earthly felicity would be, like the world, so to "spin forever down the ringing grooves of change." Solitude, in cycling, is to most people wholly without attraction. For the fullest enjoyment of it companionship is necessary. With a congenial companion to glide on, mile after mile, roaming where the fancy chooses, stopping wherever the impulse dictates, exploring new paths, enjoying together many a delightful adventure could the "winged god" find anywhere conditions more perfect for his favorite pastime? or could the novelist, or story writer, find anywhere so much that was available for his purposes? Closely allied with the romantic, of course, is the poetic. Those whose instincts lead them to invoke the muse must find her labors greatly facilitated by the loveliness of Nature and the charms of friendship or love, which are nowhere more plainly perceived than in cycling. Cycling stories have indeed been told, and cycling poems written; but we might well have many more of them.

The use of the bicycle also is not without its lessons to the philosopher. The student of human character finds therein much illustrating material. But this is a large subject, and beyond the limits of this letter. I am reserve it for another occasion, or for another pen. H. W. F.

MISS ELVENA ANGELL of Odell, Ill., recently rode 113 miles within 12 hours, while on a visit to Beaver, Colo.

LAWRENCE J. MEISTER, the representative of Africa at Chicago, lately reduced the hour record, covering the distance of 21 miles 330 yards.

WE are sorry to hear that Geo. K. Barrett is laid up at his home with a compound fracture of the shoulder. We hope to hear of his speedy recovery.

DAN CANARY, the well-known rider, met with an accident on Hampden Park, Springfield, Mass., the other day, which made necessary four stitches in his forehead.

CORRY, Pa., claims the oldest lady bicyclist in the State in the person of Mrs. Catlin, who is nearly 70 years old and rides her wheel as easily and gracefully as any of the younger women.

THE Norristown (Pa.) wheelmen intend holding a race meet at Penn Square Driving Park, Norristown, September 2. The track is a good one being a half mile, good hard surface and easy grades.

P. H. SERCOMBE of Milwaukee indulged in a nap in the lobby of a hotel in Chicago the other day. While Morpheus held him in gentle embrace a bold, bad, wicked pickpocket came along and relieved Mr. Sercombe of his pocket book.

ANOTHER individual rejoicing in the name of "Cliff" Stout is beating his way on a bicycle from Hanover, Pa., to New Orleans. The ambition of some men take a curious bent. Imagine a man desiring to shine as the "Prince of Dead Beats!"

JAMES COLEBURN, of Bay City, Mich., has just finished a rather remarkable trip on his bicycle and probably has made the best record in the State. He started out a week ago Saturday night, and returned last Saturday night, having ridden a distance of 700 miles.

OSMER G. Clough attracted considerable attention the other day by riding into Lowell, Mass., with a horse harnessed to his bicycle. The horse was going along at a good speed, and young Mr. Clough was enjoying himself immensely by holding the reins and keeping his wheel in a line with the animal.

IRA HODGSON, a 11-year old boy of South Massillon, Ohio, was found on the highway near that town in a dying condition. The boy had started out on his safety for a ride and was thrown from his wheel. A passer-by picked him up and took him home, where he died in half an hour. His neck was broken.

FULLY 1000 persons attended the lawn party and band concert given lately by the Keating Cycle Club of Worcester, Mass., on the spacious lawn of Herbert E. Bowers at Greenlake. The grounds were abundantly illuminated with Chinese lanterns. Beside the band concert there was dancing, fireworks display and refreshments galore.

Scorcher $2. SHOE

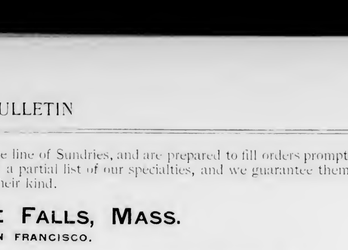
OUR Glove Fitting

HORSEHIDE SHOE

Is Stylish, Neat, Comfortable.

Sizes, 3 to 11. Ladies take notice.

Detachable Cleat Co. 363 Cambridge St. Allston, Mass.



DETACHABLE CLEAT $1.

And Shoe Protector,

WITH AUTOMATIC SOLE CLASP.

Detached Instantly. For Rat-Trap and Rubber Pedals.

Send Money and Size of Foot.

Postage Free.

THE relay ride between Centralia and Carbondale, Ill., was a severe test of the endurance of the riders. The race finished six minutes behind time on account of the miserable mule's Illinois roads. Wheels were abandoned on the highway and message carried on foot a portion of the way. The distance was 96 miles. Time ch. 10m.

THE Newburyport (Mass.) Bicycle Club entertained the Haverhill Club on Tuesday evening, the hotel in Rowley. They had a glorious time and report that they enjoyed themselves greatly. On account of the rain they went over in barges. There were 20 of the Newburyport Club and 19 of the Haverhills. It was long after midnight when they returned.

THE members of the original Roxbury, Mass., Bicycle club object to the name adopted by the men who have resigned, and started a new organization. The name adopted by them is the "Roxbury Cycle Club," and the originals claim that it is altogether too near like "Roxbury Bicycle Club." We understand the new club will change the name to "Roxbury Wheelmen."

THE Bloomfield (N.J.) Cycling and Athletic Association has been incorporated. A suitable building on Bloomfield avenue has been leased and will be fitted up as a club house with the usual accessories. The membership is increasing, new features will be introduced, and it is intended to make this a first-class organization in every particular.

THE New York City Suburban Cycling League has disbanded. Last week delegates from the Yonkers Bicycle Club, Mount Vernon Wheelmen, King's Bridge Club, and the Washingtons of Fremont, met at the rooms of the Yonkers Club, Getty Square, organized the Westchester Cycling Association. There were three delegates from each club except King's Bridge, which had but one. This association will be open to all New York State clubs north of the Harlem river.

AS to whether a man can walk with his bicycle on the pathways of Central Park, N. Y., is likely to be settled soon. Dr. and Mrs. Rhein were walking on the paths and were arrested, but subsequently discharged by the sergeant in charge of the station. Dr. Rhein has laid the matter before Chief Consul Luscumb, who will act with him in pushing the matter. Charges will be preferred at once against the park keepers before the park commissioners, and it is the doctor's intention also to begin a civil suit, in which Mr. Luscomb will be his counsel.

THOSE who remained at Bailey's, So. Natick, Mass., during the early afternoon last Sunday had a treat seldom, if ever, accorded to cyclists in this vicinity, viz., Metz, Sinsabaugh and McDowell of the Union Cycle Mfg. Co.'s force, on a triple relay made the ride over the fine roads of Wellesley, Natick and vicinity was most enjoyable; that although the machine is geared to 57, all hills were surmounted easily, and back forward with pleasure to many more such rides.

A CASE for trial which will establish an interesting precedent is to be tried in New Jersey. A New Brunswick wheelman sues a farmer named Olsen for the damages done to a wheel through a collision with a mowing-machine that Olsen was taking on the Metuchen road one dark night recently. Olsen was driving in a farm wagon, with the mowing-machine behind the wagon. Three bicyclers with lanterns called to Olsen to turn out. He did not move from the centre of the road. The wheelmen did not see the mowing-machine in the rear. All ran into it, the forks projecting about three feet either side of the wagon. Charles Rastall was the only rider hurt seriously; his wheel was wrecked. Olsen refused to pay damages.

A COOP one on Zimmy from *Bi News*.—"A lady, anxious for information, was being shown over one of the fine American liners in Southampton docks the other day, and was much impressed by the luxurious fittings and accommodation. Among other facts of interest her guide, an ardent cyclist, happened to mention that the boat sailing a week or two back had carried Zimmerman back to America. 'Zimmerman, Zimmerman,' said the lady, wonderingly, 'What is that?' 'Oh, Zimmerman, the great American racer; don't you know?' 'Dear me,' said the good lady with interest, 'did they have to blindfold him to get him on board, and was he slung in his loose-box all the way? Those racehorses are so delicate and so nervous. I should think they'd be a dreadful trouble on board an Atlantic steamer!'

A GLIMPSE INTO THE GRAVEYARDS OF THE FUTURE.

(NUMBER FIVE.)



"For fools rush in where angels fear to tread."

"If you would not be forgotten as soon as you are dead, either write things worth reading, or do something worth the writing."

"Premeditate your writings. Words once flown Are in the readers' power, and not your own."

"Here lies no respecter of persons."

ROBERT BRUCE.

Anthems, Poems and Congratulations Received by the L. A. W. to Celebrate Passing the 50,000 Mark.

THE LEAGUE'S PROGRESS, BY A. A. Z——.

The *Record* of the League doth show
A continuous progress night and day;
A rapid pace that none can stay,
About the League *"there's nothing slow."*

Applause has met each effort made
To gain for wheelmen every right.
The *Racing Season* at its height
Throws s other *Sport* into the shade.

[We dare predict that the above was written after the close of a great race before the writer left the field of his victory.]

ADDRESS TO THE LEAGUE BY L. D. (BIRDIE) M.—— OF INDIANAPOLIS.

Must I forever bid adieu
To all my friends I've known of old
And stand out in the bitter cold?
Can I no longer be with you?

I know I did a grievous wrong,
I'm really sorry, yes and more.
I long to stand as once of yore
Among the Fifty Thousand strong.

[This is very devotional and touches our hearts, but is a question to be dealt with by the *Membership Committee (?)*, to whom it is respectfully referred.]

CONGRATULATIONS TO THE LEAGUE BY *A. Pro. Fessional.*

Although I am outside of the fold and shall probably never again feast my eyes upon the inside of a League Meeting House, and am on my way to oblivion, I cannot but tender my congratulations upon the passing of the 50,000 mark in amateur L. A. W. history, and trust that I may not go down to Hades before seeing the present number not only doubled but quadrupled.

In the great fight for *good roads* and equal rights to all knights of the iron steed we pull together, and would that something might happen to close the ditch between us in regard to the *"Root of all Evil."* These are the sentiments of one who was once but can never again be A. P. F.

[Thanks to our tender-hearted brother who remembers us even in his own sorrow. Mr. A. P. F. is an honest man, Amateur or Professional, and we will make a note of his name and send him The WORLD gratis, that he may also remember us.]

Dear Old "Jack."

WHILE rummaging through a long neglected drawer in our desk the other day we were delighted to run across several original manuscripts of J. Purvis-Bruce. Jack was a versatile fellow and often in his interesting letters he would branch off on some subject scarcely germane to cycling. These were generally laid on one side and we are now happy to discover them, and as long as the supply lasts we shall take pleasure in printing as occasion may offer these articles, extracts or what not from the now silent pen of one of the best and most brilliant writers the cycling press has ever known.

To be a "master of detail" is a necessity to one who desires the patronage of the theatregoing public—or who uses the pen or pencil either in literature or descriptive writing—or the brush on the glowing canvas. The success of Henry Irving and Sara Bernhardt is perhaps due as much to their close observance of fact and detail on the stage, as to their marvellous histrionic ability. It is their intention to make the play as *unlike* a "play" as possible, to make it approach as much as possible a life "actually lived" before your eyes by real people. To the dime museum and the variety hall belong the "sleuths" and Bold-Buccaneers-of-the-Border.

In literature the chiefs have been those who instilled the greatest amount of flesh and blood into their characters.

Laying aside Dickens, Thackeray, Scott, Burns, Hawthorne and a long list of acknowledged kings of literature, and taking a look at a man whose success has been phenomenal—H. Rider Haggard—we come to the conclusion that it is to his mastery of detail that he owes much of his success. Even in a duel on the top of an Egyptian pyramid, under impossible enough circumstances H. Rider Haggard will cause death to the duelists in a *reasonable* way and in a reasonable space of time. If one man shoots the other through the chest there is no fears of the "femoral artery" being severed, simply because H. Rider Haggard knows beyond a doubt that the femoral artery is in the *thigh* and like a good, realistic master of detail lets it stay there.

Not long ago I saw a picture which amused me considerably—a picture exhibited in a London gallery, where none but well-drawn subjects find admission—save perhaps in the case of the Duke of Argyle, (the High muck-a-muck of the Highlands) or artists who have made a *name* and therefore can draw as tawdry as they please—or near relations of the members of the "hanging committee." The picture referred to represented two British sailors cast ashore on a desert island (the coasts are full of desert islands, in cases where British sailors are shipwrecked.) Well, the sailors were experiencing "the keen demands of unsatisfied appetite" and by a process well-known to apes and dime-novelists had, by throwing stones at some monkeys who were perched on the adjoining tree of a cocoanut-palm, indulged in the indulgences of the human family to retaliate by hurling cocoanuts at the sailor.

Now here the artist, whose brush was more or less able proved himself to be anything but a master of detail, for the cocoanuts which were in the hands of the monkeys were stripped of their fibrous husk and were in the condition which they occupy on the stall of a fruit seller from sunny Italy.

The free wild horse of the pampas is often depicted with tossing mane, flashing eye and distended, quivering nostril (it does not quiver in the picture as a rule), while from its mouth comes the flake-white foam, which is only the result of the "bit" in the mouth of the tamed horse.

Then "Whistler," the artist with his daubs and scratches which command such ludicrous prices! He knows that the "poor dear public" that Glorious Public! which falls in the majority of cases to *understand* Browning and which therefore *adores* him—thinks him "too sweet for anything," knows less about art than it does about "Whistler," and he therefore does not care about exerting himself when he can "turn out" "symphonies" in bad coloring and sell 'em at his own figger."

Not that "Whistler" has not done good work—but he is *famous now*, and the drudgery and painstaking of struggling genius is not always essential or pleasant to the success of the man of fame.

What makes one famous in days of penury, becomes irksome in "hours of ease and idleness."

That few households are complete, in this vale of tears, without a skeleton in the cupboard of more or less hideous nature, is no new saying. In fact it is of a very old vintage. There is a true story in connection with the Duke of Southerland which possibly from lack of information has escaped the American reportorial ear. Mrs. Blair, to a lady whom the Duke married, was as her name would indicate, a widow, and he came one through the sensitiveness of her husband, who blew his brains out to escape disgrace on being be-nevered the compromising familiarities between the Duke and his (Blair's then) wife. The story that Blair was killed on a *deer-stalking trip* is bogus. It was a deer-stalking match to which he was not invited that led to the suicide of Mr. Blair.

Last call for our special offer!! You want to remember that the date of closing the Guessing Competition is Aug. 11. See page 430.

A GREAT EXHIBIT.

One Exclusive Privilege of Which Every Advantage Is Being Taken.

WHILE the World's Fair fever is at its height, it may be well to say a word regarding one of the largest exhibitors and purchasers of Adams & Co. (company, manufacturers of Adams' Pepsin Tutti-Frutti, were granted the exclusive chewing gum privilege, and have agreed to gains or expense to make their exhibit one of the sensations of the Fair. Large booths, erected by them, may be seen all over the grounds in each one of which their goods are artistically displayed.

It was the popular impression some time ago that the business of the above-named house had reached the zenith, but the possibilities of their growth seem to be unlimited. Since the introduction of their brand of Pepsin Tutti-Frutti, its medicinal qualities have recommended it to public favor, and their output has necessarily been greater than ever before.

The granting by the World's Fair Directors to this house of the exclusive privilege in their line is simply another tribute to the great merit of their manufacture.

THE only genuine racing shoe on the market is manufactured by the Detachable Cleat Co. See that the trade mark "Racer" is on the sole of each pair.

Ride a New Wheel for $18.00,

FOR further particulars see H. W. Smith & Co's. ad. on page 152.

Summer Homes.

A BEAUTIFULLY Illustrated book—list of over 3000 summer hotels and boarding houses in Catskill Mountains and Central New York. Send 2 cents in stamps to H. B. Jagoe, General Eastern Passenger Agent, West Shore Railroad, 363 Broadway, New York, or free upon application for your information.

Sleeping Accomodations At The World's Fair.

ROOMS can be secured at the National Columbian United Wheelmen's Association's Club House and Hotel. In connection with this Club House is a bicycle livery, where wheelmen not wishing to bring their own, can rent wheels at reasonable prices. Sleeping accommodations can be had at from $1.00 to $3.00 per day per person. Address, L. D. TAYLOR, Sec.
5747 Madison Ave.

RIDERS who tour should see the Scorcher Grip, manufactured by the Detachable Cleat Co., of Allston, Mass. Call on them, or send for one to be delivered free for $2.50. The aluminum lock keeps out sneak thieves.

Picturesque Route to the Fair.

No other line offers the variety of scenic interest between New York and Chicago that is enjoyed by the World's Fair tourists via the Baltimore & Ohio Railroad. Passing through Philadelphia, Baltimore, Washington, the capital of the nation, and by way of Harper's Ferry and the historic Potomac Valley to the Allegheny mountains, which are crossed at an elevation of 2300 feet above the sea, the traveller sees the arena of the activity of the nation as well as the principal historical features and scenic wonders of the East. Low rates.

Half Rate Excursions to the World's Fair Via Washington and the B. & O. R. R.

THE Baltimore & Ohio R. R. will run a series of special excursions from New York to the World's Fair at rate of $17 for the round trip. The trains will consist of first-class day coaches equipped with lavatories and toilet conveniences. The trains will start from Jersey Central station, foot of Liberty street, New York, at 8.30 A. M., Aug. 5th, 9th and 15th, and reach Chicago at 4.30 P. M., the following day. Tickets will be valid for outward journey only on the special trains, but will be good returning from Chicago in day coaches on any regular train within ten days, including day of sale. Stops will be made for meals at the dining stations on the line. A tourist agent and a train porter will accompany each train to look after the comfort of passengers. Tickets will also be sold for these trains at the Jersey Central offices in Newark, Elizabeth, Plainfield, Round Brook and Somerville. New York offices, 172, 415 and 1180 Broadway, and station foot of Liberty Street.

THE Detachable Cleat Co. of Allston, Mass., report business booming on their new Scorcher Grip for touring. The fact that they send goods C. O. D. with privilege of examination, paying all charges, denotes the confidence they have in the selling qualities of their sundries.



American Two-Speed Machine.

THE Goodhue Two-Speed bicycle will be on the market next year. It will be manufactured by the Two-Speed Bicycle Company of Chicago, and is so arranged that the gear is changed from one speed to another without taking the feet from the pedals and without jerk or throw.

A New Boston Firm.

MR. A. N. NIGHTINGALE of Roslindale, Mass., with others, has formed a partnership for the manufacture of high grade bicycles, the firm to be known as A. N. Nightingale & Co. The plant is located in John A. Whittemore's Sons' building on Amherst street. The specialty of the new firm will be the making of light weight wood rims. This firm will also make road-sters, which will weigh 18 to 20 pounds, and also a ladies' special wheel weighing but 24, and capable of sustaining a weight of 220 pounds. They have orders for a number of new wheels.

Aluminium vs. Steel.

EDITOR BICYCLING WORLD: I have read with interest the partial report by Prof. Johnson of St. Louis on the comparative tests made by him on weldless steel frames and a cast aluminium frame furnished by a local firm. I say partial report because he gives the breaking strains of the latter, but merely says that the steel frames gave inferior results. A scientific report or one that will be accepted by mechanical experts.

A most significant statement in the report is that "The frames tested were virtually the same weight." Now, aluminium is one third the weight of steel, so that the aluminium frame must have contained at least three times the bulk of metal—a thing to be assumed in so doing we doubtless them stronger, tougher, stiffer, more lively; because they are without joints of any kind; because they are lighter, handsomer, more durable and better in every way. Aluminium parts will not corrode, rust nor tarnish. They are not constantly weakened by the action of moisture internally. They are not injured by being put on cold-pressed after a ride. The more you use and handle them the better they look. All bearing surfaces are turned in the very best manner, are accurately ground and finished. The cranks are steel and are round, also easily detached. The wheels, rim and spokes are of steel as is also the chain. The tires are Morgan & Wright, but if specially ordered other patterns will be fitted. The finish will be all the aluminium parts handsomely polished, the cranks, pedals, hubs, spokes heavily nickeled. The rims will be enameled black. The actual weight will be 27 pounds. Send to the St. Louis Refrigerator and Wooden Gutter Co., St. Louis, Mo., for a catalogue which will give the above particulars more fully.

Prof. Johnson's prediction "For the aluminium frame a great future" can hardly be considered consistent with a scientific and impartial report, as a mechanical or chemical report must be to have weight. The Premier Cycle Company, of which I have the honor to be president, will, as soon as the pressure of its business permits, submit specimens of its Bellcal Tube Frames to mechanical engineers of unquestioned authority for complete, severe and open tests, and will invite makers of weldless steel and aluminium frames to witness them and compete therein.

Yours truly, LLEWELLYN H. JOHNSON.

Annual Meeting of Keating Wheel Co.

AT the annual meeting of the Keating Wheel Company held at Portland, Maine, the board of directors was increased from five to nine. The new board consists of H. M. Farr, R. M. Keating, W. E. Wheelock, W. T. Dean, Geo L. Bosworth, T. W. Doyle, Rev. T. B. Phelan, Edwin Nellerwood and John Bolt. The financial standing of the company is good and work on next year's models will shortly be commenced.

AT the Tuscarora Cycling Club races, Wellsville, O., July 30th, the one-half and one-mile club championship races were won on a Victor.

THE stock of the Racine (Wis.) Bicycle Company was seized by the sheriff last week to satisfy a judgment for $800 in favor of H. C. Kerpage. The concern is capitalized at $10,000.

CHARLES E. HADLEY of Chicopee has patented a mud guard for bicycles, and a patent has also been issued to Albert Perkins for a tubular frame construction and dust proof cycle pedal.

IT is probable that Harry B. Arnold of New Britain, Ct., will engage in the manufacture of bicycles on an extensive scale, next spring. A gentleman who has a knowledge of the business is negotiating with Mr. Arnold with the view of organizing a company.

THE Bunyea Jewelry Co., which has done such a large business in L. A. W. emblem goods is now devoting advertising space to its other specialty—medals, cups, etc., for races. The cut which will be found on the next to the last page shows some of a great many fine new designs, for which they tell us they are receiving a great many orders.

WE are glad to inform our readers that president L. M. Wainwright of the Central Cycle Mfg. Co., of Indianapolis, Ind., who has been so seriously ill at Battle Creek, Michigan, with double pneumonia for the past month, is convalescent, and will soon be able to attend to his regular duties. We regret to say, however, that Mrs. Wainwright's health is not improved, and that she is still seriously ill.

A VERY unique bicycle chain lubricator has just been invented by Two Dayton, O., men, Messrs. Jordan and Mowrer. It consists of a small cylinder and plunhbago placed on the wheel just above the rachet and a small rubber tube which strikes the chain just as it touches the ratchet. The motion causes a small quantity of plumbago to drop on the ratchet and is intended to keep the dust and dirt from grinding and wearing the wheel.

WHEN the Lozier plant on Central Avenue Toledo, is completed it will be one of the largest cycle factories in the United States. The company is now getting jigs on and the foundation of the main building, one-fourth of its size. It will be three stories in height. The addition to the main building recently built is now ready for machinery. The big blacksmith shop is nearly ready for tooling. By early fall all of the present improvements under way will be finished and in operation. Next year the plant will be enlarged still further.

AT Jacksonville, Fla., July 28, Menager on a Victor won the two-mile race in 5.21, making the best quarter in 52 sec. ods. Victors won four first prizes at this meet.

THE stock of the Buckeye Cycle Company, of Cincinnati, Ohio, which was attached a few days ago for debts, was on July 28 sold at auction by Deputy Sheriff Cormany to Lowe Emerson, father to the former manager of the company, for $7,500. Shortly after the sale, notice was received by the Sheriff that the Toledo Cycle Company had sued the Buckeye Cycle Company for $7,518.22. The papers in the attachment were served on the Sheriff by Attorney Guerner. The purchaser of the stock will reopen business at once on Shillito avenue, opposite the store of Bedell-Shillito Company.

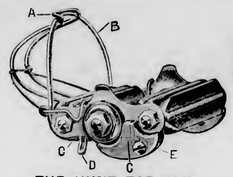
L. H. WAINWRIGHT, who has been manager of the bicycle department for Sechoerling, Daly & Gales will sever his connection with them on Aug. 1. He sailed for Europe on Wednesday, Aug. 2nd, and will be gone a couple of months. On his return he will be associated with the Crawford Manufacturing Company of Hagerstown, Md. Mr. Whymper has been with Schoerling, Daly & Gales for over twelve years. As a boy an I man he had progressed with the firm and became identified with them, and was looked on as a fixture.

IN the Rambler's Club road race at Rochester, N. Y., July 17th, J. M. Kelley finished first from scratch in 38 minutes and 20 seconds. Distance, 13 miles. The record was a Victor. In May 2nd he lowered this record for the course 20 seconds.

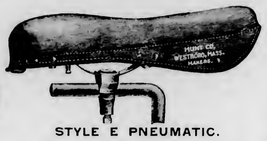
PERKINS & WILKINSON, the Iron and Cycle part and sundry house of Chicago, has assigned to the Chicago Title and Trust Co., of that city. Liabilities estimated $200,000, with assets appraised at over $1,000,000. A week ago the firm confessed judgment in the circuit court in favor of the Continental National Bank for $87,472.45, and this caused P. & W. to make an assignment later in the day. They have been doing business at the Continental bank for many years. A number of notes of the firm had been carried by the bank for a considerable length of time. These notes they could not take up when due, and as the bank people saw no immediate prospects of the firm's being able to meet them, and refused a renewal, decided to have judgment entered against the firm.

ADVANCE sheets of the Lu-Mi-Num catalogue is on hand, and it will be a splendid book. From the merits of this new wheel. The parts that are made of Aluminum are the frame which is all one piece, no brazing or joints, the fork blades, the handle bar, and the seat post. On this point the catalogue says: "Note that all the above parts are aluminum. They constitute what is ordinarily the heaviest portion of a bicycle. They also are the parts which cause the most trouble, and show the greatest weakness in bicycles of standard construction. We build them that is, assuming of course that the metal was, as stated, aluminium and not one of its innumerable alloys.

Another noteworthy statement is that "No failure occurred in these tests at any of the brazed joints of the steel frames." This offsets for lighter, handsomer, more durable and better in every way. Aluminum parts will not corrode, rust nor tarnish. They are not constantly weakened by the action of moisture internally. They are not injured by being put on cold-pressed after a ride. The more you use and handle them the better they look. All bearing surfaces are turned in the very best manner, are accurately ground and finished. The cranks are steel and are round, also easily detached. The wheels, rim and spokes are of steel as is also the chain. The tires are Morgan & Wright, but if specially ordered other patterns will be fitted. The finish will be all the aluminium parts handsomely polished, the cranks, pedals, hubs, spokes heavily nickeled. The rims will be enameled black. The actual weight will be 27 pounds. Send to the St. Louis Refrigerator and Wooden Gutter Co., St. Louis, Mo., for a catalogue which will give the above particulars more fully.



THE HUNT TOE CLIP,
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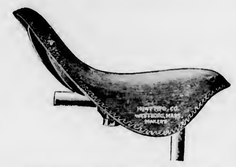
Road Saddle, Style M M, Special Top No. 8.



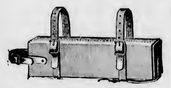
Road Racer, Style N N, Special Top No. 12.



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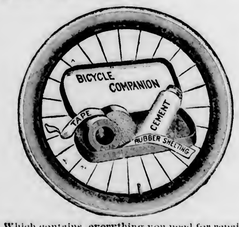
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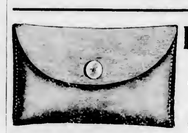
Hartford, Conn., L. A. W.—One-half mile State Championship. First, one mile handicap, scratch 2.23; one-half mile handicap, scratch 1.03 1-5. Total races won in Hartford: Four firsts, five seconds, two thirds.
Lynn.—First in one and two mile handicap.
Keene, N. H., Road Race.—First place.
Melrose Road Race.—Three firsts and time prize.
Brockton Track.—Three firsts, two seconds, two thirds.
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The dates selected by the National Executive Committee for holding the annual League meet and International races are August 5th to August 12th, inclusive.

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This committee to have general supervision of the annual meet under the direction of the National Executive Committee.

RACE AND TRACK COMMITTEE.

Frank W. Gerould, 108 Madison street, Chicago; R. D. Garden, N. H. Van Sicklen, and J. M. Erwin.

This committee to have general charge of the construction of the track, running of the races and arrangement of events, under the direction of the International Race Committee.

PRESS COMMITTEE.

Samuel A. Miles, *Referee*, Chairman, Caxton Building; L. J. Berger, *Cycling Life*; W. Wardrop, *Cycling Life*; M. A. Lane, *The Post*; F. E. Spooner and H. R. Wylie, *Sportmen's Review*.

This committee to have charge of the news and promoting the general interests of the meet.

HOTEL COMMITTEE.

Charles E. Randall, Chairman, 4747 Champlain avenue; L. B. Taylor, W. A. Leonard. All communications for this committee should be addressed to W. A. Leonard, Sec., 908 W. Madison street, Chicago.

This committee to have charge and arrange for hotel accommodation during the League meet and International races.

New Jersey Division Meeting.

Held at the club house of the Mercer Co' Wheelmen, Trenton, July 1, 1893.

Meeting called to order at 9.30 A. M. sharp, Chief Consul Brown in the chair. Present, the Vice Consul, Secretary Treasurer, the Board of Officers and 75 Division members. Minutes of the last meeting read and approved.

The Chief Consul made a verbal report in substance same as that at the Board meeting last evening. The report was received. Secretary Treasurer Pennell read the same report as that tribuated. There are few amendments to be made this year, merely to conform with the League of American Wheelmen constitution as amended at Philadelphia. My especial hobby, you might say, is the League club question, and I point with great pride to the fact that New Jersey stands first in the number of League clubs in proportion to the membership. We have 26 with less than 2000 members against any other League division with 3000 or 4000 members. The greatest number that any has is 27. Since last year we have added six new clubs, namely, the Central Cycling Club of Camden, the Orange Athletic Club Cyclers, Castle Point Cyclers, Flemington Bicycle Club and the Newark Wheelmen. All of those except the Flemington Club are entitled to a representative. Another satisfactory feature is that with the exception of two clubs, all have renewed their membership this year. I can only besprak for the Division, with your aid, a very prosperous year.

As Treasurer I cannot make a detailed report at the present time, as I have not received the returns from the National Secretary and several accounts are open. I will, however, render a report at the next executive Committee meeting in session, with a detailed statement, as required, which will be audited by them and a summary published in the official organ. I will say, however, that the Division has a satisfactory balance, with all bills paid, including the Road Book contract, which is provided for, and any report that has been circulated that we were in a financial embarrassment is false."

No reports from the standing Committees were made as they will be presented at the National Meeting to-morrow. Secty Pennell was asked the rebate rule for new clubs be extended until August 1st. It was adopted. A vote of thanks was then given to the New York *Times* for their generous donation of a Division championship cup for competition by clubs of League Division.

Article 2 of the by-laws was then amended to read "The annual parade of the Division may take place at the national meet or the annual meet of 1893." And to art. 3, section 3 add new paragraph as follows: "The Secretary shall publish in the Official Organ, at the close of each term of office, a full and complete statement of the financial condition of the Division." Also, to Art. 3, sec. 1, strike out the word "one" in the fourth line and insert the word "two," so that it shall read our representatives for each two hundred members.

Mr. McDermott of Freehold, explained in detail the treatment of Mr. Zimmerman in England, and after a full discussion of the subject, the following resolutions were presented by Mr. Atkins, President of the A. P. W., and was unanimously adopted: "Resolved that the N. J. Div. heartily commend the action of the Racing Board, wish to put themselves on record as being willing to abide by their decision as to the investigation in regard to the treatment of Mr. A. A. Zimmerman in England. At the same time most respectfully urge that all possible expedition be used to arrive at a decision in the matter, and we hereby instruct the Executive Committee of the New Jersey Division to take any action they may deem fit as to any future action in the case.

The local consuls were next heard from in regard to Division matters in their respective localities. Considerable discussion followed on the Chief Consul of any routes that should be inserted. The present road book is out of print. A little patience and each new member as well as old will get the new book.

ORVILLE W. LAWSON, Sec.-Treas.

Pennsylvania Division Road Books.

ROAD BOOKS have now been sent to all in the Pennsylvania Division whose number is below 57,000; the balance of the new members will probably get them this week. The price of the road book to old members who had the '92 book will be 56 cents. If stamps are sent send one and two cent stamps, small size. The difference between the new book and old is not so great as to make it necessary to have the new if touring. The Consuls and hotels are changed considerable, and errors in former index and routes corrected and revised up to date. Members of other Divisions now desiring books can have them mailed them now upon receipt of $1.00.

Fraternally, J. J. VAN NORT, Sec.-Treas.
Scranton, July 31, 1893.

Ohio Division.

The following list includes all localities having ten or more members on Aug. 1, 1893.

Total 206—32,810.		
ALABAMA DIVISION—4—192.		
50828	McLeod, Alex	Birmingham
829	Smith, N. B.	"
830	Green, J. T.	Gadsden
831	Turrentine, Dan C.	"
NORTH CALIFORNIA DIVISION—3—610.		
59832	Aaron, C. F.	Marysville
833	Carter, W. L.	San Luis Obispo
834	Daniels, Wilford	Sutter Creek
SOUTH CALIFORNIA DIVISION—7—261.		
59835	Cobb, Geo. W.	Riverside
836	Hurd, Theo D.	"
837	Tressler, V.	"
838	Harrison, H. L.	Santa Barbara
839	Prechel, John	"
840	Knox, Herbert	Escondido
841	Crawford, A. R.	Ventura
CONNECTICUT DIVISION—3—2155.		
59842	Weising, Geo.	Bridgeport
843	Porrige, Harry B.	New Haven
844	Godfrey, Charles M.	Branchville
GEORGIA DIVISION—4—135.		
59845	Christian, Thomas O.	Macon
846	Bolles, Cleveland D.	Atlanta
847	Christian, John W.	Atlanta
848	Myres, S. J.	Augusta

Washington Division.

I HAVE today appointed the following additional local consuls: Manning F. Hill at Aberdeen; W. M. Ruby, at Colfax.

Fraternally,
W. A. VAN EPPS C. C.

New York Division Nominations.

The committee elected at the semi-annual meeting of the New York Division at Syracuse, June 17, to nominate candidates for the offices of Chief Consul, Vice Consul, and Secretary-Treasurer for the ensuing year, have made and filed the following nominations, which are hereby published in accordance with the By-laws.

For Chief Consul, Charles H. Luscomb of Brooklyn.

For Vice Consul, Charles W. Wood of Syracuse.

For Secretary-Treasurer, T. A. Raisbeck of York.

T. A. RAISBECK,
Sec.-Treas. N. Y. Div. L. A. W.
New York, July 31, 1893.

Kentucky.

It will be some little while before the road book will be published as there are a number of routes to be corrected and several to add. Members in Western Kentucky will please report the Chief Consul of any routes that should be inserted. The present road book is out of print. A little patience and each new member as well as old will get the new book.

ORVILLE W. LAWSON, Sec.-Treas.

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836	Hurd, Theo D.	"
837	Tressler, V.	"
838	Harrison, H. L.	Santa Barbara
839	Prechel, John	"
840	Knox, Herbert	Escondido
841	Crawford, A. R.	Ventura
CONNECTICUT DIVISION—3—2155.		
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843	Porrige, Harry B.	New Haven
844	Godfrey, Charles M.	Branchville
GEORGIA DIVISION—4—135.		
59845	Christian, Thomas O.	Macon
846	Bolles, Cleveland D.	Atlanta
847	Christian, John W.	Atlanta
848	Myres, S. J.	Augusta

ILLINOIS DIVISION—13—2191.

59849	Kladstad, Carl T.	Chicago
850	Fountain, E. A.	"
851	Jacker, Richard J.	"
852	Perkins, Thomas	"
853	Whipple, Chas. W.	"
854	Gardiner, Dwight R.	Chicago
855	Miller, Henry O.	"
856	*Angell, Miss Elvena*	Odell
857	Bradfield, S.	Green Valley
858	Lamis, Vernon	La Harpe
859	Miller, W. E.	"
860	Welsh, T. E.	Pearis
861	Taffaferro, Sam W. Jr.	Roseville

INDIANA DIVISION—2—559.

59862	Campbell, V. E.	Ft. Wayne
863	Taylor, H. B.	Indianapolis

KANSAS DIVISION—1—319.

59864	Coggshall, Charles C.	Emporia
865	Evans, F. H.	Dodge City
866	Blum, Frank	Garnett
867	Rothschild, A. P.	Leavenworth

KENTUCKY DIVISION—3—570.

59868	Check, Geo. W.	Louisville
869	Sutton, Wm. H.	"
870	Moore, J. C.	Newtown

MARYLAND DIVISION 3—630.

59871	Buck, Hiram M.	Baltimore
872	Logie, John H.	"
873	Russell, Alex W.	Ellersie

MASSACHUSETTS DIVISION—27—3874.

59874	Draper, R. E.	Attleboro
875	Cousins, Geo	Boston
876	Sebastian, Peter,	Boston
877	Dore, Geo. A	Fall River
878	Flagg, Edward E.	North Adams
879	Bagnell, Allen,	Plymouth
880	Benson, Ezra F., Jr.	Somerville
881	Walsh, John,	Taunton
882	White, J. W.	Wollaston
883	Snow, Fred R.	Beverly
884	Halberg, Henry E.	Cambridge
885	Brown, Frank E.	"
886	Brown, J. Hurd	Charlestown
887	*Norris, Miss Georgianna*	"
888	Ross, Adam M. Jr.	Dorchester
889	Baker, Chester M.	Hyannis
890	Carson, Charles M.	Lynn
891	Elphinstone, James Emslie	Malden
892	Stevens, Edwy Evermond	New Bedford
893	Bieber, Walter F.	Revere
894	Marshall, E. G.	"
895	Cantill, Maurice T.	South Quincy

MICHIGAN DIVISION—9—1063.

59896	Manning, Geo. Wm.	Albion
897	Weber, W. H.	Detroit
898	Campbell, S. J.	"
899	Cox, John H.	Belleville
900	Buttars, Archie H.	Charlevoix
901	Kurz, Chas. H.	Detroit
902	Erwin, W. R.	Escanaba
903	Fox, I. K.	"
904	Larson, Jno.	Red Jacket

MISSOURI DIVISION—11—773.

59905	Swanbeck, M. A.	Kansas City
906	Gentry, Tandy	Mexico
907	Morris, Fred A.	"
908	Bush, A. W.	Fulton
909	Crowl, N. G.	Sarcoxie
910	Luna, John H.	"
911	Ferris, Franklin	St. Louis
912	Miner, Geo. L.	"
913	Mahlendorf, Lewis	"
914	Noel, Charles E.	"
915	Pancake, E. C.	"

MONTANA DIVISION—1—113.

52916	Walsh, Wm. J.	Bozeman

NEBRASKA DIVISION—1—292.

59917	Eaton, Joel	Omaha

NEW HAMPSHIRE DIVISION—4—438.

59918	Elliot, H. M.	Manchester
919	Fisher, Fred W.	"
920	Cole, Geo. F.	Rochester
921	Houghton, J. C.	Whitefield

NEW JERSEY DIVISION—18—1827.

59922	Dorwort, Rev. George M.	Paterson
923	Kennedy, Isaac C.	Asbury Park
924	Kirkbride, Samuel W.	"
925	Westervelt, Martin Z.	Dover
926	Gamewell, John A.	Hackensack
927	Carleton, George R.	Jersey City
928	Wighard, Joseph	Jersey City
929	Garland, Henry A.	Jersey City
930	Bisko, J.	Morristown
931	Vanderpool, Frank	Newark
932	Bergman, E. A., Jr.	Plainfield
933	Wright, Walter L. Jr.	Princeton
934	Pierson, W. B.	Rahway
935	Forge, A.	"
936	Brown, E.	"
937	Freeman, F. P.	"
938	Pennell, Fred	"
939	Johnson, E.	"

NEW YORK DIVISION—25—4141.

59940	Heider, Chas.	New York
941	Wallace, W. A.	Cortland
942	Webster, Ralph D.	"
943	Southwick, L. B.	Homer
944	Campbell, George S.	Cohoes
945	Wells, Henry A.	Greenport
946	Fischer, Charles	Hudson
947	Geiger, Albert	"
948	Miller, Irving M.	Valatie
949	Snow, Dr. F. S.	"
950	Bane, Geo. A. Jr.	New York
951	Beisly, Willard,	"
952	Bassy, Sidney P.	"
953	Gaffert, S. A.	"
954	Wyman, Horace B.	Albany
955	Fairchild, Wm	Brooklyn
956	Heuing, James W.	"
957	Waters, Wm. H., Jr.	"
958	Blair, John W.	Borina Centre
959	Graham, Chas. W.	Delhi
960	Vail, Wm.	East Palmyra
961	Yach, Roy	Whitehall
962	Bourne, C. P.	Hyndsville
963	Shaver, H. D.	Margaretville
964	Burt, Geo. C.	Schuylerville

OHIO DIVISION—14—3061.

59965	Myers, Edwin D.	Canton
966	Mahon, R. M.	Steubenville
967	Lingeri, Casper,	Spiegelhall
968	Neeley, E. R.	Wellsville
969	Billow, Edwin,	Akron
970	Bechtell, Elmer O.	Cincinnati
971	Kemper, James B.	"
972	Langhaner, John	Hamilton
973	Riker, W. S.	Painesville
974	Fisher, H. E.	Springfield
975	Patterson, C. F.	Steubenville
976	Scott, W. R.	"
977	Helbrich, C. W.	Wapakoneta
978	Dickes, William	"

PENNSYLVANIA DIVISION—38—4117.

59979	Pyle, H. Ivon	Philadelphia
980	Bradley, Wm. J.	"
981	Morris, R. Walter	"
982	Chipman, Frances	Philadelphia
983	Keller, D. F.	Reading
984	Bowers, J. L., M.D.	"
985	Rees, Fred G.	"
986	Dwight, Chas. J.	"
987	Pomeroy, Daniel F.	Troy
988	Cleaver, Harry M.	"
59989	Clayville, Edward	Philadelphia
990	Deiweiler, Benj. F.	"
991	Dickson, John E.	Philadelphia
992	Egan, W. H.	"
993	Gubbins, Chas. H. M.D.	"
994	Harris, F. M. Jr.	"
995	Kliesel, Chas. H.	"
996	McPhail, James S.	"
997	Davis, E. W.	Athens
998	Davis, R. J.	"
999	Rodenbaugh, J. W.	Allegheny
60000	O'Hara, A. C.	Beaver Falls
001	Mott, A. M.	Bellefonte
002	Jolly, F. D.	Johnstown
003	Longaker, A. A.	"
004	Hirsch, Harvey	Coopersburg
005	Ackerman, Clinton	"
006	Landis, Milton K.	"
007	Flowers, Jno. H. Jr.	Irwin
008	Hissem, Ira S.	Geary
009	Buckley, C. W.	Lansdowne
010	Kauffman, H. S.	Lititz
011	Kaufman, Morris S.	"
012	*Elsell, Miss Rose E.*	Oakland
013	Bowers, J. N., M. D.	McKean
014	Ripka, John L.	Mill Hall
015	Foreman, Peter	Newberry
016	Grater, Ursinus	Norristown

RHODE ISLAND DIVISION—5—568.

60017	Matteson, Herbert A.	Anthony
018	Shippee, Everett M.	Centreville
019	Ladd, J. Gilford	Providence
020	Gilbert, Chas. C.	"
021	Murray, Maurice A.	"

SOUTH DAKOTA DIVISION—1—80.

60022	Reed, L. R.	Sioux Falls

TEXAS DIVISION—1—190.

60023	Huntington, H. W.	Texarkana

WISCONSIN DIVISION—3—465.

60024	Hunemkens, John A. C.	Milwaukee
025	Stone, James L.	Hixon
026	Ash, Joseph,	Ashland

DELAWARE SUB-DIVISION—1—46.

60027	Du Pont H. Berlin,	Wilmington

VERMONT SUB-DIVISION—2—100.

60028	Powell, Birt,	West Pawlet
029	*Sherburne, Mrs. F. W.*	Barre

WEST VIRGINIA SUB-DIVISION—2—112.

60030	Clifton, P. L.	Hartford City
031	Donnelly, G. M.	"

MEXICO—1—1.

60032	Pomeroy, T. J. Apatardo,	Guadalajara

MARITIME PROVINCES—1—30.

60033	Anderson, Howard A.	Novia Scotia

Wisconsin Division, Notice.

ANNUAL meeting of this Division will be held at Ripon Aug. 16 and 17, 1893. Nominations for the following offices will then be made: Chief Consul, Vice Consul, Secretary-Treasurer, and five Representatives.

Your League ticket for current year must be shown before taking part in nominations.

The following State championships will be run: Half mile, quarter mile, one mile, and two miles. Apply to L. F. Strauss, Ripon, for entry blank.

Local Consuls attending meeting are requested to report to Chief Consul immediately on arrival. The Ripon Cycling Club has made every preparation for the comfort and enjoyment of all attending. The races are on the International Circuit and will be ably contested. All cyclers and all interested in the sport are cordially invited to be present.

W. L. SIMONDS, Chief Consul.

July 28, 1893.

Ohio Division.

THE representatives at large will at once recommend to the chief consul the names of local consuls in their several districts, and see that all hotel vacancies are at once filled that we may proceed with the issuance of the Addenda to the handbook.

S. L. GHASTER,
Secretary and Treasurer.

Fostoria, O., July 29, 1893.

New Jersey Board Meeting.

SEMI Annual Meeting of the Board of Officers of the New Jersey Division, held at the club house of the Mercer County Wheelmen, Trenton, N. J., June 30, 1893.

Meeting called to order at 8.45 P. M., Chief Consul Brown in the chair. Present, Vice Consul Holmes, Secy Treasurer Pennell, Representatives, C. C. McBride, T. N. Gray, W. H. Stauffer, H. D. Leavitt, J. S. Holmes, Jr., F. G. Wiese, Dr. Matthewson, F. L. C. Martin, T. F. Merselles, Jr., Jos. McDermott, H. L. Saltenstall.

Club representatives, A. S. Crane and Geo. H. Darmer, F. W. A. C. Atkins, C. R. Zwecarlas, A. P. W., E. F. Miller, V. W.

The Local Consuls were invited to be present with us, and those who attended were C. T. Smith, Rutherford, J. C. Tattersall, Trenton, W. P. Richards, Orange, Dr. Iredell, New Brunswick.

Minutes of the last meeting were read and approved. Chief Consul Brown made a short report of the work of the New Jersey Division for the past six months. He said that at the National Assembly our delegates had, in accordance with their instructions, voted for the amendment to the Constitution to insert the word "white" in the first line, but, he was sorry to say, been defeated. He announced that the Road Book was published, and was the most complete of its kind ever issued. The renewals of membership this year were up to the average of about 75 to 80 per cent., and that only two League Clubs had not renewed. He paid a compliment to the Road Improvement Committee in regard to the work accomplished and thanked Mr. Saltonstall of Elizabeth for the handsome trophy he had given to be raced for at the International Tournament. He referred to the Zimmerman matter, which he said would come up later. He spoke of the enterprise of the New York *Times* in providing a trophy for a Division Team Championship for League Clubs and thanked them warmly for their interest. The Secretary reported as follows:

We have all seen the splendid growth of the League of American Wheelmen, and the New Jersey Division in particular. We very nearly reached 2000 on April 1st, and, as we will probably renew 75 per cent. of our membership, this with the new members already taken in—namely, 450—will bring our membership to more than what we closed with on April 1st. This ground is very pleasing to your officers, and should be. We have a very powerful organization, altogether.

At the meeting last year in Vineland, the constitution and by-laws were changed very largely. A new edition has been printed and is distributed. There are few amendments to be made this year, merely to conform with the League of American Wheelmen constitution as amended at Philadelphia. My especial hobby, you might say, is the League club question, and I point with great pride to the fact that New Jersey stands first in the number of League clubs in proportion to the membership. We have 26 with less than 2000 members against any other League division with 3000 or 4000 members. The greatest number that any has is 27. Since last year we have added six new clubs, namely, the Central Cycling Club of Camden, the Orange Athletic Club Cyclers, Castle Point Cyclers, Flemington Bicycle Club and the Newark Wheelmen. All of those except the Flemington Club are entitled to a representative. Another satisfactory feature is that with the exception of two clubs, all have renewed their membership this year. I can only besprak for the Division, with your aid, a very prosperous year.

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ORVILLE W. LAWSON, Sec.-Treas.

Applications for Membership.

The following is a list of applications for membership received up to Monday preceding the publication of this notice. In accordance with Article III. of the Constitution, which is as follows:

SECTION 1. Any amateur wheelman of good character, eighteen years of age or over, shall, with the endorsement of two League members be eligible to membership in this League upon payment of the initiation fee and dues, as provided in Section 4 of the Constitution and By-Laws, and the By-Laws of his Division.

SECT. 3. The name of each applicant for membership shall be published in the official organ, and unless within two weeks thereafter, a protest shall be filed with the secretary, he shall become a member of the League.

Tickets will be issued fourteen days after the publication of names, and on the same date the applicant will be put on the mail list of this paper.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the Secretary. In order that no objectionable persons may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week. (When a holiday falls on Monday the list is closed on Saturday preceding.)

BOSTON, Aug. 4, 1893.

Total 206—32,810

FOR SALE OR EXCHANGE.

In this department the prices are 20 cts. per line, 7 words per line, 12 lines per inch.

Stamps will NOT be taken in payment. Cash, check, money order, or postal note must accompany order, or no insertion.

$80 VICTOR PNEUMATIC MODEL G; first class condition. Lock Box 3, Mt. Joy, Pa.

GENTLEMEN! Ask your druggist for Elwell's Suspensory Bandages, or send $1 for Silk, 50 cents for thread. Stamps taken. Safely sent by mail. Small, medium or large.

G. W. ELAVELL & BRO.,
1005 Spring Garden St., Philadelphia, Pa.

LATEST CYCLING PAPERS from all parts of the world received regularly and for sale. Send for list. FLETCHER & CO., 43 E. Van Buren Street, Chicago.

Pneumatic Tires Put on for $20

Virtually a New Machine.

Saves its cost in broken spokes, wear of tissue and demoralization of the vertebræ. M. & W. tires, new rims. Forks spread and left strong as ever. Catalogue of old and new wheels and sundries and cut of M. & W. Tire mailed free.

KNIGHT CYCLE CO.,
311 North 14th Street, - - St. Louis, Mo.

$60 ONLY for a No. 1 or No. 2 Pneumatic Rambler, '92 model; excellent condition. Address, Box 1272, New Haven, Conn.

A REMINGTON Light Roadster as good as new for $110. Address, Box 1272, New Haven, Conn.

$125 FOR the best wheel with best tires; an entirely new No. 3 Rambler. Address, Box 1272, New Haven, Conn.

BARGAINS Rare—1893 Union, $120; Ladies Warwick, $100; Dunlop Tires; Crypto Geared Ordinary, List $160—$100; all new. Victor Flyer, used little, $100. 30 second hand wheels, all prices. "COWLES of Plainville, Conn." Box 388.

TOURISTS wishing to make expenses easily, with extra pleasure, address Box 1146, Bradford, Pa.

$90 for a new Columbia; Model 27; cushion frame; 1893 pattern; never been used. C. V. HEFFLEFINGER, Newville, Pa.

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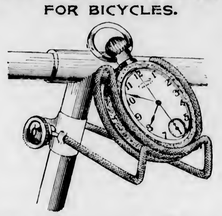
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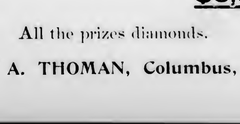
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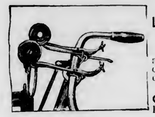
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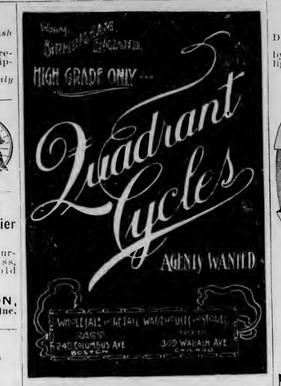
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Boston, May 26, 1893.

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Gentlemen:—Received "Racer" shoes ordered by me, and find them entirely satisfactory. For lightness and strength they are *par excellence.*

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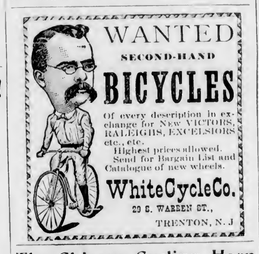
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THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.

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FAST EXPRESS TRAINS

With elegant PALACE PARLOR and SLEEPING CARS to and from

BOSTON and CHICAGO
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via NIAGARA FALLS
without change.

THE POPULAR ROUTE for all points in Northern New York, Vermont and Canada.

THE ONLY LINE running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes and Burlington, Vt.

THE PICTURESQUE ROUTE from Boston to St. Albans, St. Johns, Ogdensburg, Ottawa, Montreal and Quebec.

ELEGANT PALACE SLEEPING CARS to and from

BOSTON AND MONTREAL,
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WEST SHORE RAILROAD

(The first road out of New York to carry bicycles free in the baggage cars of its company.)

Special attention is invited to the fact that all through trains connect with those of the *Fitchburg Railroad*, the only road in New England carrying wheels free.

The following meets are to be held on the line of the West Shore Railroad, or its immediate connections, and wheelmen will receive special attention enroute thereto:

July 15, Twenty-five mile Road Race, Toronto, Canada.

Aug. 1-2. Michigan Division Meet, L. A. W., Detroit, Mich.

Aug. 2, Wahontha Bi. Club Race Meet, Richfield Springs, N. Y.

Aug. 5-12. **L. A. W. Annual Meet and International Races.**

Special trains from Boston and New York.

Remember this line traverses the historic and picturesque West Shore of the Hudson River, skirts the foothills of the Catskill mountains and passes through the beautiful valley of the Mohawk.

Elegant Drawing-room and Sleeping Cars run daily between Boston, New York, Newburgh, Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland and Chicago.

Special trains exclusively for wheelmen are being arranged for, to run from Boston and New York to the National Meet of the L. A. W. and International Races at the World's Fair in August. These trains will be connected with cars enroute off the line of the Fitchburg and West Shore Railroads. For particulars, time table, etc.,

Address, **C. A. SHEEHAN,**
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Columbia Stability,

in Price and Construction, is proverbial.

When a bicycle is offered to you at less than the price at which it is listed, you have no assurance that you are not still paying more than the next purchaser will pay, and more than the actual value of the machine; while on a strictly one-priced article, every purchaser is sure of buying at the bottom price. This is fair dealing. It is Columbia dealing. Every purchaser of a Columbia bicycle pays the same price for the same machine, and in every Columbia bicycle sold we give full value for the price charged. Every bicycle agent knows that Columbias are not only the best bicycles in the world, but that they are the cheapest in the end; that a Columbia at $150 is more economical to buy than any other machine at any price at which it can be purchased; but as agents can buy every other make of bicycle at from five to thirty per cent. more discount than is allowed on the sale of a Columbia, lower grade machines are often urged upon the purchaser. When an agent tries to sell you any other wheel than a Columbia, is it not because he can make a larger profit on the other? Is he not considering his own interest at his customer's expense? When you buy a bicycle, keep in mind the fact that there is no machine in the world so well built from tire to hub, from handle-bar to pedal, as a Columbia.

A company that sells its goods at one price and does the largest business in its line in the world year after year, must give full value.

Columbias are fully guaranteed with a *guarantee that guarantees.*

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Our New Tire

The Wizard.

AMONG the tires we offer for general sale is our new tire, to be known as . . . . .

The "WIZARD."

It is a single tube tire, similar in construction to the regular Columbia tire, with red rubber tread, and is intended especially for use of repairers and for changing over to pneumatic tires at a reasonable expense. It has our special recommendation as a thoroughly reliable and well constructed single tube tire, and is warranted as to material and workmanship. It is without doubt the best tire on the market for the price, which is the lowest we have ever offered a pneumatic tire.

Correspondence solicited from manufacturers and large repairers.

HARTFORD RUBBER WORKS COMPANY,

HARTFORD, CONN.

To Purchase a . . . . .

HARTFORD SAFETY

. . . . . Is True Economy.

LEOMINSTER, MASS., June 20, 1893.

HARTFORD CYCLE CO., Hartford, Conn.

Gentlemen:—We have a Hartford three years old, as sound as the day it left the factory, less bangs and scratches. Another thing, not a Hartford pneumatic has ever been punctured here. The Hartfords in this town have stood more use, more bangs and more abuse than any other wheel, bar none. They are right there every time, no repairs needed.

Respectfully, F. W. GRAY.

THE HARTFORD CYCLE CO.,

HARTFORD, CONN.

. . . Send for a Catalogue.

The BICYCLING WORLD AND L. A. W. BULLETIN

Founded 1877

Volume XXVI. Number 23. BOSTON, FRIDAY, AUGUST 11, 1893. 50 Cents a Year. 5 Cents a Copy.

LENZ AND HIS VICTOR

. . . . . have turned up in the wilds of China, after having covered 2250 miles in the Empire and suffered many attacks from the natives, in several instances barely escaping destruction.

Lenz writes fron Yun-nan, the most South Westerly Province of China, as follows:

"Yunnanfu is the farthest I shall be from home. When I start on West of here it will be on the other half of the world.

"I have been gone just a year from home; to here I have covered awheel and afoot in America, Japan and China 8592 miles and crossed the Pacific and Yellow seas by steamer, over 6000 miles of water.

"The hardest part of the journey around the world is almost over, and the Victor Pneumatic Tire has proved a blessing."

Another straw showing why "Victors Lead the World."

OVERMAN WHEEL CO.,

BOSTON. WASHINGTON. DENVER. SAN FRANCISCO.

HERE AND THERE.

Send 50 c. to us for copy "Zimmerman on Training." The book not only covers points on training, but points for tourists, care of wheels, records, and a host of valuable information.

RENO'S (Nev.) young lady cyclists are becoming so expert on their wheels that some of them can be seen reading their letters or the newspapers while they ride.

THE Fish-Kill Landing, N. Y., people evidently are not "up" in cycling matters, for the *Standard* of that place speaks of 200 miles on a bicycle in one day as being "impossible."

F. J. OSMOND comes of racing stock. His father fifty-one years of age, recently challenged a rider who doubted his pluck and speed to ride him two races, one of five and one of a single mile, and the challenged one dare not accept for fear of being defeated. With such a parent it is no wonder Osmond is a racer.

A BICYCLIST about 25 years of age experienced an unexpected plunge in the canal at Rochester, N. Y., the other day. He was astride of an "ordinary" wheel on the Aqueduct and lost control of it near Stuart's carpenter shop. The rider took a header into the Erie, followed by his machine. Wheel and rider were rescued by the Exchange street swing bridge tender.

THE Fitchburg, Mass. aldermen Tuesday evening passed an ordinance requiring all bicycles to be equipped with a lantern and a horn or bell if used after dark on streets within the city limits. The penalty is a fine of not less than $2 or more than $10. The limit of speed was fixed at eight miles an hour.

MISS CELIA HANCOCK, of Springfield, Mass., met with a bad accident while riding from Chicopee to the former city. A collision took place between Miss Hancock's wheel and a team and the fall resulted in a broken collar bone and a bad cut on the head for the young lady. It appears that it was an unavoidable accident.

THE other night the police of Belleville, Ill. got on the track of a horse thief who had just passed through the city, and four bicyclists set out after the fugitive before the sheriff and jailer could get mounts. The thief was driving a powerful horse and the wheelmen had a ride of eight miles before they overtook him near Centerville. The thief fired on them, but they drove him into Centerville, where he was captured.

THE Rovers Bicycle Club, of New Haven, Ct., held a lantern parade Aug. 2. One hundred and fifty wheelmen participated. The procession was headed by the Rovers' drum corps. Then followed the 150 cyclists with wheels, all more or less finely decorated. Perhaps the one who had the most attention was "Mrs. Simpkins," in an apparel of white linen, although the mascot, dusky "Miss Georgie Hurd" was a good second. It would be hard to say who had the finest wheel.

JOSEPH STYPPE of Greendale broke the record for bicycle riding between Boston and Worcester last Sunday. He covered the distance from the Chestnut Hill reservoir in Boston to Washington square in Worcester in 3 hours and 28 minutes. The best record before was 3 hours, 31 1-2 minutes.

THE other evening as a lady cyclist was riding out Church street, West Chester, Pa., a young man of her acquaintance called to her that the pedal was going round. She immediately dismounted and began to examine the machine, when the true sense of the remark flashed across her mind, but the "trickster" was gone. Her greatest trouble was in mounting, and she did not smile at the joke until some time after she had again gotten fairly under way.

GEORGE HOFFMAN, a bicycle dealer doing business in Paterson, N. J., on Hamilton avenue, was arrested last week on a warrant issued by Justice Hudson upon the complaint of Howard A. Smith of Newark. Hoffman a few days ago bought a machine from Mr. Smith, paying for it with a check. The check was protested, and the purchaser offered an apology, stating that he had no money on deposit there, but assured the Newark concern that he would get his cash on the following day, giving him another check That too was pronounced N. G. Hence the arrest. The accused gave bail.

THE second fete of the Belleville (N.J.) Wheelmen was held on Mrs. DeWitt's lawn in Belleville last evening. Two bands of music, a display of fireworks and dancing were among the attractions. The Newark Wheelmen were on hand, sixty-two strong. Other clubs represented were the Atalanta Wheelmen, twenty; Post Office Cyclers, fifteen; East Orange, twenty-five; Montclair Cyclers, twenty; Nutley Wheelmen, sixteen; Passaic Bicycle Club, fifteen; Passaic Falls Wheelmen, twelve; Bloomfield Cyclers, ten; Rutherford Wheelmen, ten; unattached, about one hundred.

"After the tire is punctured,
After the wind's all gone,
After you're in the country,
Ten or twelve miles from home—
That's when you'll feel discouraged
All by yourself alone—
After the tire is punctured
And the air-pump left at home."—*Ex.*

THE Savannah, Ga., Wheelman's Club house was formally opened July 31. The club is handsomely located in the residence of the late John A. Douglass, and has one of the coziest homes of any club in the city. It is the first wheelmen's club in the south to have a house. The house is as thoroughly adapted for club purposes as if it had been built for a club. The walls are handsomely decorated in dark and gilt, with walnut woodwork. The floors are polished, and the entire house is furnished in solid oak and cane furniture. The lounging room has a handsome Mason & Hamlin piano in oak. The walls are decorated with pictures and the furniture is all that comfort can suggest.

The Hickory for Tourists.

This is the season when vacations are in order. To enjoy your vacation to the fullest extent you must spend it awheel. In starting off on a tour the most important consideration is the mount—will your wheel carry you through safely, and will it stand the racket on the roughest roads. You must consider this carefully, for the success and pleasure of your trip depends on the wheel. You do not want to spend half of your limited time repairing the machine. Tour on the machine that is light, strong and durable beyond comparison and that is sure to carry you through. Such a machine is the Hickory

MADE BY

Hickory Wheel Co. Newton, Mass.

We have them for LADIES and GENTLEMEN. Send for a Catalogue.

A MOUNTAIN ROAD RACE.

Paul Nelson of Pittsburgh, Pa., riding from Scratch, won FIRST TIME PRIZE on National Pike. Both rider and wheel tainous course.

The Liberty

29-pound Road Scorcher and starting in Brownsville, Pa., 12-Mile Road Race finished in good shape despite the moun-

THE PROOF OF THE WHEEL IS THE RIDING.

WILSON, MYERS & Co., MAKERS OF LIBERTY CYCLES.

55 Liberty Street, New York City. Retail Department: 1786 Broadway, New York City.

A. O. VERY CYCLE CO., 215 Columbus Ave., Boston, Mass., General New England Representatives.

Mention BICYCLING WORLD.



- - THE - -

FALCON

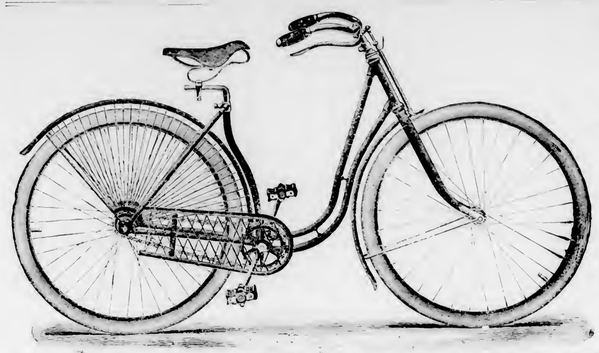
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Pneumatic Tires, $125.
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The Luxury of a CHAINLESS SAFETY

AS MANUFACTURED BY THE LEAGUE CYCLE CO., HARTFORD, CONN.

"Others have built for the past: We build for the future!"

BEVEL GEARS NEVER WEAR OUT, they cannot soil the hands or tear the clothing, render trouser guards useless, require practically no attention, and better than all these, save 90 per cent. of the LOST MOTION that the chain with its stretching, sprocket climbing and non-alignment is sure to cause.

And then for hill climbing it is literally a revelation. You would never dream of climbing a hill with a 63 gear chain wheel that BEVEL GEARS render not only possible but pleasant, which is only another advantage of POSITIVE MOTION.

We are the pioneers of the country in Chainless Bicycle construction, and the future of BEVEL GEARS will bear the same relation to the chain as the Safety bore to the Ordinary. We are ahead of everything else, we have an awful start, and we are going to keep on gaining all the time. We are naturally very sorry for you if you are riding a chain driven safety, that wheel of the long ago, for you have got to kiss that chain good bye, and write up to Hartford for a LEAGUE if you expect to sustain the American reputation for progressiveness.

THE LEAGUE CYCLE CO.,

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In the inflation of a Pneumatic Tire is to have a good connection between the pump and the tire. To accomplish this, always use the **C. I. TUBING**, made by the . . . .

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THE BICYCLING WORLD.

Published Every Friday

—BY—

THE WHEELMAN CO.

Incorporated under the Laws of Massachusetts.

167 OLIVER STREET,
BOSTON, MASS., U. S. A.

☞Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as their new, and their League number.

TO OUR ADVERTISERS:

Copy for new advertisements must be handed in by Tuesday morning to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday to insure attention for the following issue.

☞All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN CO.

☞*Postage stamps will not be accepted here-after in payment for advertisements or Subscriptions. Checks, Money Orders or Postal Notes only will be taken.*☜

C. W. FOURDRINIER, Editor and Manager.

EDITORIAL STAFF:

J. S. DEAN. JAS. W. CARTWRIGHT, JR.
H. CROWTHER.

BOSTON, AUGUST 11, 1893.

"The Slack Season."

When business is "Slack" then is the time to push. When goods do not sell well, the Wise Merchant makes extra effort and

HE ADVERTISES!!

A "wink" is as good as a "kick" to the shrewd man. Therefore if it is slack with you, ADVERTISE and use . . . .

The Best Medium,

The Bicycling World.

The Guessing Contest.

OUR great guessing contest is over and in the issue of the 25th we shall announce the winner. It will take us a little time to check and count over the coupons. The result in matter of new subscribers has fully equalled our expectations we are glad to say.

IN a recent issue of one of the daily papers, a cyclist is claimed to have reported, that in a fifty mile run, on a hot day, he consumed something over two gallons of the various beverages, so numerous at every soda-mongers. While it is with interest that we note the latest addition to the ranks of the "tank-drama," we can but give vent to a warning upon this subject of drinking. It is an ultra-fallacious idea, that one, be he a cyclist or the devotee at the shrine of any other athletic sport, is benefited by this wholesale flushing of one's system with a mixture of doubtfully wholesome beverages. A moderate quantity of refreshment is doubtless a good thing when riding, but if water cannot be obtained easily, which is very unlikely, then indulge moderately in some of the lactic acid preparations or of the phosphatic drinks which at least have the virtue of supplying to the system certain useful principles, that tend to renew the vitality of the user. A little self-control in this matter is however better than imbibing gallons.

A pebble in the mouth under the upper lip will help wonderfully to render the mouth moist by acting upon the salivary gland, producing by mere contact a flow of saliva that answers the purpose far better than diluting the contents of the stomach, and thus weakening the action of the gastric juices, and impairing digestion.

WE are now in the midst of excitement attendant on the international races at Chicago, and the first day's racing showed that supremacy is not to be decided until the whole week's events have been run. The accident to Sanger is to be deplored as it effectually bars him from competing in the events of the week. Zimmerman has beaten and been beaten in turn by Windle, Taylor, and Tyler. The probable entry of F. J. Osmond will give a flavor of interest though all the reports seem to point to the fact that he is not up to his proper racing form. Zimmerman is also not up to standard and therefore the New Jersey man's chances of coming out ahead of the heap are very much reduced. Windle, on the contrary, seems to have taken a new lease on his old-time speed, while Tyler and Taylor are riding in great form. Sanger out, the Western contingent seem to have no show against New Jersey or Massachusetts. Johnson is a Western man, but as he probably will ride from the Syracuse Club we cannot see where the Westerners can score in the big events. Johnson ought to enter from Minneapolis, and though he may ride under the Syracuse colors no doubt, and with reason, the Westerners will claim him, as being a product of the West. In a lesser degree the claim of the East to Johnson's success, if he achieve it, will be like unto the claim made by Mr. Sturmey on Sanger as representing England. The unfortunate accident to Sanger will settle the question as to England's right in claiming him as her champion.

LATER. As we go to press, we have been advised by telegraph that Sanger will probably start in the International races at Chicago on Friday and Saturday.

AT the meeting of the Kentucky Division, held in Louisville, the question of presenting the color line amendment at the special meeting to be held at Buffalo was brought up for consideration, and it was voted not to bring it up. So long as the proposition ended that way it is all right, but had the Division voted otherwise they would have been disappointed to find out that they could not bring the color line question up at the Buffalo meeting. The constitution provides that in the call for the special meeting a statement must be given in the official organ of the business to be transacted, "and no other business shall be considered." Therefore, at the meeting in Buffalo, no questions can be considered except those stated in the call and those which have a direct bearing on the matter under discussion. The amendments proposed must be published 30 days prior to the meeting, in the official organ, and these amendments must bear only on the questions for which the special meeting was called to consider.

IN days not very long ago, the question among League members was whether it was wise to introduce politics into the organization and thus make the National body or the Divisions a power in politics. The idea met with determined opposition from some quarters, and the matter was dropped as being altogether too live an issue for comfort. In certain sections, however, the cyclers have been quite active during the past two years, notably in Baltimore and St. Louis, where the wheelmen's vote has been a power in the land, so much so, as to elect the candidate they endorsed and defeat the other fellow. The St. Louis wheelmen are just fresh from their first victory in their municipal elections, and are naturally jubilant. Wheelmen as voters are receiving respectful recognition at the hands of candidates. We have always been in sympathy with the idea of wheelmen casting their votes and using their influence *as a class* and irrespective of politics. Of course this is a mugwumpian doctrine, and it therefore cannot be accepted by many, except as rank heresy. As the grave questions of tariff and finance do not enter into the local politics of the day, while the question of good or bad roads does, it ought not to be such a heavy strain on the political conscience of the wheelman who has the interest of better roads at heart to cast his vote for the candidate who will most likely bring about the desideratum. We note with delight every action of wheelmen in politics.

OUR esteemed English contemporary *Wheeling* has an article on "English Inhospitality," which treads very heavily on the corns of some of our transatlantic cousins. After contrasting the reception accorded Osmond in America with that given Zimmerman in England, it goes on to score the officials of the N. C. U. for the inhospitable treatment of their Scotch and French visitors at Newcastle lately. For reasons of delicacy we pass over the comparison made in the Osmond-Zimmerman case, but we can well afford to preach a little sermon suggested by the Newcastle episode. Englishmen are not an effusive race of men. They entirely lack (with the usual exception to prove the rule) the hail-fellow-well-met manner of the American who, when a stranger comes within his gates is at once anxious to "do something" for the comfort or entertainment of the visitor. There is an air of insular self-satisfaction about the Englishman on his native soil, which is especially exasperating to one of warmer and more responsive nature. They have not got the American idea that a little attention, even if it take the shape of a modest, three-shilling lunch, goes a long way towards cementing the feelings of good fellowship and making a foreigner feel as if he were not entirely a stranger in a strange land. When Englishmen do entertain they entertain in a splendid and royal manner, but they must know you and you must be properly accredited or you must be a person of distinction. In this way of extending hospitality the Englishman stands without a superior. It is in the small way that he seems to lack the ability to make a foreigner feel at home, and in this manner the sooner the Englishman becomes "Americanized" the better it will be and the less complaint will be heard of his inhospitality. In all fairness be it said that the Englishman as a rule is appreciative of attention, and it has been the very pleasant lot of the editor of this paper to extend very small and insignificant courtesies to Englishmen, and not a single instance do we recall but that appreciation was shown and most pleasantly acknowledged by the gentlemen it has been our privilege to do "a little something for." We make the criticisms in all kindness, and the writer having decided leanings towards the dear old country, it cannot be truthfully said our strictures are born of malice or ill nature.

The Wheel 'Round the Hub.

THE Boston Bi. Club will repeat the Wheel around the Hub, September 15, 16, 17. "Papa" Weston has the matter in hand and the circular will soon be issued to the members of the club and a few special guests, particulars of which will appear later.

The Springfield Meet Programme.

THE official programme of the Springfield Cycle Club tournament is before us, and a most beautiful specimen of the printer's art it is. It contains several full-page half-tones of the most prominent racing men in the country, the Hampden Park track and the club officers. The programme also contains much excellent information on records, transportation, etc. Send to the club for one.

We Do, But It Doesn't Do Any Good.

EDITOR BICYCLING WORLD: I wish that the BICYCLING WORLD would keep hammering away at the position assumed by a large number of our young men when they ride the bicycle. Surely if anything would lead one to believe that, according to the Darwinian theory, man descended from a monkey, the deformed objects that we see passing swiftly through our streets would bring about that conclusion. I am an enthusiastic wheelman, and rejoice in a sport that puts new life and vigor in me and causes one to get out in the free air and sunshine, and for that reason I hate to see the blessings derived from the use of the wheel so terribly abused. Taken from a hygenic outlook, the "cat-on-a-wall" position is disastrous. Round shoulders, sunken chests and curved backbones are the result which is particularly noticeable when the rider walks, as he shambles along with a bent-over appearance that is neither dignified or graceful.

I often hear inquiries from those who see the wheelmen pass by whether such a position is necessary, and the remark is generally added, "that riding a bicycle must be very hard work, as the riders appear to be suffering." The press, the doctors and the public generally are all going for us wheelmen, and if we don't want to be old bent-over men before our time, at which the public will point the finger of contempt and say, "See that 'hump' he used to ride a bicycle," we must *stop it at once.* L. A. W. 33,356.

Send 50c. to us for copy "Zimmerman on Training." The book not only covers points on training, but points for tourists, care of wheels, records, and a host of valuable information.

Browsings.

BY "MICHAEL."

AH me! this world of wheels is a bit busy in these days; Sanger did not get up with Zim at Rockville; (no, but he did at Detroit!! ED); the knowing ones intimate that Wheeler is being paid a salary by the N. C. U.; Sanger is to represent England in the international contests (dontcherknow). Sanger having already paid his fare across the pond, the English cycling world is relieved of any anxiety on that score; the N. C. U. is negotiating its licensing powers with chairman Raymond—the Zimmerman "conditional" business; till with one thing and another I am reminded of what the astute editor of an American cycling journal once told me on the quiet. It was at the time of one of the League's periodical president impeaching upheavals. In my verdancy and desire for scenes of pastoral quiet, I had deplored the pullings and haulings between factions of the L. A. W. Said this astute editor: "Mike, what would cycling be without these factions? I tell you the sport would die from the land without the advertisement that comes from the squabbles between L. A. W. officials and between the Racing Board and the racing man?" And when I come to recount what I have waded through in the perusal of a half dozen cycling journals for the past five years, I am forced to the conculsion that cycling would indeed be a dismal blank without the eternal row.

I do not know that a wheelman who pretends to be well posted on the politics and sport of cycling has any right to put away from his mind the tremendous questions that are now on the calendar; but however this may be it is a fact that on this beautiful summer day I did go forth awheel; and with never a thought about Post, Burdett, Zimmerman, Sanger, the N. C. U. or whether O'Reilley loves G. Lacy Hillier.

AN EXPERIMENT.

Of late I have been riding a thirty-pound rig with a rather hard road racing saddle on an L rod. Even over our rough roads this combination is bound to do about twelve miles an hour, whether you will or not; but of late I have begun to think that for all the wheel is ten pounds lighter than the last ordinary that I owned, and has air tires, I nevertheless get about as much slanking up per hour as I did on the old tall wheel. This in mind before setting out for my Sunday afternoon ride, I put in a goose neck seat rod, and let a little air from the tires. Further than this, I resolved not to ride faster than six miles an hour, as such pace was very fair going in these parts, back in the good old times. For once I would secure for myself all the personal comfort that has accrued through the improvement in wheels. Instead of working as hard as ever and taking my pay in miles, I would just sit up and have a six to the hour picnic. It is not a bad plan thus, on occasions, to put ourselves in touch with the present state of the art.

With myself the experiment worked very smoothly. Hills that were once a vexation were mounted with comparative ease; and somehow the roads had lost all of their soft spots, or else it was the air tire that so evened up the roadway. Then, too, there was the luxury of the long swing of crank on the 63 gear.

LONG CRANKS.

I am inclined to the idea that a large number of American made wheels are geared high at the expense of excessive foot travel at the crank. Wheels are geared regularly to 63 with three adjustments to the pedals, seven inches being the maximum length, and the majority of riders on these wheels are using the seven-inch throw. This question of gear is a vexing one. It is a fact not difficult to establish by figures that a 60 gear with 6 1-2 inch cranks makes nearly 17 feet less foot travel in going a mile than does a 63 gear with 7-inch cranks. So that notwithstanding more revolutions are made, the circumference of the circles in which the feet travel being diminished, it is obvious that the feet move slower than with the higher gear; and consequently more time is given in which to apply the power at each stroke.

COULDN'T BALANCE.

I have another good one on my estimable gentleman who hates the bicycle on general principle. He was reading in his daily paper about Beddieson's one-legged 'Frisco to New York trip; and the account awakened in him sufficient interest to call forth an exclamation of wonder. "But," remarked the estimable horse owner, "I don't see how"—prepare to shiver, oh ye wheel cranks!—"I don't see how he could balance the thing with only one leg." Fact.

THE NATIONAL MEET.

Fourteenth Annual Gathering of the League.

The Stars of the Race Track Meet—Opening Scenes.

(EDITORIAL CORRESPONDENCE.)

CHICAGO, Sunday, August 6.

Chicago—cycling Chicago—is *en fete*.

Under the bluest of blue skies, with a gale of wind sweeping in from the lake, tempering the torrid heat of the past two days, and with the prospect of a solid week's feast of racing and frolic before it, the City of the Fair is at its best.

Wheelmen are here from the four quarters of the habitable globe—literally and actually. From the burning sands of Africa, from the sunny clime of Anahuac, from Europe's shores, Canadian snows and far off Australia, they have come to meet and do battle for the supremacy of the cycling arena. Never before has such a gathering been witnessed; never before have so many of the foremost men of the world been drawn together at one time and place. And, shame that it should be so, England, the first and leading among the nations in the sport, is represented—by whom? Not her champions of '93; not the Englishmen active in cycling at present; but by a man who—head and shoulders, as he unquestionably is, amongst all of Britain's cracks—is yet here, not as the representative of his country's honor, but as a private individual.

England's niggardliness in this thing shall never cease to be a reproach so long as cycling shall be known and sung.

But here's a health to Osmond, all the same! Gentleman rider as he is, England's honor could repose on no worthier shoulders, and if he rides this week, as he hopes to do, he will have the best wishes of all lovers of fair and sportsmanlike Americans.

Of a verity this question of Osmand's riding is the burning one of the hour. He says he will ride if he is fit (and surely no one would wish him to do otherwise); but, although practicing daily, for some reason or other he is not yet in the thorough one would care to see him. He is rather slow at getting into shape at any time, and finds it doubly hard here amid new surroundings and a strange climate. That he will be up—if only in the Internationals—is the hope of everybody.

And what a field it will be!

Think of it! Zimmerman, Sanger, Windle, Johnson, Taylor and Tyler—America's six best men—to fight it out against each other and against all foreign comers, be they whom they may. No wonder we are all agog! No wonder the morrow is anxiously looked for!

The now celebrated track on which the races will be run is a disappointment; not in surface (which is indeed an excellent one, reflecting great credit on the work of the committee) but in its banking, which is not nearly high enough on the turns, in this respect coming far short of the Waltham track.

Windle, Taylor and Osmond all told me yesterday that the turns could not be negotiated at top speed owing to the danger of running over the top. Then again I fear the fence which has been erected at the top of the banking may prove a source of danger.

It is undoubtedly a Zimmerman-Windle-Taylor-Osmond track. That Sanger would show to better advantage on a larger track, like Springfield, is the general opinion of the talent, who believe that Zim's superior generalship will stand him in good stead.

But at best we are all guessing.

EVERYBODY IS HERE.

The Hotel Mecca is full, even to overflowing, and some signs of the inevitable horse-play cropped out last night, only to be promptly repressed. Let us hope it may prove effectual.

The visitors are all taking in the Exposition in one way and another, and many are the familiar faces seen, to name all of which would prove no light task. There are Burdett, Sheridan and Brown, the executive trio, Gerould, Brewster, Raymond, Post, Marion, Canary, McGarret, Snell, Callender, Prial, Berger, Barrett, Van Sicklen, Miles, Jaffray, De Blois, McDermott, Osmond, Metzger, Collister, Erwin, Herrick, Spooner, Guinen, Wardrop, Neumann, Kaufman, Maltby, Elliott, Overman (Charles R., of that ilk), Gorden, Col. George Pope, Harry Pope, (the Colonel is not yet here; neither is A. H. Overman), Gormully, Jeffery, Lozier, Merrihew, Bunnell, Raisbeck, Joe and Henry Goodman, Snell, Wilcox, and everybody of any consequence in the trade or racing.

The various State delegations are expected to-day and to-morrow A. M.

Quite a breeze has been created in trade circles over the refusal of the Fair commissioners to remove one of the judges of the cycle awards who is attorney for G. & J., and in consequence the Pope Company and the Overman Company have withdrawn their exhibit from competition, and it is said that others will follow suit.

Runs and jaunts filled up to-day's hours and the wheelmen in a body to a goodly number attended the divine service especially tendered them at the Third Presbyterian church, where the Rev. Dr. Withrow preached a fine sermon to them.

MONDAY

Zimmerman Succumbs to Windle—Sanger Badly Hurt—Massachusetts Men Do Good Work the First Day.

(Special Dispatch to the Bicycling World.)

THE bad tumble in the one-third mile dash, in which Sanger, Banker and Lumsden were disabled, has cast a gloom over the spirits of the wheelmen who came to see Sanger meet Zimmy and the other cracks in the international events. At this writing the fear is expressed that Sanger is so badly hurt as to preclude the possibility of his riding again during the week. There is some comfort in the thought that these things are always exaggerated under the excitement of the moment and in this case I am sure I hope the rule may prove true. The accident occured in the third mile race as follows: Babcock, one of the contestants, swerved and collided with Sanger and in the smash-up that followed, these two men together with Dernberger, Lumsden and Banker went down in a heap. Sanger was thrown into the air and came down on his side, the machine cut great pieces out of his legs and arms. With the exception of Babcock it is expected that they are all laid up for some time. It was one of the worst smash-ups I ever saw and it is a wonder some one was not killed.

Zimmerman was beaten in the one mile open by Windle and Taylor, but as the time limit was not reached the referee declared it no race, and as Windle and Taylor would not ride it over, Zimmerman had an easy job of it. In the initial attempt in this race Zimmy and Taylor let out on the last turn, but Windle came swinging on the outside with one of his old-time spurts, and those who have looked on the Millbury boy as a back number had to acknowledge that the speed was there on draught and in quantities to satisfy the most exacting. It was a splendid finish but as 2.40 had not been touched the referee ordered the race over again with the results above recorded.

In the third mile, final, Zimmerman beat Tyler, Taylor, H. Smith and Windle in the order named. E. A. Nelson, of Springfield met with a bad accident which incapacitated him from further effort for the day at least.

The track, as far as surface is concerned is unsurpassed, but as I said in my first dispatch, the banking is not sufficient as was proven to-day by the way the flyers negotiated the corners.

Johnson and Meintjes did not start in any of the events to-day. C. M. Murphy was disqualified and will not race at all.

The results of trials and finals as follows:

SUMMARY—TRIALS.

One mile novice—*First heat*—P. Von Boeckman, Chicago, first; G. E. Bieker, Chicago, second; F. M. Prencil, third; J. Hrach, P. C. C., fourth. Time 2m. 34 2-5s. *Second heat*—J. T. Brandenburg, Chicago C. C., first; L. O. Wilcoxson, I. C. C., second; A. V. Jackson, L. C. C., third; F. B. Wakefield, Chicago C. C., fourth. Time 2m. 44 1-5s.

One-third mile open—*First heat*—A. A. Zimmerman, N. Y. A. C., first; Hoyland Smith, N. Y. A. C., second; G. F. Taylor, Waltham Cycle Club, third; W. A. Rhodes, I. C. C., Chicago, fourth; G. L. Gary, Press C. C., Boston, fifth. Time 44 3-5s. *Second heat*—H. C. Tyler, Springfield, first; W. W. Windle, Springfield, second; C. W. Davis, Chicago, third; H. A. Githens, Chicago, fourth. Time 46s. It was in this heat that Sanger, Babcock and others smashed up.

Half-mile handicap—*First heat*—A. I. Brown, I. C. C., Cleveland, 45 yards, first; M. S. Burt, P. C. C., Wichita, 55 yards, second. Time 1m. 4s. *Second heat*—Paul Grosch, P. A. C., Passaic, N. J., 50 yds., first; A. W. Warren, H. C. C., 30 yds., second. Time 1m. 4s. *Third heat*—A. G. Crooks, Buffalo, 25 yds., first; Conn Baker, C. C. C., Columbus, 45 yds., second. Time 1m. 5 4-5s. *Fourth heat*—J. I. Brandenburg, Chicago, 55 yds., first; Hoyland Smith, N. Y. A. C., 30 yds., second. Time 1m. 5 2-5s. *Fifth heat*—A. A. Zimmerman, scratch, first; Guy L. Gary, Press C. C., Boston, 15 yds., second. Time 1m. 4s. *Sixth heat*—E. A. Nelson, L. B. C., 25 yds., first; M. Dernberger, P. C. C., 35 yds., second. Time 1m. 5s.

Two miles, 5.50 class—*First heat*—M. H. Burt, P. C. C., of Wichita, first; A. W. Warren, H. W. C., of Hartford, second; M. Nelson, C. W., of Chicago, third. Time 5.50 2-5. *Second heat*—P. Grosch, P. A. C., Passaic, N. J., first; E. A. Nelson, S. B. C., Chicago, second; G. Steele, L. V. C. C., Chicago, third. Time 6.11 3-5. *Third heat*—Austin T. Crooks, Buffalo, first; E. L. Blauvelt, E. A. C., Elizabeth, N. J., second; T. J. Byrne, E. C. C., Chicago, third. Time 6.07 3-5.

Five mile handicap—*First heat*—N. Nessel, William Hyslop, A. T. Crooks, E. Urich, W. F. Murphy, G. E. Bicker, O. F. Erickson and E. C. Bode qualified. *Second heat*—Gus Steele, Chicago, 500 yds., first; C. H. Peck, Chicago, 350 yds., second J. D. Adams, Chicago, 500 yds., third; C. B. Aker, Columbus, 350 yds., fourth; F. M. Prencil, Chicago, 500 yds., fifth; W. M. Burt, Chicago, 450 yds., sixth; J. Hrach, Chicago, 500 yds., seventh; I. Baird, Chicago, 200 yds., eighth. Time 13.46 4-5.

One mile open—*First heat*—G. F. Taylor, Waltham, first; W. W. Windle, Springfield Bicycle Club, second; W. A. Rhodes, I. C. C. Chicago, third; Hoyland Smith, N. Y. A. C., fourth. Time (by quarters), 52 1-5, 1.42 1-5, 2.29 5-6, 2.59 1-5. *Second heat*—H. C. Tyler, Springfield Bicycle Club, first; A. A. Zimmerman, N. Y. A. C., second; H. A. Githens, Chicago, third; M. Dernberger, P. C. C., Buffalo, fourth. Time (by quarters), 43 1-4s, 1.19 2-3, 1.59, 2.31 1-2.

SUMMARY—FINALS.

One mile open—*First final heat*, time limit 2.40.—W. W. Windle, first; H. C. Tyler, second; A. A. Zimmerman, third; G. F. Taylor, fourth; Hoyland Smith, fifth; H. A. Githens, six; M. Dirnberger, seventh; W. A. Rhodes, eighth; time (by quarters) 50 1-6, 1.34 2-3, 2.14 1-2, 2.45. No race. *Second final heat*—A. A. Zimmerman, first; G. F. Taylor, second; Hoyland Smith, third; H. A. Githens, fourth; M. Dernberger, fifth; time, 1.20 1-2 for half, 2.06 for three-quarters, 2.38 1-6 for mile.

Two mile 5.50 class—G. Steele, first; A. W. Warren, second: O. Grosch, third; A. T. Crooks, M. H. Burt, fourth; time by miles, 2.37 5-8, 5.16 1-8.

One third mile open—A. A. Zimmerman, first; H. C. Tyler, second; G. F. Taylor, third; H. Smith, fourth; W. A. Rhodes, fifth; C. W. Davis, sixth; W. W. Windle, seventh; H. A. Githens, eighth; time, 43 2-3.

Half-mile handicap—A. I. Brown, 45 yards, first; Paul Grosch, 50 yards, second; A. T. Crooks, 25 yards, third; A. A. Zimmerman, scratch, fourth; time, 1.02 1-5.

One mile novice—J. I. Brandenburg, first; A. V. Jackson, second; F. M. Prencil, third; time by quarters, 57 1-6, 1.49 2-3, 2.22 1-5, 3.13.

Half-mile Illinois L. A. W. championship—F. H. Tuttle, S. A. C., first; H. A. Githens, C. C. C., second; time, by quarters, 46 7-8, 21 7-8.

Two mile Illinois L. A. W. championship for medals—J. P. Bliss, C. C. C., first; C. T. —nsley, I. C. C. second; time 2.44 7-8; 5.30 1-3.

TUESDAY.

Zimmerman and Taylor beat Johnson — Laurens Meintjes' First Appearance.

THE second day's racing did not yield very much to the New England contingent. The principal points of interest were the first appearance of the South African champion, Meintjes, and the meeting of Zimmerman and J. S. Johnson for the first time. Johnson had no difficulty in capturing the preliminary heats, but when it came to the final in the quarter mile open, Zimmerman started in with a dashand rode the race as though he were riding for a record, and he came pretty near making a record as he covered the distance in 30 2-5 seconds. Taylor in this last final started after Zimmerman and though he could not pass the Jersey man he finished close up, with Johnson ten yards behind the leader.

Meintjes in his race showed speed but no judgement. In the first heat of the one mile handicap he had the race well in hand but his confidence got the better of him and he allowed Brown to beat him at the tape. It was entirely unnecessary if he had only attended to his business.

Every one was glad to see Lumsden appear as it was feared that in the smash-up yesterday he would have been disabled for the rest of the week; his appearance was greeted with cheers.

Tyler made some good time in the one mile handicap; in the first trial he started from scratch and covered the mile in 2.33 4-5 seconds and in the final he also started from scratch and did the distance in 2.11 2-5, which is a track record.

Windle did not show up as well in the second day's racing, although it must be remembered that the two events in which he started were handicaps and handicapping of course is a mighty uncertain quantity.

The one mile State championship was declared no race after two trials; in the first attempt it was ridden in 2.39 1-5, while the second attempt was made in 2.56 3-4, the time limit was 2.45.

The weather was superb and the track in splendid condition. The day's racing was not marred by any bad accidents. The visitors, something like 2,000, were not as many as should be expected, although a great many people will undoubtedly find the Fair of too much attraction and are doing that for a day or two.

Summaries:

Quarter-mile open—*First heat*, G. F. Taylor, Waltham C. C., first; A. A. Zimmerman, N. Y. A. C., second; A. W. Warren, Hartford, Ct., third; time 33 1-5.

Second heat, J. S. Johnson, first; A. E. Lumsden, C. C. C., Chicago, second; E. C. Bode, C. C. C., Chicago, third; time, 34s.

Third heat, H. A. Githens, C. C. C., Chicago, first; E. C. Johnson, Cleveland, second; William Hyslop, T. B. C., Toronto, third; time, 33 3-5. In these trials Gary, H. Smith, C. W. Davis, W. F. Murphy and G. A. Banker started but failed to qualify for the finals.

Final heat, A. A. Zimmerman, first; G. F. Taylor, second; J. S. Johnson, third; H. A. Githers, fourth; E. C. Johnson of Cleveland, fifth; time 30 2-5.

One mile handicap M. Dernberger, 75 yards, first; W. T. Murphy, N. Y. A. C., 60 yards, second; H. C. Tyler, Springfield, B. C., scratch, third; A. E. Lumsden, C. C. C., fourth; T. L. Baker, Columbus, O., fifth; time 2.11 1-5. The other starters were G. A. Banker, 50 yards; L. J. Meintjes, So. Africa, 50 yards; A. N. Warren, of Hartford, Ct., 60 yards; A. I. Brown, C. Baker, H. R. Steenson, A. L. Baker and L. O. Wilcoxon.

One mile three minute class—J. I. Brandenburg, C. C. C., Chicago, first; M. Nelson, second; E. P. Richardson, L. C. C., Chicago, third; time, 2.51 1-5. (James finished third, but was disqualified for being pushed over the line at the start before the pistol was fired.) The other starters were W. A. Thompson, Chicago; T. Langley, Press Cycle Club of Boston; F. M. Prencill, P. C. C., Chicago; F. Miller, Indiana; L. O. Wilcoxon, I. C. C., Chicago; C. E. Parkes of Milwaukee.

Two mile lap race—A. A. Zimmerman, 17 points, first; Guy Gary, 12 points, second; Hoyland Smith, 5 points, third; J. P. Clark, fourth; Steenson, fifth. Time 5m. 37 4-5s.

Two-thirds mile handicap—W. F. Murphy, N. Y. A. C., 70 yds., first; T. E. Brown, L. C. C., Cleveland, 65 yds., second; P. Grosch, P. A. C., Passaic, N. J., 70 yds., third; W. W. Windle, Springfield B. C., 15 yds., fourth.

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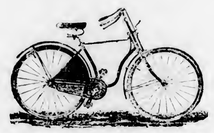
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Time 1m. 23 1-3s. The other starters were A. T. Crooks, C. W. Davis, of Chicago; Hoyland Smith, N. Y. A. C., 50 yds.; E. L. Blauvelt, 50 yds.; E. C. Bode, 65 yds.; E. C. Johnson, T. D. Kennedy, E. J. Byrne, H. T. Pyle, all of Chicago.

One mile Illinois L. A. W. championship—J. P. Bliss, C. C. C., first; F. H. Tuttle, S. A. A., second. Time 2.49 1-5. The race was declared off because it was not run within the time limit of 2.45. Second final—Bliss, first; E. C. Bode, second. Time 2.56 3-4. No race.

Five mile Illinois championship L. A. W.—W. A. Rhodes, first; E. C. Bode, second. Time 13.24 2-5.

Two mile team race—Chicago Cycle Club (F. H. Tuttle, J. P. Bliss and H. A. Githens), first; Illinois Cycle Club (Knisely, Rhodes, Kennedy), second. Time 5.28 2-5.

As we close our forms on Wednesday, we cannot give the balance of races until next week.

THE INTERNATIONAL CIRCUIT.

Detroit's Wind-up—Sanger Beats Zimmerman—How it was Done.

[EDITORIAL CORRESPONDENCE.]

DETROIT, Aug. 2. Detroit was again blessed with blue skies and fair winds to-day and another good-sized audience was in evidence. The Michigan Division and Detroit's wheelmen have done all that was possible for the entertainment of their guests, winding up the two days with a steamboat excursion on the river, which, with the accompaniment of a perfect moonlight night, was one of the successes you read about.

ZIMMERMAN WAS AGAIN BEATEN

by Sanger,—a clear, clean defeat, and it looks as though the lad from Jersey had run up against a man who could give him all he wanted to do—as sooner or later comes to every racer.

It was in the mile open, in which Zimmerman, Sanger, Tyler and Taylor were all out, together with Hyslop, the Canadian crack. Nelson and some of the lesser lights. Nelson paced to the three-quarter pole with Sanger close behind, Zimmerman being probably twenty feet in the rear, and as they approached the three-quarters the bunch closed and swung around the turn into the straight all together, and the pace at once became a rusher. Sanger had the pole, and, riding apparently easily, with his wheel held straight as a die, he came down the finish a clean length ahead of Zimmerman, who, ride as desperately as he might, could not overtake the Milwaukean, Taylor right on his heels.

The race was an undoubted surprise to the talent, but I still feel as though we were unable to decide as to the exact merits of the two men. Zimmy is clear off color, although in this he is not alone, as Tyler's stomach has gone back on him. The fact of the matter is that some of the cracks have been working too hard; and one Willie W. Windle—now resting quietly at his Springfield home—is showing his long head by carefully nursing himself for the meeting of the giants next week. In fact a good many of the knowing ones predict that Mr. W. W. W. is liable to fool the best of them, nor should I be surprised if this were to turn out to be the case. Windle's generalship is most consummate, and there is no one who can give him points on the handling of himself in a race—which is more than can be said of the others—Taylor, for instance, who almost invariably loses through lack of headwork in placing himself properly for the final sprint.

In the

ONE MILE INTERNATIONAL,

Zimmerman stood down, having won the half-mile handicap (capturing his heat and the final) in a magnificent effort, coming clean around his field which was a large one—finishing on the outer edge of the eighty-foot track, bringing with him at least a dozen other men, much to the discomfiture of the judges, who were placed in the ludicrous position of having to stand in the middle, with two bunches of flying wheels finishing on either side of them, one lot at the pole and the other on the outside of the track, a position that might have puzzled Solomon to render an accurate judgment on.

So in the mile International, Sanger, Taylor, Bliss and Gary were the four leaders, finishing in the order named, and creating a new world's record of 2.18 for the mile for all riders starting from scratch. Little Warren, of Hartford, with the Nelsons, went off with a rush and secured such a lead that it was not until the last quarter was entered that the rest of the men were able to overhaul them, but Sanger, Taylor, Bliss and Gary went to the front as they entered the last quarter and then it was a close fight down the stretch, Taylor pushing Sanger most desperately with the same wild rush in which he beat Windle, Tyler and Gary at Waltham a fortnight since. He could not, however, quite make it and crossed at Sanger's side half a wheel to the bad, with little Bliss right at his heels and Gary close up. The latter, himself, did remarkably well, finishing second to Zimmerman to the half-mile open beating out Taylor and also taking first the quarter mile from Brown, of Cleveland, Sanger, Zimmerman, Taylor and Tyler not riding.

We shall know more next week; meanwhile, we are all at sea.

The summary:

One mile open—W. C. Sanger, won; A. A. Zimmerman, second; G. F. Taylor, third; A. I. Brown, fourth; H. C. Tyler, fifth; time 2.20 4-5.

One mile State championship—T. W. Cooper, won; F. J. Beazlit, second;

Two mile handicap—C. L. Berthel, 380 yards, won; P. Patterson, 380 yards, second; Hyslop, 130 yards, third; Bliss, 60 yards, fourth; E. A. Nelson, 130 yards, fifth; time, 4.27 3-5.

Half-mile open—Zimmerman won; Guy Gary, second; G. F. Taylor, third; H. C. Tyler, fourth; time, 1.19 2-5.

Two mile State championship—W. Steuber won; Patterson, second; time, 5.14.

Half-mile handicap—Zimmerman won; M. F. Dirnberger, 30 yards, second; Con Baker, 35 yards, third; Hyslop, 30 yards, fourth; time, 1.03 1-5.

Quarter-mile open—Guy Gary won; A. I. Brown, second; T. W. Cooper, third; R. F. Goetz, fourth; time, 33 3-5.

One mile international—W. C. Sanger won; G. F. Taylor, second; J. P. Bliss, third; Guy Gary, fourth; time, 2.18. (Record for *all men starting from scratch.*)

KNOXVILLE, TENN.—The Queen City Wheelmen, of Knoxville, Tenn., held a race meeting July 28. They do not allow any "monkeying" on the race track in Knoxville, and right in line with a decision made this spring disqualifying a rider for finishing a race hands off, the officials at the meeting we now report disqualified E. M. Godfrey, who finished first in the novice race for looking back. We always decry this bad habit, as it may result disastrously, and therefore we again commend the Q. C. W. for their action.

Race summaries:

One mile novice—V. C. Miller, first; R. E. Lucas, second; J. Jarnagin, third. Time 3.01 1-5.

Quarter-mile open—H. Hosrich, first; J. I. Newson, second; P. B. Parke, third. Time .38 2-5.

Two mile handicap—W. P. Biddle, 100 yds., first; J. S. Jarnagin, 325 yds., second; R. E. Lucas, 350 yds., third. Time 5.38 1-5.

Half-mile open—E. M. Godfrey, first; W. P. Biddle, second; H. R. Roney, third. Time 1.18 4-5.

Five mile handicap—J. I. Newson, first; H. Hosrich, 325 yds., second; W. P. Biddle, 225 yds., third. Time 14.48 2-5.

Boys' race, half-mile—Ralph Rogers, first; Oscar Aurin, second. Time 1.31.

One mile handicap—E. M. Godfrey, 185 yds., first; V. C. Miller, 200 yds., second; R. E. Lucas, 200 yds., third. Time 2.36 4-5.

Six lap race—J. I. Newson, first; W. P. Biddle, second; P. B. Parke, third. Time 13.30.

FREMONT, OHIO, Aug. 3—The Fremont Cycling Club held races, the following being the summary:

One-mile novice—Charles Thiem, Sandusky, first; Clyde Quinby Stubenville, second; George Holloway, Elmore, third; Time 2.46 4-5.

Half-mile open—C. C. Vantine, Findlay, first; E. C. Johnson, Cleveland, second; Jacob Strader, Ashtabula, third. Time 1.13 3-5.

Club championship, half-mile—Won by L. C. Worst. Time 1.22.

One-mile open—C. C. Vantine, Findlay, first; E. C. Johnson, Cleveland, second; J. Strader, Ashtabula, third; J. P. Bernhardt, Toledo, fourth. Time 2.33 1-5.

Two-mile lap—J. Strader, Ashtabula, first; O. L. Braidley, Wascon; second; O P. Bernhard, Toledo, third. Time 5.23 1-2.

County championship, one mile, five entries—Won by L. C. Worst. Time 3.05.

Two mile open, twenty-four entries—C. C. Vantine, Findlay, first; J. Strader, Ashtabula, second; O. P. Bernhard, third. Time 5.22.

MILWAUKEE, WIS., Aug 5—The N. C. A. held its meeting at Milwaukee, August 5, and the results were as follows:

One mile open—Wheeler, first; C. W. Dorntage, second. Time 2m. 54 2-5s.

Half mile open—Wheeler, first; A. B. Rich, second. Time 1m. 22 3-5s.

One mile handicap—C. E. Kluge, 65 yards, first; Wheeler, scratch, second. Time 2m. 36s.

Two mile handicap—C. E. Kluge, 115 yards, first; C. W. Ashinger, 250 yards, second. Time 5m. 31 2-5s.

One mile novice, heats—H. Kanorka, first; J. S. Starbuck, second. Time 3m. 7s.

BRIDGEPORT, CT., July 31—A big concourse of people went to Seaside Park to see the races of the Y. M. C. A. The crowd was not only large, but it was enthusiastic. The result was as follows:

One-mile, novice—E. Coxeter, first; J McLaren, second; G. S. Williams, third; time, 2.40.

Bridgeport championship, one-mile—F. Hoyt, first; T. Moore, second; H. Elliott, third; time, 2.37 3-5.

One mile handicap, Y. M. C. A. Wheel Club. M. J. Dailey, scratch, first; S. B. Wakeman, 40 yards, second; O. S. Fowler, 100 yards, third; time, 2.40 1-5.

One-mile, open—F. T. Catlin, first; G. Hugo, second; F. Hoyt, third; time, 2.36 1-5.

Five-mile handicap—F. Hoyt, 200 yards, first; F. T. Catlin, 150 yards, second; W. C. Palmer, 250 yards, third. H. Elliott, the only scratch man, did not get a place, but his time was 14.27, Hoyt's time 14.32.

LEROY N. Y.—The Leroy bicycle races Aug. 1st resulted as follows:

Three-fourth mile novice, open—F. A. Olszanoviski, Buffalo, first; J. W. Linneman, Buffalo, second; H. Coon, Batavia third; time, 2.39

Two-mile, open—F. A. Foell Buffalo, first; A. B. Goehler, Buffalo, second. J. W. Linneman, Buffalo, third; time, 5.58.

One hundred yard foot race—E. Lacey, Batavia, first; C. A. Sliker, Buffalo, second; G. O. Groehe, Buffalo; third; time, 11 seconds.

Half-mile boys' race—John Penseyers, Buffalo, first; C. A. Sliker, Buffalo, second; time, 1.13 1-2.

Two-mile county championship—Frank W. L. Woodruff, Batavia, first; time, 6.30 1-4.

One-half mile plow boys' race—George E. Spie, Caledonia, first; George Spitmesser, Le Roy second.

One-mile, open—F. A. Foell, Buffalo, first; A. B. Goehler, Buffalo, second; W. LeMessieur, Rochester, third; time, 2.30.

Three-fourth mile, Le Roy championship—Frank McGrady, first; Ernest Bishop, second; Henry Wright, third; time, 2.04 1-4.

Three-mile, open—W. LeMessieur, Rochester, first; A. B. Goehler, Buffalo, second; F. A. Foell, Buffalo, third; time, 7.51 3-4.

Three-fourth mile, novice—B. Cooley, Rochester, first; Henry Wright, second; Fred Caswell, third; time not given.

Three-fourth mile, open—F. A. Foell, Buffalo, first; G. O. Groehe, Buffalo, second; W. LeMessieur, Rochester, third; time, 2.06 1-2.

Consolation—C. J. Connelly, Rochester, first; C. J. Lund, Rochester, second; time, 2.03 1-5.

RICHFIELD SPRINGS, N. Y., Aug. 2—The Wauontha Bicycle Club, of Richfield Springs, held its second annual race meet August 2. The road race was over a twenty-five mile course around the lake.

The results:

Twenty-five mile road race—A Ferris, 5 minutes, first; A. Senn, second; J. H. Gardner, third. Time 1.18. Van Wagoner started from scratch but did not get a place.

TRACK EVENTS.

One-half mile novice—First, Fred Palmer, Rome; second, G. W. Gage, Utica; third, Thos. Dunkin, Richfield Spring. Time 1.17 1-2.

One mile safety, open—First, F. J. Jenny, Utica; second, W. LeMessurier, Rochester; third D. McLean, Brooklyn. Time not given.

Half-mile, open—First, A. P. Babcock, Norwich; second, F. J. Jenny, Utica; third, John Wilkinson, Syracuse. Time 1.26.

One mile, three minute class—First, A. P. Babcock, Norwich; second, C. F. Kirby, Richfield Springs; third, W. J. Helfert, Utica. Time 2.43 3-4.

Two mile handicap—First, E. P. Hinds, Kenwood, 200 yards; second, D. McLean, 125 yards; third, G. T. Smith, Earlville, 210 yards. Time 5.20.

Three mile lap race—First, W. LeMessurier, Rochester; second, D. McLean, Brooklyn; third, C. W. Inslee, Oneida. Time 9.02 1-4.

One mile, Herkimer and Otsego County Championship—First, C. F. Kirby, Richfield Springs, second, J. B. Weatherlee, Richfield Springs; third, W. J. Esyaman, Little Falls. Time not given.

Half-mile, 2.40 class—First, A. P. Babcock, Norwich; second, A. J. Pendergast, Syracuse. Time 1.22 3-4.

One mile safety handicap—First, A. P. Babcock, Norwich; second, F. J. Jenny, Utica; third, Harry Forbes, Oneida. Time 2.31 1-5.

BALTIMORE, MD., Aug. 5, the races resulted as follows:

One-mile novice—W. J. Espey, first; C. E. Neal, second; George F. Dandelot, third. Time 3.21 3-5.

Quarter-mile open—E. E. Clapp, first; W. H. Mulliken, second; F. W. Hutchins, third. Time 32 2-5s.

Quarter-mile handicap—C. E. Gause, 25 yds., first; J. A. Mead, 20, yds., second; William Holland, 5 yds, third. Time 33 4-5s.

One-mile, 3 minute limit—Bert Morrison first; H. B. Schumacher, second. Time 2.39 2-5.

Half-mile, handicap—E. E. Clapp, 20 yds., first; W. Wilmer, 10 yds., second; W. F. Sims, 10 yds., third. Time 1.10 1-5.

One-mile, 3 minute class—H. A. Rhine, first; H. A. French, second; R. J. Rousaville, third. Time, 2.47 4-5.

One-mile, 2.30 class—F. B. Marriott, first; W. H. Ward, second; J. M. White, third. Time 2.38 1-5.

Two-mile state championship—H. D. Schumacher, first; Harry Carr, second. Time 5.51 4-5.

One-mile handicap—H. A. Rhine, 40 yds., first; F. W. Hutchins, 20 yds., second. Time 2.41

BARRE, VT., Aug. 3, 1893.—The Vermont Division, League of American Wheelmen, held its annual races, it being the first meeting in eight years. Summary:

Mile novice—Clarence Kendrick, Barre, first; E. B. Jones, Barre, second; W. A. Bishop, Barre third. Time 3m. 32-5s.

Half-mile handicap—S. H. Hancock, Brockton, 60 yards, first; E. A. McDuffee, Malden, scratch, second; R. Roberts, Concord, 70 yards, third. Time 1m. 9 3-5s.

One mile open—E. A. McDuffee, first; H. E. Caldwell, Manchester, N. H., second; H. W. Hall, Concord, N. H., third. Time 2m. 19 3-4s.

Two mile handicap—H. E. Caldwell, 115 yards, first; E. A. McDuffee, scratch, second; W. C. French, Barre, 200 yards, third. Time 5m. 5s.

One mile Division championship—J. E. Walsh, Barre, first, a gold medal; W. C. French, second Time 2m. 49 3-5s.

Half-mile open—E. A. McDuffee, first; H. E. Caldwell, second; S. H. Hancock, third. Time 1m. 15s.

Half-mile Division championship—J. E. Walsh, first; W. C. French, second. Time 1m. 20 3-5s.

McDuffee was given a special prize, a $15 silver service, for the fastest time in any mile.

BUFFALO, N. Y., July 30.—The Y. M. C. A. road race was held over the Bowmansville course. It was intended that the distance should be fifteen miles, but owing to the turn being made almost half a mile short of the proper point it was nearer fourteen.

The order of the finish was as follows:

C. J. Planz, Mohawk A. C., 5m. 30s., first; F. L. Roberts, Mohawk A. C., 5m., second; W. D. Temple, Tonawanda, 3m. 30s., third. H. C. Rings, Mohawk A. C., 2m., finished in 43m., winning the time prize, fourth; J. A. Mundrie, scratch, was awarded the second time prize, fifth.

ALEXANDRIA, OHIO, July 31.—The handicap road race over the Alexandria-Newport course resulted as follows:

H. M. Sidwell, 6m., first, time 48m.; W. Glating, 6m., second, 50m. 20s.; C. Longley, scratch, third, 41m. 17s., waning time prize. C. E. Nadaud, 4m., fourth, 49m. 23s.; Wm. A. Schmidt, 1m., fifth, 50m.; Herman Schlinthelm, 4m., sixth, 53m., 32s. The very bad condition of the road accounts for the slow time.

MEDINA, OHIO, July 28—The second annual meet of the Medina Wheel Club was held. There was a full attendance and the racing was first class. Summary:

One mile, novice—John Owens, first; B. A. Fosket, second; M. H. Ferriman, third. Time 2.54.

Boys' race—Hubert Root, first; Charley Corman, second.

One mile, county championship—Arthur Van Epp, first; W. G. Manville, second; S. H. Spitzer third. Time 2.44 1-2.

Half mile handicap—B. A. Fosket, first; W. H. Ferriman, second; Harry Shane, third. Time 1.35.

One hundred yards slow race—Hubert Root, first; A. Auble, second; Charles Corman, third. Time 2.40 1-2.

One fourth mile, county championship—W. G. Manville, first; A. Auble, second; S. H. Spitzer third. Time 39.

One mile handicap—A. Auble, first; W. G. Manville, second. Time 2.41

Two mile lap—A. Auble, first; S. H. Spitzer second; D. M. Matteson, third. Time 6.16 1-2.

Half mile championship—W. G. Manville, first; John Owen, second; D. M. Matteson, third. Time 1.21 1-2.

ORWIGSBURG, PA.—The Pottstown cyclers held a race meet at Orwigsburg, Aug. 3, and fully 2000 people were present.

Summary:

One mile novice—F. Bernet, Pottsville, first; A. D. Knittle, Pt. Carbon, second; John Campbell, New Philadelphia, third; time, 2.53 3-5.

Quarter mile open—Chas. P. Krick, of Singing Springs, won, but Dawson A. Fornwalt, of Harrisburg, claimed a foul, a Reading wheelmen running him down, throwing him and Corser out of the race. The judge decided to run this race over. Krick's time 39 3-5.

Two mile handicap—Corser, of Pottsville, first; Bernet, of Pottsville, second; Campbell, third. Bernet was given 160 yards; Campbell, Quigley and Delong 150; Knittle, 200; Corser scratch; Blank was taken sick and retired, after making three laps. Time, 6.06.

Half-mile county championship—J. Corser, Pottsville, first; F. Bernet, Pottsville, second; A. D. Knittle, Port Carbon, third; time 1.20 4-5.

One mile open—Krick, first; Fornwalt, Harrisburg, second; Ermentrout, Reading, third; time 2.36 3-5.

Half mile Cressona men only—H. F. Deibert, first; H. Fertig, second; Reber, third; time 1.31 4-5.

One mile, 3.10 class—Bernet, first; Knittle, second; Quigley, third; time 3.05.

The one-fourth mile open race was then announced by Referee James F. Whalen. Only two wheelmen started, John B. Corser, of Pottsville, and Dawson A. Fornwalt, of Harrisburg. John B. Corser, Pottsville, first; Dawson A. Fornwalt, second. Time 37.2-5.

Five mile race—Charles P. Krick, first; D. A. Fornwaldt, second; John B. Corser, third. Time 14.50 2-5.

PLAINFIELD, N. Y., July 27—The twenty-five mile handicap road race over the Scotch Plains-Fanwood course resulted as follows:

No.	Name	Handicap	Start	Finish	Time
1.	J. Venable	7 min.	2.53 1-2		
4.	E. Jones	6 "	2.54 1-2	4.24 3-4	1.31 1-4
5.	Byers	6 "	2.54 1-2	4.16.32	1.23.02
6.	B. Harvey	6 "	2.54 1-2		
8.	J. Scott	5 "	2.55 1-2	4.22 1-2	1.27
9.	J. Boblin	5 "	2.55 1-2	4.24 1-2	1.29
10.	C. Jackson	5 "	2.55 1-2	4.25 1-4	1.29 3-4
11.	A. Hooper	5 "	2.55 1-2		
12.	C. Vollercer	scratch	3.00 1-2	4.23 3-4	1.23 1-4

NEW HAVEN, CT. Under the auspices of the Pequot Association and E. C. Bennett Co., a ten mile handicap race was run, resulting as follows:

George Barnes, two mile, first; time, 35.09; N. E. Green, three mile, second; time, 37.37; F. T. Catlin, scratch, third; time, 34.07 3-5. B. M. Prescott, scratch, fourth; time 34.36; W. H. Stannard, 30 seconds, fifth; time 34. Stannard won the time prize.

CHICAGO, ILL.—The Rogers Park Cycling Club, of Chicago, held a three mile road race last Saturday, which resulted as follows:

	Handicap.	Time.
1. Roland Fletcher	0.45	9.50
2. Charles Bunte	1.00	10.00
3. W. J. Doyle	scratch	9.10
4. H. L. McDonald	1.00	10.21
5. H. T. Ferguson	scratch	9.43

RACING NOTES.

AUSTIN F. CROOKS, of Buffalo has accepted the challenge of J. W. Linneman to ride any man a 100-mile road race for a $100 trophy.

THE West Troy (N. Y.) track has been greatly improved during the past few weeks. It has been graded and banked and over the cinders a layer of brick dust has been put, giving an excellent surface.

THE annual races of the Cleveland (Ohio) Wheel Club will be held on the 29th and 30th of August. The programme will be far superior to anything that has been seen in that city in the way of wheel racing and in addition to that the club will give races at night by electric light. The value of the prizes offered to the contestants will be $5,000.

PREVIOUS to the races on the second day Referee Raymond, who is also chairman of the L. A. W. Racing Board, assembled Zimmerman, Sanger, Tyler and the other cracks in one of the large dressing rooms and proceeded to administer a severe lecture on the subject of loafing. "You agree to ride on these tracks and on the assumption of your great ability large prizes are hung up. It is in the nature of a contract, and you should deliver the goods. It is an imposition for you to come here and deny the people what they have a right to expect—a genuine race. I trust there will not be a repetition of yesterday's conduct.—*Detroit News.*

THE date of the Cleveland Wheelmen's tournament has been changed to Aug. 29-30. International circuit.

THE Berkshire County Wheelmen, of Pittsfield, Mass., will hold a tournament Sept. 2.

IT is probable that the Montauk Wheelmen, of Brooklyn, will have a series of open races at Eastern Park, Brooklyn, during September; application will soon be made to the Racing Board for permission.

MONTIES, the South African representative, is a powerful big fellow. He stands over six feet high and his build is in proportion. He does not look the ideal cycle rider, being too heavily built. He has more the powerful appearance of a splendid coach horse than the delicate fineness of the thoroughbred race horse. His record belies the theory that he has not speed, for he has, big and powerful as he is.

THE Malden (Mass.) Bicycle Club are bound to get good races at their tournament, Sept. 2, at Waltham. They will give a $100 diamond (not $150 as erroneously stated last week) for the fastest mile made during the week, even if the time does not equal world's record, but they will also give a $150 diamond if the world's record is broken.

THE first annual Chippewa Falls-Eau Claire road race to be held Aug. 28, under the auspices of the Miles Bicycle Club of Eau Claire, Wis., is open to Wisconsin and Minnesota riders. The distance is 17 3-4 miles and the track is said to be a better one than that upon which the Waukesha-Milwaukee race was run. Over $1,000 has already been subscribed in prizes, among which are high grade wheels, watches rings, gold medals, one valued at $100, one at $50 and others to the number of forty or more. Many entries have already been received and the event promises to be of unusual interest.

THE Metropolitan Association Cycling Club of New York will hold its first annual tournament at Waverly, N. J., Sept. 16. Address for entry blanks, etc., F. Hawley, 40 to 42 Gold street, New York.

Prizes Hartford W. C. Tournament, Sept. 4-5, 1893.

FIRST DAY.

One mile novice, first prize, gold medal; second prize, silver medal.

Half-mile, open—First prize, diamond scarf pin; second prize, diamond locket; third prize, diamond link buttons.

One mile 2.45 class—First prize, silver tilting pitcher; second prize, mackintosh; third prize, etching.

One mile handicap—First prize, Victor safety, presented by Storrs & Candee; second prize, solid 14 k gold watch; third prize, elegant banquet lamp; fourth prize, field glasses; fifth prize, silver mounted umbrella.

One mile 2.35 class—First prize, set of Americanized Encyclopedia Britannica, ten volumes, half calf; second prize, combination brass candelabra clock, third prize, silver fruit dish.

Half-mile international—First prize, very fine solid 14 k split second gold watch; second prize, solid 14 k fly back gold watch; third prize, solid 14 k lady's watch.

One mile L. A. W. State championship—First prize, gold medal; second prize, silver medal.

Half-mile handicap—First prize, Hartford safety, presented by the Hartford Cycle Co.; second prize, diamond ring; third prize, silver mounted fishing set; fourth prize, handsome rug; fifth prize, China tea set.

SECOND DAY.

One mile 2.40 class—First prize, banquet lamp; second prize, lava figure; third prize, smoking set.

One mile open—First prize, diamond stud, second prize, brass table; third prize, mackintosh.

One mile handicap, Connecticut riders only—First prize, silver tea set, five pieces and waiter; second prize, travelling bag (fillest); third prize, trousers pattern.

One mile international—First prize, diamond; second prize, diamond; third prize, diamond.

One mile 2.30 class—First prize, handsome onyx French clock; second prize, fine etching; third prize, oak table.

One quarter mile open—First prize, case of solid silver flat ware, twenty-eight pieces; second prize, solid silver ladle; third prize, pearl opera glasses.

Half-mile handicap—First prize, Columbia safety, presented by Pope Mfg. Co.; second prize, oak chiffonier, third prize, jardinier; fourth prize, etching; fifth prize, silver mounted umbrella.

One mile consolation—Prizes for this race will be announced on the score card. adv't.

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[Mention BICYCLING WORLD.]

"Cosy Corner."

[BY MERRIE WHEELER.]

I HAVE received a great many letters from women who are interested in wheeling, asking me questions numerous and varied. Some I have answered, in fact my intentions were good, for I wished to send a personal letter to each correspondent, but I found that would leave me no time for any other duties, so I will devote a part of this letter to clearing up the pile of letters on file that have so patiently awaited their turn, looking at me with reproachful inky eyes. Some ask questions of so personal a nature that only a personal letter can answer. Replies to other questions would, I am afraid, savor too much of tirade. So I will try and sort out a few that may be of general interest.

To "A Mother" (Mrs. L. E. S.) I would say,—I never yet heard of a young girl being injured in any way riding a wheel, provided she does not abuse it, rides it properly, is not allowed to ride too far, and is dressed in a suitable manner. But a watchful eye should be kept on a young girl whose inexperience and enthusiasm will often lead her to overwork in her amusements and pastimes. See to it that the saddle is comfortable and adjusted to her individual needs, and above all things stooping and leaning toward the handle-bar should be avoided. Very few wheels have sufficient backward sweep to the handle-bars, for a woman's comfortable and graceful position. If the bar is too low have it set higher, if too far to reach without stooping, set the saddle a little further forward. Stooping in riding is most pernicious for man, woman or child, and no terms can be too harsh in which to condemn it. It is especially to be avoided by young people who have not reached maturity. I am sure if these things are looked after that there will be no danger of your daughter becoming round shouldered, as you fear.

No, Edna C. don't wear corsets, when you ride even if you must have their so-called "*support*" when off the wheel. My word for it, you will not long be in need of any support if you persevere in riding. Did anyone ever hear corsets being worn in a gymnasium? And wheeling is only an advanced form of gymnastics. If some sort of waist is needed, and in most cases it is, thanks to the tribute we must pay to a false unnatural style of dressing for many years, you will find in the equipois, a waist that contorms to the natural outlines and with the bones removed, interferes not at all with the free play of the muscles.

"Sarah C. F.," open your skirt on either side of the centre of the back to avoid gaping and catching on the saddle when mounting, let the sides meet and hook exactly in the centre of the back. Then bring up the back breadth over this and hook on each side; the openings may be very short and will not gape or catch.

"Stella W." wants to know if there is any substitute for underskirts other than equestrian tights. I have found a divided skirt made of black India silk or surah to be very satisfactory. It is light in weight, is a perfect protection and prevents a too sharp outline. But, my dear, don't wear "sneakers." The small boy is the only being on earth who can afford to be wholly indifferent to his looks, so let him have the monopoly in this perhaps comfortable and evanescent foot wear. Let your shoes be low, broad-toed, and dark in color.

No matter if the cloth you speak of has hardly been worn and is heavy and fine, if it is *plaid*, and you say it is, let me beg of you not to wear it on the wheel. I am sure you would not if you could see, as I have, the spectacle of a woman riding in a staring plaid skirt. Those plaids preceded, followed and stood out on both sides of her. The very atmosphere seemed filled with red and green, black and white plaid.

A few general questions which are duplicated in several letters I will answer here. A broad-brimmed sailor hat *will* blow off in spite of pins or elastic, and is therefore better exchanged for a close fitting tourist or cap. It is not well to climb a hill which overtaxes one's strength; better walk, part way at least. Keep your brake in hand at the *top* of a steep hill, especially if it is rough. It is very easy to increase your speed going down as you near the foot of the hill, much easier than to regain control in time to avoid sand pockets and gravel, which are apt to lie in wait for the unwary, resulting disastrously to the rider, and giving the non-riders a false idea of the safety of the "safety."

In looking back over the experiences of the past few weeks I am reminded of the chicken who flew up on the fence overlooking a neighbor's yard. He flew down in great excitement, with a very exaggerated idea of his own importance and told his mother he had "*seen the world.*"

In the little trip that I have been taking, I find that having kept my eyes open and having them supplemented by another pair belonging to a companion, who was sure to see all I saw and a great deal more, I am possessed of much information both useful and interesting, even though the territory travelled over was limited.

My visit to New York was attended with many pleasant incidents and the wheeling was superb. Riding along one of the broad avenues of upper New York one evening just about sunset we passed a mounted policeman. Now, as a rule, I have noticed in New York and elsewhere that the expression of a policeman, mounted or otherwise, is not apt to be the acme of cordial friendliness when he gazes on the cycler; there seems to be something which savors of an antagonism, combined with a sort of a wistful, watchful look, as though he were waiting anxiously for the cycler to transgress in some way thereby making it necessary for him to remonstrate, and since the ordinance has been passed regulating the speed of cyclers this look seems to have deepened. So as we passed the particular M. P. what was my surprise to hear in tones remarkably pleasant: "A fine evening for your ride." Between my astonishment and striking an unexpected bit of gravelly repairs on the road I very nearly—well—stopped riding—I took a circle around that policeman, the avenue was broad—very broad—and I gazed at him from all points of the compass, and when I heard him tell my companions that he rode a bicycle to rest himself when off duty, and lay in wait for the hoodlums who loped away. But I have not recovered from my surprise yet.

I met with a large number of wheelwomen in New York. They were very enthusiastic, more so I think than our Eastern women; still that may be only imagination. As a general thing I find all wheelwomen enthusiastic. I shall not soon forget the delightful rides up past Grants' Tomb, (the Meeca of all New Yorkers). The dear old Hudson—a friend of my early years—unchanged in its blue and silver dignity—smiled a welcome through the beautiful green of trees and shrubbery. The broad avenues, fitting sites for some of the grandest architectural piles in the country, were so smooth that our wheels literally ran away with us. If duty had not called (duty always calls, it seems to me, when we are enjoying ourselves the most) I am afraid we should have been there yet, and I did want to go up the Hudson at least as far as Tarrytown, visiting on the wheel some of my early haunts. But I shall certainly go again, and perhaps collect some material which may form a cycle story.

I should like to tell you much more, more surprises which I found lurking by the wayside—yes, literally by the wayside—but I have transgressed my limit now I fear. It won't do to crowd out official business and racing news you know. So although I visited Hartford, Worcester, Springfield, Framingham, and divers other places, with a history for each, I must close. I have also been in the Woman's Reformatory Prison (I hope no misunderstanding will arise on account of that statement), and I want to write a chapter on that too, to tell you what sent me there, what kept me there, and the particulars of departure, but good bye for now.



Quaint Cycle Window.

THE quaint little church of Stoke-Pogis, England, is not only celebrated as one of the most beautiful and interesting specimens of ancient church architecture, the resting place of the poet Gray, but to cyclers it has a peculiar attraction because of the curious "cycle window," as it is called. The above illustration shows the window in its entirety. The reproduction is taken from a copy of the window in colors in the possession of the Pope Mfg. Co., and to them we are indebted for this half tone. The cycler will be seen in the upper square of the window, and while the machine he is riding shows crudity in construction, the tire of the front wheel is of a size to suggest the pneumatic idea. The rear wheel is simply suggested. What the idea of the combination was intended to be can only be conjecture and is food for the ecclesiastical antiquarian to digest. The fame of the window is spread all over England, and a good many American riders have seen it, though more have heard of it. We believe this is the first time when the whole window has been shown in an illustration.

The little churchyard of Stoke-Pogis is also celebrated as being the spot which inspired Gray to write that gem of world-wide fame, the "Elegy."

Early Riding.

EDITOR BICYCLING WORLD: I notice in the June 23d issue of the BICYCLING WORLD an article by "Violet Lorne," advocating early riding. She insists that we start early, very early, between seven and half past.

Thank you, Violet, but I for one do not care to start at that time. Why? Because I have been there, all the way there and back, farther I dare say than you will go. It is now ten minutes past seven, and I can steal some of "Tired Nature's Sweet Restorer" (should I choose to), while you are preparing to go where I have already been.

My dear readers who start with Violet will miss the pretty part; "Old Sol" won't rise to peep at you as you pass that dense woods, and you will not be able to surprise him where the road turns, about a mile farther on. I fancy he thought I would take the other road, but I didn't, and there he was in plain view; but I turned my head when I saw he was just getting up; I am sure it embarrassed him for his face was red as fire; he regained his composure, however, and judging from appearances, I think he intended to make it "hot for all who came later."

Now don't all start at once. My husband and I (yes, I am married) have had our early runs for years, and might be as much surprised as the sun were we to encounter you all on our next ride.

I think a man is a very useful article to take with you; he can see to the wheels while you are getting your runaway hat securely fastened on; and he also appropriates as many cigars (of his favorite brand) as you have hat pins. He has everything in readiness for the run by the time you have his hasty lunch prepared (for of course the "girl" is not up at that early hour). But no cocoa for him; he prefers a piece of steak cooked to a turn, with his bread, butter and coffee, and so do I.

Now, my dear readers, I do not ask you to start as early as I, but as early as you choose. Those who have husbands—take them with you. My dear girls who have none—wait! I'll tell you a secret: Learn to get up early, and above all learn to cook that breakfast. That is all. "INDIANAPOLIS."

June 30, 1893.

Chain Lubricating—A Pointer.

EDITOR BICYCLING WORLD: A word please, in regard to a "chain lubricant."

I have no trouble with bicycle chains whatever, and this is what I do. The connecting pins in the chain should be oiled once every 200 to 500 miles. Put one drop of oil to each pin at night before retiring. Next morning wash chain thoroughly with Koko Twins or Ivory soap. (Both white floating soaps.) Use a sponge or cloth. After washing chain, wipe dry with cloth. Then soak a cake of Koko Twins or Ivory soap (no other will do) in clean water a few moments and rub the inner surface of chain till it is coated white with the soap.

Repeat the soaping process every 100 to 200 miles. Every third or fourth soaping oil and wash chain clean again as in the beginning of the article. Do *not* use any of the so called lubricants. I beg of every bicyclist reading this to follow these directions implicitly, and there will be a *revelation unto you*. Your chain will be as "noiseless as death." Not a snap nor jerk will you feel. Dust will not adhere at all.

E. P. M. CASLIN, L. A. W. 33,917.

Send 50c. to us for copy "Zimmerman on Training." The book not only covers points on training, but points for tourists, care of wheels, records, and a host of valuable information.

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WHEELMEN

The New York and New England Agricultural Society

HOLD THEIR ANNUAL FAIR IN TROY,

Monday, Tuesday, Wednesday, Thursday and Friday, Aug. 28, 29, 30, 31, and Sept. 1, 1893,

AND PROPOSE TO HAVE A

GRAND BICYCLE MEET IN CONNECTION THEREWITH.

Prizes Valued at $3,000 are Offered,

And it is expected that wheelmen from all over the State will be in attendance. Following is a list of the races and prizes. The Race Committee earnestly wish that clubs urge their racing men to participate. You will notice that there is to be a team race for which an upright piano is offered, the club making the most points to receive the piano. Send a team from your club to compete. The Race Committee will be glad to correspond with any desiring special rules for board for the entire week, either individually or in clubs. For any information or entry blanks address, P. F. HANLEY, or O. A. GREEN, *Race Committee*, P.O. Box 29, Troy, N.Y.

LIST OF
EVENTS AND PRIZES.

MONDAY, AUG. 28th.

FIRST RACE.—One Mile Novice. Open to all Amateurs.
First Prize, High Grade Safety, value, $150
Second Prize, Gold Medal, " 50
Third Prize, Silver Cup, " 25

SECOND RACE.—One-Half Mile Dash. Open.
First Prize, Solid Gold Watch, value, $100
Second Prize, Diamond Pin, " 60
Third Prize, Bicycle Suit, " 25

THIRD RACE.—One Mile. Open.
First Prize, Gold Medal set with Diamonds, value, $125
Second Prize, Gold Cuff Buttons, " 50
Third Prize, Silk Umbrella, " 15

TUESDAY, AUG. 29th.

FIRST RACE.—One Mile Handicap. Open.
First Prize, Diamond Stud, value, $125
Second Prize, Stop Watch, " 50
Third Prize, Mackintosh, " 25

SECOND RACE.—One Mile Maiden. Open to riders who have never entered any race.
First Prize, Gold Medal, value, $50
Second Prize, Silver Cup, " 25
Third Prize, Cyclometer, " 10

THIRD RACE.—One and One-Half Mile. Open.
First Prize, High Grade Safety, value, $150
Second Prize, Order for Suit of Clothes, " 50
Third Prize, Gold Scarf Pin, " 20

WEDNESDAY, AUG. 30th.

FIRST RACE.—One and One-Half Miles, N. Y. and N. E. A. Society Championship.
First Prize, Solid Gold Watch and Chain, value, $150
Second Prize, Diamond Ring, " 75
Third Prize, C Daylight Kodak, " 35

SECOND RACE.—Two Mile Team Club Making Most Points.
Prize, Upright Piano, value, $300

THIRD RACE.—One-Half Mile. Ladies.
First Prize Diamond Earrings, value, $125
Second Prize, Diamond Ring, " 75
Third Prize, Chatelaine Watch, " 25

THURSDAY, AUG. 31st.

FIRST RACE.—One-Half Mile Dash. Boys Under 14 Years.
First Prize, Gold Medal, value, $50
Second Prize, Silver Cup, " 30
Third Prize, Silver Medal, " 10

SECOND RACE.—One Mile. Open to Men over 45 Years.
First Prize, Diamond Stud, value, $100
Second Prize, Gold Watch, " 60
Third Prize, Order for Suit of Clothes, " 30

THIRD RACE.—Two Mile Handicap. Open.
First Prize, Banquet Lamp, value, $75
Second Prize, Onyx Clock, " 50
Third Prize, Silver Water Set, " 30

FRIDAY, SEPT. 1st.

FIRST RACE.—One-Half Mile Dash, Open.
First Prize, Diamond Ring, value, $125
Second Prize, Gold Watch and Chain, " 50
Third Prize, Pair Field Glasses, " 25

SECOND RACE.—Two Mile Lap Race, Open.
First Prize, Parlor Suit Furniture, value, $125
Second Prize, Order for an Overcoat, " 65
Third Prize, Gold Headed Cane, " 25

THIRD RACE.—One Mile Open Handicap.
First Prize, High Grade Safety, value, $150
Second Prize, Gold Watch, " 75
Third Prize, Gold Medal, " 35

FOURTH RACE.—One Mile Consolation.
First Prize, High Grade Safety, value, $150
Second Prize, Order for Dress Suit, " 65
Third Prize, Bicycle Suit, Sweater and Cap, " 30

DIAMOND CYCLING TOURNAMENT

COLUMBUS, OHIO.

SEPTEMBER 4 AND 5, 1893.

Third Annual Meet of the Columbus Cycling Club.

TWENTY-TWO GREAT RACES. $4,500.00 IN PRIZES.

FIVE GOOD PRIZES IN EVERY RACE.

Piano. Top Buggy. Seven High Grade Wheels. $1,000 worth of Velvet and Moquette Carpets. Parlor Suites and Upholstered Furniture. $1,000 worth of Diamonds.

For Entry Blanks and Prize Lists, address - GEORGE W. SMITH, 44 W. Gay St., Columbus, Ohio.

A GLIMPSE INTO THE GRAVEYARDS OF THE FUTURE.

(NUMBER SIX.)



"The Push."

"Foods need advice most, but wise men only are the better for it."

"Neglect of business is ruin."

"An idler is a watch that wants two hands As useless if it goes as if it stands."

"Beware of little expenses; a small leak will sink a great ship."

An Outside View.

"Zimmerman has been beaten by Sanger. Oh, what a blow! Wheelmen are asking: Was the victory of one cycle over another, or was it a case of the best man? Let's stop and consider the point a moment before we dethrone the champion. For three years "Zimmy" has met all comers and defeat has been their lot. Tuesday he met the best riders on earth in the half-mile, and he romped away from the twenty-two starters, finishing with a big lead in the great time of 1.02 in one heat, and a fraction in the final. Although beaten by Sanger, he still thinks the honors are even. In the hearts of wheelmen Zimmerman has always been, and is to-day, a favorite, and if he meets defeat in Chicago many a heart will ache. Just before Sanger sailed for Europe he was stripped and had his great points of muscle superiority explained by Trainer Culver. That he is not to be overlooked goes without saying. Zimmy is the favorite and Sanger is looked on with eyes askance. At the little supper given to Sanger the night before he left, he said: 'I don't expect to beat Zimmy, but I shall do my best to defeat the other fellows, and ride for all I am worth.'" —*Exchange.*

[The facts seem to be that Zimmerman has not been as careful in his training as such an important event as the Chicago meet would warrant. It is very natural for a man who has easily beaten all comers to be a bit lax in his training, but when the gilt-edge, cream bald, talent of the world has to be met and defeated it is no time to be careless on training points.—ED.]

Should Delegates Be "Instructed?"

BY STERLING ELLIOTT.

If you are sending a delegate who hasn't judgment enough to vote intelligently after hearing all the arguments, then by all means instruct him even though you have to do it without hearing the case fairly debated, but a still cheaper way would be to send the vote by mail.

When you send a man to represent you in the National Assembly, and settle for him in advance how he shall vote on any given question, you thereby admit either that the man isn't fit to send, or that you have crawled into your hole and don't propose to learn anything.

Don't elect a man who isn't broad enough to change his mind when he hears evidence to warrant it. Don't elect a man who lacks courage to stand up against all odds if he believes he is right. Elect men who have the best interests of the cause of wheeling at heart, and who are not likely to be swerved by either love, hate or revenge, and having elected them allow *and expect* them to do that for which they were elected viz.: to talk and listen until all features of the question are brought out, and then vote in accordance with what seems from their standpoint to be best. Don't ask them to merely act as your messenger boys to carry votes which you have "foreordained." What would you think of a judge or jury who should decide a case before hearing the evidence?

"Reason raise o'er instinct as you can,
In *this* 'tis God directs, in *that* 'tis man."

Send 50c. to us for copy "Zimmerman on Training." The book not only covers points on training, but points for tourists, care of wheels, records, and a host of valuable information.

Far and Wide

GEO. H. SMITH of Washington, will undertake to ride from Chicago to Washington in 6 days riding only by daylight.

THE Germans in some of their races have the contestants wear the number on the thigh. Not a bad idea so far as the use of numbers goes.

SAYS the *New York Recorder:* "It is stated by Morgan that he has commenced libel suits against Prial, of *The Wheel*, and H. E. Raymond, Chairman of the Racing Board. Damages are laid at $10,000."

MISS DUDLEY, an English lady, holds the record for long distance riding by women. She made the distance of 100 miles, between Hitchin and Lincoln, in little more than seven hours, or at an average speed of nearly 14 miles an hour.

THE other day a man was riding a bicycle through Summer street, Lynn, with a child in front. The sudden peal of thunder caused the rider to dodge, and the child was thrown to the ground and run over by the vehicle. The ambulance was called, and it was taken home. Its injuries could not be determined.

W. M. YOUNG, wholesale and retail dealer in bicycles, typewriters and office supplies, at 102 and 104 West Ninth street, Kansas City, who made an assignment a few days ago to John H. Barnes, with assets between $24,000 and $25,000 and liabilities of about half that amount, has resumed business.

THE members of the Boston Bi. Club will be the guests of Mr. and Mrs. J. S. Dean, Aug. 13, at their house on the Big Brewster, Boston harbor. The party will leave Boston at 10 A. M., by special steamer, and will return later in the afternoon by the same means of conveyance.

GEO. BOYTE, of Sacremento, Cal., while driving a pair of spirited colts met a cycler. Boyte's horses shied and went in a heap into a canal. The damage was over $100 to harness and wagon and the report says "The wheelmen will have to pay damages." Will he? No, not if he was using the highway according to law.

MRS. HOPKINS has been putting in good missionary work during the past few months in almost all the cycle centres between here and New York. The metropolitan press, and in fact the press of all the cities she has visited, have given Mrs. Hopkins voluminous and complimentary notices for the work she is doing, and the good she is accomplishing towards making the cycle popular with ladies.

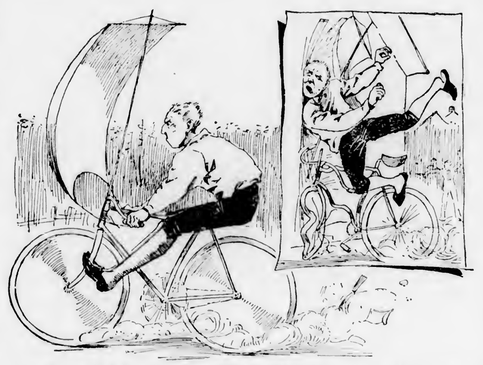
WILL H. PELTIER had quite an experience with a large black snake near Rome City, Ind., the other day. He was riding along when a big black snake started to cross the road in front of the wheel. They met at right angles, and the front wheel passed over it. When the hind wheel struck it the snake curled up and became entangled in the wheel. Peltier kept on riding until finally the snake dropped off having been cut entirely apart in several places.

A CITY ordinance has been passed by Fitchburg, Mass., requiring the use of bell or horn, and also the use of lights on wheels after dark. The facetious wheelmen of that city conceived the idea of fitting their machines with all kinds and sizes of bells, and as the ordinance did not specify *where* they were to carry their lamps, most of the riders hitched them on *behind*. The authorities will "catch on," and be more specific hereafter.

GEORGE E. BASS, of Bass Bros., Woonsocket, R. I., met with a curious accident Monday afternoon, at Jaffrey, N. H. He went out for a ride on his bicycle, and was thrown off. In falling a small bottle of Perry Davis' Painkiller in his right hip pocket broke, and the glass entered the fleshy part of his thigh a distance of three inches, making an ugly wound from which the blood flowed freely. He was found in the road by a man passing, and conveyed to his boarding place in an exhausted condition.

THE Terre Haute, Ind., wheelmen are just now paying taxes on their wheels. Some time ago the wheelmen held a mass meeting and sent in a protest to the city council about the dirty condition of the streets, and said that the bicycles of Terre Haute represented $50,000, and asked the city to purchase a street sweeper to clean the streets. The assessor saw the petition, and concluded that $50,000 taxable property was too big a slice to look over, and is now assessing bicycles.

SEVERAL days ago a resident of Pittsfield, Mass., had a singular experience. He went to



He says it is a success, but?

THE following thrilling experience has been furnished by a valued correspondent:

"Experience of B. E. G. how to experiment ing with a sail for a Bicycle with great success which almost cost him his life.

He went down the pike about 4 mi. in order to give it a fair test.

He turns and opens the sail when off it goes like a flash it gave him barly time to butten his shirt collar before he was under full head way when he soon realises that his life is in danger.

On he goes with the speed of the wind and as he come in on eight street near the fourth ward school house to his grief he found that it would be impossible forc him to make the short curve, or dismount.

The next second he was picked up by some friends having run into the barn on the corner

he was carried home and medical aid summoned an upon exsamination he was found to be only badly scared.

Mr G pronounces it a grand success but as it was his first attempt he was unable to manage the sail."

* * * *

Canaan on his wheel, and was prepared for a long trip. During the night the house where he was stopping caught fire. Everyone made good their escape, but, thinking of his bicycle, he rushed in and secured it. The cork handles were burning, and when he caught hold of them his hands were quite badly burned. The wheel was ruined. Cork handles, rubber tires and leather seat being burned off. Nothing was of any use except the iron work.

THUS says the New York *Advertiser* in a sarcastic vein: "It has been said that few amateur bicycle riders can produce the medals and prizes they have won. What a cruel libel: What if a young man lends a medal to a friend? Or, can he be expected to have his brother arrested for selling a diamond badge? Truly, the most maligned, most harshly judged and longest suffering of all athletes is the amateur bicyclist Yet self-sacrificing young men are daily giving up all with the martyrlike spirit of missionaries, and joining the ranks of the army of amateurs. And these are the pure souled, high minded, self-abnegating young gentlemen whom some ill-advised persons demand that the League of American Wheelmen investigate as frauds, parasites and pretenders!"

ON Aug. 16, the Wauseon Ohio Cycling Club will hold their tournament; $1500 in prizes will be awarded. This is the way they appeal to riders: "Our track is a half mile clay track, springy and lively, yet has a hard, smooth surface, good turns and very fast.

In 1892 we gave a silver tournament which proved a grand success. Believing in progression and having the reputation of being the most enthusiastic cycling town "on earth," we take the advance step by presenting to the cyclers our diamond prize list. Diamonds cost money—we have them. They belong to us now. We want the cyclers to wear them."

AN attempt is being made to use the safety in the fire department of Boston. The machine is made to carry a small fire extinguisher and light paraphernalia. In speaking of the experiment Captain Perkins says: "On the Back Bay or in the outskirts of the city, where there are good roads, the machine may be of use in extinguishing slight fires, caused by smoking chimneys, blazing curtains, and the like, but on the pavements of the city it would probably be of little practical use.

THE Georgetown, (D. C.) Cycle Club's first anniversary celebration is now a thing of the past, but it will linger for a long time as a pleasant memory in the minds of every one of the 5,000 guests who thronged Glen Echo lately as the recipients of the club's hospitality. The Marine band furnished the music The entertainment was of the highest order and was furnished by Mrs. Bogiby, piano; R. C. Bellinger, dialect sketches, Mr. J. Murray, baritone solo; Mr. J. B. Miller, reading from Shakespeare; Mr. T. O' Prellizi, recitation; Master Geo. Hunt, violin solo; Mr. R. T. Bubler, comic song; Mr. E. C. Moore, comic recitation; F. Young, Jr., cornet solo; Mr. H. Ward, trick riding; Mr. J. Y. Atlee whistling solo; Mrs. Gumprecht, vocal solo. The Georgetown Cycle Club has been organized for one year only, but during that time a more active interest has probably been shown in wheeling affairs by them than by an other organization in the district.

"In the Delaware River at Trenton, N. J., there is a boat built after the pattern of a catamaran, the propelling power being arranged in the same manner as a bicycle. There are two boats made of zinc, connected by a slight platform, upon which are two saddles and two sets of gears, similar to a bicycle of tandem pattern. Upon these two seats the occupants of the boat sit, and by turning the pedals, similar to a bicycle, a chain fastened from the pedals to the paddle wheel is set in motion, which sends the boat through the water at a lively rate. The twin boats are hollow and almost air-tight, and in smooth water a speed of six or eight miles an hour can be attained. The boat was built by William White, of Trenton, and was launched last summer, but the mechanism proved defective, and several improvements have been made. The capacity of the boat is four persons, but it moves much easier if there are only two. It is 16 feet long and 6 feet wide in the centre."—*Ex.* [The above idea is not new by any means, Jack Keen, of England, and Hazlett, of Portsmouth, N. H., have both tried the water bicycle scheme, but unless wind, tide and water were favorable they did not pan out.—ED.]

Trouble at the Chicago Exhibition.

THERE is high jinks at Chicago because of the appointment of Mr. Irvine Miller as the sole and only judge of the cycle exhibit. As to what extent the dissatisfaction will spread remains to be seen. So far we are advised that the Pope Mfg. Co. and the Overman Wheel Co. refuse to enter in the competition on the ground that Mr. Miller is patent attorney for a rival firm." Mr. John Boyd Thacher has the appointing of the judges, and on being approached to make some change, he refused to do anything. It is likely that many more exhibitors will follow suit.

The Tables Turned.

A LAKE SHORE brakeman relates that Toledo bicyclists are just now passing through the first throes of a prohibitory ordinance similar to the one that has raised such a commotion in Elkhart. Yesterday a wheelman played a good trick on a policeman by way of getting even. The cyclist had been arrested by the policeman for riding on the sidewalk, paid his fine and was released. Returning to the beat patroled by the officer, the weedman bided his time and soon saw the copper enter a saloon, against loitering in which the rules are strictly enforced in that city. The wheelman turned in an alarm for the patrol wagon, and when it arrived directed the sergeant to the saloon, where they found the officer quaffing a glass of lager. He was stripped of his badge and club, dumped into the wagon, and hauled to headquarters to receive his discharge. The revenge of the wheelman was complete.

RACES will be held at Worcester, East Fair on the Clinton-Lancaster, Mass., Driving Park, Sept. 14 and 15. Entry blanks of Warren Goodale, 77 and 79 High Street, Clinton, Mass.

CHARLES H. PETTICORD, of Pittsburgh, Pa., has recently made a fine 24-hour ride on the road, covering 216 miles in that time.

Send 50c. to us for copy Zimmerman on Training." The book not only covers points on training, but points for tourists, care of wheels, records, and a host of valuable information.

At Portsmouth, N. H.

THE following is the schedule of the races to be held at Portsmouth, N. H., Saturday, August 19 under the auspices of the Centaur Road Club at Rockingham Trotting Park: One mile novice, one mile open, one mile three minute class, ten mile handicap.

A $100 diamond will be given in case world's record is broken.

Grand banquet at Ventworth in the evening. Reduced rates on all the railroads.

The above track races have been substituted for the 10 miles road race announced in ours of last Friday.

The Columbus Diamond Tournament.

THE following is the list of events at the Columbus tournament, Sept. 4 and 5, 1893:

First day—First, novice; second, one mile handicap open; third, half mile, boys under 12 years; fourth, two mile open; fifth, one mile three-minute class; sixth, one mile open; seventh, one mile, 2.50 class; eighth, half-mile open; ninth, one mile 2.40 class, local; tenth, five mile handicap open; eleventh, Columbus Century Club championship.

Second day Twelfth, one mile handicap open; thirteenth, one mile 2.30 class, fourteenth, two mile open; fifteenth, half-mile boys' race, under 16 years; sixteenth, two mile handicap open; seventeenth, one mile open; eighteenth, one mile handicap local; nineteenth, half-mile handicap open; twentieth, three mile lap, open; twenty-first, consolation.

The prize list is not yet complete, but already foots up an actual cash value of more than $3000 There will be over $1000 worth of diamonds dickled all through the events; seven high-grade bicycles, an elegant piano, fine top buggy, two expensive parlor sets, road cart, gold watches, three elegant suits of clothes and a fine overcoat, and many other valuable prizes, making one of the most costly lists ever offered for a two-days' meet. Every race has five prizes.

Early as it is, we have secured the entries of a large number of the kings of the path, and all indications point to one of the largest meets ever held in the West.

For entry blanks and complete prize lists apply to Geo. W. Smith, Chairman of the Race Committee, 44 West Gay street, Columbus, Ohio.

COMING EVENTS.

Clubs desirous of booming their race meets will be quoted special advertising rates upon application. You reach everybody in the Bicycling World.

Fixtures.

AUGUST.

5-12.—L. A. W. Annual Meet, Chicago.
7-12.—International Meet, Chicago
12.—Alameda Cal. Alameda Bicycle and Athletic Club.
14-18.—Milwaukee Wheelmen's International Circuit Meet.
15.—Cincinnati, O. Annual Hanauer Races at Carthage Fair Grounds.
16.—Ripon, Wisconsin Division International Circuit Meet.
16.—Wauseon, O., Cycling Club Tournament.
19.—Centaur Road Club Track Tournament (changed from 10 mile road race). Portsmouth, N. H.
19.—Minneapolis. International Circuit Meet
19.—Buffalo. Inter-club road race.
22.—Evansville, Ill. International Circuit Meet.
24.—Indianapolis. Zigzag C. C. International Circuit meet.
24.—Skowhegan, Me. Skowhegan Wheel Club races.
26.—Cincinnati, O. Century C. C. International Circuit Meet.
26.—Philadelphia. Quaker City W. Annual Meet.
26.—Waverly, N. J., Riverside A. C. Meet
29, 30—Cleveland Wheel Club International Circuit.
30-31.—Cleveland O., Wheel Club International Circuit Meet.

SEPTEMBER.

2.—Waltham, Mass. Malden Bicycle Club, Waltham Bicycle Park.
2.—Birmingham, Ct. Crescent C. C. Race Meet.
2.—Norristown, Pa., Wheelmen's Tournament.
2.—Berkshire County Wheelmen's Tournament, Pittsfield, Mass.
4.—Canton, Ohio. Canton El. Club Meet.
4.—Waltham, Mass. Young Men's Assn.
4.—Rutherford, N. J. Wheelmen's Race Meet.
4.—Columbus, O. Century C. C. Meet.
4.—Union County (N. J.) Roadsters meet, Rahway, N. J. A. H. Chamberlain, Lock Box 55, Rahway, N. J.
4-5. Syracuse C. C. Race Meet.
4-8.—Charter Oak Park. Hartford Wheel Club's tournament.
7.—Lynn, Mass. International Meet.
9.—Waltham, Mass. Associated Cycling Clubs.
9.—San Jose, Cal. Garden City Cyclers Meet.
13.—Marinqo, Iowa. S. H. Rowlands.
13.—Passaic, N. J. Passaic Athletic Club.
12-13-14.—Springfield, Mass. International Tournament.
13-15.—Worcester E. Fair at Clinton-Lancaster, Mass., Driving Park.
15.—Hudson, N. Y., Bi. Club Tournament.
16.—Metropolitan Association of Cycling Clubs, New York, first annual meet at Waverly, N. J.
19, 20, 21, 22.—Norwich, N. Y. 20 Annual races, Chenango County Agricultural Society.
20-21.—Baltimore. International Meet, Maryland B. C.
23.—Philadelphia A. C. C. International Race Meet.
23.—Flushing, N. Y. Mercury Wheel Club's Race Meet.
25.—Scranton, Pa. Scranton Bicycle Club.
27.—Reading, Pa. Penn Wheelmen Race Meet.
F. B. Shalters, Sec.
30.—Brooklyn, N. Y. K. C. W. Race Meet.

OCTOBER.

2.—Sacramento, Cal. Capital City Wheelmen meet.
5.—St. Louis. Annual Fall County Tour.
17, 18—Savannah, Ga., Race Meet.

NOVEMBER.

30.—St. Louis. Annual Paper Chase.

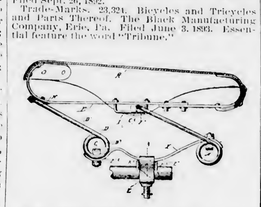
INVENTIONS.

Last Week's Patents.

A LIST of recent patents, reported specially for the trade, by W. E. Aughinbaugh, patent attorney, Washington, D. C. Copies of these patents may be had of the above named attorney at twenty-five cents each.

500,583. Ice-Velocipede. Axel Karlson, Duluth, Minn. Filed Jan. 15, 1893.
500,623. Ice-Velocipede. Del Smith, Worcester, N. Y. Filed Feb. 10, 1893.
500,649 Pneumatic Tire. Charles F. Warner, Clearwater, Minn. Filed Sept. 23, 1892.
500,658. Pneumatic Tire. Rudolph W. Huss, Chicago, Ill., assignor to Henry A. Lozier, Cleveland, Ohio. Filed April 10, 1893.
500,743. Vehicle-Wheel. Melancthon Burgess, St. George, Utah, assignor of one-half to John L. Smith, same place. Filed Mar. 14, 1893.
500,880 Mud-Guard for Cycles. Chas E. Hadley, Chicopee, Mass., assignor to the Overman Wheel Company, Chicopee Falls, Mass., and Hartford, Conn. Filed Dec. 19, 1892
500,938. Bicycle. Victor H. Nolle, Lebanon, Ohio. Filed Mar. 9, 1893.
500,942. Dust-Proof Cycle-Pedal. Albert Perkins, Chicopee, Mass., assignor to A. G. Spalding & Brothers, New York N. Y., and the Lamb Knitting Machine Manufacturing Company, Chicopee Falls, Mass. Filed Sept 5, 1892
500,944 Pneumatic Tire. George Pickel, Berlin, Germany. Filed Dec. 3, 1892.
500,954. Bell. Edward D. Rockwell, Bristol, Conn. Filed July 14, 1892.
500,971. Construction of Cycles. John M. Starley and William Starley, Coventry, England. Filed Sept. 26, 1892.

Trade-Marks. 23,224. Bicycles and Tricycles and Parts Thereof. The Black Manufacturing Company, Erie, Pa. Filed June 3, 1893. Essential feature the word "Tribune."



496,880. Velocipede-Saddle. Thomas B. Jeffery, Chicago, Ill.—Filed March 29, 1891. Serial No. 387,262. (No model.)

Claims.—1. In a velocipede saddle, in combination with the saddle support, the seat-supporting arms connected thereto, said saddle-support having one or more curved seats and said seat-supporting arms having one or both provided with curved portions adapted to rest in said seats and clamps which bind them thereto; whereby said seat-supporting arms are capable of angular adjustment in a vertical plane in respect to the saddle support; substantially as set forth.

2. In a velocipede saddle, the saddle support consisting of a flat bar having a vertically curved portion intermediate its ends; and a clamp adapted to bind the bar at such curved portion to the frame, the ends of said bar having vertically curved portions, combined with supports for the seat, whose curved ends are adapted to seat respectively in the curved end portions of said bar, and clamping devices adapted to bind them in their seats, whereby said supports have angular adjustability in a vertical plane in respect to the seat-supporting bar, and the said bar has angular adjustability in a vertical plane in respect to the frame; substantially as set forth.

3. In a velocipede saddle, in combination with the saddle support having curved seats at its ends, the seat-supporting arms terminating in spring coils at their lower ends, said coils being adapted to seat in the curved seats of the saddle support; and clamps which bind them therein, whereby said coils adapt the arms to be adjustable angularly in a vertical plane, and at the same time afford spring support for the arms and thereby for the seat; substantially as set forth.

RIDERS who wish to cultivate the perfect ankle motion, should wear the detachable Cleat, manufactured by the Detachable Cleat Co. of Allston, Mass. You can claw all the way around the stroke with this appliance.

Stolen.

FROM Stable 187 Clifton Street, Malden, Mass., Thursday night, Aug. 3, 1893, Century Columbia No. 9237, less rear mudguard. $25 reward for return of wheel, or $75 reward for wheel and conviction of thief. Notify

L. M. PITCHER, Chief Police, Malden, Mass.

NEW YORK, Oct. 21, 1891.

Messrs. Adams & Sons Co., Brooklyn, N. Y.

Gentlemen:—For clearing the throat and giving volume to one's voice Adams' Pepsin Tutti-Frutti has no superior. The writer has found it very beneficial for public speaking and announcing at athletic contests.

Very truly,

J. J. PRIAL.

Send 50c. to us for copy "Zimmerman on Training." The book not only covers points on training, but points for tourists, care of wheels, records, and a host of valuable information.

Ride a New Wheel for $18.00,

FOR further particulars see H. W. Smith & Co's. ad. on page 472.

No rider need fear the pedal slipping who wears the Racer shoe made by the Detachable Cleat Co. of Allston. The tapered cleat is half an inch deep. A pair will be sent for inspection C. O. D. without previous deposit. They are sending out thousands of pairs, and they report that not one pair in a thousand is refused. The shoe is trade marked. Get the original. All dealers sell it. Price $4.50.

Summer Homes.

A BEAUTIFULLY illustrated book—list of over 3000 summer hotels and boarding houses in Catskill Mountains and Central New York. Send six cents in stamps to H. B. Jagoe, General Eastern Passenger Agent, West Shore Railroad, 363 Broadway, New York, or free upon application for your information.

NEW YORK, Oct. 24, 1891.

Messrs. Adams & Sons Co., Brooklyn, N. Y.

Dear Sirs: All the contestants in the six day race (bicycle) use your Pepsin Tutti-Frutti. It is an excellent thing to keep men in good condition for a long race.

Yours very truly,

T. W. ECK,
Manager International Bicycling Tournament, Madison Sq. Garden, New York, Oct. 24, 1891.

WORLD'S FAIR.

$17 to Chicago and Return via Washington, D. C.

THE Baltimore & Ohio Railroad has made a rate of $17 from New York to Chicago and return on Special Trains leaving foot of Liberty Street, New York, at 8.30 A. M., August 5th, 9th, and 15th, arriving at Chicago the following day at 4.30 P. M. These trains are composed entirely of first class passenger coaches, aisle carpeted and furnished with lavatories, each train being accompanied by a tourist agent and a porter to look after the wants of the passengers. Tickets are good for ten days, and the return trip can be made in day coaches on any regular train within that time. Other excursions will be run at same rate of fare on dates to be announced later. At slightly higher rates the B. & O. issues tickets to Chicago and return via Philadelphia, Washington and Niagara Falls, good until November 15th, for passage on any regular train in each direction. Full information and tickets can be obtained at New England Agency, B. & O. R. R. 211 Washington Street, Boston, Mass. *

THE correct shoe for cycling is the "Scorcher," manufactured by the Detachable Cleat Co., of Allston. They are doing the shoe business, and are sending out thousands of pairs. The merited success of this shoe is obtained, demonstrates that a light, flexible shoe is what the wheelman wants, and will have. They carry them in sizes from 3 up. Ladies take notice. *



IT is gratifying to hear of the success of American pneumatic tires abroad. The G. & J. Pneumatic Tires, besides winning the championship of Austria, hold the German and American records for the following distances: 15, 65, 75, 80, 85, 90, 95 and 100 kilometers; also the fifty-mile record and the three hour record. The Mexican three-fourths mile record was also recently lowered on the Copper Rim-Racer.

Coventry Machinists' Co.

RUMORS have been in the air to the effect that the Coventry Machinists' Company would most likely embark in the manufacturing business in this country next year. We endeavored to verify this report as being correct but at the present writing we were unable to do so, this however we have on good authority, that the Coventry Machinists' Company will not relinquish the business they have established here and they will continue to do business in the States in some form or other.

THE great race between Berlin and Vienna brought out the great points of the G. & J. Pneumatic Tires, as Franz Gerger, who rode a machine fitted with these tires, went through the whole ride without puncture or change, thus winning the second record prize under the conditions of the race. The distance was covered in 31.22.—*The Wheeler.*

MR. WM. PRIEST, the senior member of the Quadrant Cycle Co., of Birmingham, England, will sail for this country from Liverpool August 16 on the S. S. Teutonic. Mr. Priest will come to us on a business trip and incidentally visit the World's Fair at Chicago.

Wooden Rims.

A NEW concern named the Bicycle Wood Rim Company, of Kingsland, N. J., has taken out letters patent for a new form of wooden rims for bicycles.

The rim is made in one piece, with an ingenious lap-joint made with waterproof cement and wrapped with strong linen fabric. The makers are so confident of the strength of the joint, that the valve-stem of the tire is put right through at the joint, as they claim it is the strongest part of the rim.

Look Out For 1.50.

A triplet has been built by the Union Cycle Mfg. Co., upon which they expect the mile record for this style of machine will be reduced to 1.50 with three of the crack riders "up."

The wheel, complete, weighs 56 pounds and is geared to 77. The frame is composed of two Union D. D. Q. frames and the third rider sits on a removable bracket bolted over the rear wheel.

That the wheel is unusually fast has been proved by the ease with which it runs away from the best riders in the vicinity.

The wheel base is 62 inches, which gives a wonderfully easy riding motion even on the worst of roads. The steering is very easy, notwithstanding the fact that three ordinary riders will put a weight of over 450 pounds upon the machine which would apparently stiffen it.

Alttite-Dunlop tires are used of the regular road pattern and regular Union P. D. Q. wheels. The machine has been ridden over all kinds of roads without any evidence of rough usage being in sight.

It is intended to get three of the crack riders on the machine at the first opportunity and an eyeopener is looked for in the way of speed.

A Card.

EDITOR BICYCLING WORLD: We respectfully beg leave to inform you that on Aug. 1st, Mr. J. S. Hilliard retired from the Hilliard Cyclometer Co., his place being taken by Mr. J. Harry Bowen. The firm name remains the same, and all business will be transacted in the same manner as heretofore. We are

Very truly yours,
HILLIARD CYCLOMETER CO.,
G. F. WIESE, Bus. Mgr.

Philadelphia Aug. 2.

The Warwick Cycle Mfg. Co.

EDITOR BICYCLING WORLD: In response to your request I shall be pleased to outline briefly and in a general way the future policy to be pursued by myself in the management of the Warwick business.

As is generally known among my acquaintances in the trade, I do not favor cutting prices, but at the same time recognize the fact that they have been at the highest point, and that the present increased production and improved methods of manufacture, make possible the making of better goods at lower cost.

It is our purpose to make the best wheel that can be produced by patience, skill and money, and maintain the same prices adopted by all other high grade manufacturers.

As one coming like myself, from among the ranks of dealers, and constant association with them, I am confident that I am familiar with their requirements, and shall strive to meet them.

The policy of the Warwick Cycle Mfg. Co will be so long as I control it, liberal, progressive, and calculated to inspire customers with confidence in our purpose to constantly promote their best interest, which I consider identical with the Warwick Cycle Co. Thanking you for your courtesy, I am,

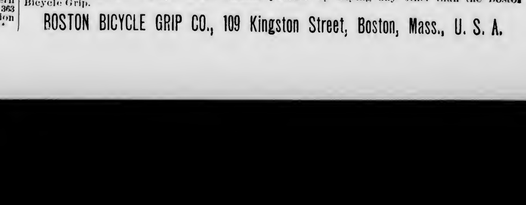
Very sincerely yours,
A. O. VERY.

Rouse, Hazard & Co.

A RUMOR without any foundation has been circulated to the effect that Messrs. Rouse, Hazard & Co., of Peoria, Ill., would next year discontinue the manufacturing of bicycles. In refutation of this report we are pleased to reproduce a letter received from that concern which is sufficient answer to the report:

DEAR SIR:—"We are advised that a report is current to the effect that we shall discon-

Sent C.O.D., express paid, on receipt of postal note, for $2.50. Special sizes made to order without extra charge.



4 in. head, 16 in. top frame, 14 1-2 in. middle brace.

LATEST AND BEST: Single and Double Front Action.

Boston Bicycle Grip. Discount to Dealers.

Boston Bicycle Grip, single and double front action combined, as shown in cuts No. 2 and No. 3. The size of our regular Grip is given in cut No. 1. This size will fit most any bicycle. Made of tough leather board, gloss enamel water proof finish, spring buckles. The only Grip that can be packed and unpacked conveniently. We are the original manufacturers of any Grip you see advertised of the above shape. Don't chastise yourself by buying any other than the Boston Bicycle Grip.

BOSTON BICYCLE GRIP CO., 109 Kingston Street, Boston, Mass., U. S. A.

tinue the manufacture of bicycles here at Peoria next year. As this report is likely to do us damage with our trade, we will esteem it a favor if you will kindly state that the report is entirely erroneous. Our manufacturing venture here at Peoria has been satisfactory in the extreme, and we are now completing plans by which we will next year continue on a much larger scale than this. Certainly nothing can be more satisfactory than the goods which have been turned out of the Peoria factory this year, and we think that we are entirely safe in the statement that the manufacture of bicycles in this city is now a well established industry." Yours very truly,

ROUSE, HAZARD & CO.

Helical Tubing.

Of all the attributes of the modern bicycle or tricycle, none is more highly esteemed by the rider than that of lightness. It goes without saying that in the directions both of heaviness and lightness, the limits have at times been exceeded. Machines have been designed and the plant laid down for their production, regardless of the weight the completed structure would attain, and the result has been such patterns have proved so heavy of draught, on account of their weight, that they have failed to command the success which their merits, if more suitably developed, might have secured for them. The other extreme is often attained by manufacturers in their efforts to meet the requirements of those who consider lightness of paramount importance, and who do not regard a modern bicycle as light if it weighs much over 30 pounds. In ordinary circumstances such a degree of lightness can only be achieved at the expense of frequent failure of the mechanism, some part or other of which gives way owing to the strains to which it is subjected by rough and heavy riders. Lightness, to be worth having, must not be secured at the cost of strength, and the finest machine is that in which there is a judicious combination of these two qualities. This can only be obtained by a careful and intelligent study of the strains imposed upon the machine in riding, which will enable the designer to save weight in certain parts without detriment to the effective strength of the fabric. The road rider requires a very different machine to the racing man. His mount is subjected to severer and different strains and those makers who design bicycles for the tourist from an experience gained only on the racing path, never can and never will produce a perfect roadster. The strain placed upon a bicycle on a severe ascent, or in flying down hill, has no parallel on the path, and a machine calculated to bear all the strains of racing and nothing more would soon collapse if put to either of those uses.

Of all the means of reducing weight, none has exercised a greater effect than improvement in the framework. Few riders of the present day have had any experience of, or can recollect, the backbones and forks of solid metal that were used in the construction of the machines made 22 or 23 years ago. When tubes were first adopted, the bore was very small and the walls very thick. Little by little, improvements were made, until of late years any further advance upon the finest weldless steel tube has been regarded as out of the question. Hollow rims, handle bars, etc., followed with the result altogether of an enormous reduction of the weight and a great increase in the



THE HELICAL TUBE PREMIER SAFETY.

rigidity of the structure. With the exception of the pneumatic tire and the application of speed gearing mechanism to the wheel of the front driving bicycle, it is some years since any radical and important change was introduced into the construction of the bicycle. The character of every part and detail has been closely investigated, and every improvement which ingenuity can suggest has been utilized to give strength and comfort, or impart lightness and speed to the machine. Of late years the perfecting of the air tire has engrossed attention, it being regarded by the inventor as the most profitable field for the exercise of skill.

Last year, however, Messrs. Hillman, Herbert and Cooper, now known as the Premier Cycle Company of Coventry, and 14 Holborn Viaduct, E. C., introduced a new method of making tube for use in the framework of bicycles and tricycles, and a sufficient time having elapsed for this to have been thoroughly tested, some adequate idea may be formed of the influence it is destined to exert in the immediate future upon the construction of these machines. The framework of a rear-driving safety bicycle constitutes an important part of the machine, and the material of which it is constructed exercises no little influence upon the weight, rigidity and stability of the structure. "Helical" tubing is the name by which the new material brought out by the Premier Cycle Company is known. It is produced by a patented process, in addition to which the precise method adopted in its manufacture at Coventry is kept secret. The tube is composed of thin, steel strip coiled in specially designed machines in such a manner



THE HELICAL TUBING.

that there are at least two thicknesses of material in every part. It is then brazed in special furnaces, and when the process is completed, it is so perfectly sound as to ring like a bell. The extraordinary results obtained by this method of building up the tube are best indicated by the careful and exhaustive tests to which it has been subjected. In testing it against the ordinary weldless steel tube, gauge for gauge, length for length, and weight for weight, the relative results arrived at lead to conclusions so similar, that it is not necessary to quote the result of more than one experiment to show what has been achieved. A piece of ordinary weldless tube was tested against a piece of helical tube of the same length and weight, the conditions being exactly similar. The former stood a pull of 550 pounds before giving way, whilst the helical tube resisted a strain of 750 pounds before the limit of elasticity was reached. The tests proved conclusively that, weight for weight, the helical tubing is more than twice as strong as the weldless, or, in other words, that the same strength can be obtained with something less than half the weight.

We have recently had the opportunity of subjecting to an exhaustive trial one of the Premier safeties, the frame work of which is made of this new helical tubing. Its weight, without brake or mud guards, but with a gear case fitted, is under 28 pounds. It is one of the finest specimens of a safety it has been our lot to use or see. The rigidity of the structure is remarkable, and this quality, in combination with its unusual lightness, enables it to be driven up hills with exceptional ease. It is, we need hardly say, exceedingly fast and easy of propulsion and the disposition of the weight and strength has been so carefully made, that its carrying capacity is evidently far greater than its weight would indicate. Only the straight runs of the frame are constructed of the new tube, which is not employed for parts like the handle bar or forks, in which the tubing has to be bent or compressed.—*The Field.*

A Young Century Rider—Clinton Sager's Notable Bicycle Trip.

Rochester, N. Y., is becoming known all over the civilized world for its expert bicyclists. Kaufman and Barber are renowned for their feats of skill on the wheel. A new aspirant for cycling honors will add to Rochester's fame. Master Clinton Sager, the four year old son of J. H Sager of the Rich & Sager Company, accomplished a feat a few days ago which entitles him to the distinction of being the youngest centurion in the world.

Seated on a Beauty child's seat attached to his father's wheel the little fellow rode 100 miles, finishing as fresh as the proverbial daisy. In fact the child was so delighted with the long ride that he entertained his father by singing at a lively tune during almost the entire journey, which was made in nine hours and five minutes. Mr. Sager was accompanied on the century by C. J. Iven.

C. J. Iven, J. H. Sager and Marcus Hirshfield are in attendance at the L. A. W. races, Chicago, in the interest of the Rich & Sager Company, saddle manufacturers of Rochester.

For looks and comfortable riding qualities the '91 Sager saddles will be right up to date.

Scorcher $2. SHOE



DETACHABLE CLEAT $1.

OUR Glove Fitting

HORSEHIDE SHOE

Is Stylish, Neat, Comfortable.

Sizes, 3 to 11. Ladies take notice.

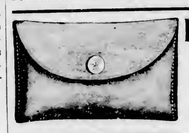
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The Weston Fork Cyclometer FOR 1893

Embodies every desirable feature. Registers ten thousand miles. Adjusted for pneumatics. Beautifully finished of best material. Light, handsome and durable. Be sure and see it before purchasing. Price $8.00, sent post paid anywhere on receipt.

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N. B.—I want an agent in every town and city in the country.



WILSON'S WONDERFUL NICKEL AND ENAMEL PRESERVER.

Will Polish Nickel and Enamel. Prevent Nickel and Steel from Rusting.

DIRECTIONS.

If convenient, clean the parts with turpentine first.

Shake well before using. Saturate a piece of cotton flannel with the solution, rub lightly, and finish with a clean dry piece of cloth.

The solution leaves a fine coating, preventing the air from penetrating the nickel.

When used the second time, wash the parts with turpentine.

The solution is to be applied on good nickel. If such is the case, and done carefully, you will not be obliged to clean the parts or cranks considered.

If the nickel has already begun to pee, apply the solution should be applied at once; by so doing it will prevent further pee from going any further.

This solution is the best thing in the known world to prevent nickel from rusting and restoring the enamel. I make no claim to remove rust.

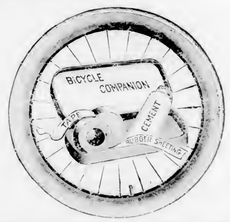
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Price 50c. Postage Paid.

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"Novelty" Trouser Hook

Neat. Easily Carried.

A sure fastener. Nickel plated case with each pair. Price, 20 cts. by mail.

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BE CAREFUL to have a "PERFECT" POCKET OILER (improved pattern) if you wish to have the greatest enjoyment possible out of your bicycle. This oiler is especially adapted for bicycles. See that the words "Perfect" Pocket Oiler are stamped on your oiler as no imitations are as good. This oiler does not leak. It regulates the supply of oil to a nicety. Price 25 cts. each. Handsomely nickeled.



One-Half Size.



BETTER THAN TOOL BAGS.

Two size holders. Smaller size for above oiler, larger size for pneumatic pump. Easily attached to any wheel. No rattling. Handsomely nickeled. Price 25 cts. each for either size.

CUSHMAN & DENISON. 172 9th Avenue. New York.



A New Racing Shoe

Weight 5 1-2 oz. All Solid Leather.

Tapered Cleats, which don't break off; catch pedal quickly. To introduce them we make this SPECIAL OFFER! We will send a pair of these shoes, paying every express charge, C.O.D., at the regular retail price, $3.50. Remember it does not cost you a cent to see these shoes, because *we pay the freight.* Discount to Agents. Send size of foot.

FROM GEORGE F. TAYLOR. Boston, May 26, 1893.

DETACHABLE CLEAT CO., Allston, Mass.

Gentlemen:—Received "Racer" shoes ordered by me, and find them entirely satisfactory. For lightness and strength they *are par excellence.* Very truly, GEORGE F. TAYLOR.

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Boston, Mass., August 11, 1893.

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Racing Board Matters.

C. M. MURPHY, Brooklyn, N. Y., and W. W. TAYLOR, Philadelphia, Pa., are hereby declared professionals, in violation of clause (c) of the amateur rule.

H. E. RAYMOND.

League Club Renewals.

No. California 409—Capital City Wheelmen.
Maryland 26—Maryland Bi. Club.
Massachusetts 137—Roxbury Bi. Club.
New York 21—Cortland Wheelmen.
123—Albany County Wheelmen.
Missouri 426—South Side Cycle Club.
Ohio 438—Tuscarora Cycling Club.
Pennsylvania 49—Frankford Bi. Club.
Oregon 456—Portland Wheel Club.

Pennsylvania Division.

THE splendid showing which Pennsylvania has made in its increased membership this year is exceedingly gratifying. We are still, however, in third place, but within easy reach of taking our former position directly behind Massachusetts. I trust every contestant for the prizes and every member of the League will attempt to do a little missionary work towards securing at least one member. If this is done we shall certainly lead New York and secure a firm hold upon the second place in the list of States. This suggestion is addressed especially to Local Consuls and representatives on the State Board.

SAMUEL A. BOYLE.

Pennsylvania Division.

UPON my return to Philadelphia to-day after an absence of nearly a month, I am gratified beyond measure to learn the noble work that has been done by this Division in the matter of its membership. Although the present year is but little over two months old, yet we stand nearly 400 in membership above the entire roll of last year.

I wish to state to the prize contestants, Local Consuls, the Board of Officers and to the membership generally, that I will offer a personal special prize of a badge or pin, to be selected by the winner, of the value of $5, to the wheelman who will send me the greatest number of applications during the month of September. These applications will count not only for the Chief Consul's prize, but also in the prize contest now going on.

All applications must be sent to me, room 654 City Hall, Philadelphia. I hope there will be a response to this suggestion such as will carry us past New York with a rush. SAMUEL A. BOYLE.

Aug. 4, 1893.

Kentucky Division, L. A. W.

GENTLEMEN: The Election Committee, appointed to conduct the coming election of officers of this Division, is composed as follows: H. B. Tileston, John W. Chinkering and E. H. Gaither.

Kentucky now has 567 members and we need but 33 more to give us another Representative upon the Division Board. It will take but little work to do this if you will do a small amount of recruiting work. Talk to some of the riders who are on the fence and send in their applications. Fraternally yours, W. W. WATTS, Chief Consul.

Louisville, Ky., Aug. 4, 1893.

Missouri Division.

BOARD of Officers regular quarterly meeting, June 17, 1893, St. Louis, Mo.

Chief Consul Holm in chair and following members present: Gilbert, Staehlin, Stith, Bettis, Barnes, Caufield, Davis, Emory, Robert, Wilder, Laing, Brevoort.

The minutes of last regular meeting were read. Robert objected to the approval of the minutes on the grounds that a quorum was not present at the time the meeting was called to order, there having been but eight out of eighteen members of the Board present at that time, and he raised the point that the Constitution required a majority of the Board for a quorum, and that eight was not a majority of eighteen.

Chief Consul called attention to the fact that the By-laws made six members personally present a quorum, and that the Board had always been governed by the By-laws in regard to quorum, and that therefore he would declare that a quorum was present.

The minutes were then approved: approval reconsidered, and the following paragraph was amended by expunging all after the words "North St. Louis Bicycle Club."

"Holm protested against the election of A. C. Davis as club representative for the North St. Louis Bicycle Club on the grounds that the organization was in the main composed of members of the St. Louis Cycle Club, who already had representation in the Board, and that the club was not a bona fide club."

The minutes were then approved.

Chief Consul's report, on motion was dispensed with.

Treasurer's report read and accepted.

Moved and carried that the names of members of the Division who resided in St. Louis and who had not renewed be apportioned among the St. Louis representatives with the request that they endeavor to secure their renewals.

Gilbert reported for Touring Committee, which report was received and filed.

Caufield reported that he had assigned the one and ten mile State championships to Sedalia.

Emory reported that races had been run at the fair grounds on 4th of June last, which races were not properly handicapped.

Moved and carried that Chairman of Racing Committee investigate the matter and if found correct report same to National Racing Committee.

Barnes reported for Highway Improvement Committee that the list of road officers of the State would be corrected up to date and copy of same sent to Col. Butler for use of "Good Roads."

Auditing Committee appointed at last Board meeting to examine books of Sec.-Treas. reported them as O. K. on April 14, which report was accepted.

Davis from Rights and Privileges Committee reported verbally

Art. VIII, Sect. 1 of this By-laws was amended so as to read as follows: "Four meetings of the Board of Officers shall be held in each year; the annual meeting on the first Saturday in December and quarterly thereafter on the first Saturday each in March, June and September at half past eight o'clock P. M., the place for holding such meetings to be chosen by the Chief Consul, seven days' notice thereof to be given each member in writing by the Secretary-Treasurer."

Committee on Revision of By-laws asked for and was given more time.

Bettis reported for Sprinkling Committee that the arrangements for sprinkling were now satisfactory, and called attention of Board to article in May number of "Good Roads" on "Cleaning of Asphalt Streets."

Ordered that fifty copies of said magazine be purchased and placed at disposition of Bettis for distribution among city officials and others in St. Louis, and that all members who have no further use for their May number of "Good Roads" be requested to mail same to J. B. Bettis, 2925 Lucas avenue, St. Louis.

Moved and carried that the actual expenses of the Sec.-Treas. in attending meetings of the Board be paid from the Division treasury.

Ordered that expenses of Messrs. Holm and Caufield to Sedalia, June 18, be allowed and paid from Division treasury.

Robert gave notice that at next Board meeting he would move to amend Art. VIII, Sect. 2, of the By-laws by striking out the word "or" and insert in its stead the words "shall be by the Chief Consul."

Adjourned.

EDGAR S. BARNES, Sec.-Treas.

Transportation.

THE Monon Route has issued instructions to its baggage agents to check bicycles in the same manner as other baggage, and without taking release or putting owners to any trouble.

ALBERT MOTT, Ch. Trans. Com.

August 3, 1893.

New League Clubs.

529—Diamond Bi Club, Boston, Mass.
530—Y. M. C. A. Bi Club, New Brunswick, N. Y.
531—Mars Cycling Club, Chicago, Ill.

Applications for Membership.

THE following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III. of the Constitution, which is as follows:

SECTION 1. Any amateur wheelman of good character, eighteen years of age or over, shall, with the endorsement of two League members be eligible to membership in this League upon payment of the initiation fee and dues, as provided in this Constitution and By-Laws, and the By-Laws of his Division.

SECT. 3. The name of each applicant for membership must be published in the official organ, and unless within two weeks thereafter, a protest shall be filed with the Secretary, he shall become a member of the League.

Tickets will be issued fourteen days after the publication of names, and on the same date the applicant will be put on the mail list of this paper.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week. (When a holiday falls on Monday the list is closed on Saturday preceding.)

BOSTON, Aug. 11, 1893.

Total 326—21156.

North California—8—618.

60031	Fawcett, Walter B.	Eureka
035	Walters, J. A.	San Francisco
036	Lundberg, Arthur F.	San Francisco
037	Webster, C. B.	Fairfield
038	Pimentel, Chas. A.	Hayward
039	Meeum, I. E.	Orland
040	Meeum, W. L.	"
041	Long, E. E.	Suisun

South California—1—262.

60042	Williams, H. L.	Santa Paula

Colorado—1—519.

60043	Stutsman, Chas. B.	Monte Vista

Connecticut—8—2163.

60044	Piper, Albert	New Mifford
045	Ward, Frank A.	New Britain
046	*Ward, Vetrora H.*	"
047	Rogers, Fred	Norwalk
048	Betts, Mortimer S.	South Wilton
049	Parker, Thos. L.	Deep River
050	Hayden, Hiram H.	New Haven
051	Carlisle, C. R.	New London

District of Columbia—1—316.

60052	Reid, J. L.	Washington

Illinois—61—2252

60053	Swarthout, Jno. T.	Chicago
054	Eggerding, Chas.	Chicago
055	Feldkamp, W. J.	"
056	*Horn, Allie*	"
057	Neustadt, A.	"
058	Opitz, Gus	"
059	Wamberg, Chas.	"
060	Benzing, Ferdinand	Ravenswood
061	Diamond, S.	Chicago
062	Bramhall, F. A.	"
063	Dominick, Wm.	"
064	Manley, A. B.	"
065	Metzel, W. E.	"
066	Pearson, F.	"
067	Gilbert reported for Touring Committee, which report was received and filed.	
068	Wood, A. E.	"
069	Jones, Russell	"
070	Jones, Charles T., Jr.	Evanston
071	Radford, Fred W.	"
072	Bowman, Fred H.	Peoria
073	Benjamin, Harry S.	"
074	Conibear, Hiram B.	"
075	Gwynn, Albert L.	"
076	Higgins, Nathl W.	"
077	Juelg, Harry	"
078	Kaspers, Jacob G.	"
079	Kneer, Fred F.	"
080	Kraemer, Chas.	"
081	McCurdy, Edgar E.	"
082	Mendenhall, A. W.	"
083	Price, L. D.	"
084	Stewart, Fred J.	"
085	Thomas, Albert V.	"
086	Van Lear, Will	"
087	Wallace, W. C.	"
088	Smith, C. E.	De Kalb
089	Huston, Frank D.	Virden
090	Hart, A. A.	Auburn
091	Greves, George W.	Canton
092	Ingraham, W. B.	Chebleham
093	Alexander, Gus	Chicago
094	Benson, H. O.	"
095	Bliss, Philip N.	"
096	Bronson, Frank C.	"
097	Childs, Theron T.	"
098	Church, Hy. W.	"
099	Fedbeck, E. P.	"
100	*Gideon, J. Florence*	"
101	Molitor, Rudolph G.	"
102	Nelson, H. A.	"
103	Nitschke, Richard	"
104	Schween, Joseph	"
105	Solomon, Chas. H.	"
106	Thomson, W. G.	"
107	*McElheny, Mrs. Anna G.*	Harvey
108	Hinderer, Edwin	Minonk
109	Geiger, W. M.	Morrison
110	Potter, D. L.	"
111	Klehm, Geo. H.	Niles Centre
112	Fredericks, Dr. E. M.	Ravenswood
113	Fanckbonor, J. B.	So. Chicago

Indiana—6—565.

60114	Cameron, C. G.	Indianapolis
115	Kipp, Wm.	"
116	Loller, Arthur E.	Butler
117	Shanklin, John S.	Frankfort
118	Mason, Richard	Lawrenceville
119	Grant, Chas.	Logansport

Iowa—11—579.

60120	Chandler, Deck J.	Boone
121	Kupper, Frank, Jr.	Burlington
122	Eldridge, D. S.	Atlantic
123	McWald, W. A.	"
124	Needles, C. W.	"
125	Rogers, Jay E.	"
126	Swires, Guy	"
127	Robinson, Wm. L.	Hampton
128	Wilson, J. J.	Winterset
129	Jacobs, I.	"
130	Lewis, F. A.	"

Kansas—1—320.

60131	Eberhart, Geo.	Ellinwood

Kentucky—3—573.

60132	Ferris, C. M.	Louisville
133	Nash, C. E.	"
134	Tachau, E. L.	"

Maine—3—415.

60135	Cobb, Justus B.	Biddeford
136	Shute, Walter E.	"
137	Lamson, J. H. Jr.	Portland

Maryland—2—622.

60138	Chambers, H. W.	Centerville
139	Le Compte, Wm. G.	Baltimore

Massachusetts—33—5913.

60140	Alger, Everett M.	Brockton
141	Cooper, Chas. S.	"
142	Freeman, J. F.	"
143	Hinckley, E. B.	"
144	Perkins, A. Roger	"
145	Brocklehurst, Wm. F.	Fall River
146	Smith, Chas. F.	"
147	Allen, Geo. H.	New Bedford
148	Anthoine, F. O.	Stoneham
149	Doucett, F. L.	"
150	Newhall, A. S.	"
151	Hinds, Alfred,	Hyde Park
152	Cheever, C. F.	"
153	Hill, H. N.	"
154	Tuttle, H. A.	"
155	Taft, George E.	Allston
156	Leatherbee, Albert	Boston
157	Tobinsky, S.	"
158	*Witham, Amy C.*	"
159	White, James H.	"
160	Kenney, Chas. P.	Danvers
161	Glennen, Chas. F.	Dorchester
162	Webber, I. R.	"
163	Bolton, Webster W.	Easton
164	Dexter, Benj. F.	Fall River
165	Dexter, Henry A. Jr.	"
166	Merrit, Wm P.	"
167	Whittemore, Francis S., Jr.	Gardner
168	Doyle, W. A.	Lynn
169	Hoffman, C. L.	"
170	Tufts, Leighton	Middleton
171	Gibbs, Howard M.	New Bedford
172	Mackay, Wm. T.	"
173	Peterson, Albert S	Rockland
174	Poole Henry G.	So. Easton
175	Smith, Henry W.	Springfield
176	Granger, Robert E.	"
177	Field, Gardner L.	Taunton
178	Anderson, J. E. Jr.	Worcester

Michigan—9—1072.

60179	Sheck, Charles A.	West Bay City
180	Keith, Acmbert E.	Ann Arbor
181	Scofield, Harvey	"
182	Barney, Thomas J	Detroit
183	Myll, Louis	"
184	Turnbull, W. H.	"
185	Parmlee, G. H.	"
186	McLaughlin, M. F.	Romeo
187	Mills, D. C.	Sturgis
		St. Clair

Minnesota—4—382

60188	Rees, C. W.	Minneapolis
189	Drew, James M.	Rollingstone
190	Blaurock, J. A	Winona
191	Hanley, J. R.	"

Missouri—7—780

60192	Finisig, N. M.	Cameron
193	Blumenkraft, C. A.	St. Louis
194	Schroeder, A. G.	"
195	Crigler, O. L.	Santa Fe
196	Bartley, Don P.	Fulton
197	Tucker, Jas. Roy	"
198	Henderson, Jno. S.	"

Nebraska—4—296.

60199	Kirby, Henry W.	Bladen
200	Eckenbaum, H. F. L	Fremont
201	Marshall, C. A.	Plattsmouth
202	Schulhof, Ed. H.	"

New Hampshire—2—350.

60203	Geer, W. E.	Manchester
204	Tuson, John E.	Manchester

New Jersey—20—1847.

60205	Trendelenburg, Theo.	Greenville
206	Kimball, Herbert	New Brunswick
207	Macon, Dr. Wm.	"
208	McCormick, Chas.	"
209	Quackenbos, Clarance	"
210	Strassburger, John	"
211	Powelson, J. E.	"
212	Berry, J. B.	Hoboken
213	Lee, F. H.	"
214	Lee, Harry E.	"
215	Russell, W. H.	"
216	Weitman, Albert W.	"
217	Wilson, Edgar M.	Pittsfield
218	Williams, Cyrrs	Morristown
219	Kinports, D. M. Vail	Arlington
220	McCully, Edgar E.	New Brunswick
221	Hosk, Wilbur C.	"
222	Mercer, Rev. S. M.	Newark
223	Richards, Frank E.	Paterson
224	Ott, H. W.	Plainfield
		Trenton

New York—27—4171.

60225	Fearn, Thos.	New York
226	Hartmann, Geo. N.	New York
227	*Oliver, Mrs. F. A.*	New York
228	Raub, Adolph	New York
229	Treckwell, W. E.	Brooklyn
230	Pepper, Chas.	Carthage
231	Wallace, Wm. L.	Oswego
232	Crandell, John L.	Philmont
233	Dennison, Geo. E.	Utica
234	Bannigan, M. T.	"
235	Hubbell, Wilson B.	"
236	Agnew, R. N.	New York
237	Almberg, H. E.	"
238	McCulloch, Fred R.	Albany
239	Holmes, W. C.	Brooklyn
240	Pepper, Chas.	"
241	Greenland, S. H.	"
242	Wright, John E.	Cobleskill
243	Metlin, Harry A.	Gloversville
244	Calkins, Fred	Honeoye Falls
245	*Kendle, Mrs. J.*	Keeseville
246	Robert, Geo. H.	"
247	Fries, Louie K.	New Rochelle
248	Chaffee, W. H.	Norwich
249	Bronhem, Roland A.	Stanislaus
250	Morey, Daniel J.	Troy
251	Everett, R., Jr.	West Harlem

Ohio—56—3117.

60252	Cushing, C. H.	Cleveland
253	Hitchins, Kenneth	"
254	Hoffman E.C.	"
255	Baird, Fred	"
256	Brown, Clifton B.	"
257	Masters, A. F.	"
258	Reynolds, H. P.	"
259	Martin, A. C.	"
260	Lapp, Geo.	"
261	Connolly, J. D.	"
262	Suhr, C. A.	"
263	Williams, Robt. F.	"
264	Schmidt, E. F.	"
265	Kissick, J. Jos.	"
266	Foster John R.	"
267	Liddicoat, J. G.	"
268	Cole, Dr. F. A.	"
269	Farrell, Thos. W.	"
270	Gaenssler, Edw. L.	"
271	McKay, Chas. E. D.	"
272	Schoepflin, John	"
273	Maxwell, W. J.	"
274	Rock, W. L.	"
275	Butter, E. H.	"
276	Combs, M. D.	"
60277	Folsom D. Jr.	Cleveland
278	Krause, John	"
279	Barnett, Carl	"
280	Pomeroy, L. Rollin,	"
281	Hay, W. A.	"
282	Mills, William C.	"
283	Elrick, W. F.	"
284	Horn, Louis C.	"
285	Lane, E. B.	"
286	Rowe, W. A.	"
287	Miller, F. C.	"
288	Comey, Frank I.	"
289	Wanstall, E.	"
290	Herron, Geo. H.	"
291	Allison, J. Ward	"
292	Hunnidrey, J. N.	"
293	Beidler, H. T.	"
294	Johnson, G. B.	"
295	Bonesteel, Geo. H.	"
296	Best, Howard G.	Ravenna
297	Burnell, G. A.	Toledo
298	Brodsky, E.	"
299	Mowrey, H. A.	Ashland
300	Oswald, Adam Jr.	Atwater
301	Holmes, W. S.	Cincinnati
302	Peter, F. C.	"
303	Steinkamp, J. G.	Elmore
304	Eskew, Wm.	Newark
305	Winkle, Wm.	Springfield
306	Neff, E. A.	"
307	Tiffany, Henry A.	Toledo

Pennsylvania—27—4144

60308	Corcoran, Joseph A.	Philadelphia
309	Palmer, Charles	Chester
310	Czarnecki, Frank	Allegheny
311	Haslage, Frank S.	Pittsburg
312	Xal, R.	"
313	Wellington, G. F.	"
314	Kessler, Wilbur A.	"
315	Sonderegg, Dr. G. A.	Pittsburg
316	Heh, C. M.	"
317	McTighe, J. Desmond	"
318	Bardwig, Richard J.	"
319	Aldrich, Herbert W.	Philadelphia
320	Albright, C. A.	"
321	Brown, Henry T.	"
322	Cornman, Clivet P. 2029 Camac	"
323	Greenbaum, Albert	"
324	Reever, Otto	"
325	Rooks, Albert	"
326	Sisk, E. J.	"
327	Schmidt, Jacob	"
328	Sinclair, Geo.	"
329	Cheesman, J. F.	Library
330	Cottrell, Dr. A. W.	Myerstown
331	Woodhull, W. T.	Stroudsburg
332	Taylor, Carroll	Spring City
333	Shiegel, John B.	Pittsburg
334	Weil, Geo. G.	"

Rhode Island—3—571.

60335	Peckham, H. L.	Newport
336	Briden, Fred W.	Central Falls
337	Barrows, Geo.	"

Texas—1—191

60338	Elfeel, Robt.	El Paso

Vermont—1—101.

60339	*Ross, Mrs. Cornelo G.*	Rutland

West Virginia—3—115.

60340	Geiger, Chas. H.	Wheeling
341	Hoge, K.	"
342	Schultzner, Conrad A.	"

Wisconsin—7—472.

60343	Holl, H. L.	Oregon
344	Kinsley, E. W.	"
345	Spengler, Otto W.	Dale
346	Malenberg, Sebe	Ashland
347	Scott, Chas. S.	Ft. Howard
348	Engel, Fred W.	Kenosha
349	Cody, Chas. M.	Sheboygan Falls

Georgia—1—56.

60350	Parsons, Will N.	Hawkinsville

Montana—1—111

60351	Moore, Bert	Anaconda

Alabama—5—197.

60352	Bringzer, R. T.	Birmingham
353	King, Percy T.	Avondale
354	Clingo, F. B.	Daphne
355	Loxley, F. C.	Mobile
356	Mallory, W. H.	Montgomery

Florida—1—42.

60357	Clough, W. D.	De Land

Maritime Provinces—1—31.

60358	Payne, J. Fred	St. John, New Brunswick

Oklahoma—1—15.

60359	Mayberry, O. A.	Norman

HOW TO JOIN THE L. A. W.

Fill up the blank below, and, together with the sum required for Initiation Fee and Dues to April 30th, next ensuing (1894), send it to the Secretary of the League,

ABBOT BASSETT,
12 Pearl Street, - - Boston, Mass.

P. O. BOX, 5267.

Write your FULL NAME, your FULL ADDRESS, and your CLUB name in FULL. Each applicant must give as references the names of two L. A. W. members.

The name of the applicant will be published in the L. A. W. BULLETIN as soon as possible after it is received, and after two weeks, if not protested, the ticket will be issued. This will consume in all about three weeks.

Stamps of a denomination above two cents will not be received.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cts. If you want your name in gold, stamped on the holder, send 50 cts.

MEMBERSHIP FEE.

In April, May, June, July, August, September or October, inclose $2.50 with this blank. In November, December, January, February or March, inclose $1.50. These sums include the initiation fee and the annual dues.

The sum printed on the blank is the proper amount to send on even date with that of this copy of BULLETIN.

Application for Membership.

.....189

ABBOT BASSETT, Secretary:

Dear Sir,—Enclosed you will find $2.00 for Initiation Fee and Dues in the League of American Wheelmen to April 30, next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur. I refer to the two League members named below.

Name.....

Street or Box.....

City.....

State.....

References:.....

.....

.....

Club.....

Write plainly. Autograph signed [illegible] required. Printing preferred, or enclose personal card.

30,000 SOLD LAST YEAR



[Patented Aug. 4, 1891.]

KEY IS HELD FAST WHEN UNLOCKED.

Sent to any address upon receipt of price, 50 cts.



Jones' Suspension Bicycle Saddle.

Simplest, Cheapest, Neatest and Best.

For Carrying Children on Ordinary Safety Bicycles.

☞ For Sale by all Dealers. Manufactured by

A. H. GOETTING, Springfield, Mass.



The Billings' Bicycle Wrench.

Adopted by the Pope Mfg. Co., and pronoun

FOR SALE OR EXCHANGE.

In this department the prices are 20 cts. per line, 7 words per line, 12 lines per inch.

Stamps will NOT be taken in payment. Cash, check, money order, or postal note must accompany order, or no insertion.

PSYCHO TANDEM SAFETY, good, new cushion tires, $90, or trade for high-grade pneumatic. ZOOK, Lititz, Pa. This appears once only.

$125 BUYS a new Ladies' Kenwood Safety with nickel wheels, fine cyclometer and bell. Cost $160. Sent C. O. D. on receipt of $5 for expenses if not taken. J. H. WIGHT, Hawarden, Iowa.

$100 CASH buys a brand new Victor Flyer just two weeks old; run just 104 miles; guaranteed to be in perfect shape. Sent C. O. D. on receipt of $5 to pay express. SPICER & POTTER, Carthage, N. Y.

VICTOR BICYCLE STOLEN, 1893 make, Model D, No. 38,159, geared to 63. Raised handle bar, with cork handles, both been repaired with brass screws in the end; nicked some worn from handle bar by bundle carrier; $25 ward for return of bicycle. A. B. PARKER, Elmwood, Mass.

$100 1893 Victor Model D and Victoria. Neither run over 50 miles. P. O. Box R. R., Hudson, N. Y.

GENTLEMEN! Ask your druggist for Flavell's Suspensory Bandages, or send $1 for one. Sent, 50 cents for thread. Stamps taken. Safely sent by mail. Small, medium or large.

G. W. FLAVELL & BRO.,
1005 Spring Garden St., Philadelphia, Pa.

LATEST CYCLING PAPERS from all parts of the world received regularly and for sale. Send for list. FLETCHER & CO., 43 E. Van Buren Street, Chicago.

Pneumatic Tires Put on for $20
Virtually a New Machine.

Saves its cost in broken spokes, wear of tissue and demoralization of the vertebra. M. & W. tires, new rims. Forks spread and left strong as ever. Catalogue of old and new wheels and sundries and cut of M. & W. Tire mailed free.

KNIGHT CYCLE CO.,
341 North 14th Street, - - St. Louis, Mo.

$125 BUYS A BRAN NEW LADIES' COLUMBIA, Model 31. Address, F. H. CORSON, East Rochester, N. H.

STOLEN—Victor Safety Bicycle, No. 4[illegible], fire, spring fork; taken July 4. $10 reward for same. L. R. BIGELOW, N. Rutland, Mass.

A '93 Tourist Roadster Pneumatic, run about 50 miles. Best offer over $80. Lock Box 764, Hazleton, Pa.

SPLENDID new 2 H. P. launch engine; a bargain. WM. BACCHUS, Danbury, Conn.

$115 CASH buys a new No. 4 Rambler; been ridden less than 50 miles. Sent C. O. D. if $5 48 sent to guarantee express. A. J. IVES, Sidney, N. Y.

$80 NEW High-grade Tourist Pneumatic. Never ridden. Sent for examination on receipt of $10. Big chance—speak quick. E. B. CHESTRESMITH, Cranford, N. J.

WANTED—A thoroughly practical man to superintend the manufacture and construction of bicycles. Address BICYCLING WORLD, 167 Oliver street, Boston, Mass.



Cycle, Boat and Chair Umbrella Holders.

Also for Flag, Club Colors, Military and Lantern Parade uses. Nickel Holder, $3; Umbrella's, $2. Live Agents wanted, 20 per cent. discount.

FRANCIS J. WERNETH.
805 Druid Hill Ave., - - - Baltimore, Md.



Do You Want a New, Highest Grade '92 MODEL PNEUMATIC SAFETY For $60, $60, $60. Sold direct to riders only. Former list $150. A limited stock.

$60 CASH. *Eagle Bicycle Mfg. Co., Torrington, Ct.*

- PNEUMATIC -

908, Solid Gold,	-	$2.50
908, Rolled Gold,	-	1.25

Send $2.50 to

Martin, Metzger & Co.,
42 Malden Lane, New York,
FOR A
Pneumatic L. A. W. Pin,
Sent by mail at our risk.
Discount to Jewelers.
Catalogue will be sent *FREE.*

FREE TO BICYCLERS.

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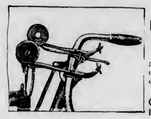
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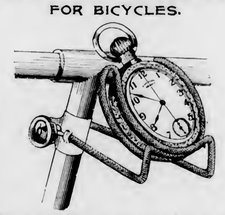
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[Pat. June 27 1893.]

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BETWEEN
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Special attention is invited to the fact that all through trains connect with those of the *Fitchburg Railroad*, the only road in New England carrying wheels free.

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Aug. 1-2. Michigan Division Meet, L. A. W., Detroit, Mich.

Aug. 3, Wahontha Bi. Club Race Meet, Richfield Springs, N. Y.

Aug. 5-12. **L. A. W. Annual Meet and International Races.**

Special trains from Boston and New York.

Remember this line traverses the historic and picturesque West Shore of the Hudson River, skirts the foothills of the Catskill mountains and passes through the beautiful valley of the Mohawk.

Elegant Drawing-room and Sleeping Cars run daily between Boston, New York, Newburgh, Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland and Chicago.

Special trains exclusively for wheelmen are being arranged for, to run from Boston and New York to the National Meet of the L. A. W. and International Races at the World's Fair in August. These trains will be connected with cars enroute off the line of the Fitchburg and West Shore Railroads. For particulars, time table, etc.,

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We are not all "Scorchers."



Some of us indulge in the luxuries of mud guards and brakes,—particularly brakes. For ladies of course these are a necessity, and it's a pity that spoon brakes are so hard on pneumatic tires when so many bicycles have no other kind. In fact, all bicycles that have brakes have the spoon variety, with one exception, Columbias. They always have some things a little better than other machines, and one of our 1893 improvements is a band brake applied to the hub of the rear wheel, which works to perfection. We publish a little cut of it to show you how it is attached. It is entirely out of the way, light, and neat in appearance, positive in action, never gets out of order, and best of all, it saves your tires.—Makes them wear twice as long. This is one of the little but important things about a Columbia that helps to make the whole machine the best.

Have you tried the Elliptical Sprocket, which is attached to our '93 wheels? It's a great hill climber—has power in it—just where you want it. Most wheelmen like it—a few don't. You can take your choice—Elliptical or Round on a Columbia, it makes no difference to us.

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BOSTON. NEW YORK. CHICAGO. HARTFORD.

Our New Tire

The Wizard.

AMONG the tires we offer for general sale is our new tire, to be known as . . . . .

The "WIZARD."

It is a single tube tire, similar in construction to the regular Columbia tire, with red rubber tread, and is intended especially for use of repairers and for changing over to pneumatic tires at a reasonable expense. It has our special recommendation as a thoroughly reliable and well constructed single tube tire, and is warranted as to material and workmanship. It is without doubt the best tire on the market for the price, which is the lowest we have ever offered a pneumatic tire.

Correspondence solicited from manufacturers and large repairers.

HARTFORD RUBBER WORKS COMPANY,
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To Purchase a .....

HARTFORD SAFETY

..... Is True Economy.

LEOMINSTER, MASS., June 20, 1893.

HARTFORD CYCLE CO., Hartford, Conn.

Gentlemen:—We have a Hartford three years old, as sound as the day it left the factory, less bangs and scratches. Another thing, not a Hartford pneumatic has ever been punctured here. The Hartfords in this town have stood more use, more bangs and more abuse than any other wheel, bar none. They are right there every time, no repairs needed.

Respectfully, F. W. GRAY.

THE HARTFORD CYCLE CO.,
HARTFORD, CONN.

. . . Send for a Catalogue.

The BICYCLING WORLD AND L.A.W. BULLETIN

Founded 1877

Volume XXVI. Number 24. BOSTON, FRIDAY, AUGUST 18, 1893. 50 Cents a Year. 5 Cents a Copy.

LENZ AND HIS VICTOR

. . . . . have turned up in the wilds of China, after having covered 2250 miles in the Empire and suffered many attacks from the natives, in several instances barely escaping destruction.

Lenz writes from Yun-nan, the most South Westerly Province of China, as follows:

"Yunnanfu is the farthest I shall be from home. When I start on West of here it will be on the other half of the world.

"I have been gone just a year from home; to here I have covered awheel and afoot in America, Japan and China 8592 miles and crossed the Pacific and Yellow seas by steamer, over 6000 miles of water.

"The hardest part of the journey around the world is almost over, and the Victor Pneumatic Tire has proved a blessing."

Another straw showing why "Victors Lead the World."

OVERMAN WHEEL CO.,

BOSTON. WASHINGTON. DENVER. SAN FRANCISCO.

HERE AND THERE.

Send 50c. to us for copy "Zimmerman on Training." The book not only covers points on training, but points for tourists, care of wheels, records, and a host of valuable information.

A MIXING of the old and the new was witnessed at a bicycle race on the banks of the river Nile.

SEVERAL members of the Ladies' Cycle Club, of Lowell, Mass., rode to Boston in 3 1-2 hours lately and returned by train.

A DENVER (Col.) bicyclist was killed by a fall the other day. He was coasting down a hill in Highlands when he ran into a pedestrian, getting a fall and striking his head on the ground.

A STEAM bicycle has recently been introduced into this country by a young engineer of Antwerp. The chief difficulty is that only enough fuel to last a three hours' run is provided. The machine all on weighs about 80 pounds.

D. DANIELSON was held up Aug. 7, by a tramp while riding between Vermillion and Clay Point, S. D., on a bicycle, and $11 taken from him. Danielson got a black eye and had his wheel broken but saved his gold watch.

BICYCLISTS who pass through Melrose on their way to Elgin, Ill., have a grievance. The residents of the little town who are wont to travel on wheels are permitted to use the wooden walks because the roadway is rough, and those who chance to spin through the place take the same course, that is, they try to, but a special policeman with but one eye, is on the lookout for strangers, and when he spies them an arrest follows. The culprits are taken before the village magistrate and assessed a fine of $3 and costs. Half of the costs goes to the "copper" and the rest reverts to the justice. The latest victims to this outrage are Clifford G. Beal and A. H. Matson, Chicago men.

EDGAR BRIGHT, a young man of Mt. Vernon, died suddenly on Thursday, 3d inst., at Rye Beach, from spinal meningitis, induced by an abscess in the forehead, which was the result of a severe fall from a bicycle some months since. The growth was recently lanced, scattering the poison, which finally resulted in his untimely death.

SAYS the St. Louis *Chronicle*: "The first local amateur wheelman to join the professional ranks and become identified with the National Cycling Association is R. E. Bellecour, one of the fastest and best riders in St. Louis. Mr. Bellecour stated this morning that he was tired of racing for glory and a few incidental prizes. He likes the cash prize idea, and has already entered in the novice race of the National Cycling meet, to take place next Saturday and Sunday at New Sportsman's Park. Mr. Bellecour was one of the first members of the old Ramblers and the first man to ride the Star machine, and he won the five mile State championship several years ago."

"Tommy has experienced a change of heart, I believe," said Mrs. Figg. "I overheard him today asserting with great vehemence his belief that it was wicked to go swimming on Sunday." "That's all very good," responded Mr. Figg, with a man's skepticism, "but did he say anything about bicycling?"

THE first anniversary of the Montclair (N. J.) Wheelmen's Association, celebrated Aug. 7 with a lantern parade and lawn fete, was a brilliant success and witnessed by hundreds of ordinary spectators. Over 100 wheelmen took part in the street parade. They were arranged in four divisions, in charge of Captains Manly, Bryant, Unger and Feutzingler.

A CURIOUS medical experiment was recently carried out in France. Two cyclists undertook a day's ride without any nourishment except that supplied by sub-cutaneous injections of caffeine and strychnine. It was expected that these peculiar foods would have a remarkable effect in increasing staying power, but the reverse was the case, the two cyclists arriving in a much-exhausted condition.

THE new road book of the New Jersey Division, League of American Wheelmen, is now ready for distribution. The State is divided into eight divisions, and each is mapped on the large scale of two miles to an inch. The nature and condition of each road are shown by symbols placed beside it on the map. A map of the entire State shows the relative position of the sections. The book will be supplied at the cost price of $1 to the members of the New Jersey Division of the League of American Wheelmen. Members of the other Divisions of the League will pay $1.50 for it, and the charge to all others will be $2.

A WRITER in the Hartford *Post* gives the following as authentic: "I have a friend who has been spending his summer vacation in northern New York with a wheel. A bicycle often proves to be clumsy baggage and trainmen take little care to protect it. My friend placed a tag on the wheel. On the tag he placed the name A. A. Zimmerman. In handing his wheel to the baggage man he took particular care to let him see the name on the tag. The wheel was treated as gently as if it were some high-bred racing stock."

TWO lads from Muncie, Ind., had a narrow escape from death in a curious manner the other day. The boys were enjoying a ride on their bicycles, three miles or more from the city, when they heard an unearthly scream in the rear. Turning quickly the lads saw to their horror a magnificent black stallion coming toward them. The animal was enraged at the sight of the bicycles and uttered unearthly screams similar to the hideous laughter of a lunatic. Thoroughly frightened the boys bent forward and began riding as they never rode before. The maddened stallion gained on them and in order to escape injury the boys rode into a farm yard, through the open door of a bank barn and closed the door just as the stallion was about to enter. The equine discovering that his game was lost trotted down the road, and was soon captured by his owner, from whom he had escaped.

The Hickory for Tourists.

This is the season when vacations are in order. To enjoy your vacation to the fullest extent you must spend it awheel. In starting off on a tour the most important consideration is the mount—will your wheel carry you through safely, and will it stand the racket on the roughest roads. You must consider this carefully, for the success and pleasure of your trip depends on the wheel. You do not want to spend half of your limited time repairing the machine. Tour on the machine that is light, strong and durable beyond comparison and that is sure to carry you through. Such a machine is the Hickory TRADE MARK

MADE BY

Hickory Wheel Co. Newton, Mass.

We have them for LADIES and GENTLEMEN. Send for a Catalogue.

A MOUNTAIN ROAD RACE.

Paul Nelson of Pittsburgh, Pa., riding from Scratch, won FIRST TIME PRIZE on National Pike. Both rider and wheel tainous course.

The Liberty

29-pound Road Scorcher and starting in Brownsville, Pa., 12-Mile Road Race finished in good shape despite the moun-

THE PROOF OF THE WHEEL IS THE RIDING.

WILSON, MYERS & CO., MAKERS OF LIBERTY CYCLES.

55 Liberty Street, New York City. Retail Department: 1786 Broadway, New York City.

A. O. VERY CYCLE CO., 215 Columbus Ave., Boston, Mass., General New England Representatives. Mention BICYCLING WORLD.



The Sager Road Racer.

Sager's Saddles

—FOR:—

ROAD RIDING, SCORCHING and RACING.

THEY FIT THE RIDER.

Made in Styles to Suit Everybody.

Send for Catalogue of

Sager's Saddles, The Beauty Child's Seat, and The Handy Parcel Carrier.

The RICH & SAGER CO.,

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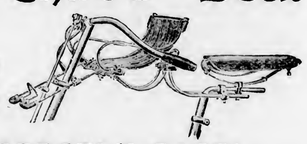
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IS AS GOOD

—AS A—

Fresh Air Fund



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IT IS PERFECTLY SAFE!

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THE RICH & SAGER CO.,

They mak e the Sager Saddle. ROCHESTER, N. Y

Scorcher $2. SHOE

OUR Glove Fitting

HORSEHIDE SHOE

Is Stylish, Neat, Comfortable.

Sizes, 3 to 11. Ladies take notice.

Detachable Cleat Co. 365 Cambridge St. Allston, Mass.



DETACHABLE CLEAT $1.



And Shoe Protector,

WITH AUTOMATIC SOLE CLASP.

Detached instantly. For Rat-Trap and Rubber Pedals.

Send Money and Size of Foot.

Postage Free.



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FOR 1893

Embodies every desirable feature. Registers ten thousand miles. Adjusted for pneumatics. Beautifully finished of best material. Light, handsome and durable. Be sure and see it before purchasing. Price $8.00, sent post paid anywhere on receipt.

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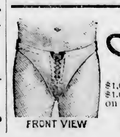
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FRONT VIEW



BACK VIEW

S. B. CALL, 229 Main St., Springfield, Mass.

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The ZIG ZAG BICYCLE CLUB have decided to give a big race meet in this city, August 24th, under the sanction of the L. A. W They will offer a **$3,500 PRIZE LIST,** which is the largest list ever offered up to the present time for a one day meet.

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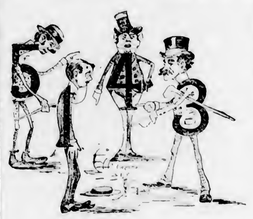
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THE BICYCLING WORLD.

Published Every Friday

—BY—

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Incorporated under the Laws of Massachusetts.

167 OLIVER STREET,
BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

C. W. FOURDRINIER, Editor and Manager

EDITORIAL STAFF:

J. S. DEAN, JAS. W. CARTWRIGHT, Jr.
H. CROMPTON.

BOSTON, AUGUST 18, 1893.

A HOLE IN A MILLSTONE

Is necessary to help the vision of some, but the Hole in the Mill stone is not necessary for our patrons who have other demonstration that . . . . . .

Advertising in the Columns . . . of the . . .

Bicycling World

Averages larger results than in all other cycling mediums. Make a note of it.

WE REACH 100,000 READERS.

CHICAGO gave us many surprises. For, be it known, the entire cycling world was awaiting the meeting between the present holder of the one-mile championship of England, Walter C. Sanger of Milwaukee, and A. A. Zimmerman, it being but reasonable to suppose that the result of six days' racing between these two giants of the path would pretty effectually dispose of the claims of the one or the other to the cycling supremacy of the world, to say nothing of the fact that Frederick J. Osmond—unquestionably England's best man—would, it was hoped, also start. Unfortunately, the week has come and gone and we are no wiser than we were before.

Through the unfortunate accident on Monday Sanger was incapacitated from taking any further part in the races of the week, while the latest information is to the effect that he may be compelled to retire permanently from the track, which would be an incalculable injury to this season's sport if not to next. For that he was the one man who seemed best fitted to cope with the Jersey lad cannot be denied, and the race at Detroit which he won from Zimmerman—albeit the latter was off color—was yet sufficient to prove that he possesses a rare turn of speed, and if he is out of it Zimmerman will have a walk-over for the balance of this year at least, unless indeed Windle should prove—as he is likely to do—an important factor in some of the races. Even so these events would be few and far between. The Millbury man has always been more or less saving of himself, usually preferring to select his races in preference to going into everything, as has been Zimmerman's custom, so that when he does ride, while we may look for an unexpected and tremendous burst of speed from him at any time, he is not to be depended upon to be much of a stumbling block in the way of his great rival's success.

With Osmond thoroughly in condition we might perhaps be kept guessing. Judging by his old-time wins over England's best men, he was as much head and shoulders above them as is Zimmerman, and the announcement of a contest between the two men—to say nothing of the added interest if Sanger were to enter—would be sufficient to tax the capacity of any grounds in the country. Yet Osmond is not yet in that first-class condition which will enable him to do full justice to himself. At all times slow in getting into shape, he has not yet been able, although he has been training steadily in Chicago, to find the speedy sprint necessary in the last hundred yards of such a race, and until he does it would be folly for him to get up.

So we know no more than we did a fortnight since.

As to the cause of this disappointment it is difficult to speak exactly.

Part of it is due to the carelessness of the men themselves; a part is due to the fault of others.

The chapter of accidents which occurred last week at Chicago could all have been obviated by proper care and foresight. Murphy's fall was due to the railing which inexcusably skirted the pole on the turns; Warren and Nelson were injured through the awkwardness or inexperience of men who were riding with them in their heats; while Sanger's fall was due to precisely the same cause; Hyslop and Windle were laid on the shelf through the effects of the water.

In regard to the first, some means should be adopted for sifting out novices and reckless riders from the heats in which the cracks compete. It is too much to ask of the latter that they expose themselves to the dangers of reckless and careless riding on the part of the third-raters who have no business in their class. Sanger's fall was occasioned by one of these men running into him on the high banking of the turn and better far had it been for the success of the tournament that this competitor had been barred from riding at all. Of course this is a delicate problem to satisfactorily solve, but the fact remains that on a narrow track the field of starters should be cut down.

Of the other cause it may seem unnecessary to speak, yet it certainly is singular that men with long experience in training and looking after themselves should neglect the very ordinary precaution of adopting and adhering to some one of the many brands of mineral waters which can be procured at all places while travelling, thereby securing to themselves an immunity from the dangers consequent upon the changes of waters in these changes from place to place throughout the circuit. A precaution of this sort would have prevented Windle's and Hyslop's illness, to say nothing of a number of other visitors to Chicago.

But none of these latter were of any importance compared with the racing men.

Did the Meet net any profit?

For an answer to this somewhat important question we must await the formal report of the Committee.

The daily attendance each day was regular and fairly large—especially when is borne in mind the fact that it was a steadily uninterrupted six days' racing while on the last day the seats were filled to overflowing. The prices charged, too, were good, .50, .75, $1.00, $1.50 being the figures, so that the gross receipts must have been 'way up in the thousands.

But if the receipts were great so too were the expenses. Neither time nor material were spared to make the meet a go, and if the net profits resulting are small, or even if a small loss should be incurred the committees deserve the thanks of the L. A. W. for their energetic and untiring efforts.

Let us hope the figures will come out on the right side.

Correction—Time Wheelmen, Philadelphia.

PLEASE correct mistake of Aug. 4 edition, stating that the Time Wheelmen would have their century run from Newark to Philadelphia. The run will be known as the First Annual Century Run of the Time Wheelmen, Sept. 16, from Philadelphia to Wilmington, Del., via West Chester and return to Philadelphia. Entrance fee $1.00. Every survivor will receive a silver medal. Prizes will be offered to clubs bringing through the greatest number of survivors. All wheelmen are invited.

Possibly a new system of checking will be introduced on this run. No hotel expenses for one night or railroad fare to pay. Cheap and desirable time of the year to ride on long trip. H. A. CAIS.

260 N. 13th street, Philadelphia, Pa.

CHICAGO.

Wind-Up of the League Meet—Fine Racing and Large Crowds—England Absent in the International Races—New World's Records.

[EDITORIAL CORRESPONDENCE.]

THE fourteenth annual meet of the L. A. W. while not attracting as many wheelmen as some of the others—last year's at Washington, for example—will yet go down into history as one of the most successful in the history of the organization.

Favored by pleasant—if hot—weather, the regularly recurring attendance as each day came around was no less a surprise than a satisfaction, although it must be confessed that racing—even the best of it—as a steady diet for six days, palls. It has also demonstrated one thing pretty effectually, viz.: that the outside public take but little stock in cycle racing. Except on probably the last day the attendance was made up of wheelmen and their friends. Of course there can be no question but that Sanger's unfortunate mishap on Monday, whereby he may be incapacitated from racing for some time to come, seriously affected the attendance, for the public soon tire of walk-overs, and this is what the open races resolved themselves into, save in Windle's victory, and Johnson's defeat of Zimmerman in the five mile. Windle, who unquestionably was in fine condition, and prepared to give a good account of himself in the few races in which he would have ridden, was taken sick on Wednesday, and went home on Friday; while Osmond, the only other man who shared with Sanger, Windle and Johnson the popular confidence of possessing the ability to run the Jersey lad close, was not in condition, despite his steady training, and did not therefore start.

The West was distinctly not in it—as usual. Johnson as had been, by the way, discounted in the East—did not even make a fair showing against the Eastern flyers, while of the Chicago stables little Bliss was the best. The Chicagoans—Bliss, Lumsden, Rhodes, Knisely, Davis, Githens—are all hard riders, but do not seem to be able to last a hard, sprinting finish out with Windle, Taylor, Tyler, and others, to say nothing of Zimmerman. Tyler did remarkably well and thoroughly deserved the successes he scored.

But there was enough racing and to spare. Morning trials and afternoon finals yielded an equivalent of twelve days' racing, and everybody drew a sigh of relief when the 100 Kilometers contest on Saturday evening closed the week. And yet the racing was exciting and world's records made.

Where Were the Wheelmen?

Where were they, indeed?

One would have supposed that there would have been thousands of wheels at a meet like this, held during the World's Fair in a city like Chicago, but such was not the case. If the wheelmen were there they came unaccompanied by their mounts, and must have spent most of their time at the Fair. The truth of the matter is that a few thousand riders are lost in a large city, while in smaller places they are more concentrated. And that is why either Asbury Park or Denver ought to prove good selections for 1895. The Jersey men were booming their choice vigorously at Chicago, and there appeared to be a strong sentiment in its favor.

The Chicagoans left no stone unturned in their efforts to amuse their guests throughout the week, and succeeded very well indeed. The steamboat excursion and the Trocadero, both free to League members, were silent but eloquent answers to the oft-repeated query: "What do I get for my dollar a year?"

The story of the week, taking up the thread dropped in last week's issue of the WORLD, follows:

WEDNESDAY, AUG. 9.

Amusements Free to League Members Johnson Gets Away with Zimmerman—Murphy's Bad Fall.

THE lake excursion last night kept everybody up so late that they were not stirring very early, and the morning trial heats were started late.

This evening the visitors were entertained at the Trocadero, where, upon presentation of League ticket, admittance was had to a high class of vaudeville performance, Sandow, the strong man, being the star. The trapeze and horizontal bar performances were wonderful. Mayor Harrison was called on for a speech and responded cleverly, as did President Burdett.

The event of the day was Johnson's defeat of Zimmerman in the five miles.

The races:

One mile handicap, two men in finals—*First heat*—F. H. Tuttle, 70 yds., first; L. J. Meintjes, 55 yds., second. Time 2.12 3-5.

The South African came up finely and finished a strong second.

Second heat—W. L. Darmer, 180 yds., first; W. L. Swendeman, 150 yds., second. Time 2.13 2-5.

J. S. Johnson and G. F. Taylor refused their handicaps of 30 and 25 yards and went back to scratch, intending to have a try at Tyler's track record of yesterday, but the wind was too strong and they could not overhaul their field, let alone capture the time.

Third heat—A. T. Crooks, 50 yds., first; C. Baker, 100 yds., second; W. H. Mullikin, 70 yds., first. Time 2.12.

Little Mullikin made a desperate race down the stretch, but failed to place himself, although the three wheels were all bunched.

Fourth heat—Hoyland Smith, 80 yds., first; A. I. Brown, 90 yds., second. Time 2.11 2-5.

Lumsden rode a fine race, but failed in the last ten feet, being a close fourth.

Fifth heat—G. H. Ellithorpe, 150 yds., first; A. L. Baker, 130 yds., second; F. Waller, 140 yds., third. Time 2.09 4-5.

Sixth heat—F. H. Sercombe, 120 yds., first; A. W. Warren, 65 yds., second. Time 2.43 2-5.

Warren came up in a beautiful spurt that brought down the grand stand.

Final heat—A. T. Crooks, first; G. H. Ellithorpe, second; L. J. Meintjes, third; Hoyland Smith, fourth; W. L. Darmer, fifth. Time 2.07 1-5.

No scratch men in this, but it was hot nevertheless. Crooks was last man, with Meintjes (who was started by no less a personage than Osmond) just ahead. These two caught on to the next men at first lap, and then they rapidly cut down the field, Crooks, paced by Meintjes, coming down the stretch in a finishing rush that carried him to victory two lengths ahead of Ellithorpe. And the Buffalonians yelled.

Quarter mile National championship, two men in final and third in fastest heat—*First heat*—A. A. Zimmerman, first; F. H. Tuttle, second; G. A. Banker, third; G. L. Gary, fourth. Time .32 1-5.

Four starters. Zimmerman won easily, of course, although Tuttle made a bid down the straight.

Second heat—H. C. Tyler, first; J. S. Johnson, second; W. F. Murphy, third. Time .32 1-5.

Those three only started, Johnson and Tyler came around the turn together, Springfield getting across first by six inches, Murphy right at their heels. And here was a clear injustice.

Erwin, who acted as Raymond's substitute in the morning, should never have cut the men in the final to two each. The audience would have been gratified by the appearance of all six of these starters in the afternoon, to say nothing of the injustice done Murphy by barring him out, simply because he was not third in the fastest trial, when, as a matter of fact his time was faster than Banker's and he made a much better race of it.

Final heat—A. A. Zimmerman, first; J. S. Johnson, second; H. C. Tyler, third; F. H. Tuttle, fourth. Time .31 2-5.

These four only lined up and of course the audience looked for a hair-raiser, and they got it.

At the dash, Zimmerman went off, having pole and gaining a clear length at the first jump. Never weakening, he maintained his advantage, although strongly pushed by the other three. Johnson under a tremendous head of steam came up splendidly, just nipping Tyler on the tape for second. In fact it was as nearly as possible that thing so seldom seen, a dead finish. Tuttle was on their heels, going all out.

Two mile handicap, four men in final—*First heat*—L. Meintjes, 100 yds., first; J. P. Bliss, 90 yds., second; E. C. Bode, 180 yds., third; W. F. Murphy, 180 yds., fourth; F. H. Tuttle, 140 yds., fifth. Time 4.55.

Seven starters. At the bell they were all bunched. Going into the back stretch Meintjes went away from the rest, leaving them at every jump, and sailing home ten yards ahead. The other four fought it out all the way, crossing almost simultaneously.

Second heat—A. E. Lumsden, 80 yds., first; A. T. Crooks, 90 yds., second; L. W. Campbell, 320 yds., third; W. M. Burt, 220 yds., fourth. Time 4.59 3-5.

Fourteen starters. Lumsden and Crooks were the lights of this affair. Pacing alternately they began drawing up steadily until at the bell they were with the leaders. Ten men came down the finish abreast, Lumsden on the outside, coming with a spurt that landed him by a wheel.

Third heat—A. L. Brandenberg, 270 yds., first; F. Waller, 260 yds., second; A. L. Baker, 250 yds., third; Hoyland Smith, 180 yds., fourth. Time 4.39 2-5.

Ten starters. Cy. Davis pulled his handlebar out and quit, as did George Banker. Waller led for three laps and then the others closed. Hoyland made a beautiful spurt on the last third, going right up on the field and just placing himself fourth.

Fourth heat—A. D. Kennedy, 210 yds., first; F. H. Sercombe, 230 yds., second; M. Dirnberger, 160 yds., third; A. W. Warren, 120 yds., fourth. Time 4.30 2-5.

Eleven starters. Warren won a place handily, never worried.

Final—A. T. Crooks, first; A. D. Kennedy, second; L. W. Campbell, third; A. E. Lumsden, fourth; E. C. Bode, fifth. Time 4.33 3-5.

Crooks and Lumsden led out with a sustained spurt that carried them up with the limit men at the fourth crossing of the tape. At the last turn Crooks came away drawing Lumsden with him, the two coming through the rack in the last fifty yards. Lumsden failing slightly and getting no better than fourth, the finish being a close one. Murphy was run into by Brandenburg on the last corner and both men went down, Murphy coming cropper over the inner railing, injuring himself quite severely.

Third mile scratch—Four men in final. *First heat*—A. A. Zimmerman, first; G. F. Taylor, second; J. S. Johnson, third; E. C. Bode, fourth; W. H. Mullikin, fifth. Time 2.05 4-5.

Johnson, Bode, Murphy, Taylor, Zimmerman and Mullikin were the stars in this in which eight men started. It was a rush from the shot, the men swinging around the

lower turn together, doing 29 4-5 for the last quarter. Zim and Taylor crossed together, the latter beating Johnson out.

Second heat—H. C. Tyler, first; Paul Grosch, second; G. L. Gary, third; H. A. Githens, fourth. Time .42.

Five men started, Tyler, Githens, Gary and Grosch, dusting things up so lively that no less than 27 4-5 seconds stood for the last quarter.

Final—A. A. Zimmerman, first; H. C. Tyler, second; J. S. Johnson, third; G. L. Gary, fourth; H. A. Githens, fifth. Time 41 2-5. Last quarter, 28 4-5.

The men lost no time in getting away, Zimmerman as usual getting a good lead at the push off, and the fact dawned upon the minds of the cycling press men that Asa Windle was pushing him away, the value of Asa's start having to, these many years, passed into a proverb. Arthur was never headed and sailed in a clear two lengths ahead. Gary followed him closely until the last turn was made and then Tyler and Johnson drew slowly ahead of the Chelsea man, who in turn beat Githens. Taylor did not start.

One mile novice—Time limit 3 minutes. G. E. Bicker, first; L. O. Wilcoxon, second; C. T. Klyestad, third. Time 2.49 4-5.

Won from a scattering field. One mile 2.40 class—*First heat*—P. Grosch, first; M. H Bush, second; M. Nelson, third. Time 2.34 4-5. *Second heat*—G. L. Emerson, first; T. J. Byrne, second; L. W. Campbell, third. Time 2.51 3-5.

Last quarter 30 1-5, not bad for a 2.40 class.

Third heat—E. L. Blauvelt, first; G. Steele, second; A. D. Kennedy, Jr., third. Time 2.37 3-5.

Another wild rush on the last quarter, Blauvelt leading the spurt the whole of the last quarter.

Fourth heat—R. L. Goetz, first; G. W. Ellithorpe, second; C. Baker, third. Time 2.49 3-5.

Seven men started and four finished within a length of each other.

Final—A. D. Kennedy, Jr., first; G. Steele, second; P. Grosch, third. Time 2.29 3-5.

Kennedy came out in the last 50 yards and won, pushed by Steele, by a clear length.

One mile ordinary, National Championship—A. A. Zimmerman first; O. M. Niswonger, second; W. F. Murphy, third. Time 3.05.

This, a sad, sad reminiscence of by-gone days, was the cause of much merriment, Zim being greeted with rounds of applause when he came out on an old 51-inch American Star, resurrected out of some cellar where it had probably lain for a couple of seasons. Murphy used Maltby's old 50-inch while Niswonger crossed the latest mount of the day, a geared ordinary, which, despite its air shod wheels, could not hold America's champion, even though mounted on the oldest of old rattle-traps, for, with an effort which probably cost him the five mile race, ran immediately afterward, he pumped down the finish in one of the old and well-remembered spurts, his long legs driving the levers in a way that the g. o. could not equal, although it beat Murphy out by a dozen lengths.

Five mile, National Championship—J. S. Johnson, first; A. A. Zimmerman, second; E. H. Tuttle, third; H. A. Githens, fourth; G. L. Gary, fifth. Time 12.41. Miles 2.31, 5.07 1-5, 7.37 2-5, 10.13, 12.41. Last quarter, 28 2-5.

Started: Munger, Zimmerman, Hoyland Smith, Steenson, Knisely, Johnson, Tuttle, Gary, Githens. Munger, as usual, took the pace, but it was too hot and after being lapped he quit on the fourth mile. The others, saving Zimmerman and Johnson, alternated in pacing, Knisely capturing the fourth mile in 10.13, a new world's record, one-fifth inside. On the first turn on the last lap the racing began. The Jersey flyer doubled over and within ten yards was going a hummer, but the others meant business and hung right on, Gary being at his front wheel as they first caught the rise of the lower and last turn. At this point on the back stretch Johnson was fully three lengths to the bad, lost in the rack and apparently unable to get out. But as the flying wheels were fairly on the turn he cut loose and the audience rose *en masse* as he was seen coming through, cutting down one after another.

A moment's pause—scarce breathing time!

And then, straightening out for the last, wild rush, the sunlight flashing from the glittering steel, into the straight swept eight of America's best men, Jersey in the lead.

But Johnson was now flying!

Foot by foot, and inch by inch, crept up the orange rim, Zimmerman responding splendidly. But 'twas no use. Twenty lengths from the tape he was a beaten man, and Chicago witnessed the novel spectacle of

The World's Champion Sitting Up

as he crossed the finish, Johnson two lengths to the good. After the race Zim's tire was found to be partially deflated and this, together with what the previous race on the Star took out of him was the undoubted cause of his defeat. But Johnson won the contest fairly and squarely, riding a fine race and was deservedly congratulated.

THURSDAY, AUG. 10.

Sanger Taken Home—Windle Sick—A World's Tandem Record.

The weather had been gradually growing warmer and warmer during the week and to-day proved a scorcher; regular Baltimore Meet (1888) weather. During the morning the temperature gradually began going higher and higher, until at one o'clock 100 degrees in the shade was the mark.

The disagreeable news was made public that Sanger was more seriously injured than had been at first supposed, and that it had been decided to take him home, which was accordingly done, he and his father taking a train for Milwaukee last night. It is hoped that nothing serious is the matter, but he has undoubtedly sustained internal injuries, just to what extent careful medical examination alone can determine.

Thus, by an unfortunate accident at one stroke the meet is robbed of one of its greatest drawing cards the meeting between Zimmerman and Sanger having been looked forward to for months by thousands. That Osmond may now get up in the Internationals is devoutly prayed for.

To cap the climax Windle—always an unknown quantity, and one liable at any time to upset the calculations of the wise ones—has also gone wrong, and he is now laid up in bed a sick man under the care of his charming wife. And so it goes.

The races:

One mile open, two heats, first four in final—*First heat*—A. A. Zimmerman, first; J. P. Bliss, second; G. F. Taylor, third; A. E. Lumsden, fourth. Time 2.52 3-5.

Eight men started, including Zimmerman, Hoyland Smith, Tuttle, Bliss, Taylor and Lumsden. The last lap was a beauty and the men came down the straight within two lengths of each other, not a yard separating the first six on the tape.

Second heat—H. C. Tyler, first; M. Dirnberger, second; W. W. Windle, third; J. S. Johnson, fourth. Time 2.53 3-5.

Ten men; Johnson, Windle, Tyler, Gary, Banker, Meintjes, Dirnberger and Hyslop being the important starters. In such a lot it was a struggle for position and Johnson came near being shut out, being in a bad pocket on the last lap. But when the string straightened out for the finishing rush he came through gallantly, just winning a place. Windle fainted after finishing.

Final—J. S. Johnson, first; H. C. Tyler, second; G. F. Taylor, third; M. Dirnberger, fourth. Time 2.41 2-5.

No race.

Started: Tyler, Johnson, Taylor, Bliss and Dirnberger. Limit, 2.40. Tyler had just come out of the previous race, and got on his wheel without any rub-down. With all this, however, he made a game fight. With a good place on the bell lap he maintained his position and led into the home stretch, only to be beaten by Johnson by a wheel, the latter coming up with a sustained and steady spurt.

Taylor, as usual, was pocketed on the back stretch, and when he found an opening it was too late. Bliss had enough, a hundred feet from the finish, and sat up, giving fourth place to Dirnberger. Not a yard separated the first three.

Run-off:

H. C. Tyler, first; G. F. Taylor, second; J. P. Bliss, third; A. E. Lumsden, fourth. Time 2.38 2-5.

Johnson did not come out for the second attempt, but his presence was not needed to enliven things. Tyler, Taylor, Bliss and Lumsden came down for the tape together in one of the best finishes of the meet. Taylor and Tyler dead heating. By some it was thought Taylor had won; by others Tyler; but the judges gave the verdict to the latter. Bliss stole a march on the rest by running to the top of the high banking on the next to last turn, and with the impetus thus secured he sent his wheel four lengths in front, which advantage was not wrested from him until they were within seeing distance of the tape.

Half-mile, 1.20 class—*First heat*—H. R. Steenson, first; F. Miller, second; M. Nelson, third. Time, 1.17 3-5.

Second heat—Chas. Brown, first; G. H. Ellithorpe, second; Jas. Levy, third. Time 1.14 2-5.

Third heat—A. D. Kennedy, Jr., first; A. T. Crooks, second; C. T. Knisely, third. Time 1.15 1-5.

Fourth heat—P. Grosch, first; J. P. Clark, second; W. A. Thompson, third. Time 1.15 2-5.

Final—J. P. Clark, first; A. T. Crooks, second; A. D. Kennedy, Jr., third. Time 1.14 2-5.

Massachusetts beat Buffalo in the last ten yards, although Crooks did all he knew how.

Quarter-mile open—First man and second in fastest heat to qualify. *First heat*—G. F. Taylor, first; A. W. Warren, second; F. H. Tuttle, third; W. H. Mullikin, fourth. Time .33 3-5.

Five started, but Hoyland Smith quit, and Taylor came home.

Second heat—A. A. Zimmerman, first; A. E. Lumsden, second. Time .32 2-5.

These two alone, Zimmerman pulling Lumsden along to place him second man in the fastest heat, but this hope fell when Cy Davis ran second to Tyler's .32 1-5 in the next heat.

Third heat—H. C. Tyler, first; C. W. Davis, second; E. C. Bode, third. Time 32 1-5.

Tyler came away safely by ten feet.

Fourth heat—A. I. Brown, first; E. C. Johnson, second. Time 33 3-5.

Only two started, and Johnson sat up down the stretch.

Final—A. A. Zimmerman, first; G. F. Taylor, second; A. I. Brown, third; C. W. Davis, fourth. Time 31 1-5.

Only five lined up for the start, and as the pistol cracked Taylor's wheel was seen shooting out of the bunch, getting a clear length ahead of Zimmerman. And then was shown how the latter can ride when pressed. In a tremendous rush he went after the Ipswich man, catching and passing him before they entered the turn. Taylor did all he knew how, but it was no use, and Zim flew in a winner by a length.

One mile national championship—First three in each heat in final. *First heat*—A. A. Zimmerman, first; G. F. Taylor, second; J. P. Bliss, third; F. H. Tuttle, fourth. Time 2.54. Last quarter 28 4-5.

Seven starters, including Munger, who set the pace at the start. The last lap was breezy, and although Jersey won, as usual, Taylor made things decidedly interesting during the last hundred, bringing little Bliss and big Tuttle up with him, the pink jersey winding up with a rush that almost dead-heated Taylor for second on the tape.

Second heat—Tyler, Lumsden and Dirnberger qualified without riding, no other starters coming out.

Final—A. A. Zimmerman, first; J. P. Bliss, second; A. E. Lumsden, third; M. Dirnberger, fourth. Time 2.29 3-5. Last quarter, 30 2-5.

These four started, and Zimmerman won of course, Bliss beating Lumsden for second, Dirnberger pushing the latter.

Half-mile national championship—Run in one heat—H. C. Tyler, first; A. E. Lumsden, second; F. H. Tuttle, third; A. N. French, fourth. Time 1.12 2-5.

Neither Zimmerman, Johnson, Windle nor Taylor started in this race, which was won by Tyler, hands down, Lumsden, just piping Tuttle on the tape for second place.

Two mile national championship—G. L. Gary, first; A. E. Lumsden, second; Hoyland Smith, third; A. N. French, fourth. Time 5.05.

Started; Lumsden, Smith, Gary, Knisely, French and Munger. Knisely's chain came off at the start and the men were (erroneously however) called back. Munger dropped out on second lap leaving Knisely pacing. He did the lion's share of this, leading until the bell rang, and into the back stretch, where he quit. Gary and Lumsden and Smith fought it out all the way down the finish, Gary coming home by a wheel.

One mile tandem national championship—A. T. Crooks and M. Dirnberger, Buffalo, first; F. Waller and L. D. Munger, Chicago, second. Time 2.29 2-5.

The Buffalonians took the lead and were never headed, although it was nip and tuck all the way around. The time was

A World's Competition Record.

Two mile handicap—*First heat*—H. R. Steenson, 260 yds., first; M. Nessel, 325 yds., second; F. J. Wagner, 375 yds., third; E. Ulbrecht, 290 yds., fourth. Time 4.43.

Little Warren made a fine effort to overtake the field but failed.

Second heat—W. L. Swendeman, 260 yds., first; A. N. French, 200 yds., second; C. W. Davis, 150 yards, third; Wm. Hyslop, 150 yds., fourth. Time 4.35 3-5.

This was a grand stand finish, eight men coming over the line within two lengths of each other. Gary quit on the first mile, leaving Lumsden and Crooks to pace each other. At the mile and a half Crooks fell on the lower turn and Lumsden, having no pacing, couldn't catch up.

Third heat—J. P. Clark, 165 yds., first; E. C. Bode, 180 yds., second; L. J. Meintjes, 100 yds., third; F. H. Tuttle, 165 yds., fourth. Time 4.38.

The audience were getting the worth of their money to-day. Meintjes went off for his field and doing the first mile in 2.17 4-5, unpaced, caught the leaders and the whole lot finished simultaneously.

Fourth heat—E. L. Blauvelt, 180 yds., first; Gus Steele, 225 yds., second; F. Waller, 290 yds., third; L. W. Fox, 120 yds., fourth. Time 4.18 2-5.

Another rattling wind-up, all close.

Final—W. L. Swendeman, first; F. Waller, second; H. R. Steenson, third; M. Nessel, fourth; F. J. Wagner, fifth. Time 4.35 1-5.

At the dash Osmond pushed Meintjes off with a shove that sent him ten feet, and riding in fine form he speedily got the 150 yard men and led them, catching on to the string at the bell lap, but could not get in front, Swendeman winning in a spurt with a head down on his front wheel.

FRIDAY, AUG. 11.

Chicago's Luck Stays with Her and the Clouds Break—Osmond Does Not Ride in the Internationals.

The uninterrupted run of fine weather seemed to have been broken this morning, when, on rising a lowering sky met the view but Chicago's wonderful luck did not desert her, the clouds breaking at noon and clearing off altogether by evening.

The illuminated parade, held last night in the grounds of the White City was large, elaborate, and fanciful, the many pretty designs being loudly applauded by the thousands of spectators who lined the route. At about half-past nine a smart shower came up which sent the people scampering, but the parade was over by that time and no damage was done. Even the track merely received a thorough wetting down, and it was in good shape again by eleven o'clock this morning, although, owing to the wet surface, the trials were not started until half past eleven.

The races:

Half mile handicap, two men from each heat in final. *First heat*—C. Baker, 50 yds., first; A. T. Crooks, 20 yds., second; C. W. Davis, 30 yds., third. Time 1.08.

Close all through, Crooks fighting for position in his regular style.

Second heat—G. H. Ellithorpe, 85 yds., first; H. A. Githens, 40 yds., second; E. L. Blauvelt, 45 yds., third. Time 1.01 3-5.

This was a gift for first man who was never in any danger.

Third heat—Paul Grosch, 45 yds., first; W. L. Swendeman, 75 yds., second; E. C. Bode, 40 yds., third. Time 1.02 4-5.

Bode made a game fight but Grosch was too speedy.

Fourth heat—A. I. Brown, 35 yds., first; F. H. Tuttle, 45 yds., second; M. H. Burt, 60 yds., third. Time 1.01 4-5.

It was at first announced that Osmond would start from scratch in this heat, but it proved false. Tuttle came up finely going .29 2-5 for last quarter

Fifth heat—M. Dirnberger, 35 yds., first; L. W. Campbell, 70 yds., second; A. W. Warren, 35 yds., third. Time 1.02 2-5.

Taylor started from ten yards but quit on last turn. Close between the four leaders.

Hard Times. .



Many of the manufacturers of light-weight bicycles are now compelled to enlarge their repair shops, which the trade journals report as follows:

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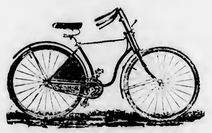
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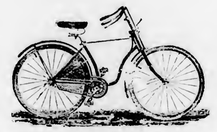
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Sixth heat—W. A. Rhodes, 35 yds., first; A. E. Lumsden, 25 yds., second; A. N. French, 15 yds., third. Time 1.02 4-5.

The leaders sailed home ten feet ahead.

Final—G. H. Ellithorpe, first; C. Baker, second; H. A. Githens, third; A. E. Lumsden, fourth. Time 1.01 3-5.

This was a race although Ellithorpe was never in any real danger. Rhodes, Githens and Lumsden made a strong bid for position but were ten feet back when the finish was made.

One mile, 2.30 class—First three in each heat in final. *First heat*—F. H. Tuttle, first; W. H. Mullikin, second; H. R. Warren, third. Time 3.02 2-5.

Second heat—A. D. Kennedy, Jr., first; A. N. French, second; C. W. Davis, third. Time 3.54 2-5.

Nelson came out in this for first time since his rumble. Heywood stole a hundred feet at the bell, but could not hold it.

Third heat—W. A. Rhodes, first; A. I. Brown, second; A. T. Crooks, third. Time 3.54 2-5.

Grosch started in this, but his chain went wrong, and he pulled other three had it out among themselves.

Final—W. A. Rhodes, first; G. L. Gary, second; A. D. Kennedy, Jr., third; J. P. Clark, fourth. Time 2.43 3-5.

Gary caught the lead on the lower turn, and came into the straight a clear length ahead of Rhodes, who made so desperate a bid for first that Gary could not hold him.

Three mile handicap, first five in each heat in final—*First heat*—W. A. Thompson, 240 yards, first; M. Nelson, 400 yards, second; E. P. Richardson, 400 yards, third; F. M. Prenell, 400 yards, fourth; F. Waller, 320 yards, fifth. Time 8.21 2-5.

Thompson was last man and caught Waller on the first lap. Waller barely secured a place.

Second heat—H. A. Githens, 240 yards, first; W. Hyslop, 195 yards, second; E. C. Bode, 220 yards, third; A. L. Baker, 320 yards, fourth; C. V. Dasey, 320 yards, fifth. Time 7.59 4-5.

At the beginning of the third mile sixteen men were riding together. The last lap was a hustle.

Third heat—W. M. Burt, 310 yards, first; C. Baker, 400 yards, second; A. D. Kennedy, 245 yards, third; Gus Steele, 310 yards, fourth; E. L. Blauvelt, 220 yards, fifth. Time 7.22 1-5.

Crooks was back-mark man, and rode a hard race for two miles, but the lead was too long and he stopped. Eleven men hustled on the last quarter.

Final—A. D. Kennedy, first; H. A. Githens, second; C. Baker, third; A. L. Baker, fourth. Time 5.08 3-5.

Hyslop was last man, and he, after riding gamely for two miles dropped out, seeing the hopelessness of his task. Githens bid for first at the quarter, and held it to within ten yards of the finish, when Kennedy came up with a spurt that Githens could not hold, being beaten by a wheel.

One mile novice—P. Von Broecknann, first; O. F. Erickson, second; J. Hayes, third. Time 2.54 2-5.

An easy win, inside the three minute limit.

Six miles, 1120 feet (10 kilometres), International championship—A. A. Zimmerman, Manasquan, N. J., by two lengths, first; J. P. Bliss, Chicago, second; J. S. Johnson, Minneapolis, third; Hoyland Smith, New Bedford, Mass., fourth; Wm. Hyslop, Canada, fifth; L. S. Meintjes, South Africa, sixth; E. C. Bode, Chicago, seventh. Time 15.56 1-5.

Miles—2.27 2-5, 5.01 3-5, 7.40 2-5, 10.12 1-5—*Record*, 12.52, 15.33 3-5. Finish 15.56 1-5.

This was the first of the Internationals. Started: Canada, W. Hyslop; South Africa, L. S. Meintjes; America, A. A. Zimmerman, L. D. Munger, J. S. Johnson, Hoyland Smith, E. C. Bode, J. P. Bliss, C. T. Knisely.

Nine men, England, to her shame, conspicuous by her absence.

Last quarter 27 seconds, equaling Zimmerman's Hartford record of last year, although this was a much better performance, the Hartford record being on a mile track with a straightaway quarter. Knisely took the lead and paced for a mile, followed by Munger and Johnson, Zimmerman lying snugly in the rear.

Record went at the four miles, Knisely getting it, beating his yesterday's figures.

At the bell, Knisely still led, Bliss second, the rest in a cluster. Just as the quarter pole was reached Johnson went out with a tremendous rush that at once carried him clear of the field. Zimmerman at once responded, Johnson's tactics being evidently to attempt tiring the Jerseyman out on a long and sustained spurt. This might have done with any one else except Zimmerman but he latter is not the man to refuse a challenge of this sort, and they raced all the way down the back stretch, Johnson still keeping his lead. Into the turn they came, the field after them, and as they straightened out for the last rush Zimmerman, by a superhuman effort closed the gap and wrested the lead from Johnson, the latter a beaten man, weakening so rapidly that little Bliss drew up on him and got second, the rest flushing across about a length apart.

And so ended the first of—and what may perhaps be the last, after this present series be run—of the International Championships, while the band played Yankee Doodle and the large audience rose up as one man and cheered.

What a race we might have seen had Sanger and Osmond been up!

Half mile open. *First* three in final—*First heat*—A. A. Zimmerman, first; A. W. Warren, second; A. E. Lumsden, third. Time 1.24 3-5.

The usual monotonous Zimmerman win.

Second heat—W. A. Rhodes, first; H. C. Tyler, second; E. A. Nelson, third. Time 1.16 2-5.

A pretty finish.

Final—A. A. Zimmerman, first; W. A. Rhodes, second; A. E. Lumsden, third; H. C. Tyler, fourth; A. W. Warren, fifth. Time 1.08 4-5. Last quarter :28 3-5.

Same old story, except that Rhodes beat Lumsden; the latter did the same for Tyler.

Third mile open, first three in final—*First heat*—H. C. Tyler, first; P. Grosch, second; G. L. Gary, third; J. P. Bliss, fourth. Time 36 1-5.

Six starters. Grosch took the lead and beat Gary and Bliss in.

Second heat—H. A. Githens, first; E. A. Lumsden, second; A. A. Zimmerman, third. Time :49 3-5.

Final—H. C. Tyler, first; H. A. Githens, second; P. Grosch, third; A. E. Lumsden, fourth. Time :45.

Tyler bid for first, Zimmerman not starting, and he captured it handily; Githens, Grosch and Lumsden all close.

This yielded a rattling wind-up, the first four doing the trick together, the judges having difficulty in properly placing them. Zim barely got in, having spent a little too much time in looking back coming down the straight. Githens and Lumsden finished in a beautiful spurt.

Final—Two mile team race. Only Zimmerman and Hoyland Smith, representing the New York Athletic Club, showed up at the tape and the race was awarded them without reply.

SATURDAY AUG. 12.

15,000 People See the Last Day—Meintjes Wins the 62 Miles And Creates New World's Records.

Bright and fair dawned the last day of the meet, with a delightfully cool breeze blowing and the temperature at a notch that was a blessed relief from the torrid heat of the rest of the week.

In order to permit the starting of the 100 kilometres (62 miles, 739 feet) International championship at 4 P. M., the races were started at 2.30, at which time nearly every seat in the stand was taken, and the crowds standing ten deep outside the ticket offices, and by three o'clock the amphitheatre was one solid sea of faces, it being estimated that not less than 15,000 people were on the grounds.

The International events were of course the *pieces de resistance* of the day, if not of the week, the one mile cutting forth a demonstration that can only be likened to the enthusiasm that a Springfield audience sometimes evinces, while the 100 Kilometres apart from the fact that Linneman's accident deprived the contest of his efforts in the latter part of the race—was much more interesting than one would have supposed from the duration of the contest. Osmond's appearance, as pace-maker in the first mile, was the signal for flattering applause, while Zim, who picked them up next, was greeted with a tumultuous outburst.

The majority of the visitors left Saturday night and Sunday morning, although a few stayed over until the following week.

The races:

One mile handicap, first three in finals.—*First heat*—W. A. Rhodes, 60 yds., first; H. C. Tyler, scratch, second; A. E. Lumsden, 40 yds., third. Time 2.31 1-5.

Tyler went off from scratch and placed himself cleverly, the three leaders together.

Second heat—J. Levy, 100 yds., first; C. W. Davis, 65 yds., second; C. Baker, 85 yds., third. Time 2.19 3-5.

No scratch man, Hyslop dropping out, while Davis placed himself.

Third heat—J. P. Bliss, 50 yds., first; C. T. Knisely, 50 yds., second; C. T. Nelson, 60 yds., third. Time 2.17 4-5.

Knisely, who is always down for the donkey work, cut pace, Bliss spurting, at the wind-up.

Fourth heat—W. L. Swendeman, 135 yds., first; E. L. Blauvelt, 85 yds., second; E. C. Bode, 85 yds., third. Time 2.18.

Fifth heat—H. R. Steenson, 130 yds., first; M. Dirnberger, 65 yds., second; G. Steele, 105 yds., third. Time 2.23 1-5.

Little Warren rode in this heat but could not get up.

Sixth heat—H. A. Githens, 80 yds., first; E. A. Nelson, 60 yds., second; A. T. Crooks, 35 yds., third. Time 2.17 2-5.

Final—J. P. Bliss, first; H. A. Githens, second; W. L. Swendeman, third; C. W. Davis, fourth. Time 2.13 4-5.

Tyler started from scratch and the way he went for his field was a caution, but the distance was too great and the wind too strong and he could not catch Bliss, Bliss won in a howling finish by half a length.

Two-thirds mile handicap, first four in final—*First heat*—C. W. Davis, 50 yds., first; G. F. Taylor, 15 yds., second; W. H. Mullikin, 60 yds., third; C. Baker, 55 yds., fourth. Time 1.32.

Taylor was last man and came up well, the Baltimore man right at his heels.

Second heat—J. L. Brown, 45 yds., first; F. H. Tuttle, 45 yds., second; H. A. Githens, 60 yds., third; A. T. Crooks, 25 yds., fourth. Time 1.33 1-5.

Tuttle sat up ten yards from the tape and was nearly caught napping, only saving himself by getting right down to work again. Githens just beat Crooks for position.

Third heat—C. F. Kinsley, 65 yards, first; A. W. Warren, 65 yards, second; W. L. Swendeman, 80 yards, third; E. L. Blauvelt, 65 yards, fourth. Time 1.27 2-5.

Fourth heat—H. R. Steenson, 85 yards, first; A. L. Baker, 80 yards, second; J. P. Clark, 45 yards, third; E. C. Bode, 60 yards, fourth. Time 1.32 3-5.

Fifth heat—G. Steele, 70 yards, first; Jas. Levy, 100 yards, second; W. A. Rhodes, 35 yards, third; H. T. Pyle, 100 yards, fourth. Time 1.31.

Final—H. A. Githens, first; C. Baker, second; G. F. Taylor, third. Time 1.26 1-5.

Taylor was back-mark man, and he rode a desperate race, getting third through a large field, and doing 29 seconds for the last quarter against a gale of wind.

Quarter mile open. First three in final—*First heat*, A. A. Zimmerman, first; G. F. Taylor, second; F. H. Tuttle, third; W. H. Mullikin, fourth. Time :33 3-5.

Tuttle and Mullikin made it a race, Zim and Taylor holding good places.

Second heat—H. C. Tyler, first; G. L. Gary, second; A. E. Lumsden, third. Time :34.

Close between Gary and Lumsden, Tyler first by an easy length.

Third heat—H. A. Githens, first; P. Grosch, second; A. L. Brown, third. Time :35 3-5.

Final—A. A. Zimmerman, first; G. F. Taylor, second; G. L. Gary and P. Grosch, dead heat. Time :31 2-5.

Grosch took the lead as the pistol cracked, and held it against the strong wind blowing down the back stretch, until they came around the last corner, when Zim and Taylor came out from the lot and sailed home in front, a length intervening. Gary and Grosch ran a dead heat for third place, and Gary won the toss-up.

Two-thirds mile open, first three in final—*First heat*—A. E. Lumsden, first; J. S. Johnson, second; A. A. Zimmerman, third. Time 1.38.

Zimmerman and Johnson trailed the rest to the half-mile post and then both went around the bunch, Johnson drawing ahead in the last few lengths.

Second heat—H. C. Tyler, first; W. A. Rhodes, second; G. F. Taylor, third; H. A. Githens, fourth. Time 1.56 2-5.

Five starters, a length separating first, second and third.

Final—H. C. Tyler, first; G. F. Taylor, second; A. E. Lumsden, third; W. A. Rhodes, fourth. Time 1.51 2-5.

No one else started, and no limit having been imposed, it was a leaf until the bell rang. At the half-mile post Taylor tried to go by Tyler, but the latter at once responded and kept the pole, leading into the finish getting the verdict by a length, two lengths between second and third.

One mile International—A. A. Zimmerman, Manasquan, N. J., first; J. S. Johnson, Minneapolis, second; J. P. Bliss, Chicago, third; E. C. Bode, Chicago, fourth; Hoyland Smith, New Bedford, Mass., fifth; Wm. Hyslop, Toronto, Canada, sixth; C. T. Knisely, Chicago, seventh. Time 2.27 2-5. Quarters, :35 1-5, 1.11, 1.51 2-5, 2.27 2-5.

Knisely lit out at a gait that speedily carried him a hundred feet ahead, and maintaining his position, the others riding bunched, he entered the last quarter twenty lengths in front, and not a man in the audience but would have been glad to see him win for his plucky effort. Zimmerman awakened to the fact that Knisely was getting too far ahead on the second lap and moved up to the front, doing some of the pacemaking himself, and breaking away at the quarter with Johnson hot-footed after him. Around they came, Knisely gradually weakening, until, on the straight, the Minneapolis man left them as though standing still, taking first by four lengths. Bliss running Johnson by inches on the tape, the latter keenly getting across.

One mile consolation—C. T. Nelson, first; H. R. Warren, second; J. Levy, third. Time 3.07 3-5.

One mile invitation—J. P. Bliss, first; H. C. Tyler, second; H. A. Githens, third; J. S. Johnson, fourth. Time 2.39 1-5.

Zimmerman and Taylor were absent from this start, but it was one of the most exciting finishes of the day nevertheless. Tuttle, on the back stretch of the last lap tried to steal a march on the others and succeeded in getting ten lengths away before they all were going; Johnson, who showed remarkably poor headwork, lost. He tried to overhaul the leading men, but they never were in any danger and he just got in fourth place.

Coming down the last thirty yards, Bliss pushing him hard, Tyler slipped his pedals and sat up, the Chicagoan rushing by on the tape.

Then was announced a chivalrous and thoroughly sportsmanlike act.

Bliss generously stated that as he had won by a fluke he would renounce first prize in favor of Tyler, and when this was announced the crowd cheered him wildly.

Sixty-two miles, 739 feet (100 Kilometres) International championship—L. S. Meintjes, South Africa, first; Emil Ulbrecht, Chicago, U. S. A., second. Time 2.46.12 3-5.

25 miles—1.04.39 3-5. 50 miles—2.11.06 4-5.

Started: J. W. Linneman, Buffalo; J. P. Clark, Boston; A. E. Fuell, Toronto; F. Waller, Indianapolis; L. S. Meintjes, South Africa; W. Hyslop, Toronto; C. Baker, Columbus; L. D. Munger, Chicago; E. Ulbrecht, Chicago; M. Dirnberger, Buffalo; O. M. Nisewonger, Oran, Ohio.

Miles.	*Leader.*	*Pacemaker.*	*Time.*
1	J. W. Linneman	Osmond	2.37 2-5
2	"	Zimmerman	5.06
3	"	"	7.40 2-5
4	"	"	10.14 4-5
5	"	Johnson	12.46
6	"	"	*15.15 4-5
7	"	Knisely	*17.43 3-5
8	"	Bliss	*20.24 4-5
9	L. S. Meintjes	"	*22.52 4-5
10	J. W. Linneman	"	*25.32
11	L. S. Meintjes	Githens	*27.55
12	"	"	*30.29
13	"	Tuttle	*32.57
14	"	"	*35.41 2-5
15	"	Osmond	*38.05 4-5
16	"	"	*40.39 1-5
17	"	H. Smith	*43.10 3-5
18	"	Smith	*45.52 3-5
19	"	White	*48.31 2-5
20	"	Bliss	*51.18 2-5
21	"	Dirnberger	*53.58
22	"	"	*56.39 4-5
23	"	Crooks	*59.18 2-5
24	"	"	*1.01.59 2-5
25	"	"	*1.04.39 3-5
26	"	Keator	*1.07.24 1-5
27	"	Thompson	*1.09.58 3-5
28	L. S. Meintjes	"	*1.12.26 1-5
29	"	"	*1.15.04 2-5
30	"	Osmond	*1.17.56 1-5
31	"	"	*1.20.37 1-5
32	"	Nessel	*1.23.14 3-5
33	"	"	*1.25.50
34	"	Byrne	*1.28.26 2-5
35	"	Blauvelt	*1.31.02 2-5
36	"	Githens	*1.33.36 4-5
37	"	"	*1.36.14
38	"	"	*1.38.53 3-5
39	"	"	*1.41.32 2-5
40	"	Grosch	*1.44.11 4-5
41	"	Mullikin	*1.46.58
42	"	White	*1.49.39
43	"	Blauvelt	*1.52.11
44	"	"	*1.54.49 3-5
45	"	"	*1.57.33 2-5
46	"	"	*2.00.20
47	"	Osmond	*2.02.59
48	"	"	*2.05.35
49	"	Blauvelt	*2.08.14 1-5
50	"	"	*2.11.06 4-5
51	"	"	*2.13.51
52	"	"	*2.16.37 2-5
53	"	Osmond	*2.19.21 2-5
54	"	"	*2.22.07 2-5
55	"	"	*2.24.59 2-5
56	"	"	*2.27.51
57	"	"	*2.30.59 2-5
58	"	Blauvelt (& Osmond)	*2.33.50 1-5
59	"	Blauvelt	2.36.18 2-5
60	"	"	2.39.47
61	"	"	*2.43.00 2-5
62	"	"	*2.45.53
Finish	"	"	†2.46.12 3-5

* World's Competition Record.
† American Competition Record.

The men rode well together for four miles, then Nisewonger fell back and quit, followed at intervals by Munger, Clark, Fuell, Waller and Dirnberger, until at the fifteenth mile there remained but Meintjes, Baker, Ulbrecht, Linneman and Hyslop, the last two lapped, the Canadian having fallen behind, while the Buffalo champion fell on the home stretch, damaging his machine. On the next lap he changed wheels, but the lead was too much to cut down, and after riding with Hyslop for another mile he quit, followed by Hyslop on the next mile, although Gus Steele had been furnished for the purpose of pacing them up. At the nineteenth mile there remained but Meintjes of Africa, Ulbrecht of Chicago and Baker of Columbus.

The pace was hot, against the wind, and the competition records began to fall at the sixth mile, the best previous being those made on July 1st at Herne Hill, in the Surrey Hundred scratch race.

On the twenty-sixth mile, Keator came out to pace, but the trio ran away from him, and for two laps they made their own pace, when Thompson took it up. On the thirty-seventh mile Baker quit, leaving Meintjes and Ulbrecht. On the forty-second mile Meintjes took a streak and began running away from both pacemaker and Ulbrecht, capturing the forty-third mile one hundred yards ahead of the latter. Thompson then made the running for the latter, but he lost steadily, and Meintjes lapped him on the forty-sixth mile and again on the forty-eighth, paced by Osmond. Again, on the fiftieth, Ulbrecht's time for fifty miles was 2.14.10 2-5.

The two-hour distance was 45 miles, 1530 yards.

Meintjes sprinted the whole of the last lap, and fainted away on dismounting. Ulbrecht's time for 100 kilometres was 2.46.12 3-5.



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WHEELMEN
The New York and New England Agricultural Society
HOLD THEIR ANNUAL FAIR IN TROY,
Monday, Tuesday, Wednesday, Thursday and Friday, Aug. 28, 29, 30, 31, and Sept. 1, 1893,
AND PROPOSE TO HAVE A
GRAND BICYCLE MEET IN CONNECTION THEREWITH.
Prizes Valued at $3,000 are Offered,
And it is expected that wheelmen from all over the State will be in attendance. Following is a list of the races and prizes. The Race Committee earnestly wish that clubs urge their racing men to participate. You will notice that there is to be a team race for which an upright piano is offered, the club making the most points to receive the piano. Send a team from your club to compete. The Race Committee will be glad to correspond with any desiring special rates for board for the entire week, either individually or in clubs. For any information or entry blanks address, F. E. HANLEY, or O. A. GREEN, *Race Committee*, P. O. Box 29, Troy, N. Y.

LIST OF EVENTS AND PRIZES.

MONDAY, AUG. 28th.
FIRST RACE.—One Mile Novice. Open to all Amateurs.
First Prize, High Grade Safety, value, $150
Second Prize, Gold Medal, " 50
Third Prize, Silver Cup, " 25
SECOND RACE.—One-Half Mile Dash. Open.
First Prize, Solid Gold Watch, value, $100
Second Prize, Diamond Pin, " 60
Third Prize, Bicycle Suit, " 25
THIRD RACE.—One Mile. Open.
First Prize, Gold Medal set with Diamonds, value, $125
Second Prize, Gold Cuff Buttons, " 50
Third Prize, Silk Umbrella, " 15

TUESDAY, AUG. 29th.
FIRST RACE.—One Mile Handicap. Open.
First Prize, Diamond Stud, value, $125
Second Prize, Stop Watch, " 50
Third Prize, Mackintosh, " 25
SECOND RACE.—One Mile Maiden. Open to riders who have never entered any race.
First Prize, Gold Medal, value, $50
Second Prize, Silver Cup, " 25
Third Prize, Cyclometer, " 10
THIRD RACE.—One and One-Half Mile. Open.
First Prize, High Grade Safety, value, $150
Second Prize, Order for Suit of Clothes, " 50
Third Prize, Gold Scarf Pin, " 20

WEDNESDAY, AUG. 30th.
FIRST RACE.—One and One-Half Miles. N. Y. and N. E. A. Society Championship.
First Prize, Solid Gold Watch and Chain, value, $150
Second Prize, Diamond Ring, " 75
Third Prize, Daylight Kodak, " 35
SECOND RACE.—Two Mile Team. Club Making Most Points.
Prize, Upright Piano, value, $300
THIRD RACE.—One-Half Mile. Ladies.
First Prize, Diamond Earrings, value, $125
Second Prize, Diamond Ring, " 75
Third Prize, Chatelaine Watch, " 35

THURSDAY, AUG. 31st.
FIRST RACE.—One-Half Mile Dash. Boys Under 14 Years.
First Prize, Gold Medal, value, $50
Second Prize, Silver Cup, " 20
Third Prize, Silver Medal, " 10
SECOND RACE.—One Mile. Open to Men over 45 Years.
First Prize, Diamond Stud, value, $100
Second Prize, Gold Watch, " 60
Third Prize, Order for Suit of Clothes, " 30
THIRD RACE.—Two Mile Handicap. Open.
First Prize, Banquet Lamp, value, $75
Second Prize, Onyx Clock, " 50
Third Prize, Silver Water Set, " 30

FRIDAY, SEPT. 1st.
FIRST RACE.—One-Half Mile Dash. Open.
First Prize, Diamond Ring, value, $125
Second Prize, Gold Watch and Chain, " 60
Third Prize, Pair Field Glasses, " 25
SECOND RACE.—Two Mile Lap Race. Open.
First Prize, Parlor Suit Furniture, value, $125
Second Prize, Order for an Overcoat, " 65
Third Prize, Gold Headed Cane, " 25
THIRD RACE.—One Mile Open Handicap.
First Prize, High Grade Safety, value, $150
Second Prize, Gold Watch, " 75
Third Prize, Gold Medal, " 35
FOURTH RACE.—One Mile Consolation.
First Prize, High Grade Safety, value, $150
Second Prize, Order for Dress Suit, " 85
Third Prize, Bicycle Suit, Sweater and Cap, " 30

DIAMOND CYCLING TOURNAMENT
COLUMBUS, OHIO.
SEPTEMBER 4 AND 5, 1893.
Third Annual Meet of the Columbus Cycling Club.
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brecht was 2 1-3 miles behind, his time at the finish being 2.55.31 2-5.

Picked Up On the Track, In the Hotel Corridors and On the Midway Plaisance.

The badge fiend was absent—undeniably, unaccountably and conspicuously absent. Has he been relegated to the dim, dark shelf of obscurity? Let us hope so.

"Snaix," the Lincoln Cycling Club's handsome and noted bulldog was paraded around the corridors of the Meeca by Billy Herrick, Joe Guinen, Bob Slusser and other of his intimates.

Mr. and Mrs. J. C. V. Smith took in the meet on their wedding tour. Mr. Smith had one of the Smith Wheel Mfg. Co.'s new model Ladies' Darts on exhibition. It is a handsome mount, weighing but 22 lbs., with 26-inch wheels.

Joyce, of the Columbia traveling corps, did the lemonade act up in excellent style for Mr. George E. Curtis and "Ariel" at the ladies' reception at the Meeca on Thursday, and thus free notice is in payment therefor, as agreed between the parties concerned.

This same reception, which was an impromptu affair, was quite an enjoyable occasion, music and recitations rounding out a c ..ple of hours very pleasantly.

Why is it that committees will appoint officials who only come when and as they please? We are not now speaking of Referee Raymond (who is always a model of punctuality and who, when not on hand at the morning trials, was prevented by the onerous duties of his office as chairman of the Racing Board and President of the International Committee), but of some of the judges and timers. Of the latter, one Chicago man—was actually present but one day, and that the last of the meet, while the others were there simply when it suited them. Messrs. McGarett, Faliy, Van Sicklen and Perrett were the only officials who were on hand all the time. Men have no business to be appointed if they will not attend to the duties of their position.

Mr. Yost had on exhibition one of his company's '91 Falcons, while Mr Fowler showed samples of the '91 Fowlers. Taking models, both of them.

Mrs. Colonel Burdett and Master Burdett made the acquaintance of a national meet with its accompanying accessories.

The track kept getting better and better every day, the committee begrudging neither time nor expense to have it in the best possible condition.

Mr. Curtis showed a line of the Solid Comfort saddles for '91, and with himself and Mr. Perrett to talk them up they should go without much effort.

Billy Murphy and Ed Nelson came limping over to the finals Thursday morning, each with a cane, a pair of cripples. Murphy had a narrow escape from a serious if not fatal accident.

No greater man-trap was ever left lying around loose than the eight-inch railing which was built all around the inner curb of the two turns. Murphy would have gone scot-free on Wednesday but for it, and the cracks would have been perfectly justified in declining to ride until it had been removed.

Thanks are due Messrs. Van Sicklen and Barrett for many kindnesses during the Meet.

Windle fainted upon dismounting from his wheel after the finish in his heat of the mile open on Thursday morning.

Perrett clerked the course in his usual vigorous and breezy style. He is the best in the country, if he is of foreign importation.

While the quarters at the hotel Meeca were of the best, the table—run by another concern in the cafe—was simply abominable. Language fails in criticizing its shortcomings.

Chicago's fair turned out in force all through the week's races. The ladies bless their pretty faces!—always enthuse over cycling.

Ice cream, lemonade and iced canteloups were what the officials were refreshed with each afternoon, back of the officials' stand. For which much thanks!

Herrick had the "official" photographic privileges of the grounds and turned the grind of pictures out to the press men at so much per group, doing quite a flourishing business.

Kaufman and Maltby alternated each day in the fancy riding.

Tuttle was the recipient of a scented *billet-doux*, written on pink paper, while reposing under the big tent Friday morning, in company with the rest of the "gang," and immediately found he had pressing business over in the grand stand. *En passant* there were a good many of these scented notes floating around loose.

The "especially conducted" crowd of about fifty choice spirits who "did" the Plaisance after the illuminated parade on Thursday night probably raised more of a row in that select suburb than it ever before saw. The march to the tunes of "There Were Three Crows" and "The Monkey's Tail Goes Round and Round" were particularly soul-satisfying. The crowd picked up George Frances Train and had a lively five minutes' dance with him.

Friday morning the track management did what they should have done in the first place—took out the ten-inch railing which had been built around the curb on the turns.

Said a man who has had one of the longest experiences in racing and racing men in America, while watching Osmond pace Maltips to victory in the long distance struggle: "There goes one of the best built pieces of racing machinery in the world. His action is simply superb." And he was right. It is a question whether any man on the track covered the ground in as easy style. It was as smooth and steady as a piece of clockwork.

If there is any more enjoyable companion for an evening's stroll than L. J. Berger, we have yet to come across him.

Birdie Munger's Friday suit of white duck was a most breezy exponent of the breeziest Chicago style.

Bode set pace for the first time in his track experience this week.

Chicago water played havoc with the visitors, Hyslop, Windle, Raymond and others succumbing to its effects.

Senor Sriber, the Mexican champion, came out on the track at Monday's trials in the morning, saw the Americans flying, and quietly smoked, evidently deeming discretion the better part of valor.

Mr. L. W. Conkling makes one of the ideal starters of the race track.

The crowds which attended the races must have made the cash prize people's mouths water. Day after day they showed up with unfailing regularity, until on Saturday they culminated in an audience of fifteen thousand.

The Chicago committeemen were certainly born under a lucky star. Such weather as greeted them was wonderful. By the same token it was all that saved them from heavy financial loss.

Dan Canary and "Willie" came down from Detroit together and were last seen taking in the Nautch dance.

Pop Brewster, Billy Marion and Dave Post were said to have cleared a clean bill of expenses from the sale of "tureens," owing to the foresight of the former in reserving all rights.

Sterling Elliott did a deal of missionary work for the L. A. W. on the Plaisance. He must have distributed as many as a dozen copies of Bassett's little brochure, "Why I Should Join the League," among the Dahomey warriors, the African Bushmen and the Fiji islanders.

The crowd seemed to enjoy Maltby's "Dude Act" in the fancy riding about as much as anything on the programme.

Dan Canary was an interested looker-on in the trick riding of Kaufman.

Elliott's Electric Chronograph scored a distinct success. It proved beyond question the importance of splitting times into less than fifths, and if it does not speedily come into universal use it will be only because of a hide-bound prejudice that seems to attend the introduction of all innovations, however valuable. The popular mind never takes kindly to newcomers, even when for its own good.

A noted Chicago racing man, under the folds of the land tent, Wednesday morning, during the trials, inquired anxiously whether playing base ball for money was a violation of the amateur rule. He said he had been playing for years. He was informed that there was nothing in the rule to prohibit his playing for years, but as for money—he saw the point.

Think of it! The wife of the second Vice-President of the League witnessed a cycle race on the Plaisance the first time Tuesday. She was properly delighted.

George Barrett came on the track Wednesday with a straw hat that had a brim like an umbrella, and he used it as an umbrella. His broken shoulder is mending nicely, his friends will be glad to know.

Collister objected that the interpreter in the Turkish theatre was not quite clear in the idioms when he said, "They are very clever indeed in sheeps," in referring to the Kurds, but then George's ideas of things mundane in general, to say nothing of idioms, was very hazy by the time the party got through with the Midway.

Everybody who was anybody was registered at the hotel Meeca, the League headquarters, but a good many wished they hadn't—those who were quartered near "The Push" in particular.

Osmond complained that he couldn't find his sprint. Sterling Elliott suggested that when he came to find that sprint he probably wouldn't have much spare time to hunt it up in the company he was traveling with. The opinion is prevalent that Mr. Osmond has a bit of that sprint, and to spare, up his sleeve. A good many people would like to see it.

Several quiet little books were made in the corridors of the Meeca the night before the races started.

Chicago's select racing centres were shaken to their depths by the first announcement of Memitjes intention to compete. His South African complexion was supposed to be of as deep a tint as Zim's mascot.

The rope club was organized by a number of choice spirits on somewhere near the same lines as the Hickory Club, of Detroit meet fame, and for the same purpose. There are painful recollections connected with that same club.

"Roasting" is always an unpleasant thing to indulge in, and no one does less of it than the WORLD, but the press arrangements were simply execrable. The official organ of the L. A. W. is not usually relegated to the tail end of the American cycling journals so far as choice location in seats and facilities for reporting the races goes, to say nothing of the courtesy which ordinarily and usually extends to visitors at least an equal assignment with local papers. Although space for a stenographer was absolutely refused the WORLD, one at least, of the Chicago cycling papers had no less than five representatives in the press stand on one day of the meet.

It would be but scant courtesy were the BICYCLING WORLD to fail to make acknowledgement of the many kindnesses extended its representatives at the meet by the committeemen of the General and Race Committees—Messrs Sheridan and Geroud. From first to last, in the midst of many and unceasing duties, they did what they could to lighten our labors.

Birdie Munger turned up on Wednesday after having been lost in the Michigan wilds since the Detroit tournament.

"Papa" Bassett was unavoidably detained in Boston. His absence was universally regretted.

Gaty, Boston's pet, did not show up to as good advantage as earlier in the season. He was off from a vegetable diet a la meat diet and he thought it made his going heavy.

That man Memitjes is a wonder. Time after time in the 62 miles race he ran away from his pacers.

How does England like the new records? Done against a strong wind, too.

Papa Zimmerman and brother-in-law McDermott came east with a WORLD man on Saturday night, their pockets loaded down with diamonds, medals and "sich."

Vice-President Brown stayed in Chicago another week.

Mr. H. L. Saltonstall, donor of the Saltonstall cup, was present as one of the timers.

Billy Marion certainly is the star amateur.

Colonel Watts of Kentucky, sah! was a visiter; likewise Chief Consuls Luscomb, of New York and Holm of Missouri, Boyle, of Pennsylvania and Mott, of Maryland, were away.

Massachusetts was not seen to any great extent. Chairman Robinson, of the Division Racing Board, was on hand, but that was all. Chief Consul Perkins was absent, and Vice-Consul Peck's cheery voice and hearty grip were likewise missing.

Joe McDermott gave Zimmy's mascot his *congé*, and the "Dark Secret" cast his fortunes with the cash prize leagues, going with Wheeler to St. Louis on Friday.

Ned Oliver and President Garford had a complete line of the Garford Saddles for '91 on exhibition in their room, and a fetching line it is.

H. C.

The Westchester, (N. Y.) Cycling League will hold a 15-mile team race on the Rye-Harrison course on Sept. 2, 1893. They will also hold a century run during September from new Rochelle to Bridgeport. The following clubs are members of league: st. Vermon W., Yonkers W., Washington W., Kingsbridge W., Poe Field Club of Fordham.

Send 50c. to us for copy "Zimmerman on Training." The book not only covers points on training, but points for tourists, care of wheels, records, and a host of valuable information.

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STRONGEST. Repeated dynamic tests have proved Helical Tubing to be one-third stronger at **Half the Weight** of the best weldless.

FASTEST. Wheeler, riding a Helical Premier Racer, has defeated Zimmerman in three straight scratch races, and John S. Johnson in two. **Proof Absolute.**

HANDSOMEST. Lines are perfect. Send two 2-cent stamps for a copy of our catalogue containing large photographs of regular stock machines.

MOST DURABLE. Premiers, vintages of 1888, 1889, 1890, 1891, 1892 and 1893 are in evidence everywhere on the road—all giving perfect service. We have applied 3000 pneumatic tires to solid and cushion Premiers since 1890—and still they come.

PREMIER CYCLE CO.,

NEW YORK CITY.

ON THE CIRCUIT.

Milwaukee Races Run on a Poor Track.

MILWAUKEE, Wis., Aug. 14.—In to-day's races in the International Tournament 2.19 1-5 was the best Zimmerman could do owing to the poor condition of the track, in the mile international race. The half mile open was a pretty race, Zimmerman winning in 1.11 3-5, Taylor a close second and pushing him hard; Hoyland Smith, third. Sanger did not appear.

The one mile international was run in two heats and a final. The first was won by Bliss defeating Hoyland Smith, Warren and Bode in the order named. The last quarter was run in 30 1-5, and the race in 2.46 2-5. Zimmerman won the second heat in a pretty contest, in which Banker led down the stretch and was passed in sight of the grand stand by Zimmerman, Dirnberger running third in 2.35. The final was a hot race. At the finish Zimmerman gained the lead, and with Bliss at his heels he flew down the stretch. Dirnberger shut Taylor out in sight of the stand and was disqualified. The final events:

One mile novice—W. A. Bremer won, Hugo Pressing of Milwaukee, second. Time 2.40 2-5.

Two mile handicap—A. J. Kennedy, Chicago, 135 yds., won; J. P. Bliss, Chicago, 75 yds., second; Gus Steele, Chicago, 200 yds., third; H. Dirnberger, Buffalo, 100 yds., fourth. Time 4.41 3-5.

Half mile open—A. A. Zimmerman won, George E. Taylor, second; Hoyland Smith, third; George Banker, fourth. Time 1.11 3-5.

One mile 3m. class—F. J. Wagner, Chicago won. Time 2.46 2-5.

One mile, 2.30 class—E. C. Bode, Chicago, won; A. C. Kennedy, Chicago, second; Vogel, Milwaukee, third; Crooks, Buffalo, fourth. Time 2.41.

One mile, international final—A. A. Zimmerman, won; J. P. Bliss, second; George Taylor, third. Time 2.19 1-5.

SECOND DAY.

If Zimmy was out of form two weeks ago, he has wonderfully recuperated, and now seems to be able to do as he pleases with any class as easily as of yore. In the one mile open a dispute arose as to the positions of second, third and fourth, the final decision giving Banker and Githens dead heat for second place and Bode fourth.

In the one mile international the men loafed and did not come up to time limit by two seconds. They were ordered to run over. The order of the first race was Zimmerman, Taylor, Dirnberger; of the second, Zimmerman, Taylor, Githens, Bode. The last race was run in 2m. 31s. The summary.

Final event—A. A. Zimmerman won; Dirnberger, Buffalo, second; George Banker, Pittsburg, third; A. T. Crooks, Buffalo, fourth; H. B. Sheuson, E. C. Bode, fifth. Time 1.11 3-5.

Half-mile Milwaukee championship—W. C. Wegner won; E. A. Vogel, second; F. W. Schmitz, third. Time 1.17 2-5.

One mile open—A. A. Zimmerman won; E. C. Bode, Chicago, second; H. A. Githens, Chicago, third. Time 2.45.

One mile 2.30 class—A. B. Kennedy, Chicago, won; Ed Vogel, second; W. C. Wegner, third. Time 2.32 4-5.

One mile international—A. A. Zimmerman won; Geo. E. Taylor, second; H. A. Githens, third. Time 2.34.

One mile handicap—H. A. Githens, Chicago, 50 yds., won; A. W. Warren, Hartford, 100 yds., second; Hoyland Smith, New York A. C., 100 yds., third; A. T. Crooks, Buffalo, 80 yds., fourth. Time 2.32 1-2.

LOWELL, MASS., Aug. 12.—The Y. M. C. A., of Lowell, held a race meet the summary of which is as follows.

Summary finals:

One mile novice—*Final heat*—Won by B. W. Pierce, Lindon; J. H. Dunham, Lowell Y. M. C. A., second. Time 2m. 42 2-5s.

One mile handicap—*Final heat*—Won by J. H. Dunham, 125 yds., Lowell Y. M. C. A.; S. W. Putnam, Jr., 100 yds., Fitchburg C. C., second; L. L. Tufts, 80 yds., Middleton, Mass., third. Time 2m. 30 2-5s.

Two minute class—*Final heat*—Won by W. Pettigrew, Boston B. C. C.; F. E. Young, Haverhill C. C., second. Time 3m. 54 4-5s.

Two mile handicap—*Final heat*—Won by B. W. Pierce, 190 yds., Linden C. C.; F. E. Young, 170 yds., Haverhill C. C., second; S. W. Putnam, Jr., 180 yds., Fitchburg, third; L. Burton, 190 yds., Vesper C. C., fourth. Time 5m. 14s.

Y. M. C. A. one mile special—Won by E. F. Snyder; A. B. Watson, second; J. H. Dunham, third. Time 2m. 15 4-5s.

LYNN, MASS., Aug. 12.—The Lynn Cycling and Athletic Association held its race meet at the Glenmere track. W. A. Rowe paced by P. J. Berlo, attempted to lower the track mile record of 2.32, but did not do better than 2.36 4-5. E. A. McDuffee, however, put the track record down to 2.27 4-5.

The summary:

Mile novice—*Final heat*—Jack McKenzie, won; Frank Titus, second; A. Copeland, third. Time, 2.54.

One third mile open—*Final heat*—A. W. Porter, Waltham, won; E. A. McDuffee, second; Dan Connolly, third. Time 47 3-5.

One mile, 2.40 class—*Final heat*, E. G. Merrill, Malden, won; J. S. Farrell, Union B. C., second; A. J. Dyer, Lewiston, third. Time 2.41 2-5.

One mile open—*Final heat*, E. A. McDuffee won; A. W. Porter, Waltham, second; F. S. Haggerty, Waltham, third. Time 2.27 4-5. Track record.

Two mile handicap—*Final heat*—E. A. McDuffee, Malden, won; George Quinn, Everett, second; P. J. McDuffee, Malden, third. Time 4.57 3-5.

One mile handicap, open to Lynn riders—C. E. Whitten, first; H. J. Pote, second; George A. Potter, third. Time 2.45. (Whitten's handicap, 350 yards.)

NEW YORK, Oct. 24, 1891.

Messrs. Adams & Sons Co., Brooklyn, N. Y.

Gentlemen:—I have used your Pepsin Tutti-Frutti with the most flattering results, it keeping my throat and stomach in good condition. It was what won to-day's race for me at the S. I. A. C. games. I recommend it to all.

Very truly yours,
GEO. A. BAKER.

(Bicyclist; 2.30 for one mile. Pennsylvania champion.)

NEW YORK, Oct. 24, 1891.

Messrs. Adams & Sons Co., Brooklyn, N. Y.

Gentlemen:—Having used your Pepsin Tutti-Frutti in my own races, and knowing that I have derived from it in the way of keeping one's stomach and throat in good order, I gave same to Mr. Ashinger and he experienced the same results, being as fresh now after six days of racing as at the start. Yours truly,

W. T. S. THOMSON.

(Geo. Stevens' trainer.)

That only genuine racing shoe on the market is manufactured by the Overlock Shoe Co. See that the trade mark "Racer" is on the sole of each pair.

NEW YORK, Oct. 24, 1891.

Messrs. Adams & Sons Co., Brooklyn, N. Y.

Gentlemen:—I have used your Pepsin Tutti-Frutti and will continue to use same in all exhibitions I may give. Very truly,

D. J. CANARY.

("Champion trick cyclist of the world.")

The Detachable Cleat Co., of Allston, Mass., report business booming on their new Scorcher Grip for touring. The fact that they send goods C. O. D. with privilege of examining before all charges, denotes the confidence they have in the selling qualities of their sundries.

Prizes Berkshire County Wheelmen's Tournament, Pittsfield, Mass., Sept. 2, 1893.

The Berkshire County Wheelmen, organized May, 1890, will hold tournament at Pittsfield, Mass., Saturday, Sept. 2, 1893. Eight events, total value of prizes $150. Some special prizes also. Entries close Aug. 25. Blanks of F. M. Miller, secretary. Fine track, half mile oval.

One mile novice open—First prize, rifle; second, chair; third, cyclometer.

Half mile open—First, bicycle; second, diamond stud, $60; third, gold watch, $40.

One mile, handicap, Berkshire county—First, Victor Flyer; second, clock; third, silk umbrella.

Three mile handicap open—First, Stearns bicycle; second, gold watch, $40; third, opera glasses, $15.

Two mile Berkshire County, outside Pittsfield—First, Credenda pacer; second, piano lamp; third, dieplomary.

Half mile, boys under thirteen open—First, watch; second, fish rod; third, sweater.

Half mile, Berkshire County—First, gun; second, camera; third, table.

One mile open—First, gold watch, $85; second, diamond stud, $60; third, diamond scarf pin, $35.

NEW YORK, Oct. 24, 1891.

Messrs. Adams & Sons Co., Brooklyn, N. Y.

Gentlemen:—Your Pepsin Tutti-Frutti has been used by me and I have found it very beneficial as it keeps the stomach, as also the throat, in good condition. Yours very truly,

HARRY FOX (Six day pedestrian).

THE Berkshire County Wheelmen have arranged for a tournament with prizes valued at $1150 on Sept. 2, at Pittsfield, Mass. On Friday evening, Sept. 1, they will have a lantern parade with some 800 wheels line. Prizes will be offered. There will be a ball with fancy riding on Saturday evening.

NEW YORK, Oct. 24, 1891.

Messrs. Adams & Sons Co., Brooklyn, N. Y.

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HARRY FOX (Six day pedestrian).

Summer Homes.

A BEAUTIFULLY illustrated book—list of over 3000 summer hotels and boarding houses in Catskill Mountains and Central New York. Send six cents in stamps to H. B. Jagoe, General Eastern Passenger Agent, West Shore Railroad, 364 Broadway, New York, or free upon application for your information.

NEW YORK, Oct. 24, 1891.

Messrs. Adams & Sons Co., Brooklyn, N. Y.

Gentlemen:—Your Pepsin Tutti-Frutti fills a long felt want and I use same in all exhibitions I give. Very truly yours,

W. S. MALTBY.

Send 50c. to us for copy "Zimmerman on Training." The book not only covers points on training, but points for tourists, care of wheels, records, and a host of valuable information.

WORLD'S FAIR.

$17 to Chicago and Return via Washington, D. C.

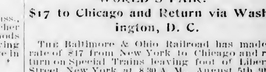
THE Baltimore & Ohio Railroad has made a rate of $17 from New York to Chicago and return on Special Trains leaving Pavonia Ferry, New York, at 8.30 A. M., August 5th, 9th, and 15th, arriving at Chicago the following day at 1.20 P. M. These trains are composed entirely of first class passenger coaches, ably carpeted and furnished with lavatories, each train being accompanied by a baggage agent and a porter to look after the wants of the passengers. Tickets are good for ten days, and the return trip can be made in day coaches on any regular train within that time. Other excursions will be run at same rate of fare on dates to be announced later. At slightly higher rates the B. & O. issues tickets to Chicago and return via Philadelphia, Washington and Niagara Falls, good until November 15th, for passage on any regular train in each direction. Full information and tickets can be obtained at New England Agency, B. & O. R. R. 241 Washington Street, Boston, Mass.

(For Fixtures see Page 487.)

. . . THERE IS ONLY ONE . . .

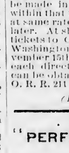
"PERFECT POCKET OILER"

[IMPROVED PATTERN.]



1/2 Actual Size.

Do not believe that any other is "just as good." Experience will convince you that the "Perfect" is without an equal for neatness, cleanliness and usefulness. The "Perfect" does not leak; regulates supply of oil to a nicety.



SAVE TIME

By having your oiler or pump in one of our hobbers. Always ready for use. No delay in opening tool bag. Easily attached to any wheel. Price 25 cents each for either size. Handsomely nickeled.

CUSHMAN & DENISON,
172 9th Avenue. New York

L. A. W. LEAGUE OF AMERICAN WHEELMEN.

OFFIGIAL DEPARTMENT.

Boston, Mass., August 18, 1893.

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EUROPEAN MANAGER—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C., England.

Racing Board Matters.

The following reply has been received, in answer to a letter to the National Cyclist Union, re. Zimmerman case.

H. E. RAYMOND.
LONDON, Aug. 3, 1893.

H. E. Raymond, Esq.

DEAR SIR:—I am in receipt of your letter dated July 24th, and will bring the matter before my committee at their next meeting.

Yours faithfully,
W. R. ELDERFIELD,
Assistant Secretary.

New League Clubs.

532—Cambridgeport Cycle Club, Mass.
833—Commonwealth Cycling Club, Worcester, Mass.
534—Vesper Bicycle Club, Lowell, Mass.

Iowa Road Book.

The long looked for Road Book is now being mailed to the members of this Division. We will send the book to the members of other Divisions at $0.50 and to non-league members at $2.00.

I would suggest that now would be a good time for the members of this Division to do some recruiting. We are still a long ways from the 1,000 members we want this year. Show your Road Book to your wheelmen friends and secure their interest in the League. Can furnish any amount of application blanks on demand.

Fraternally,
FRED BEACH, Chief Consul.
Muscatine, Aug. 12, 1893.

Iowa Division.

The following League hotels are appointed:

Dexter—Pacific House, $1.00 per day; meals, 25 cents.

Estherville—Emmet House, $1.25 per day; meals, 25 cents.

Hampton—Reed House, $1.50 per day; meals, 35 and 40 cents.

LeMars—Windsor, $1.00 per day; meals, 25 cts.

Lewis—Harris, $1.00 per day; meals, 25 cents.

West Union—Commercial, $1.00 per day; meals 25 cents.

Mr. H. C. C. Bryant is appointed Local Consul at Boone, vice Carrie V. Burghardt removed.

Members should paste above appointments in their road books.

Fraternally,
FRED BEACH, C. C.

Muscatine, Aug. 12, 1893.

Massachusetts Division L. A. W.

FALL MEET.

The Fall Meet is to be held at Springfield, September 13 and 14. The detailed programme will be published in our next issue. Members should plan to attend, as a good time is assured, and those who were present last year remember how well they were entertained. You will need your membership ticket in order to attend the ball in the evening of September 13, which is to be a grand affair.

GEO. A. PERKINS, C. C.

Pennsylvania Division.

PHILADELPHIA, Aug. 10, 1893.

Mr. J. L. Culbertson, Jr., is appointed repairer at East End, Pittsburg, Pa.

SAMUEL A. BOYLE,
Chief Consul.

Minnesota Division.

L. A. W. DIVISION MEET AT HOTEL WINONA,

WINONA, MINNESOTA, JULY 26, 1893.

The meeting was called to order by Chief Consul A. R. Choate.

Report of previous Division meeting made and corrected and read. In addition to minutes read, a motion to the same was passed that a committee consisting of E. K. Tarbell, E. A. Holbrook and G. A. Lewis be empowered to select a Minnesota Division organ

Exhibit "A."

SECRETARY-TREASURER'S REPORT.

	Balance	$167.45
Mar. 31.	Received from A. Bassett	14.00
July 1.	Received from A. Bassett	285.00
		$466.45
Feb. 7.	Jas. Dodge, expenses board meeting	$16.85
Feb. 28.	E. S. Gregory, balance expenses trip to Good Roads Convention	11.00
Feb. 28.	E. S. Gregory, paper written second board meeting	1.75
Mar. 4.	Simpkins Press's A. B. J. Boate	10.00
Mar. 13.	A. O. Wyeghram, exp. board meeting	15.90
Mar. 16.	A. L. Willson, exp. board meeting	15.80
Apr. 11.	A. R. Choate, sundry exps.	25.60
Apl. 11.	A. R. Choate, Com. on Rds.	70.00
Apl. 24.	E. A. Holbrook, exp. on renewals	2.80
May 16.	E. A. Holbrook, postal cards, renewals, etc	6.50
May 16.	E. E. Lott, Good Roads circulars	3.75
May 26.	Chas. Raymond, racing rules	25.00
May 26.	A. E. Holbrook, postal cards and addressing same	5.00
May 29.	E. S. Gregory, exp. on advertising stolen wheel	3.00
June 2.	E. S. Gregory, addressing same	3.00
June 2.	E. S. Gregory, copying L. A. W. report	1.00
July 7.	Miss Ryder, copying names	.75
July 26.	A. R. Choate	25.00
July 26.	A. L. Willson, exp. to board meeting	11.30
July 26.	E. S. Gregory, exp. to board meeting	11.30
	E. S. Gregory, postage	1.00
		$186.00
		$280.45

Exhibit "B."

CHIEF CONSUL'S REPORT.

To the members of the Minnesota Division, L. A. W.:

Gentlemen and Ladies: Although there are no ladies in this room, I address both ladies and gentlemen because some of our most active members and officers are ladies, three of whom are Local Consuls.

This is the second annual meeting to which I have had the honor to report as Chief Consul, and up to the time of locating the place of meeting, Winona was still so far in advance of other towns in the State in cycling matters that there was no other town in the State quite so well equipped to entertain the meeting as Winona.

MEMBERSHIP.

I am glad to report that our membership has nearly doubled since the records were placed in my hands and the number of towns in which we have representatives nearly quadrupled. While there has been a fair increase in membership in the former stronghold the greater increase has been where there were formerly few or no members.

RACING.

Racing is receiving more attention this summer than ever before.

In addition to local race meets in different parts of the State, Minneapolis has a place in the International Circuit for August 19th.

These International races, and the fact that Minnesota has produced a world's record breaker, accounts for the unusual interest in racing.

HIGHWAY IMPROVEMENT.

Minnesota now has a State Highway Improvement Association, and auxiliary associations are being organized in every County in the State.

The present busy season with the farmers, and the generally good condition of the roads due to dry weather have combined to lessen the interest in the highway improvement question just at this time, but the matter has not and will not be allowed to drop.

A county Good Roads Convention held at St. Paul last winter, composed of the most representative and public spirited men of the State, who traveled from every part of the State and spent two days time at their own expense, testifies to an interest in this question not exceeded by that in any other one question before the public. The House of Representatives, which was in session adjourned, and invited the convention to use its assembly room. Recommendations for Legislation were made by the convention to the Legislature, the bills were prepared by a committee of the convention incorporating the recommendations and introduced in both houses. But the introduction was as far as they got, but few members became well acquainted with the bills, and that acquaintance was soon cut. This treatment of the matter by the Legislature may be accounted for in two ways. The agitation was not commenced in this State in time to make the matter an issue at the election, and while the Legislature contained some of the most progressive and public spirited men in the State, who fully appreciated the importance of the question, the Legislature as a whole did not compare favorably with Good Roads Convention either in ability or public spirit.

It is hoped that before the next Legislature is elected, the State will be so organized that highway improvement can be made an issue and men elected to the Legislature who will have the fear of the Lord (or something else) before their eyes sufficiently to make them act wisely on this question whether they have enough intelligence to comprehend the matter or not. Let every member of the Minnesota Division work wisely to that end and we will find enough friends, who are not wheelmen, to accomplish all that can be expected in the beginning of any form movement.

The chairmen of the several committees have been asked to report to this meeting and the reports will probably bring other matters before you for action.

A. R. CHOATE,
Chief Consul Minnesota Division.

Committee on Rights and Privileges had no report to make

Chief Consul Choate reported the trial of J. C. Harper against a road hog and the winning of case. The amount of charges for this case, some ten dollars, be charged to the Rights and Privileges Committee.

Committee on State League organ reported that their work is not satisfactory and moved by Mr. Wilson, seconded by Mr. Wyeghram that report be accepted and committee be continued.

Chairman Willson, of the Committee on racing, reported as follows:

Exhibit "C"

A. R. Choate, Chief Consul Minnesota Division, L. A. W.:

Your Racing Board begs leave to submit the following report:

That the first and only meeting of the Board was held at the office of the Chief Consul in Minneapolis May 19, 1892, with following members present: Colie Bell, A. E. Holbrook and John L. Willson, and the only business was the fixing of the State Championship,—one quarter, one half, one mile and five miles.

Racing matters throughout the State have been quite lively and satisfactory both to the racing men in the way of prizes and to the managers in the way of gate receipts. The season opened at Winona, May 30, and was followed by Mankato, Rochester, Austin and Duluth.

The building of tracks has not been pushed as it should have been. Minneapolis with its thousands of wheelmen should be able to have a track. Duluth has asked the Cycle Track Association of Winona for a plan of their track and has been sent to them with full particulars.

Other places are able to have tracks as the cost is not great, and all the Winona Association and work together, the state of Minnesota would shine all over with cycle tracks and the eye of the eye small boy of "make a lap, Codman," and "go it Bird" would be heard as often in other places as in Winona.

Evening seems to be the best time to run races both for the contestants and for the managers, for the people can get to the races and the people out in the daytime, and unless the managers can get the gate receipts the race meets will be few and far between.

A few words as to the cost of tracks. The Winona track, fence and grand stand cost the Cycle Track Association fifteen hundred dollars. It could be built for less money in other places at the present time. The track itself cost $400. If the wheelmen of Minneapolis, St. Paul, Stillwater, Duluth, Mankato, and other places could get to work they could raise the small amount of money, and if they should find that the Cycle Track Association of Winona would gladly furnish a copy of their plans for the bare cost of making a copy.

Next season I hope that there may be more tracks and a circuit of say a half dozen cities. I think that it would do more to sell the membership than any other one thing.

As the L. A. W. totally ignores road racing, I will say nothing about it.

Respectfully yours,
A. L. WILLSON, Chairman.

Report from Chairman Lott on Highway Improvements read.

Exhibit "D."

REPORT OF CHAIRMAN OF HIGHWAY IMPROVEMENT COMMITTEE, MINNESOTA, DIVISION L. A. W., JULY 25, 1893.

As chairman of the committee on improvement of highways, I wish that I could report magnificent results of the efforts put forth to secure beneficial legislation.

A "Good Roads" Convention was held in St. Paul on Jan. 25 and 26, of the present year, at which a number of able and instructive papers were read, and afterward discussed with a brilliancy that would have credited even our highest legislative bodies, but this is not surprising when we consider that the delegates were selected for their ability, wisdom and judgment from the most enlightened classes of our citizens, presumably, and not on account of their having a political pull.

This convention, thanks to the untiring efforts of our ever able consul, A. R. Choate, brought before the people the execrable condition of our roads and, like a good physician, after telling what was the matter, prescribed a remedy.

The remedy was a pill which our penurious legislature would not pay for, so we must groan in the ruts and mud and sand until the Lord decrees that Minnesota shall have a legislature of at least average intelligence, and then only will we have roads which will be a credit to our State and a blessing to the horses which draw their heavy loads over them.

On April 17th your committee issued a circular to the members of the Division urging them to obtain photographs showing the need of highway improvement, said photographs to be used in publishing a Minnesota number of the magazine *Good Roads*. This circular has received but little attention, as also the call in it for subscriptions to fund to be used in distributing *Good Roads* literature throughout our State.

One can but feel that our Division has fallen into a lethargic condition from which it must first be aroused before good results can ensue from the work already done. It is not the pull at the start that wins the race, but the continuous pedalling to the end. We can not afford to let our work fall flat or relax so, but we must exert every power to bring about the result for which we contend. We should not only disseminate good roads literature throughout the State, but also use what influence we possess to elect legislators who are pledged to secure improvement of roads and to abolish the antiquated custom of working out the road tax.

Respectfully submitted,
K. F. LOTT,
Chairman Highway Improvement Committee.

A motion to accept same was lost, and it was moved and seconded that the Division take exception to the remarks that the members had fallen into a lethargic condition; carried.

Chairman Gregory of Trans. Committee reported that all the different lines of Railroad in this State will carry wheels free

Membership committee reported that a circular letter had been mailed to all the wheelmen in the State to renew their membership, and a second request was also sent out. Word was also sent to all other members of this committee to be sure and look after their branch of the work which had been allotted to them. The result of this work was a very gratifying list of renewals. Adjourned.

E. S. GREGORY,
Secretary-Treasurer.

Applications for Membership.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III. of the Constitution, which is as follows:

SECTION 1. Any amateur wheelman of good character, eighteen years of age or over, shall, with the endorsement of two League members, be eligible to membership in this League upon payment of the initiation fee and dues, as provided in this Constitution and By-Laws, and the By-Laws of his Division.

SEC. 3. The name of each applicant for membership must be published in the official organ, and unless within two weeks thereafter a protest shall be filed with the Secretary, he shall become a member of the League.

Tickets will be issued fourteen days after the publication of names, and on the same date the applicant will be put on the mail list of this paper.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. Should that no objection, or person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week. (When a holiday falls on Monday the list is closed on Saturday preceding.)

BOSTON, Aug. 18, 1893.

South California—8—276.

60360	Anderson, Danl.	Los Angeles
361	Dellinger, E.	"
362	Hendrickson, Chas.	"
363	Kitts, Chas. P.	"
364	Kitts, Fred B.	"
365	Phillips, Harry A.	"
366	Patterson, C. C.	"
367	Smith, C. M.	Pomona

Colorado—1—540.

60368	Merrill, Edgar H.	Colorado Springs

Connecticut—5—2168.

60369	Larned, Michael	Windsor Locks
370	Moore, Fred	Bridgeport
371	Pike, Geo. H.	East Hartford Meadows
372	Ballou, Joseph W.	New Haven
373	Regan, Joseph C.	Southington

Illinois—33—2286

60374	Weber, Joseph	Chicago
375	Bailey, H. L.	"
376	Bills, John	"
377	Catto, Geo. R.	"
378	Curtis, C. R.	"
379	Ferguson, W. G.	"
380	Gilmore, W. S.	"
381	Hollis, John	"
382	Koschc, Oscar F.	"
383	Lodig, P. P.	"
384	Marvin, W. H.	"
385	Mayer, Henry	"
386	Mayer, Louis C.	"
387	Semple, R. M.	"
388	Summerwell, E. K.	"
389	Taylor, Harry M.	"
390	Lorton, E.	"
391	Donahue, F. S.	"
392	Mayer, Simon	"
393	Judd, H. L.	"
394	Jenkins, John M.	Chicago
395	Staley, W. M.	"
396	Abner, Herbert G.	"
397	Birney, Chas. A.	"
398	Birney, R. H. M.D.	"
399	Borsh, Peter	"
400	Bellman, Albert N.	"
401	Bunch, J. Arnold	"
402	Beckman, Geo.	"
403	Demoney, Frank O.	"
404	Koenig, Conrad	"
405	Lee, W. M.	"
406	Wirst, W.	"

Indiana—5—570.

60407	Forshe, C. A.	Terre Haute
408	Freers, Fred	"
409	Kluge, John	"
410	Stephens, Chas. M.	Walkerton
411	*Henderson, Miss Margaret*	Terre Haute

Iowa—1—583.

412	Hopkirk, Frank	Fairfield
413	Ekfelt, C. J.	Ottumwa
414	Blanchard, E. B.	Russell
415	Morse, Frank L.	Ottumwa

Kansas—3—323.

60416	Kinley, T. H.	Beloit
417	Truby, F. M.	Coffeyville
418	Goff, Geo.	Walnut

Maine—3—418.

60419	Orne, Walter S.	Portland
420	Wyman, G. F.	"
421	Hanson, M. D.	"

Maryland—4—626.

60422	Scherf, Harry	Baltimore
423	McCauley, H. E.	Baltimore
424	Craig, Thos. L.	"
425	Johnston, Harry K	Hagerstown

Massachusetts—25—5038.

60426	Williams, Thos. W.	Attleboro
427	Moore, Fred	Cambridge
428	Suhr, Fred	"
429	Estes, Elmer B.	Fall River
430	Allen, Albert W.	Springfield
431	Bouchard, John J.	New Bedford
432	Bazzasi, Louis	"
433	Jones, Geo. B.	"
434	Browne, A. L.	Mills
435	Anderson, Emile H.	Worcester
436	Leach, Albert E.	"
437	Price, A. L.	"
438	Nash, N. E.	Abington
439	Locke, Henry A.	Boston
440	*Berry, Mrs. Geo. H.*	Dorchester
441	Wilson, Alfred	Fall River
442	Fessenden, Charles H., M. D.	Newton Centre
443	Raymond, H. E.	Peabody
444	Mann, Nelson E.	Rockland
445	*Macgeram, Mrs. E. F.*	Springfield
446	Hamilton, Wm. R.	"
447	Luther, Fred A.	"
448	Ham, Guy A.	South Boston
449	McTeer, E. M.	Wollaston
450	Merrill, Chas. E.	"

Michigan—5—1077.

60451	Gomberg, Moses	Ann Arbor
452	Stofflet, Elmer M.	"
453	Sweet, Milton N.	Battle Creek
454	Dunsmore, Robt.	Port Huron
455	Hitchcock, Frank	"

Minnesota—5—388

456	Smith, A. M.	Austin
457	Clark, Nat. W.	"
458	Robinson, John P.	"
459	Harris, E. J.	"
460	Smith, D. R.	"

Missouri—7—786

60461	Harris, Edward W.	South St. Louis
462	Ramsay, Alvin L.	St. Louis
463	Coburn, Will	"
464	Buzunin, E.	"
465	Schneider, Louis	"
466	Cruickell, H. B.	"
467	Cheery, R. R.	"

New Hampshire,—4—354.

60468	Leavitt, Emmons O.	Exeter
469	Allin, Fred A.	Concord
470	Stanley, John H.	"
471	Varick, Thomas R.	Manchester

New Jersey—17—1864.

60472	Vielmann, Wm.	New Brunswick
473	North, Bert	Rahway
474	Miller, Eugene	"
475	Gibson, W.	New Brunswick
476	Dugliss, J. W.	Carteret
477	Moore, W. E.	Schraalenburgh
478	Smith, W. C.	Englewood
479	Green, F. D.	"
480	Lesh, Dayton	Hainesburg
481	Siger, Ed. L.	Jersey City
482	Pasnach, A. N.	"
483	Hoesl, Franklin	Moorestown
484	Hazeltine, Edward R.	"
485	Strong, Theodore	New Brunswick
486	Sayen, C. A.	Newfoundland
487	Davies, Neil	Newark
488	Holmes, Geo. H.	Red Bank

New York—27—4197.

60489	Patterson, John S.	Albany
490	Tenney, E. L.	"
491	Klock, A. V. M. D.	Ames
492	Bartlett, E. C.	Bensonhurst
493	Hedges, Jos. Jr	Brooklyn
494	Thompson, Clarence W.	Glens Falls
495	Bullard, Wm. R.	"
496	Tearse, W. H.	"
497	Fribourg, Edwin N.	New York
498	Harrigan, Joseph D.	New York
499	Hawxhurst, Harry	"
500	Knowlton, Willis	"
501	Jacobsen, J. C.	"
502	*Jacobsen, Augusta R.*	"
503	Gilbert, Henry	"
504	Macpherson, Frank R.	"
505	Reiber, Emil	"
506	Smith, Mark A.	Brooklyn
507	Dennison, Charles H.	"
508	Simons, Arthur	"
509	Hard, Edwin B.	Cobbskill
510	Sikowsk, M. J.	Malone
511	Dressell, James A.	Tarrytown
512	Bruce, Walter	Wellesville
513	Quick, S. P.	Windsor
514	Disc, impossible to get the	"
515	Cook, Geo. W.	"

Ohio—10—3127.

60516	Miser, L. J.	Columbus
517	Tabor, Byron	Ada
518	Loomis, H. W.	Atwater
519	Winkler, Jos. W.	Canton
520	Roesche, Oscar F.	Circleville
521	Schroedinger, Fred H.	Columbus
522	Dupuy, Carl	Greenfield
523	Lozy, John E.	Kalida
524	Spencer, Ralph	"
525	Walker, W. H.	Steubenville

Pennsylvania—37—4181.

60526	Cooper, F. G.	Philadelphia
527	Allen, Richard S.	"
528	Bayne, R., Jr.	"
529	Gardiner, Alfred I.	"
530	Herbkorn, Henry J.	"
531	Herbkorn, Chas. A.	"
532	Quarterman, F. Henry,	"
533	Stewart, Ancrew,	"
534	Wolf, George O.	"
535	Stewart, John,	"
536	Pottle, Frank	West Sunbury
537	Swartz, Walter C.	Allentown
538	Turbell, Wm. W.	Titusville
539	Farrell, Martin,	West Philadelphia
540	Gardner, Paul W.,	Honesdale
541	Hill, Robert,	Philadelphia
542	Casey, Thomas F.	"
543	Frick, Charles E.	"
544	*Odgers, Miss Lorry*,	"
545	Strong, Walter, M.D.	"
546	Tracy, James J.	"
547	Beaty, R. F. Jr.	Alleghany
548	Spooner, E. H.	"
549	von Wolfradt, Wm.	Athens
550	Landis, Frank R.	Coopersburg
551	Avery, H. A.	Coudersport
552	Bush, Mrs. Dr. H.	E. Stroudsburg
553	Roberts, T. Pearson,	Germantown
554	Dean, F. C.	Lowville
555	Exes, C. M.	Millville
556	Steele, Will	Picture Rocks
557	Allen, Wm. H.	Pittsburg
558	Chapman, John B.	"
559	Laird, Frank B	South West
560	Bell, Jos. M	Uniontown
561	Oberly, Ira A.	W. Bethlehem
562	Keller, Robert J.	West Philadelphia

Vermont—5—1066.

60563	Steele, C. W.	Barre
564	French, Zenie,	"
565	Grandy, Merton C.	Burlington
566	Moore, Willard J.	St. Albans
567	Frye, G. C.	St. Johnsbury

Virginia—1—120.

60568	Schade, F. A. L.	Herndon

Wisconsin—4—476.

60569	Knox, Earl S.	Ripon
570	Kopplin, Ed.	"
571	Vogel Edwin A.	Milwaukee
572	Wilson, W. W. M. D.	Wausau

Georgia—1—136.

60573	Byrd, F. G.	Atlanta

Montana—1—115.

60574	Alexander, Wm. D.	Bozeman

Oregon—1—39

60575	Rice, D. L.	Ashland

Washington—2—103.

60576	Becker, Chas.	Aberdeen
577	Pearson, M. L.	"

HOW TO JOIN THE L. A. W.

Fill up the blank below, and, together with the sum required for Initiation Fee and Dues to April 30th, next ensuing (1894), send it to the Secretary of the League,

ABBOT BASSETT,
12 Pearl Street, - - Boston, Mass.

P. O. BOX, 5267.

Write your FULL NAME, your FULL ADDRESS, and your CLUB name in FULL.

Each applicant must give as references the names of two L. A. W. members.

The name of the applicant will be published in the L. A. W. BULLETIN as soon as possible after it is received, and after two weeks, if not protested, the ticket will be issued. This will consume in all about three weeks.

Stamps of a denomination above two cents will not be received.

If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cts. If you want your name in gold, stamped on the holder, send 50 cts.

MEMBERSHIP FEE.

In April, May, June, July, August, September or October, enclose $2.00 with this blank. In November, December, January, February or March, enclose $1.50. These sums include the initiation fee and the annual dues.

The sum printed on the blank is the proper amount to send on even date with that of this copy of BULLETIN.

Application for Membership.

.....189

ABBOT BASSETT, Secretary:

Dear Sir,—Enclosed you will find $2.00 for Initiation Fee and Dues in the League of American Wheelmen to April 30, next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur. Refer to the two League members named below.

Name.....

Street or Box.....

City.....

State.....

References:.....

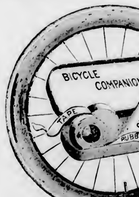
.....

.....

Write plainly. Autograph signature not required. Printing preferred, or enclose personal card.

SEND $2.25
By registered mail, for the
Levy Cycle Clock and Speed Calculator.
It will tell you at a glance how fast you are going. Patented April 11th, 1893.
SIMON C. LEVY.
1817 Edge Ave., Philadelphia, Pa.

DON'T GET CAUGHT
With a break in your Tire, and nothing to mend it with! Get our



Which contains everything you need for repairing. Always handy, fits the pocket, and *absolutely necessary to every owner of every wheel.*

PRICE **50c.** Postage Paid.

If your local dealers do not keep
The COMPANION,
send your order and 50c. to
BOSTON RUBBER CEMENT CO.,
200 Devonshire St., Boston, Mass.



A New Racing Shoe
**Weight 5 1-2

FOR SALE OR EXCHANGE.

In this department the prices are 20 cts. per line, 7 words per line. 12 lines per inch.

Stamps will NOT be taken in payment. Cash, check, money order, or postal note must accompany order, or no insertion.

$100 1893 Victor Model D and Victoria. Neither run over 50 miles. P. O. Box R. R., Hudson, N. Y.

GENTLEMEN! Ask your druggist for Elavell's Suspensory Bandages, or send $1 for silk, 50 cents for thread. Stamps taken. Safely sent by mail. Small, medium or large.
G. W. ELAVELL & BRO.,
1005 Spring Garden St., Philadelphia, Pa.

LATEST CYCLING PAPERS from all parts of the world received regularly and for sale. Send for list. FLETCHER & CO., 43 E. Van Buren Street, Chicago.

Pneumatic Tires Put on for $20
Virtually a New Machine.

Saves its cost in broken spokes, wear of tissue and demoralization of the vertebræ. M. & W. tires, new rims. Forks spread and left strong as ever. Catalogue of old and new wheels and sundries and cut of M. & W. Tire mailed free.

KNIGHT CYCLE CO.,
311 North 11th Street, - - St. Louis, Mo.

$125 BUYS A BRAN NEW LADIES' COLUMBIA, Model 31. Address, F. H. CORSON, East Rochester, N.H.

TOURISTS can make expenses easily. Nic. Trace Fastener, retail 75c. pair. Large margins. Send for sample, etc. A. R. CHAMBERLIN, Aurora, Ill.

$70 HARTFORD Pneumatic, used little, excellent condition. Address A, care of Post Office, Ft. Wayne, Ind.

FOR SALE—"BOGIE MAN" Racer, A1: $25. Crypto, $68. Want light, solid tire, tandems. Will trade. CYCLE EXCHANGE, Harrisburg, Pa.

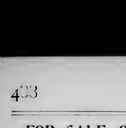
$110 CASH Will buy a Columbia Model 30, used but three months, or a Union P. D. G., used two months. Both in elegant condition. H. J. HOOVER, Newark, O.

STOLEN—Columbia, Model 32, No. 15033, was stolen at Medina, Ohio, August 7th. (Mudguards stripped). Address, B. HENDRICKSON, Medina, O.

PNEUMATIC TIRES, $17.

By taking out your wheels, crating and sending to us by express prepaid, we fit them with Pneumatic tires in best steel rims at the low price of $17 per pair to introduce our work. All repairs at very lowest prices. Wheels sold new and second hand.

KRISTELLER BROS.,
1088 Bedford Ave., Brooklyn, N.Y.



Cycle, Boat and Chair Umbrella Holders.
Also for Flags, Club Colors, Military and Lantern Parade uses. Nickel Holder $2; Umbrella's, $2. Live Agents wanted, 20 per cent. discount.
FRANCIS J. WERNETH,
806 Druid Hill Ave., - - Baltimore, Md.

- PNEUMATIC -
908, Solid Gold, - $2.50
908, Rolled Gold, - 1.25
By Send $2.50 to
Martin, Metzger & Co.,
42 Malden Lane, New York.
FOR A
Pneumatic L. A. W. Pin.
Sent by mail at our risk.
Discount to jewelers.
Catalogue will be sent FREE.



HY GRADE PATENT SWEATERS.
EXCLUSIVELY THE BEST.
SEND FOR CIRCULARS.
S. P. CURTIS, Maker,
671 WASHINGTON ST., BOSTON.

FREE TO BICYCLERS.

For the next 30 days we will change your old wheels over to PNEUMATICS for $18.00 and enamel the frame Free of Charge.

H. W. SMITH & CO.,
BUILDERS. REPAIRERS.
91 Marshall Street, Somerville, Mass.

RED CROSS RUBBER CEMENT.



IN TUBES OR IN BULK.

Strongest and quickest drying cement ever compounded. A solution specially adapted for repairing Pneumatic Tires. No outfit is complete until it has a tube of Red Cross. These tubes are put up in neat and attractive cases containing one dozen tubes each. Ask your dealer for it. Price per tube, by mail, 25 cts. Write for catalogue of specialties manufactured by
ARLINGTON T. BETTS & CO., Toledo, O.

GRAND RACE MEET,

Under the auspices of the

.. Hudson .. Bicycle Club,

L. A. W. No. 385,

HUDSON, N. Y.,
Friday, Sept. 15th, 1893.

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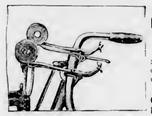
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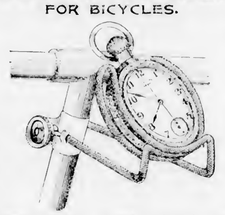
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Aug. 1-2. Michigan Division Meet, L. A. W., Detroit, Mich.
Aug. 7, Wabantha Bi. Club Race Meet, Richfield Springs, N. Y.
Aug. 9-12. L. A. W. Annual Meet and International Races.
Special trains from Boston and New York.
Remember this line traverses the historic and picturesque West Shore of the Hudson River, skirts the foothills of the Catskill mountains and passes through the beautiful valley of the Mohawk.
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is recommended by the manufacturers of the highest grade bicycles in the world, because they believe it to be the best, the fastest, the most resilient, the least liable to puncture, the best wearing, and the most easily repaired of any tire yet invented. This tire is backed up by the Columbia guarantee, the most complete and strongest guarantee known to the bicycle trade. Moreover it is the most expensive tire to manufacture of all the various kinds in present use. Buyers of bicycles will do well to keep in mind one fact evident to all who know Columbias and Columbia dealing.—If this company believed that a better tire existed than the one it now uses, that tire would be placed on its wheels regardless of cost.

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The Wizard.

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It is a single tube tire, similar in construction to the regular Columbia tire, with red rubber tread, and is intended especially for use of repairers and for changing over to pneumatic tires at a reasonable expense. It has our special recommendation as a thoroughly reliable and well constructed single tube tire, and is warranted as to material and workmanship. It is without doubt the best tire on the market for the price, which is the lowest we have ever offered a pneumatic tire.

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HARTFORD SAFETY

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LEOMINSTER, MASS., June 20, 1893.

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Gentlemen:—We have a Hartford three years old, as sound as the day it left the factory, less bangs and scratches. Another thing, not a Hartford pneumatic has ever been punctured here. The Hartfords in this town have stood more use, more bangs and more abuse than any other wheel, bar none. They are right there every time, no repairs needed.

Respectfully. F. W. GRAY.

THE HARTFORD CYCLE CO.,
HARTFORD, CONN. . . . Send for a Catalogue.

The BICYCLING WORLD AND L. A. W. BULLETIN

Founded 1877

Volume XXVI. Number 26. BOSTON, FRIDAY, SEPTEMBER 1, 1893. 50 Cents a Year. 5 Cents a Copy.



VICTORS

ARE STANDARD VALUE

OVERMAN WHEEL CO.,

BOSTON. WASHINGTON. DENVER. SAN FRANCISCO.

HERE AND THERE.

Send 50c. to us for copy "Zimmerman on Training." The book not only covers points on training, but points for tourists, care of wheels, records, and a host of valuable information.

A Century Cycling Club has been organized in Hillsdale, Mich. It is the third organization of the kind in the state.

HARRY GLESS, 12 years old, of Buffalo, N. Y., had his foot caught between the chain and sprocket of his bicycle last week and several of his toes were almost torn off.

HOWARD T. WEBBER, of the Columbia Cyclers, and Louis Geyler, of the Century Wheelmen, of Philadelphia will compete in a one mile match race at the Tioga track on September 16.

THE Hartford Wheel Club arranged for a clam bake near Tumbledown Brook, last week and food enough for fifty persons was cooked. Only eighteen ventured out in the rain, and the forty baskets remaining after the feast were handed over to the neighboring farmers.

LEE MCKINSTRY, who for a number of years filled the position of secretary of the Pennsylvania Club, has resigned that office. A. S. Harper, the assistant secretary, has been elected to fill the vacancy. A set of engrossed resolutions was presented to the retiring officer.

THE final game of base ball to decide the championship of the cycling clubs of Philadelphia will shortly take place between representative teams from the Century and Park Avenue Wheelmen, the former having issued a challenge which was promptly accepted by the latter club.

BY travelling on bicycles while looking over the roads in this State, the Massachusetts Road Commission is saving $12 a day in team hire. Get all the roads into first-class condition and this $12 a day will do a good deal toward keeping them so. In this matter the bicycle has surely won a victory.

THE other day a horse-thief stole a thoroughbred in Bellville, Ill. The police were unable to overhaul him. Then some cyclists joined in the chase and, after an eight mile run, overtook the fleet-footed animal, capturing horse and thief. The time will soon come when mounted policemen will ride bicycles instead of horses.

THE Cherokee strip will be open for settlement September 16. Time to register is from 10th to 16th. The Arkansas City Cycling Club will make the run on bicycles and will do all they can to help visitors who may want to run for a claim or town lot on their wheels. Visitors should come a few days before Sept. 16 so as to register.

A CRIMES accident happened to a Rutland, Vt., cyclist last week. Osborne Williams was riding his wheel up Grove Street, when the wheel slipped and his foot got caught between the pedal and the wheel and stuck. Williams was unable to free himself, and was obliged to ask a passerby to unlace his shoe before he could go on.

MRS. PERRY ROSENSTEIN, of Portland, Ore. was knocked down and severely injured last week. She had just started to cross the street when a bicycle struck her, hurling her with terrific force to the ground. Her face struck the sharp edge of a curb and was severely injured. It is claimed that the rider, a 17-year-old boy, gave no warning of his approach.

J. W. SCHOFIELD, of England, accompanied by his trainer, W. C. Bryan, arrived in New York last Saturday on the New York. As Schofield cannot ride as an amateur, he intends to turn professional, and with that object in view he applied for a license in the National Cycling Association. This has been granted, and Schofield will ride his first professional race in Philadelphia tomorrow.

A. A. ZIMMERMAN has entered for the bicycle events and the standing jumps from the N. Y. A. C. for the A. A. U. games to be held at Chicago, on Sept. 16. He intends to try for the standing broad jumping record. While it is not generally known, Zimmerman has always been a good broad jumper, especially at the standing jumps, and the contest between Schwaner, who now holds the record, and "Zim" will be interesting.

MISS MARTHA SIMMONS was thrown from her bicycle at Twenty-third and Diamond streets, Philadelphia, by colliding with a wagon, and sustained a fracture of the left leg and severe contusion of the right leg, besides other injuries about the body. She was taken to the Women's Homeopathic Hospital. The driver of the wagon, Thomas Burr, of Ranault street, was arrested and locked up in the Jefferson Street Police Station.

THE five mile annual road race of the Park Avenue Wheelmen of Philadelphia, will take place over the Park Avenue course from Bryn Mawr to City line on Saturday, Sept. 9. Taxis having been declared a professional will not be eligible to ride as a contestant, but will start after the scratch men, and pace of Swank and Kelly, in an endeavor to lower the present record of 13 minutes and 48 seconds, now held by Mark Meredith of the West Philadelphia Cyclers.

A LEWISTON Me., minister has accompanied the riding of a bicycle with the study of a rose-colored scheme for attaching a small sail to the front of the wheel and for increasing the speed of the steel horse to about that of the lightning express train. He has made one or two efforts to make the scheme work and is sure that it will succeed. Some good friend of the reverend gentleman ought to see that his memory is refreshed with the story of the fate of Darius Green before it is too late.

ON Sunday afternoon, in Providence, R. I., a horse attached to a light buggy became frightened by an approaching electric car. The vehicle collided with a bicycle ridden by Wilfred Thompson of Olneyville, who was thrown to the ground, the carriage passing over the machine, and one of Mr. Thompson's legs. A short distance beyond where the collision occurred the driver of the frightened animal gained control of the horse, and returned to the assistance of Mr. Thompson, who was unable to rise from the ruins of his machine. He was taken into the carriage, where it was found that his right arm was broken in two places and one leg broken.

Hickory TRADE MARK ✶ Hickory TRADE MARK

WE are now preparing to move into our new factory at South Framingham, Mass., and are desirous of closing out the remainder of our stock at once.

We still have on hand a few of the ladies' and gentlemen's HICKORIES, which have given such excellent satisfaction this season, and we can fill orders promptly.

We also have some good bargains in second-hand machines—all this year's pattern. Send for a catalogue descriptive of these machines. The fall trade is about to open, and we would like to appoint a few more good, live agents.

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Paul Nelson of Pittsburgh, Pa., riding from Scratch, won FIRST TIME PRIZE on National Pike. Both rider and wheel The Liberty 29-pound Road Scorcher and starting in Brownsville, Pa., 12-Mile Road Race finished in good shape despite the mountainous course.

THE PROOF OF THE WHEEL IS THE RIDING.

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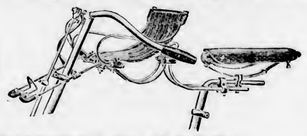
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The ZIG ZAG BICYCLE CLUB have decided to give a big race meet in this city, August 24th, under the sanction of the L. A. W. They will offer a $3,500 PRIZE LIST, which is the largest list ever offered up to the present time for a one day meet.

For the "ONE MILE WORLD'S INTERNATIONAL RECORD RACE" the first prize will consist of an ELEGANT GOLD CUP with the emblem of the Zig Zag Club set with diamonds and precious stones engraved on the front. The value of this Cup will be $1,000.

It is confidently expected that all of the World's Champions will compete at this tournament, and we take this opportunity of inviting all of our many customers and every other wheelman to come to the races, enjoy the hospitality of Zig Zag Bicycle Club, and at the same time make a tour of our immense plant and see where the

WAVERLEYS

are made. We will cheerfully show how it is possible for us to make a strictly High Grade Bicycle at one-third less than the list of any of our competitors. Catalogue free. Drop a postal for one.

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With Lace Front and Adjustable Back Straps.

No. 5, same as cut, 75c.; No. 6, pockets each side of lacing, $1.00; No. 7, hose supporters attached to sides (no pockets), $1.00; No. 8, with pockets and hose supporter, $1.25. Postpaid on receipt of price. Send tight waist measure. Illustrated Catalogue Free.

S. B. CALL, 229 Main St., Springfield, Mass.



BACK VIEW



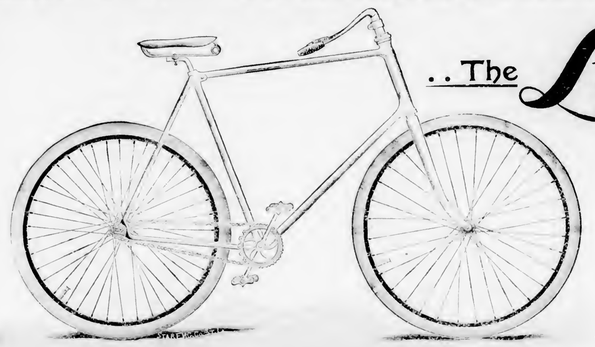
The Billings' Bicycle Wrench.

Adopted by the Pope Mfg. Co., and pronounced by them the Best Bicycle Wrench in the Market.

THE BILLINGS & SPENCER CO., HARTFORD CONN.

THIS IS

. . The Lu-mi-num.



BACKED by the Broadest, Strongest, Most Liberal and Businesslike Guarantee ever furnished with a Bicycle.

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ST. LOUIS, MO.

ESTABLISHED 1873. CAPITAL STOCK, $500,000.

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Prices maintained.
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Road Scorchers. Light Roadsters. Full Roadsters. Ladies'.

Weights, 30, 35, and 40 lbs.

BICYCLE SUNDRIES.

ACKNOWLEDGED LARGEST SUNDRY HOUSE IN THE UNITED STATES.

Z. & S. Hose Supporters, Belt Hose Supporters, Hip Hose Supporters, Z. & S. Bundle Carriers, Wrenches, Spoke Grips, Locks, Clocks, Cyclometers, Badges, Tire Tape, Rubber Solution, Cement, Plumbago, Graphite, Chain Lightning, Bicyline, Auto.

Chain Cleaner, Repair Outfits, Oilers, Oils, Enamel, Tool Bags, Belts, Saddles, Bells, Lamps, Whistles, Pumps, Pants Guards, Toe Clips, Foot Rests, Safety Stands, Lamp Brackets, Eton Caps, Cork Handles, Rims, Nipples, Spokes, Balls, Tires, Etc.

SEND STAMP FOR ENCYCLOPEDIA NOW READY TO MAIL.

HOWARD A. SMITH & CO., NEWARK, N. J.

200 Pounds on a **30-Pound Sylph.**



. . 100 Miles . .
In 9 hours and 5 minutes.

Not a Nut or Screw Loose.

Nor a Bearing Out of Adjustment.

(See copy of letter herewith from The Rich & Sager Co. of Sager Saddle Fame.)

ROCHESTER, N. Y., July 25th, 1893.

ROUSE-DURYEA CYCLE CO., Peoria, Ill. Gentlemen:—It may be of interest an I advantage to you to learn that our Mr. Sager yesterday made upon your wheel, namely Sylph Scorcher, Model D, a century run, carrying with him, the whole distance, upon one of our Beauty Child's Seats, his four-year-old son weighing 40 pounds. The run was on country roads, from Rochester to Batavia, Leroy and Pembroke; almost all of the way up-hill, and a good part of it sandy and rough. That the finish the wheel was in good order was when the start was made. Not a nut or screw loose, nor a bearing out of adjustment, nor was there the remotest puncture of tire. The time made was nine hours and five minutes, being unquestionably the world's record for that kind of a trip. I was a scorcher and trying test, and the wheel stood it magnificently, as well as did the boy.

Respectfully yours, THE RICH & SAGER CO.

Is The Above Not Interesting Reading To Those Contemplating The Purchase Of A Cycle? You Want the Best. Investigate. Catalogue Free. Agents Wanted.

ROUSE-DURYEA CYCLE CO., 9 G Street, Peoria, Ill.
GEO. M. HENDEE, Springfield, Mass., Agent for New England States.



Figures Talk.

The DUNLOP TIRES sold up to May 15th, 1893, number

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You can't go wrong in getting a DUNLOP.

They Cost a Little More, but——

The American Dunlop Tire Company,
160 FIFTH AVENUE, NEW YORK.

.... Samples of the ....

Garford Saddles

FOR 1894

WILL BE READY BY AUGUST 1ST.

Correspondence with manufacturers solicited.

THE GARFORD MFG. CO.,
ELYRIA, O.

1893 **NEW MAIL**



HIGHEST GRADE.

——11th Year.——

Greater Demand Than Ever Before?

Pneumatic Tires, $125.
Dunlop Detachable Tires, $135.

The Wheel of '93! See it and Send for Catalogue.

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Chainless Safeties.

"Others have built for the past:
We build for the future."

BEVEL GEARS Finely cut and accurately adjusted on ball-bearings constantly running in oil. Requires no attention, and cannot soil the hands or tear the clothing.

50 per cent. less Friction. 90 per cent. less lost Motion.

HIGH GRADE IN EVERY RESPECT, AND
THE WHEEL OF THE LATTER NINETEENTH CENTURY.

THE LEAGUE CYCLE CO.,
30 UNION PLACE, - HARTFORD, CONN.
Agent for Boston and Eastern Mass., F. W. HILL & Co., 19 High Street, Boston, Mass.

MOULDS.
We make OUR OWN.
No other firm does.

SPECIAL STYLES.
Since we make our own Moulds, we can quote prices for special and original styles, at short notice.

RED · · · · · BLACK · · · · · BLUE

ANY COLOR **PEDAL · · · RUBBERS** ANY SHAPE

YELLOW · · WHITE · · ANY COLOR

STYLES
Of Pedal Rubbers. We carry a large number. Send for sample sections.

THE BOSTON WOVEN HOSE
AND RUBBER COMPANY.
5 Winthrop Square, - - Boston, Mass.

A PET NOTION.
If you have one about Pedal Rubbers, bring it to us. We'll embody it in rubber.

GET OUR FIGURES.

THE
BICYCLING WORLD.

Published Every Friday
—BY—
THE WHEELMAN CO.
Incorporated under the Laws of Massachusetts.
167 OLIVER STREET,
BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

C. W. FOURDRINIER, Editor and Manager.

EDITORIAL STAFF:
J. S. DEAN. JAS. W. CARTWRIGHT, JR.
H. CROWTHER.

BOSTON, SEPTEMBER 1, 1893.

"Repeal."

The Anti-Silverites are happy. Business men generally jubilant. Depression is giving way to confidence. Then why not give confidence a fillip by a little extra advertising in the columns of a paper that has

100,000 READERS?

The BICYCLING WORLD is that paper.

IT is equally amusing and astonishing to notice the manner in which the various cycling journals are getting under cover on the Class B question.

The BICYCLING WORLD long since put itself on record as being opposed to the continuance of the ridiculous farce known as the Amateur Rule, although while it was preaching a crusade against this contradictory anomaly, prior to the meeting of the National Assembly last February, it was made the target for all sorts of criticism because of its position in the matter; yet we notice these same critics are falling over each other in their haste to adopt the same views which the WORLD then and now advocated.

It might be pertinent to inquire into the cause for these political summersaults, the answers to which would probably prove extremely interesting reading; but let that pass; we welcome on the side of right and honesty all who are seeing the error of their ways in time, and indeed in no way can the influence of the press be more thoroughly demonstrated than by the power it possesses for moulding public opinion aright on this important subject.

So let the good work go on.

BUT let us have no half-way methods of reform.

Class B in itself is but a misnomer and a subterfuge. There can be no compromise between amateurism, true and simple, and promateurism. Either a man is an amateur or he is not; if he is, then call him so; if he is not, do not attempt by the splitting of hairs to force that appellation upon him, and in saying this we wish it distinctly understood that we are actuated by nothing more than the directness of purpose that is desirous of doing away with any and all hypocrisy and subterfuge.

There are a number of writers who with singular unanimity have joined hands in condemning Class B, but it is to be feared that their opposition is rather based upon the wish to deprive the L. A. W. of its best racing men and thus play into the hands of the professionals, than on any lofty or elevated principles.

Some of the loudest among these shouters have found delight in announcing, with a great flourish of trumpets, that the trade would cast all of their influence against Class B, owing to the heavy expenses which they would incur should it become a certainty; but pray who pays the expense bill to-day? And these *maladroit* and unprincipled writers themselves admit this fact—which indeed is well known to every one who knows anything at all in cycling—by the fervency and frequency with which they attack the L. A. W. and its officials for countenancing this very thing which they attempt to use as an argument against the change. Could inconsistency go farther or prove itself more false?

But the next National Assembly *will* provide for the classification of the racing men in one form or another, either by the division of the amateur rule into classes A and B or—and it is to be hoped that this idea, as being more closely to the line, will prevail—into an amateur class and a promateur class.

HAS the League the right to thus create a new class, distinctive in itself?

Why not?

If the League of the American Wheelman has not reached the years of sufficient discretion to legislate for itself, upon its own lines, and for its own needs, then indeed is it high time that its work and ideas be assumed by some other body capable of exercising that same autonomy.

But such is not the case.

The L. A. W. is a law unto itself. The largest and most powerful athletic governing body the world has ever known, it will no longer be trammeled by the bands of a hide-bound prejudice that should have been relegated to the depths of obscurity long ago.

And this will be done. Let it once be distinctly and clearly understood that we propose to enact just what laws we see fit—amateur, promateur, professional, provided always they are honest laws it being a matter concerning ourselves alone, and while there will undoubtedly be a howl go up from those people whose toes are trodden on, yet we shall gain the friendship and support of that large majority of an enlightened community who are ever ready to recognize honesty of purpose and direct dealing.

THE greatest argument against promateurism has been that it will antagonize the foreign amateur (?) associations, but after the remarkably fine showing made by these last at the late International Meet, we may well inquire whether an attempt to placate them is likely to prove of any value to the L. A. W. As a matter of fact the League of American Wheelmen is abundantly able to manage its own affairs without the interference of any foreign organization. With the magnificent field which this country has to draw upon for future recruits there can be no question but that our home organization will far outstrip any of the foreign ones. We are therefore inclined to believe that the best policy for the L. A. W. to adopt would be that of an entire independence and freedom from foreign influence. We trust that wisdom will be justified of her counsellors and that the constitution of the L. A. W., when amended next February, will be found purged of all shams and make-shifts, declaring to the world in no uncertain tones its intention to openly recognize those features which the demands of a progressive age call for, and placing itself squarely in favor of honesty and right as against falsehood and circumlocution, thereby relieving its officials from the odium which at present unjustly attaches itself to all of them—and the Racing Board in particular—for an assumed neglect to carry out an impossible and farcical code of laws.

The B. A. A. Road Race.

SATURDAY, Oct. 14 has been set down as the date for the holding of the road race of the Boston Athletic Association.

The course will be the same as that of previous years, and gold medals will be given to the first one or two men breaking the 25-miles competitive record. There will also be gold, silver and bronze medals for the three fastest times over the course. Souvenirs will be given to the men finishing 15 minutes after the leader.

Union Club Receives.

IT was ladies' night at the Union Bicycle Club of Savin Hill, Boston, and the members had all they could do to entertain the hundreds of visitors who gathered at the club's cosy quarters last Monday night. The illuminations extended to the Old Colony Yacht clubhouse on one side, and the Savin Hill Yacht Club on the other, while from the mastheads of the numerous boats in the bay were hung streamers and lines of lanterns. Dancing and music passed the evening very pleasantly.

Every cycling club in the vicinity of Boston was well represented.

Two More Failures.

LAST week the sheriff attached the stock of E. L. Morse, the dealer of St. Joseph, Mo., at the instance of the Simmons Hardware Company of St. Louis, for a debt of $1,500.

THE store and stock of William D. Womack, of Kansas City, Mo., were also taken possession of Saturday under attachments of the Simmons Hardware Company for $2,691.90, and the W. Bingham Company for $1,781.69.

BROWSINGS.

Long Island and Its Environs.—Where New Yorkers Ride.

BY MICHAEL.

A copy of the *Club Locker* recently at hand through the favor of a member of the Brooklyn B. C., calls my attention to a route for crossing from the north to the south shore of Long Island on the longitude of Patchogue. As far back as seven years, the old L. A. W. Bulletin used to creep up, through its Brooklyn scribe "Wing Foot," very entertaining notes concerning the routes and cycle dolmens, particularly along the South Shore Road. "Wing Foot" brought fame to the South Shore every month as "Phœnix" enchanted the reading cyclist with the glories of Bulltown and De Soto. The impression of Wing Foot's work still lingers with me; and although Time has swished his scythe through the harvests of six summers since Wing Foot ceased his work, I can readily call to mind such terms as "mine host, Perrit," of Jamaica; Queens, Garden City, Hempsted, Oyster Bay, Bayport, Islip, and that Mecca of the Brooklyn throng, Patchogue; while such euphonious Indian terms as Lake Ronkonkomah, Yaphank, Cutchogue, Peconic and the rather scriptural Babylon, Jericho, Jerusalem are not less vividly before me.

Then, too, it was along this South Shore between Jamaica and Patchogue that the early century ride was perhaps more frequently accomplished than elsewhere, the miles and miles of level and smooth sidepath contributing to such feats. And it was this fact that the riding was so excellent as told by the generally high average pace per hour, that in those times drew added interest to the path riding of Long Island.

But Wing Foot's notes are no more these long years; and I surmise that the old plank road just beyond Jamaica has been replaced with a telford structure many moons ere this. Rumor has it, further, that even across the Shinnecock hills, which used to be set down as ten miles of walking, now a good road bears one up on the way to quaint and Captain Kidd's Sag Harbor; while the one missing link in the route from Brooklyn to Greenport, which was eight miles of sand between West Hampton, and River Head is no longer missing; and with the modern safety the 112 miles is but a matter of a day, and not hard at that, if you have a pretty high gear and a short crank; for the roads down there are abominably level and tedious.

SIDE PATHS.

It is a matter for ruminations that so many restrictive ordinances hold the cycler in city and along the sidewalks of this Long Island riding, that only six years ago the wheelman was directed to take the sidewalk on Brooklyn Heights, only two blocks from Fulton Ferry; and the writer remembers following the instructions and reaching the Pierrepont House without meeting a single pedestrian—this at 7.30 in the evening.

The following morning with visions of famous side paths before my mind, an early start was made and I finally extricated myself from Prospect Park at the Flatbush gate and got on the flag walk along by the county buildings. Only those familiar with this route, six years ago, can appreciate how my feelers of anticipation must have drooped just beyond the county buildings, where that diabolical dump heap of a road was encountered on turning left. There was a side path thence to East New York; but it was full of treacherous slump-off places and a Kaufman's hair would stand on end in riding it. All about were little blistered and shrivelled houses and garden patches. I was just getting into the country. My heart sank; "was it like this all the way down to Patchogue?" I asked myself. Then at East New York R. R. crossing I inquired of a man for the Jerico pike. He knew nothing about any pike, but if I was going down the island, two fellows "just went along over there," and if I would "pick up their tracks" he guessed I would have little trouble. So I picked up their tracks, which were on the sidewalk, and for the next fifteen minutes those tracks kept me dodging about telegraph poles and jumping curbs till at last the tracks and I were fairly in the country. I distinctly recollect how soothingly to my wounded anticipation came the substance of things hoped for after East New York was fairly kicked to the rear. I saw a green pasture on the right with a few oak trees adorning it; and moreover a pair of sleek cattle were grazing within. This was just before the toll gate at Jamaica. After this the way grew better till before the day closed even my fondest hopes had found fruition.

If I had employed half the time in touring through Long Island that I have employed in planning and dreaming on what I would do "next summer" in that realm of side paths I should consider myself fortunate. An all too hurried two days is all that I have had of actual contact, else I would try to paint the tourist thither.

To one who has lived in the more highly organized districts of the New England States and has become familiar with the characteristic landscape features, particularly inland, this strip of land only a few miles off the Connecticut coast will be a marvel. It is a place of quaint and historic hamlets with mossy or tongue-puckering names. Along the south shore money has embellished the natural charms of the island in many beautiful park-like estates; and the brooks that come down from the backbone of the island are made to contribute in artificial lakes. Altogether it is a region of such unique interest that it will pay the wandering wheelmen to visit.

The eastern end of Long Island can now be reached very readily from Boston by trains on the N. Y. & N. E. and the N. Y., N. H. & H. R. R. connecting with steamer at New London, Ct.

THE "PUNCTURE-PROOF BAND."

A Wonderful Invention.

AN effort to produce a non-punctrable substance for protection to the tire has been the aim of tire-makers ever since the pneumatic was invented, but until within the last few months all efforts in this direction have been unsatisfactory. The use of metal, of loose rubber flaps, and close woven material have all in turn been tried and found impractical for some reason or other. The use of metal was found unsuccessful because the metal itself proved more destructive to the life of the tire than the tacks, nails or glass which the tire makers are attempting to protect themselves against.

But we now have before us a strip which practically destroys the chance of puncture, and which can be fitted to any existing double tube tire where the inner surface of the outer covering can be reached. The following are the elements of its advantages:

First. The entire band, as it is called, for one wheel only weighs five ounces.

Second. It is as pliable and soft as silk.

Third. It extends the life of the inner and outer tube because of the soft cushion it affords between these two surfaces.

Fourth. It in no way affects the resilience of any existing tire.

Fifth. It is practically able to resist the puncturing power of any sharp object that it is possible to come in contact with on the road.

Sixth. Any one who has a tire of the form above mentioned (where the inner surface of the outer tube can be reached), and has the least common sense, can attach it in a few moments to his tire, thus avoiding the necessity of sending the tire to any repairer.

The tests to which we put this "Band" were as follows:

In the first place we bent up several pins in trying to thrust them through, then we took a penknife and tried to stick that through, then we took a pad and placed it on the outside of an inflated pneumatic tire, and tried to stab a hole through with a pen knife, but all these efforts proved unavailing.

These bands have been lately introduced into this country by the Quadrant Cycle Co. of Birmingham, Engl., and samples can be seen at 249 Columbus avenue, their eastern headquarters, at any time for test or inspection by those who are interested, be they riders, repairers or manufacturers.

The parent company's headquarters are at Dublin, Ire., but the rights for the United States are controlled by the Quadrant Cycle Company of Birmingham, England. The chairman is the Right Hon. Lord Mayor of Dublin. To give an idea of the estimation in which this patent is held by riders and manufacturers in Great Britain, it is only necessary to state that about two months ago the company offered to the public £20,000 in shares, and that during the one day the shares were offered the company received subscriptions to the amount of £570,000, nineteen times the amount required and accepted. The trade in England are universal in their admiration, and in order to show the way in which the cycling press of Great Britain view it, we will quote from a few of the press notices which the wonderful invention has already received:

"The non-puncturable pad is wonderful beyond belief"—*Cyclist*. "The pace is unimpaired, the tire is no heavier, and immunity from puncture so secured."—*Cycling*. "Every rider should see it and test it."—*Wheeling*. "Although thin and flexible, is practically unpuncturable.—*Irish Cyclist*. "Although very soft to the touch and not calculated to effect resiliency it is with the utmost difficulty that the sharpest instrument can be thrust through it, while a nail simply refuses to penetrate it."—*Bicycling News*.

There are dozens of testimonials and press notices which sing the same song, and from the test which we have made, we believe most thoroughly in the claims made for this "puncture-proof band."

It has not yet been decided in what way this new invention, coming as it does from the original home of the pneumatic tire, will be introduced into this country, but that it will prove the most effective invention to prevent puncture which has ever been brought out, there is not the least doubt. In the meantime we would suggest that those who are interested in this matter call at 249 Columbus avenue and see for themselves this wonderful pad.

A Memphis Assignment.

DEPREE & BRONSAX, well-known Memphis, Tenn., dealers made an assignment last week transferring their stock of bicycles, etc., to F. T. O'Sullivan, to be sold for the benefit of creditors. The liabilities are about $12,000. The assignee is instructed to pay the following amounts in the order named:

H. A. Lozier & Co., of Cleveland, $5,255; Lozier Manufacturing Company, of Toledo, $288.38; Kingman & Co., St. Louis, $4,637.43; Hurlburt Bros., of New York, $335; Rouse, Hazard & Co., $363.56; C. F. Stokes Manufacturing Company, Chicago, $386.25; McIntosh Huntington Co., Cleveland, $164.25; A. G. Spalding Bros., Chicago, $75.78; Indiana Bicycle Co., Indianapolis, $177.33; E. K. Tryon & Co., Philadelphia, $94.87.

The firm began business about eighteen months ago, and was supposed to be doing a big business. The failure was caused by slow collections.—*Memphis Scimitar*.

A Chicago Tournament in October.

AT the meeting of the general committee of the late Chicago meet, held last week, it was decided to hold a tournament on Friday and Saturday, Oct. 6th and 7th, the Chicago ball club giving the use of their grounds free of charge on that occasion.



INTERESTING reading no doubt, to a great many, will be the story of how Mr. Sterling Elliott first became interested in Hickory wheels, and I therefore make no apology for telling it.

Away back in the '80's Mr. Elliott was in the machine business in Newton, and one day E. P. Burnham, the old time racing man (at present L. A. W. handicapper), brought in to him an old tricycle wheel, one of the old fifty-four inch kind, to be repaired. Elliott "hefted" the thing, and was almost dumbfounded at its weight which was so much out of proportion to its light and spidery appearance. Mr. Elliott was particularly impressed by the weight because he had been in the carriage building business and knew from experience how much lighter the high grade wooden carriage wheels were. So in talking it over with Burnham he came to the conclusion that the wooden wheeled affair could be built to weigh much less, and yet be as strong, or even stronger, than the wire one. As is customary with the Hickory man when an idea strikes him heavily it sticks in his craw and after brooding over it for some time he made up his mind to build a wooden tricycle providing he could get anybody to give him an order so that he might be able to have some excuse to offer to himself as a justification for going into it.

Well, to make a long story short, he skirmished around and succeeded in finding a customer—it would not be fair perhaps to call him a victim—this individual being a Newton editor. Shortly afterward Mr. Bassett was brought out to Mr. Elliott's factory and introduced to the latter, the result of the interview being that Mr. Elliott's eloquent discourse on hickory succeeded in inducing Mr. Bassett to become the possessor of another one of the wooden affairs (the entire machine, by the way, being made of hickory, frame, wheels and all), and when Bassett had the machine delivered to him he undertook to ride it home to Chelsea, a distance of about ten or twelve miles, the agreement being that Elliott should accompany him part way to cheer him up. The machine had levers, Sterling being at that time a confirmed crank against crank motion, strange as it may appear, and Bassett, being accustomed to the rotary pedals, would probably have given up long ere the pair had gotten half way to Boston had it not been for a determination not to be outdone by a novice like Elliott. Finally the latter bade him adieu somewhere near the Chestnut Hill Reservoir, and retraced his steps to his own domicile, *his* machine running like oil. Next day the mail brought a postal card addressed to Sterling Elliott, Newton, Mass., on which was depicted a handsome monument bearing the inscription, "Sacred to the Memory of Abbot Bassett," and below was a sentence which read as follows: "I was a wreck; reached home at 11 P. M."

But Bassett still rides the wooden wheel, although he did not finally adopt it as a regular mount until Elliott had become a convert to crank action.

NOVELTY in advertising is not confined to this side of the Atlantic alone as Americans generally assume.

The Crypto Cycle Co. of England, in order that those who desire to test the new fangled mount—the geared ordinary—without going to the expense of investing in a new machine, have set aside a limited number of machines which they lease for the period of not over two weeks, for the very moderate charge of 25 shillings.

It certainly is a capital idea for enabling those who favor the g. o. to test it.

THE delights of chewing gum appear to be unknown to our British cousins, judging from the article which appeared in the last *Irish Cyclist*, in which "An Old File" descants as follows:

"American papers reveal the existence of a considerable trade in a substance called chewing gum; and to judge, again, by advertisements, cyclists across the pond must be in the habit of buying the stuff, although it was not until recently that I met a real live specimen of gum-chewing American cyclist. He had brought goodly store of the quaint confection, to sustain him whilst far away from home, and he gave me samples of several distinct varieties. I tried them all in turn, and must confess that a nastier substance I never put into my mouth. It was cross between a jujube and a slab of patching-rubber; the flavours are of the aniseed character; and although you may chew and chew for as long as you can control your nausea, you never seem able to masticate the stuff to swallowing point. Taking one consideration with another, British beer and Irish whiskey seem less harmful weaknesses than the American appetite for lemonade, ice-water, and chewing-gum. Even Cyquills are preferable."

That settles it; the chewing-gum fiend must go, male and female!

ONE of the curious things brought out by the cash prize league has been the showing made by the old-time racing men, Rowe, Crocker, Prince and others against the modern racer.

Here are men who, in their day, were at the top of the tree; who could give aces and spades to the best riders of the world and beat them hands down; and yet when they run up against any better than the second-raters of to-day they are beaten from long mark handicaps right along and have not even the ghost of a show in scratch events.

Who does not remember how Billy Rowe was practically an unbeatable man—the Zimmerman of his time—and how his 2:29 1-5 stood for years the top-notch mark of the path? Now, behold, with little Wheeler—himself but a second rater, as compared with Zimmerman, Sanger, Windle, Tyler, Taylor and Johnson—he stands no more chance of winning than does the "Old Vet" himself.

Is it the natural decadence which becomes the inevitable fate of all men who have given up cycling for years and find themselves unable to recover their old form, or is it that the form itself was so far behind the modern product? It may be indeed that we are tuned to a higher key nowadays, but if so it is a pity that these men do not recognize the fact before starting in anew. Who did not feel a touch of regret—a sort of feeling that all was not as it should be—when they saw George Hendee take a handicap at the Springfield track a year ago, even though the scratch men were Zimmerman and Windle?

It is indeed an art to know when to withdraw gracefully, and unfortunately few of us possess it.

NATURALLY in speaking of racing men one subject brings up another.

I mentioned Taylor.

Now here is a man who is verily the most unlucky dog on the path. High strung and nervous, a thorough gentleman, with a rare burst of speed at times, he yet seldom succeeds in pacing himself a winner at the tape.

I think it is due almost entirely to lack of head work. Time and again I have seen Taylor in a race come for the bell with the poorest position in the bunch, almost invariably being pocketed, bringing up the rear of the procession, so that when the final effort of Zimmerman, Windle, Tyler and the other first-class men are made he is seldom far enough up to make his rush count.

A man who rides with his head as well as with his heels of necessity scores the greatest number of wins.

ALAS, poor Sanger!

His case well illustrates the fickleness of the public mind. Upon his return from England nearly the whole city of Milwaukee turned out to greet him, the mayor and governor of the State being conspicuous; while now because he did not ride in the last race meet in that city he was expelled from the club to which he belonged, and there were none so poor as to do him reverence.

I think if I were in Mr. Sanger's shoes I should very quietly refuse to race in any future tournaments in that city. He states in an interview with a local paper that he did not ride for two reasons: first, that he was not in condition, and second, the track had four turns and was unsafe for last work. In regard to the latter point, it is not to be wondered at, with his Chicago experience fresh in mind, that Mr. Sanger should have hesitated about again risking an accident, while in any event, whether the track was safe or unsafe, he certainly was perfectly justified in refusing to ride until he was entirely recovered, and of this fact he undoubtedly should be the best judge.

But, whatever the cause, the attempt to force him from the amateur path by publishing alleged facts as to the payment of his expenses while abroad was a gross violation of personal—no less than business—honor and principles that should receive the condemnation of all friends of fair and square dealing.

The parties who engineered and carried out the evasion—if evasion there was—of the Amateur Rule were more guilty than Mr. Sanger (for the latter was merely an instrument) and it is a pity that the punishment should all fall upon him in case punishment come.

LATER, we revived something very much like this promateur game and called it Class B. It might have passed at the last National Assembly meet, had not an ex-president of the League, well known for his annual patriotic explosiveness, risen like a Greek of old, and shouted to high heaven: "The amateur rule is the corner stone of the League."—*F. P. Prial.*

We are very glad to note the fact that Rip Van Winkle has awakened.

Class B *wasn't* debated at the last National Assembly and that corner-stone speech was made at Buffalo in 1888.

Kirkpatrick was *not* "ex" at that time. He was "to be." The "patriotic explosiveness" made him president and must have put Prial to sleep.

Come, F. P., brush up your recollections!

THERE is an impression abroad, in modern cycling circles generally, that the old Boston Bicycle Club is no longer "in it" when hard riding is concerned, yet wheelmen who had attempted to follow the 244th called run of the club last Saturday and Sunday would have found lots of occupation in keeping their pedals going round.

The dozen members comprising the party met, at nine o'clock on board the Gloucester steamer and enjoyed a delightful sail down the bay to the quaint old fishing town, where they were surprised and pleased to run up against Bert Owen on the landing, the latter being sojourning in that vicinity with a party of artist friends. After general hand-shakings the wheels were mounted for a run through the charming forest roads to Conomo Point, which was reached at two o'clock, and where, at the Conomo Cottage one of the famous chicken dinners which have made that locality so well known, was enjoyed. Full justice was done to this, and then, at five o'clock, a quick run was made over splendid roads through Essex, Wenham, and Putnamville to the summit of Ferncroft Hill, where, domiciled in the old Ferncroft Inn, the party supped, slept (such as were fortunate enough to have double locks on their doors) and breakfasted. The ride home on Sunday was through Lynnfield, Wakefield, Melrose, Malden and Medford; and thus ended one of the enjoyable outings that I had frequently read about in years past but never before enjoyed 'n proper person.

Those who made up the party were Messrs. Kendall (Captain), Weston, Dean, Nickerson, Fourdrinier, Cartwright, Donohoe, Heath, Hill, Crowther, Everett, Robinson, and Lokes, of the Pennsylvania Bicycle Club, who was pleased—so he expressed himself—to carry back to his Philadelphia home, and to the wearers of the silver keystone, his testimonial as to the delights of cycling around the Hub.

THE latest arrival on American shores is that of Mr. C. Vernon Pugh, managing director of the Whitworth Cycle Co., Limited, of Birmingham, England. He arrived last Friday ex "Campania." He remains in New York this week and then goes Westward, as it is his intention to "do" the Fair, as well as look the country thoroughly over in the interests of his firm, before he returns to England.

"HARPER'S BAZAR" for Aug. 19 has a very interesting article contributed by Mrs. Mary Sargent Hopkins on the bicycle for women. It is extremely valuable to ladies who contemplate, or who are already engaged in, cycling, through its many points on dress and equipments awheel. It is of the more value from its being illustrated by half-tone cuts. All ladies interested should invest in a copy. Mrs. Hopkins has done a deal of good in her particular line, and she evidently intends continuing her missionary efforts.

"SPORT AND PLAY" last week says: "One of the stupidest rules of the N. C. U. is that it lays it down that there shall be only one judge at the race meets. It is impossible for a judge to accurately place four men in a close finish however capable he may be."

It has long been a matter for wonderment that the N. C. U. has not followed the American habit of having three judges, but the prejudices of John Bull are so well-known as to have long since passed into a proverb, and he would far rather endure the discomforts of a thing because his grandfather had done so than adopt modern innovations, no matter how good they might prove to be.

ACTUALLY the *Cyclist* had "arranged for special wires" to give it the results of the Chicago championships on Friday and Saturday of the week they were run. The American press receives cablegrams giving brief summaries of all the important doings on the path in Europe in the shape of championships, records, etc., but for an English paper to do this gives evidence that they are waking up across the water and that the world do move—even the British cycling world.

TOM LANE, one of the old, old timers of cycling, of Montreal and who is a member of the Boston Bicycle Club, was in Boston last week renewing old associations. Mr. Lane's first experience on the gay and festive bicycle was no less than nineteen years ago, he ranking with Chandler, Pitman, Dalton and the others of the old guard.

ARIEL.

THE Wheeling Athletic Wheelmen Co., of W. Va., were incorporated last week, the capital being limited to $15,000, at $15 per share.

WHILE riding his safety on Whiting Street, Lynn, Samuel Stevens was lassoed by some boys. The noose went over his head and he was nearly strangled before he managed to extricate himself.

THE Press Cycling Club held a reception Tuesday night at the club house on Warren Avenue, in honor of Messrs. Clark, Gary and Longley, who represented the club at Chicago and on the Western circuit.

THE first annual century run of the Time Wheelmen of Philadelphia, is scheduled to take place on September 16. The club will offer a cup to the club having the largest number of survivors, the trophy to be won three times before it becomes the property of any one club. In addition handsome fiver medals will be awarded to every individual survivor. Over 100 nities have already been received, and it is expected that there will be over 300 men in line. The century run will hereafter be an annual event with the club.

THE Alpha Wheelmen of Philadelphia gave their annual excursion to Cape May on the steamer Repaupo, on Thursday of last week. Over two hundred members of the club and their friends attended. The club gave a run to North Wales last Sunday, under the leadership of Captain Pratt. There was a big turnout of members, and outside of the heavy shower in the afternoon nothing happened to mar the day's pleasure. The club will give a run to Fort Washington to-day, and on September 9, will ride to reading.

C. E. Sweeney an Augusta, Ga., rider miraculously escaped death last week while riding upon the canal bank. He was crossing a bridge over the raceway when his wheel slipped and he was thrown into the water, the swift current in the race sweeping him down under the iron grating. Providentially he was carried through the grates, his form resembling a revolving ball more than anything else, and he was then thrown up against a pier of the bridge just below, where, with the assistance of some friends he was pulled ashore. He was so weak that it was a long time before he was able to move, his limbs and body being gashed and bruised and his right leg sprained.

. . At . .

. Chicago .

Unions

Made a splendid showing, winning the following events:

Half Mile

National Championship.

One-Third Mile

Open.

Two-Third Mile

Open.

They also gobbled up five second prizes and took

First Place

in the final of the one-mile open on 14th.

The special prize offered for the fastest mile of the week was won on the

Union

UNION BICYCLES

Have never loosened their grip on the races and never will.

Union Cycle Mfg. Co.,

HIGHLANDVILLE, MASS.

BOSTON. PHILADELPHIA.
SPRINGFIELD. CHICAGO.

Send for Catalogue.

Cut Prices!

WHY?

Why are some bicycles sold under list? There is but one **honest** answer i. e. **they** are **not worth** the list price.

"Fine Finish"

of their bicycles seems to be **all** some manufacturers have attempted to perfect—but what is **under** the enamel? What quality of tubing? What kind of workmanship?

A Gang

of counterfeiters have been operating for the past 18 months in Jersey City. They passed their money easily because it was "finished nicely," but it **did not "wear."** If it had stood the test of **use**, they would no doubt be out of jail to-day.

Our Wheels

bring list price, for **one** reason only, i. e. they **are worth** it. We make medium-priced bicycles, and they stand the best test-use.

The Result

is the best proof. We make more bicycles (and they are sold at list) than any other manufacturer in America. We are not bragging, but the public appreciate our efforts, by buying our output.

We will continue to make the best bicycle that can be made for the money. They **will wear.**

R. L. Coleman Co.,

Sole Eastern Agents,

35 Barclay Street, New York.

WESTERN WHEEL WORKS,
CHICAGO, ILL.

Harry Hodgson Makes a Correction.

EDITOR BICYCLING WORLD:—In your issue of the 11th, on the first page, in reference to the Savannah Wheel Club's house, you say, "It is the first wheelmen's club in the South to have a house." This is not so.

The New Orleans Bicycle Club, organized in 1880, has always had a home, that is a rented house. From 1880 to 1885 on St. Charles street; from 1886 to 1888 on St. Joseph street; from 1888 to 1889 on Baronne street; from 1889 to 1890, up town corner Valence and Prytania streets. In 1891 we built our own club house, and yet own it, corner Baronne and General Taylor streets, the finest club house not only in the South but in the Union. It was built especially for a bicycle club house, with bowling alleys, pool tables, lockers, bath rooms, meeting, reading and ladies' rooms, parlors, etc.; it is worth $10,000 and we own it, as all the clubs here have merged into one club called the Pelican Cyclists, having 140 members.

So you see there is a home, that is a correct it and oblige. Sincerely yours,

H. H. HODGSON, L. A. W., No. 2,541.
New Orleans, Aug. 15, 1893.

A Cycle Thief Caged.

GEORGE SIDNEY PRICE COOPER was arrested in Providence, R. I., last week. He is wanted for thefts of bicycles in Centreville, Newark, N. J., Cambridgeport, Boston, Attleboro, Norwich and other places in the New England and Middle States. The total value of the property stolen reaches several thousands of dollars.

When searched he had a considerable quantity of valuable jewelry which the officers think was also stolen.

He will be held for selling stolen property and then tried on the Centreville case. After this he will probably be turned over to Massachusetts authorities.

A Police Bicycle Club.

THE Poughkeepsie, N. Y. police force have formed a racing team. There are nine men in the team and the club is composed entirely of the members of the police force, having a membership of about twenty-five.

New York's Ordinance Signed.

IT is now a misdemeanor for any person to ride a bicycle in the streets of New York city faster than eight miles an hour, or to ride a machine without a bell or without a a lighted lamp at night. The ordinance passed by the Board of Aldermen in July has just been signed by Mayor Gilroy and is operative. The full text of the ordinance has already been published in the BICYCLING WORLD.

Boston Bicycle Thief Caught.

DEPUTY SHERIFF JOHN L. TUTTLE last week arrested Henry Kelly, alias Harry Kellar, at Berlin Corner, Vt., charged with stealing a bicycle in Boston about one month ago. Kelly was working for a farmer at Berlin Corner, and says he hired the machine. The arrest was made on information from Chief Inspector J. M. Conter, of Boston. An officer from Boston took Kelly back for trial.

INVENTIONS.

Last Week's Patents.

A list of recent patents, reported specially for the BI. WORLD by W. E. Aughinbaugh, patent attorney, Washington, D. C. Copies of these patents may be had of the above named attorney at twenty-five cents each.

502,286. Bicycle-Support. Hyam J. Hyams, Dayton, Ohio, assignor of one-half to Henry J. Myers, same place. Filed Nov. 30, 1892.

502,372. Speed multiplying Mechanism for Cycles. Henri Trepreau, Angers, France. Filed June 23, 1892. Patented in France.

502,590. Bicycle-Tire. John A. Wright, Indianapolis, Ind. Filed May 10, 1892.

502,406. Vehicle-Hub. Henry E. Meehan, Woodstock, Ontario, Canada. Filed Nov. 26, 1892.

502,417. Wheel. George B. Out, Syracuse, N. Y., assignor of one-third to Rudolph C. Vetter, same place. Filed Nov. 5, 1892.

502,500. Cycle-Wheel. Albert Perkins, Chicopee, Mass., assignor to the A. G. Spaulding & Brothers, New York, N. Y., and the Lamb Knitting Machine Manufacturing Company, Chicopee Falls, Mass. Filed Jan. 28, 1893.

502,681. Saddle for Velocipedes. Edward L. Shultz, Springfield, Mass. Filed July 19, 1892.

Designs. 22,671. Reach for Bicycles. Sterling Elliott, Newton, Mass. Filed Dec. 5, 1892. Term of patent 14 years.

NOTES FROM THE BIG MEETS.

GEO. F. TAYLOR, on his RAMBLER, beats JOHNSON twice at Minneapolis.
J. P. BLISS, on his "COPPER RIMMER," makes a new track record at Wauseon.
M. DIRNBERGER, on his RAMBLER, won the 1-4 Mile Open, flying start, from G. F. Taylor and W. A. Rhodes; also pushed "Zimmy" hard at Ripon in several races.
"THAT PIANO" at Indianapolis, was captured by TAYLOR, and TAYLOR and BLISS ran second and third to Zimmerman in the Great $1,000 Cup International Race.
GEO. F. TAYLOR, at Milwaukee, pushed his Rambler to the front, beating Windle and Tyler handily in the 1-2 Mile Open.
"AT THE GREAT INTERNATIONAL MEET" at Chicago, RAMBLERS won more prizes than any other make of wheel.
"AT INDIANAPOLIS" RAMBLER riders carried off 10 prizes—more than fell to riders of any other make of wheel.

EVERYTHING GOES WHERE RAMBLERS COMPETE---CAN'T HELP IT.

Geo. F. Taylor, H. A. Githens, J. P. Bliss, M. Dirnberger, A. N. French, E. W. Ballard, Walter Foster, Wilbur Edwards, C. S. Wells, F. H. Herrick, W. F. Simms, Wm. B. Hurlburt, F. Ed. Spooner, Geo. A Faulkner, and the best local champions of the States ALL RIDE RAMBLERS.

A FEW RAMBLER WINNINGS NOT YET PUBLISHED

		1st Prizes.	2nd Prizes.	3rd Prizes.	4th Prizes.	1st Time Prizes.
Aug. 5	Baltimore	1	1	2		
" 5	Milwaukee, Wis.	1	3	1		
" 8	DeGraff, O.	1				
" 10	Portland, Ore.	5	1	1		
" 10	Beatrice, Neb.	1				1
" 12	Springfield, Mass.			1	1	1
" 13	St. Louis, Mo.	1	2			
" 14	Milwaukee, Wis.		2		1	
" 16	Asbury Park, N. J.		1			

		1st Prizes.	2nd Prizes.	3rd Prizes.	4th Prizes.	1st Time Prizes
Aug. 17	Wauseon, O.	2	1			
" 17-18	Ripon, Wis.	3	6	3		
" 18	York, Neb.	1				
" 19	Multnomah, Ore.	1				
" 19	Minneapolis, Minn.	2	1	1		
" 20	St. Louis, Mo.	2	2	3	1	
" 20	Kankakee, Wis.	2				
" 21	Milwaukee, Wis.	1		1		
" 24	Indianapolis, Ind.	2	3	1	4	

Aug. 6, Michigan State Century Record Lowered. Time 7:33.

IT IS NOT TOO LATE---CHANGE YOUR MOUNT---RIDE A RAMBLER.

GORMULLY & JEFFERY MFG. CO.

CHICAGO. BOSTON. WASHINGTON. NEW YORK. COVENTRY, ENG.



ALUMINIUM vs. STEEL.

Syracuse Pits Steel Tubing Against St. Louis' Aluminum.

SYRACUSE, N. Y., Aug. 22, 1893.

St. Louis Refrigerator and Wooden Gutter Co., St. Louis, Mo.:

Gentlemen—In your catalogue for 1893 appears the following challenge.

To show that we mean what we claim, we issue the following challenge to any maker of first-class bicycles in the world.

The manufacturer of the machine wishing to contest with the LU-MI-NUM shall select two judges; we to select two judges, and the four judges to select one more. They are to put the machines to all the various tests necessary to show their strength.

If the judges do not testify that the LU-MI-NUM is by far the strongest frame, we will contribute $500 to any charitable institution the manufacturer of such bicycle contesting may name.

If it is proven and the judges so testify that the LU-MI-NUM is twice as strong as the steel tubing frame contesting, the manufacturer of such bicycle shall contribute $800 to any charitable institution we may name.

And if further, the contest shows that the LU-MI-NUM is three times stronger than the steel frame bicycle contesting, the manufacturer of such bicycle shall contribute $750 to such charitable institution as we may name.

Machines to weigh thirty pounds and under.

We hereby accept this challenge, and upon completion of arrangement for the tests, will forward to any one of the prominent Cycling Journals that may be agreed upon, a certified check for $750 to be held by them as Trustee to abide the result of the contest.

We are anxious to have the tests take place as soon as possible, and would like to hear from you at the earliest convenience in relation to the matter.

Very truly yours,
E. C. STEARNS & Co.,
per H. E. Maslin.

ACCEPTED!

ST. LOUIS, MO., Aug. 26, 1893.

Messrs. E. C. Stearns & Co., Syracuse, N. Y.:

Gentlemen: We beg to acknowledge receipt of your favor of the 22nd, inst., with acceptance of the challenge printed in our catalogue of the Lu-Mi-Num bicycle, and wish to thank you for the business-like way in which you meet us, and to assure you at the outset that we appreciate this and shall always depend on your co-operation in making the tests under this challenge thorough and conclusive.

We take it for granted that you believe that your steel tubing frame is stronger and better than our aluminum. If you do this and have confidence in your frame, I am sure you will prefer to go to a public test on an equal footing, that is start from the scratch, and that you will agree to contribute $800 to some charitable institution if the Lu-Mi-Num proves the stronger frame. We are both to believe that you have so little confidence in your frame that it requires a wager (which it virtually is) of $500 to nothing, to get you to put your frame to a test with our Lu-Mi-Num to prove which is the strongest. Or, as money really proves nothing one way or another, and the test is made for the real purpose of finding out which is the strongest method of cycle construction, you might wish to waive the money item altogether, and go ahead with the tests on an equal footing, the loser to pay the costs of all tests made here.

In making these suggestions we do not wish to be understood as desiring to withdraw any part of our challenge. It has been made in good faith.

We cannot but believe that you would prefer going before the public in a test of this kind on an equal footing, and that you believe as strongly in your frame as we do in ours.

We regret to say that it will be impossible for us to be ready for these tests before the latter part of September. In the meantime the judges can be selected, and they can be arranging details as to the tests, etc.

As these tests are to be made between our aluminum frame made without joints and your steel tubing frame, we shall require weight for weight as near as possible.

Kindly let us hear from you regarding these points. Very respectfully,

ST. LOUIS REFRIGERATOR AND WOODEN GUTTER CO.

Standard Mfg. Co. Go Under.

THE Standard Manufacturing Company, at Nos. 243-251 Virginia Avenue, Indianapolis, Ind., made a deed of assignment last week to the Union Trust Company. The deed assigns to the Trust Company, for the benefit of creditors, the plant on Virginia Avenue; all the machinery used in the manufacture of bicycles, notes, accounts, etc. The aggregate of the assets is believed to be about $60,000. The liabilities, members of the company say, can not be accurately estimated at this time, but they are believed to be, in the aggregate, less than the assets. It is stated in the deed of assignment that owing to the stringency of the money market the company finds that it is not able to continue business. The plant was established less than two years ago. The stockholders are Abraham L. Teeter, Henry C. Smither and Wilbur F. Cornelius.

Rochester Cycle Co. Elects Officers.

AT the annual meeting of the stockholders of the Rochester Cycle Manufacturing Co., held last week, the following board of directors and officers were elected: W. W. Kenfield, president; F. M. Thrasher, vice-president; A. E. Benjamin, secretary and treasurer; directors, W. W. Kenfield, A. E. Benjamin, F. M. Thrasher, O. F. Kingdon and J. Heath.

T. C. POOL, a dealer in bicycles and carriages, Lockport, N. Y., made a general assignment Aug. 23, for the benefit of his preferred creditors.

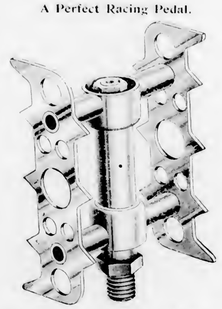
A company has just been formed in Waltham, Mass., to manufacture an improved bicycle. Plans for the new factory building, 100 x 130 feet, are being made, and building will be begun soon.

THE Black Manufacturing Company of Erie, is about completing its factory, and will be ready in the course of a couple of weeks to manufacture "The Tribune," it's new wheel.

MR. WILLIAM PRIDE, the head of the firm of the Quadrant Cycle Co. of Birmingham, England, is now in the country in the interests of his company. Incidentally he will visit the World's Fair at Chicago.

PORTER & GILMORE, at 1774 Broadway, have started, in connection with their line of cycles and accessories, to handle a brand of oils and lubricants that is excellent. In speaking of them L. H. Porter, who is an excellent authority on cycling, says: "These oils are different from anything else offered to wheelmen and the trade, and are far superior to all others sold for cycle use. They are made by an oil expert with special reference to the needs of cycle riders. The lubricating oil is composed entirely of mineral oils, and is by far the most effective and economical lubricator. The illuminating oil gives a clear white light, burns steadily, does not smoke unless turned far too high, will not jar or shake out and does not erust the wick; in fact it is exactly compounded that perfect combustion is produced.

A Perfect Racing Pedal.



THE Union cycle Mfg. Co. have produced a pedal embodying the most radical departure from the familiar pattern which has been brought before the public.

The accompanying cut shows the rat-trap pattern and it will be noticed that the hub, side plate supports, and the ball races are one piece, thereby giving the greatest possible rigidity to the pedal and making the relative positions of the ball races in positive alignment and also purely dust-proof, by reason of all the bearing parts being completely under cover. The studs are screwed directly into the cranks with right and left hand thread is, thereby doing away with the clamping nut and obviating the annoyance so often caused by loosing it when riding. Owing to the action of the pedal when in use, there is a constant tendency to tighten the stud in its socket and it cannot possibly become loosened.

Another advantage gained by this style of pedal is, that it will work closer to the crank, thereby narrowing the tread, a point in construction which the racing men have always hammered at.

The summary of points claimed is—strength and rigidity, easy running because bearings are accurate, neat appearance, and lastly lightness, the weight of road pedals being only 12 ounces per pair and racing pedals considerably lighter. Several of the crack riders are using them and the Union people anticipate a large demand from the racing fraternity as soon as their merits become known. Send for catalogue. Union Cycle Mfg. Co., Highlandville, Mass. Boston, Springfield, Philadelphia, Chicago.

Send 50c. to us for copy "Zimmerman on Training." The book not only covers points on training, but points for tourists, care of wheels, records, and a host of valuable information.

Attractive Routes to the Great Fair.

Of the many routes entering for the World's Fair travel the Baltimore & Ohio Railroad, by combination with other, and in many cases competitive lines, presents the most attractive and varied routes yet offered and at very reasonable rates. The route most in demand is that via Washington to the Capitol, and Niagara Falls on the return trip, price of which is $30.10. Boston to Chicago and return. Other routes include Montreal, Thousand Islands, White Mountains, &c., Full information as to sleeping car accommodations, stop-over privileges &c., can be obtained by addressing A. J. SPRAGUE, New England Passenger Agent, 211 Washington street, Boston, Mass. Send for World's Fair circular.

NEW YORK, Oct 23, 1891.

Messrs. Adams & Sons Co.

Gentlemen:—I have lately discovered the true merits of your famous Pepsin Tutti-Frutti as my stomach has troubled me very often while racing, and in all my future races will continue to use it. Yours respectfully,

EDDIE MCDUFFEE,
Champion roller skater of the world and professional bicyclist.

All-American Line.

THE popular Nickel Plate fast express trains, through sleeping cars from Boston and New York to Chicago, elegant dining cars, low rates, and polite attention, make this the most popular line between the East and West. For all information call on nearest ticket agent, or address F. J. Moore, General Agent, Buffalo, N. Y.

NEW YORK, Oct. 21, 1891.

Messrs. Adams & Sons Co.

Gentlemen:—I think Adams' Pepsin Tutti-Frutti a delicious flavor and is good for acid stomach or indigestion, and I advise all wheelmen to use it, as it keeps the throat and stomach in good condition. Yours very truly,

DR. W. JOYCE,
Office Springfield, Main office, Boston, Mass.

Half-Rate Excursions to the World's Fair via Washington and the B. & O. R. R.

THE Baltimore and Ohio R. R. will run a series of special excursions from New York to the World's Fair at rate of $17.00 for the round trip. The trains will consist of first-class Day Coaches, equipped with hot-air cars and toilet conveniences. The trains will start from station, foot of Liberty street, at 8.30 A. M., August 21, September 2, 6 and 12, and will reach Chicago at 1.30 P. M. the following day. Tickets will be valid for outward journey only on the special trains, but will be good returning from Chicago in Day Coaches on any regular train within ten days, including day of sale. Stops will be made for meals at the dining stations on the line. A Tourist Agent and Train Porter will accompany each train to look after the comfort of passengers. For more detailed information as to rates, etc., apply to A. J. Simmons, New England Passenger Agent, 211 Washington street, Boston Mass.

Ride a New Wheel for $18.00.

FOR further particulars see H. W. Smith & Co's. ad. on page 501.

NEW YORK, Oct. 24, 1891.

Messrs. Adams & Sons Co.

Gentlemen:—Your Pepsin Tutti-Frutti is unquestionably the best gum for any cyclist or athlete to use, as it is a combination for the benefit of the stomach and throat, keeping a man in good condition, thereby enhancing his prospects of winning. Truly yours,

GEORGE CARTWRIGHT.
Fifty-mile champion of the world. Six-day record, 550 miles.

The Greatest Bicycle Tournament of the Year.

Springfield Bicycle Club Tournament,

HAMPDEN PARK, SPRINGFIELD, MASS.,

SEPTEMBER 13 and 14, 1893.

Trial Heats September 12.

Fall Meet of the Mass. Div. L. A. W.

$8,000 IN PRIZES

THE BEST AND MOST COSTLY LIST EVER OFFERED. . . .

Fastest and Best Bicycle Track in the World, owned and run by the Springfield Bicycle Club at a cost of $5,000 a year.

ONE GRAND RACE EACH DAY.

September 13, One Mile Springfield International Invitation.
September 14, One Mile Springfield International Record.
Dan Canary, Champion Trick Rider of the World, will give exhibitions both days.
Music by The Second Regiment Band of Springfield and Pope's Band of Hartford.

TICKETS.

Admission to Park,	50 cents.
Grand Stand,	25 cents.
Main Grand Stand, Reserved Seats,	50 cents.
Boxes seating six, good for two days, including Admission to Park,	$18.00
Boxes seating seven, good for two days, including Admission to Park,	$21.00

Tickets on sale at Taylor's Music House one week previous to Tournament.

RECEPTION.

Members of the Reception Committee will be at the railroad station to meet all incoming trains, September 12th, 13th and 14th, and visiting wheelmen will be given information and assistance in securing hotel accommodations, and storage places will be provided for wheels.

Any person wishing to obtain a room with a private family, address or apply to Frank M. Coe, Chairman, P. O. Box 291.

The club rooms will be open day and evening during the meet for the accommodation of wheelmen, and members of the committee will be in attendance.

Entertainments have been arranged for Wednesday and Thursday evenings, September 13th and 14th, for the benefit of visiting wheelmen.

THE SPRINGFIELD REPUBLICAN, Saturday, Sept., 17, 1892.

"There was racing on Hampden Park yesterday afternoon; at least 20,000 people can bear witness to the fact, for were they not excited spectators, with perhaps a thousand or two more? It was racing of the intense sort, in which personal interest in the races had to have full vent, and every racer was for business and in dead earnest."



ZIMMERMAN DOES 2.12 4-5

In a Scratch Race—Meintjes Beats Him in the Half Mile—8,000 People Present.

INDIANAPOLIS, IND., Aug. 24—But for the high west wind to-day, the conditions for the international tournament given under the direction of the Zigzag Cycling Club, of Indianapolis, would have been perfect. The track was hard and smooth as a billiard table, and the attendance was over 8,000.

The novice race did well as a curtain raiser, but the surprise of the day was the victory of the South African champion over Zimmerman in the half-mile open. There were nine starters: Zimmerman, Taylor, Munger, Bode, Stevenson, Windle, Meintjes, Johnson and Murphy. At the eighth Zimmerman made a spurt getting a strong lead but going round the turn Meintjes made a terrific spurt and riding all out he rushed to the front and finished ten feet ahead of Zimmerman. The time of the first quarter was slow, but the last quarter was made in 30 2-5.

The event in which chief interest centred was the International Championship in which the starters were Zimmerman, Bliss, Rhodes, Taylor, Minor, Marmon, Munger, Bode, Crooks, Stevenson, Warren, Windle, Tyler, Meintjes, Johnson and Barrett. They were sent away with Bliss as pacemaker. The time at the quarter was 33 3-5, with A. W. Warren ahead. At the half Crooks was in the lead and kept it until the turn was reached, when Barrett set after him. Coming into the stretch Zimmerman let a magnificent burst of speed took the lead winning easily, with Taylor second, Bliss third, and Windle fourth. Meintjes finished in sixth place. He had an eighty-inch gear which served him well in the half mile race with the wind in his favor most of the way, but wore him out in the back stretch against the wind in the mile event.

The time of the race was 2.12 3-4, breaking the world's competitive record in a scratch race.

The summaries:

One mile novice—Ingleman, first; Turley, second; Mahurin, third. Time 2.34 3-5.

One half mile open—L. S. Meintjes, South Africa, first; A. A. Zimmerman, second; John S. Johnson, third; George F. Taylor, fourth; L. D. Munger fifth. Time 1m. 18s.

One mile, 2.40 class—E. F. Boll, Indianapolis, first; C. E. Tudor, Cincinnati, second. Time 2m. 50 2-5s.

One mile handicap—M. Dirnberger, Buffalo, 30 yds., first; J. P. Bliss, Chicago, 20 yds., second; W. A. Rhodes, 40 yds., third; A. N. French, Cleveland, 50 yds., fourth; A. D. Kennedy, 30 yds., fifth; A. J. Crooks, 60 yds., sixth. Time 2m. 38s.

One mile international championship—A. A. Zimmerman, first; George F. Taylor, second; J. P. Bliss, third; W. W. Windle, fourth; John S. Johnson, fifth; H. C. Tyler, sixth. Time 2m. 12 1-5s.

Two mile handicap—John S. Johnson, Syracuse, 20 yds., first; A. D. Kennedy, Chicago, 75 yds., second; M. F. Dirnberger, 75 yds., third; A. N. French, 80 yds., fourth. Time 4m. 51 2-5s.

One mile, 2.20 class, flying start—H. C. Tyler, first; G. F. Taylor, second; W. W. Windle, third. Time 2m. 45 4-5s.

Quarter mile open—John S. Johnson, first; L. S. Meintjes, second; A. W. Warren, third. Time 33s.

One mile three minute class—F. Dyrus, first; F. P. Gang, second; J. M. Paver, third. Time 2m. 30 2-5s.

Half mile handicap—A. W. Warren, 50 yds., first; Lazarus, 75 yds., second; Rollins, 60 yds., third. Time 1m. 5s.

Five mile handicap—J. P. Bliss, 120 yds., first; L. S. Meintjes, 120 yds., second; E. C. Bode, 250 yds., third. Time 13m. 16s.; last quarter, 37 1-5s.

IN THE QUAKER CITY.

The Q. C. W.'s Tourney—Local Cracks Compete—25 Miles on the Road.

PHILADELPHIA, Aug. 26—The third annual race meet of the Quaker City Wheelmen held on the grounds of the Tioga Athletic Association at Westmoreland this afternoon in the presence of a large audience were quite interesting, the events being closely contested, though in view of the good condition of the track the time was rather poor. There was no foreign talent present outside of little Mullikin, of Baltimore, and Irv. Wilhelm, of Reading, the well-known old-timer of Star machine fame.

The event of the meet was the twenty-five mile road race, which was won by D. T. Mayne, who with a six minute handicap came in fully five minutes ahead of the field, having cut off three miles, was disqualified. His time was 1.27.40.

The programme was exceptionally large, the summaries being as follows:

Quaker City Wheelmen's twenty-five mile road race from Devon, Pa., to the Tioga track—J. B. Pearson, 1 min., first; C. A. Elliott, 1 1-2 min., second; J. Breisily, 3 min., third; A. A. Gracy, scratch, fourth; B. F. McDaniel, 8 min., fifth; J. W. Davison, 3 min., sixth; Herman Schwartz, 5 min., seventh; G. L. Miller, 7 min., eighth; C. W. Heebner, 7 min., ninth; S. Courtney, 4 min., tenth; H. T. Heinold, 5 min., eleventh; J. B. Apeldoz, 5 min., twelfth; W. M. Watson, 4 min., thirteenth.

One mile, novice—*First heat*—C. Measure, first; F. Boyd, second; M. E. Welch, third. Time 2.55 4-5.

Second heat—D. C. Griffiths, first; H. C. Gardner, second; G. W. Hoffer, third. Time 2.58 2-5.

Final heat—Measure, first; Griffiths, second; Boyd, third. Time 2.57 1-5.

One mile open—*First heat*—W. E. Sims, first; H. T. Winder, second; E. E. Clapp, third. Time, 2.42.

Second heat—W. H. Mulliken, first; J. L. Hanley, second; E. F. Miller, third. Time 2.42.

Final Heat—W. H. Mulliken, first; Sims, second; Clapp, third. Time 3.19 4-5. The referee declared it no race. In the run-off Hanly, first; Sims, second; Miller, third. Time 2.57.

One mile Quaker City Wheelmen's championship—R. P. Rich, first; J. A. Mead, second; F. M. Dampman, third. Time 2.38.

One third mile handicap—*First heat*—C. Measure, 30 yards, first; G. B. Morrison, jr., 45 yards, second; F. Lemont, 50 yards, third. Time, 45 3-5.

Second heat—C. J. Craft, 40 yards, first; G. M. Coates, jr., 40 yards, second; H. F. McDaniels, 60 yards, third; W. H. Mulliken, 20 yards, fourth. Time 41 3-5.

Third heat—John A. Mead, 40 yards, first; W. A. Wenzel, 50 yards, second; J. F. Cope, 40 yds., third. Time 45 3-5.

Fourth heat—C. F. Hoffer, 50 yards, first; C. W. Krick, 30 yards, second; R. P. Rich, 40 yards, third. Time 45 1-5.

Final heat—Coates, first; M. Daniels, second; Craft, third; Lemont, fourth; Mead, fifth. Time 43 3-5.

Quarter mile open—*First heat*—J. J. Diver, first; J. T. Hunter, second; E. Youse, third. Time 30 2-5.

Second heat—W. H. Mulliken, first; W. L. Welhelm, second; W. T. Robertson, third. Time 35.

Final heat—Diver, first; Hunter, second; Robertson, third; Wilhelm, fourth. Time 34 1-5.

Half mile handicap—*First heat*—J. B. Dwyer, 50 yds., first; R. Weir, 50 yds., second; W. T. Robertson, 55 yds., third. Time 1.02 2-5.

Second heat—C. W. Sharrs, 80 yds., first; C. W. Krick, 50 yds., second; H. E. Schumacker, 60 yds., third. Time 1.07 3-5.

Third heat—C. J. Craft, 5 yds., first; W. A. Wenzel, 80 yds., second; W. Howard, 15 yds., third. Time 1.08 2-5.

Fourth heat—Sharrs, first; Craft, second; Krick, third; Weir, fourth; Wenzel, fifth. Time 1.08 1-5.

One mile 2.40 class—E. F. Miller, first; H. E. Schumacker, second; R. P. Rich, third. Time 2.31 1-5.

One mile handicap—*First heat*—C. Measure, 100 yds., first; J. A. Mead, 145 yds., second; C. F. Gause, 100 yds., third. Time 2.28 2-5.

Second heat—E. F. Miller, 50 yds., first; J. L. Hanley, 110 yds., second; G. M. Coates, jr., 30 yds., third. Time 2.27.

Final heat—Miller, first; Sims, second; Measure, third; Hanley, fourth; Gause, fifth. Time 2.24 3-5.

One mile Q. C. W. handicap—F. M. Dampman, 30 yds., first; H. G. Sickel, 100 yds., second; G. Melloy, 90 yds., third. Time 2.31 1-5

RUN IN MUD.

Cincinnati's Meet Spoiled by Rain—Zimmerman Takes the Open Events.

CINCINNATI, Ohio, August 26, 1893.—Rain spoiled the tournament. It poured all the morning and the track was such a sea of mud that Johnson, Taylor, Dirnberger and others refused to ride and Bliss rode but once, scoring a splendid victory in the one mile handicap.

Zimmerman, as usual, captured all the open races and did not start in the handicap. Windle was a close second in each race.

In the mile International a time limit of 2.40 was imposed, and there being only five cracks starting no one would set the pace, so when the half was finished in 1m. 47s., the race was called off and started over again. In the second trial Stevenson and Bode were put in to pace and the race was won in 2m. 38s. The attendance was fully 6000. The summary:

Mile novice—A. M. Donaldson, first; H. Taft, second. Time 2.55.

Half-mile open—A. A. Zimmerman, first; W. W. Windle, second, Hoy and Smith, third. Time 1.05 4-5.

One mile 2.50 class—H. Barnes, first; C. S. Hardy, second; L. B. Sawyer, third. Time 2.55 1-2.

Two mile handicap—W. A. Rhodes, 80 yds., first; A. L. Kennedy, 100 yds., second; A. Crooks, 60 yds., third; Con Baker, 150 yds., fourth; Hoyland Smith, 125 yds., fifth. Time 5.25.

One mile handicap, local riders—C. E. Urdor, 40 yds., first; A. P. Vetter, 150 yds., second; L. B. Sawyer, 50 yds., third. Time 2.58.

Two mile lap race—A. L. Baker, first; W. F. Murphy, second; L. D. Munger, third. Time 5.18.

Half-mile 1.20 class—A. T. Crooks, first; C. H. Bauer, second; C. E. Tudor, third. Time 1.18 3-5.

One mile international—A. A. Zimmerman, first; W. W. Windle, second; W. A. Rhodes, third; H. C. Tyler, fourth. Time 3.35 2-5.

One mile handicap—J. P. Bliss, 30 yds., first; Con Baker, 75 yds., second; A. D. Kennedy, 50 yds., third. Time 2.21.

One mile open—A. A. Zimmerman, first; W. W. Windle, second; H. C. Tyler, third. Time 2.37.

Lowell Runs Off Her Postponed Events.

LOWELL, Mass., Aug. 26, 1893.—The remaining races, suddenly interrupted on the Riverside Oval two weeks ago by rain, were run off this afternoon, although many of the entries did not show up.

In the one mile track record race of 16 entries only two started, C. E. Synder, of Lowell, winning in 2.43, against T. R. Tufts of Middleton.

J. F. McCarthy of Malden, tried to make a five mile record for the track, but did not succeed in doing better than 15.24 1-2.

No prizes were awarded in the consolation race, the two starters, Dunn of Worcester, and Walker of Malden, doing too much loafing. Time 3.08.

The summary:

Lap race—*First heat*—first, second and third laps, C. E. Snyder, first; fourth lap, E. B. Walker, first; fifth lap, Hugh Robeson, first.

First heat—C. E. Snyder, first; J. F. McCarthy, second; Hugh Robeson, third. Time 2.56.

Second heat—laps and heats, L. R. Tufts, first; Robert Gorkhill, second. Time 2m.

Final heat—first two laps, C. E. Snyder, first; three last laps, Hugh Robeson, first; *heat*, Hugh Robeson, first; C. E. Snyder, second. Time 2 26 1-2.

Two mile handicap—*Final heat*—B. W. Pierce, 190 yards, first; F. E. Young, 170 yards, second; H. W. Robinson, 50 yards, third. Time 5.02.

Team race—Salem, 108 points, first, Lawrence, 72 points, second. Time 2.28 1-2.

On Waverly's Track.

THE second annual meeting of the Riverside A. C. Cyclers was held at Waverly, N. J., last Saturday.

The *Sunday Call* cup race was run last, at the close of the day. Six teams were entered, but only three rode. A diamond pin was offered for the individual winner of the greatest number of laps. Had not Paul Grosch, who had been racing all day, fallen behind, the Orange A. C. would have won the cup hands down. There was some confusion when the officials came to calculate out the winners. Charles Collin, Orange A. C., had won the diamond, but the total of points between the Elizabeth A. C. and the Orange A. C. was so close that the referee, after once announcing the result as 112 to 111 in favor of Orange, decided to reserve his decision. The score by laps, as it was arranged last Saturday night, follows:

	Laps						
Hudson County Wheelmen.	1	2	3	4	5	6	
Darmer	6	8	8	6	5	0	
Hartbman	9	9	9	6	6	0	
Shopto	8	7	7	8	7	0	
Elizabeth A. C.							
Blauvelt	4	5	4	2	6	5	
Brown	4	4	3	3	2	4	
Bettner	5	6	5	4	4	3	
Orange A. C.							
Paul Grosch	1	3	6	7	0	0	
C. H. Collin	7	2	4	1	1	1	
G. W. Collin	2	1	2	5	3	2	

Summary:

One mile, novice safety—*Final heat*—Charles Brady, first; Fred N. Nagle, second; R. H. Bartsch, third. Time 2m. 39 3-5s.

One mile safety handicap—*Final heat*—J. Willis, 100 yds., first; George W. Collin, 50 yds., second; Alfred Silvie, 100 yds., third. Time 2m. 19 2-5s.

One half mile safety handicap—*Final heat*—Paul Grosch, scratch, first; George Thacher, second; D. L. Rame, third. Time 1m. 6 2-5s.

Two mile handicap safety—*One heat*—J. Willis, 135 yds., first; G. Fred Royce, 60 yds., second; Fred Hawley, 90 yds., third.

A Connecticut Team Race.

WINDSOR LOCKS, Ct., Aug. 23—The first team race between members from the Windsor Locks Wheel Club and four riders from Windsor was run at Windsor Locks this evening, over the regular five mile course.

The Windsor Locks men were Montgomery, Collin, Pomeroy and Kingsbury, and the Windsor men were Barnes, Remington, Salisbury and Siegert. Windsor Locks came in first by several seconds, making twenty-six points (all that was possible) and were easy winners.

The best time was made by Montgomery, 16 minutes, 39 seconds.

Wheeler Makes a New Record.

BROOKLYN, Aug. 26—Harry Wheeler today at Eastern Park rode five miles faster than they have ever been covered before, winning as he pleased in 12.04 1-5.

Wheeler knocked just 32 2-5 seconds off the competition record made by A. E. Samsden on Oct. 6, 1892, at Evansville, Ind. He finished the race with a terrific burst of speed, covering the last quarter in 27 2-5

One mile open—H. C. Wheeler, first; A. B. Rich, second. Time 2.35 1-5.

Two mile handicap—J. A. Newhouse, 150 yds., first; H. E. Bartholomew, 130 yds., second. Time 5.00 2-5.

Five mile handicap—H. C. Wheeler scratch, first; C. W. Price, 230 yds., second. Time 12.01 1-5.

Fifty Miles In Record Time.

BUFFALO, N. Y., Aug. 27.—J. W. Linneman was beaten in a fifty mile road race by F. A. Foell, a member of the same club, which organization wins the Rose trophy by the fine performance of these two riders.

Foell's time, 2h. 32m. 20s., is a new local road record. Linneman was but two seconds behind.

The course was to Corfu and return, and the day was perfect for fast time.

The Press Cycling Club won with 78 points; Ramblers B. C., second, with 59; Columbia C. C., third, with 19.

THE Hopeton Bicycle Club, Providence, R. I., held a six mile handicap road race last Saturday over the East Providence course. There were nine entries and the order of finishing was as follows: T. Walsh, 22.06; W. Lee ..23.03; C. Mercier, 23.06; J. Walsh, 20.17; A. ... in, 25.02; S. Jones, 27.15; B. McDonald, 27.16; Scott Turner, 28.; H. White, 30.40. J. Walsh won the time prize, a silver cup. Aitken met with an accident, being thrown from his wheel by a rut with which he came in contact when speeding. He recovered after everybody had passed him and finished fifth.

Winnisimmet Road Race.

THE third annual road race of the Winnisimmet Cycle Club was held last Saturday afternoon, over the regular club course from Chelsea, Mass., to beyond Cliftondale and return, a little short of 12 miles, with Bodfish, Hall and McDevitt on scratch, and Hinckley at the half minute mark.

Hinckley made the fastest time of the day, capturing the special time medal, and scoring one on the silver cup, for a special time prize, which must be won three successive years to become the property of any one man. The nine prize winners were as follows:

	Handicap m. s.	Actual time. m. s.
Edwin Urch	3 00	37 41 1-5
T. L. Downes	3 00	37 41 1-2
Permain Hinckley	0 30	35 39 2-5
R. M. Cummings	1 30	36 07 3-5
B. K. Jeffries	2 00	38 01 1-2
Charles Schultz, jr	1 30	40 32 1-2
Fred Ray	3 00	39 10
L. A. Moore	1 30	40 41
H. W. Bodfish	scratch	36 21

A South Boston Road Contest.

IN the ten mile road race of the Mount Washington Bicycle Club held last Saturday, the scratch men were L. P. Alexander and L. A. C. Kelly, while the limit was 7 minutes. Kelly won the time prize in 30 m. 45s. The position and times of the prize winners were: E. Burdett, 32m., first; F. Wood, 32m. 15s., second; H. Read, 33m. 28s., third; Henry Eldings, 32m. 34s., fourth; L. A. C. Kelly, 30m. 4-5s., fifth; P. J. Alexander, 30m. 6s., sixth.

At Sunnyside Park, Natick.

THE races at Sunnyside Park, Natick, last Saturday afternoon, under the auspices of the Natick Cycle Club, had 100 starters in two events alone—30 in the mile open and 70 in the mile handicap.

Louis R. Callahan, N. Tracy, G. H. Hosmer and J. Dunn came into collision and were taken from the track unconscious. Summary:

One mile novice—W. W. Fogwell, first; C. A. Gubbs, second. Time 2m. 41s.

One mile 2.40 class—J. A. Farrell, first; A. E. Wisner, second; E. H. Snow, third. Time 2m. 46s.

One mile open—James Clark, first; E. McDuffee, second; C. G. Williams, third. Time 2m. 41s.

Boys' half-mile handicap—Wallie Pratt, 25 yds., first; Rudolph Emerson, 25 yds., second. Time 1m. 16s.

One mile handicap—James Clark, 35 yds., first; A. W. Porter, 35 yds., second; J. F. Burns, 140 yds., third.

The Press Club won the mile team race with Malden second. Time 2m. 44s.

An Inter-Club Affair.

HAVERHILL, Mass., Aug. 26, 1893.—The Haverhill Cycle Club entertained the members of the Press Cycling Club of Boston and the Newburyport Bicycle Club at Kenoza Grove races which were held today resulting as follows:

Boot race—William Cobb, first; F. M. Fanning, second.

One hundred yard dash—Benjamin Robinson, first; W. F. Packard, second.

Bicycle slow race—W. F. Packard, first, William Cobb, second.

Three-legged race—Percy Cole and William Marble, first; Guy Nash and Herbert Sawyer, second.

Ghost race—Guy Nash, first; William Cobb, second.

WEST TROY, N. Y., Aug. 25.—At the bicycle races at West Troy this afternoon the results of the principal events were:

Mile and a half, Albany, Rensselaer and Schenectady Counties—O. H. Monroe, first; Walter Piccaver, second. Time 4.35.

Final half mile—W. Piccaver, first; G. F. Boyce, second. Time 1.09.

Final one mile race—W. Piccaver, first, E. Y. Merrell, second; E. Y. Combs, third. Time 2.29 1-5.

RACING NOTES.

THE Milford, Mass., wheelmen will hold a tournament Sept. 23.

LABOR DAY at the Waltham Club's races, on the new Waltham track, should prove decidedly interesting. Taylor, Gary and other local cracks will compete, while Dirnberger, of Buffalo, and Bliss and Gilkens, of Chicago, are also entered.

IN the races in connection with the Civic holiday, at Stratford, Canada, Aug. 21, Carmen surprised the public by beating out Bysley with ease, at the same time making a new Canadian record. The time was 7.38, beating Carmen's former record of 8.08 2-5.

A. A. ZIMMERMAN, W. C. Sanger, H. C. Tyler, Geo. F. Taylor, W. W. Windle, G. L. Gary, J. S. Johnson, A. E. Samsden, W. D. Munger, W. S. Campbell and Paul Grosch are among those who have entered and will compete at Waverly, N. J., Sept. 30, '93, in the First Annual Race Meet of the Metropolitan Association of Cycling Clubs of New York and vicinity.

THE Queens County wheelmen are making extensive preparations for their race meeting to be held at Queens, L. I., Saturday, Sept. 9. "Tom" Lloyd the veteran sportsman has been hard at work enlarging and banking the track and already many of the track records have been lowered during practice. It was on this track that A. A. Zimmerman won his first open race way back in Sept. '88.

THE English *Cyclist* quotes the following from the *American Athlete*: "Zimmerman claims that Lacy Hillier was the main cause and instigator in the N. C. U. refusal"—there was no refusal by the way—"of his license. Hillier made money out of Zimmie last year by taking charge of him, and getting a 'divy' on the gate receipts. This year he was refused the privilege, and therefore his hostility." The *Cyclist* replies: "If Zimmerman said anything of the sort it is nothing more nor less than an unmitigated lie, and if he didn't, then the untruth belongs to the *American Athlete*, or to whoever else started the story."

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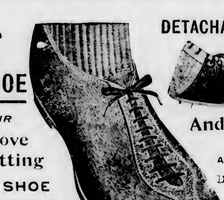
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COMMITTEE ON IMPROVEMENT OF HIGHWAYS.
Isaac B. Potter, .Potter Bldg., New York, N. Y.
A. R. Chesire, 120 Temple Ct., Minneapolis, Minn.

COMMITTEE ON RIGHTS AND PRIVILEGES.
Charles E. Cressman, ... Poughkeepsie, N. Y.
Winfield S. Slocum, 257 Washington St.,
Boston, Mass.
F. W. Tracy, ... Bridgeport.

COMMITTEE ON RULES AND REGULATIONS.
J. Wade McGowin, ... 423 Wood street,
Pittsburgh, Penn.
A. C. Willson, ... Cumb. land, Md.
W. C. Harris, Jr., ... Birmingham, Ala.

RACING BOARD.
H. E. Raymond, Chairman, 243 Flatbush Ave.,
Brooklyn, N. Y.
Lewis A. Muller, ... Meriden, Conn.
651 Mcglemry, 2161 Jefferson st., Louisville, Ky
Geo. D. Gideon, 17 No. 7th St., Philadelphia, Penn
A. M. Erwin, ... *News-Record*, Chicago, Ill.
John T. Huntington, 588 Arcade, Cleveland, O.

TRANSPORTATION COMMITTEE.
Albert Mott, 2234 Madison ave.,
Baltimore, Md
John O. Blake, ... 85 Madison St., Chicago, Ill.
H. C. Nickerson ..... 231 Washington St., Boston
I. D. W. King, 181 Potter Bldg, New York City.

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below.

ALABAMA—Chief Consul, Wm. C. Harris, Jr., Box 296, Birmingham ; Secretary-Treasurer, John A. Snider, 17 North 20, Birmingham.

ARIZONA—Chief Consul, A.W. Galpin, Phoenix.

ARKANSAS—Chief Consul, F. D. Nichols, Fort Smith.

CALIFORNIA—Chief Consul, Geo. B. Strong, 220 Market, San Francisco; Secretary-Treasurer, Lauren W. Ripley, 714 Ninth street, Sacramento.

SOUTH CALIFORNIA—Chief Consul, J. S. Thayer Box 2118, Los Angeles; Secretary-Treasurer, Sam C. Jordan, Box 828, Los Angeles.

COLORADO—Chief Consul, Chas. A. Hackney, Box 1027, Denver. Secretary-Treasurer, Harry M. Booth, 816 24 street, Denver.

CONNECTICUT—Chief Consul, A. H. Schanschieff, Box 952, Hartford. Secretary-Treasurer, P. W. Westlake 91 Lewis Street, Bridgeport.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary-Treasurer, Chas. S. Wilson, 813 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, Samuel W. Simonetz, 1237 Pa. Ave., Washington. Secretary-Treasurer, W. H. Stearns, 719 13th street, N. W., Washington.

FLORIDA—Chief Consul, S. A. Adams, 46 Main street, Jacksonville.

GEORGIA—Chief Consul, Samuel M. Whiteside, Box 76, Savannah. Secretary-Treasurer, C. M. Rushing, Savannah.

ILLINOIS—Chief Consul, Frank W. Gerould 108 Madison street, Chicago. Secretary-Treasurer, Burton F. White, 832 Washington Boulevard, Chicago.

INDIANA—Chief Consul, Thomas Hay, 70 North Pennsylvania street, Indianapolis. Secretary-Treasurer, E. C. Minor, Room 22, Board of Trade, Indianapolis.

IOWA—Chief Consul, Fred H. Beach, 111 West 8th st., Muscatine. Secretary-Treasurer, Geo. W. Tones, care Pearl Beach, Muscatine.

KANSAS—Chief Consul, W. C. F. Reichenback, Box 295, Topeka. Secretary-Treasurer, Austin Hawley, Girard.

KENTUCKY—Chief Consul, W. W. Watts, 548 West Jefferson, Louisville. Secretary-Treasurer, Orville W. Lawson 2310 West Jefferson, Louisville.

LOUISIANA—Chief Consul, W. C. Grivot, 110 Gravier street, New Orleans. Secretary-Treasurer, S. H. Grice, cor. St. Charles and Washington avenue, New Orleans.

MAINE—Chief Consul, Chas. L. Batchelder, Saco. Secretary-Treasurer, Chas. A. Litchfield, Lewiston.

MARYLAND—Chief Consul, Albert Mott, 2234 Madison ave., Baltimore. Sec.-Treasurer, Wm. J. Unverzagt, Box 300, Baltimore.

MASSACHUSETTS—Chief Consul, George A. Perkins, 15 Court Square, Boston. Secretary-Treasurer, Chas. S. Howard, Globe office, Boston

MICHIGAN—Chief Consul, Joseph M. Bressler, 22 Lafayette avenue, Detroit. Secretary-Treasurer, A. R. Baker, Bay City.

MINNESOTA—Chief Consul, A. B. Cheate, 430 Temple court, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI—Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, Edgar S. Barnes, Mexico.

MONTANA—Chief Consul, Dr. D. J. Wait, Helena. Secretary-Treasurer, Lewis A. Cull, Anaconda.

NEBRASKA—Chief Consul, A. H. Perrigo, 2315 Dodge street, Omaha. Secretary-Treasurer, C. R. Meedmans, Fremont.

NEW HAMPSHIRE—Chief Consul Geo. A. Place, American House, Concord. Secretary-Treasurer, Frank E. Gale, 59 So. State street, Concord.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 88 Broad street, Elizabeth. Secretary-Treasurer, Theo F. Bergedes, 66 Monticello St., Jersey City.

NEW MEXICO—Chief Consul, Wallace F. Baker, Santa Fe.

NEW YORK—Chief Consul, Chas. H. Luscomb, 280 Broadway, New York City. Secretary-Treasurer, Thomas A. Raisbeck, 280 Broadway, New York.

NORTH DAKOTA—Chief Consul, Miles E. Harlan, Grand Forks.

OHIO—Chief Consul, Andrew E. Mergendahler, Fostoria. Secretary-Treasurer, S. L. Chaster, Fostoria.

OREGON—Chief Consul, C. L. Howe, 326 Washington street, Portland, Oregon

SOUTH CAROLINA—Chief Consul, James L. Kopp, Wilmington. Secretary-Treasurer, Philip Heinsberger, Jr., Wilmington.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, 1305 Girard Office, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, H. L. Perkins, Box 1063, Providence. Secretary-Treasurer, Nelson H. Gibbs, 288 Westminster street, Providence.

SOUTH CAROLINA—Chief Consul, James M. Wilson, 4 Wragge street, Charleston.

SOUTH DAKOTA—Chief Consul, W. J. Healey, Mitchell. Secretary-Treasurer, Hal C. Clark, Mitchell.

TENNESSEE—Chief Consul, T. J. Dempree, 88 Front street, Memphis. Secretary-Treasurer, Geo. T. Broadnax, 296 Main street, Memphis.

TEXAS—Chief Consul, F. W. Hope, Sherman. Secretary-Treasurer, G. W. Hubbard, Sherman.

UTAH—Chief Consul, C. A. Emise, 272 State street, Salt Lake City. Secretary-Treasurer, A. W. Caine, 529 E. So. Temple stree Salt Lake City

VERMONT—Chief Consul, F. W. Sherburne, Barre. Secretary-Treasurer, Geo. D. Wheeler, Barre.

VIRGINIA Vice Consul, D. R. Ammen, box 112, Roanoke, Va Secretary-Treasurer, J. Hugh Henry, 140 10th street, Norfolk.

WEST VIRGINIA—Chief Consul, Jason C. Stamp, 123 Market street, Wheeling. Secretary-Treasurer, H. Ribeldaller, H. S. York St., Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 382 East State street, Milwaukee. Secretary-Treasurer, F. J. Morawetz, 1619 Wells street Milwaukee.

WYOMING—Chief Consul, Frank Vreeland, Cheyenne.

WASHINGTON—Chief Consul, W. A. Van Epps, Olympia. Secretary-Treasurer, J. A. Drain, Spokane.

MARITIME PROVINCES—Chief Consul, Fred L. Temple, 128 Prince William street. St. John, N. B.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C., England.

Appointment of Secretary-Treasurer, New Jersey Division, L. A. W.

MR. T. F. MERSELIS, of 66 Monticello avenue, Jersey City, N. J., is hereby appointed Secretary-Treasurer of the New Jersey Division, L. A. W., for the unexpired term of Mr. George C. Pennell, whose resignation attached hereto, has been accepted by me.

G. CARLETON BROWN,
Chief Consul New Jersey Div. L. A. W.

Elizabeth, N. J., Aug. 25, 1893.

Dr. G. Carleton Brown, Chief Consul N. J. Div., L. A. W., Elizabeth, N. J.:

Dear Sir—Owing to permanent removal from the State of New Jersey, I herewith tender my resignation as Secretary-Treasurer of the New Jersey Division, to take effect Sept. 1, 1893.

I shall always look back with great pleasure to our most cordial and pleasant relations, and trust that the Division may have continued success and prosperity. Yours fraternally,

GEO. C. PENNELL.

August 23, 1893.

Spooner's Record.

The following should be added to Spooner's records published last week:

6 hours	103 7-8 miles.
12 hours	203 1-2 miles.
18 hours	292 1-2 miles.
24 hours	374 " 1605 yds.

H. E. RAYMOND.

Missouri Division, Annual Meeting, Sedalia, July 4, 1893.

Division meeting called to order by Chief Consul Holm. F. L. Gillette, Mt. Vernon, chosen assistant secretary. Emery, of St. Louis, moved that the chair appoint as committee on credentials Messrs. Barnes, Mulkey and Robert. Barnes moved to amend by substituting the names of S. P. Sidwell, S. E. Frost and J. H. Kelly, which amendment prevailed; yeas, 56; nays, 27.

Mr. A. C. Davis made the point that J. H. Kelly was not at present a member of the League. Point of order sustained, and Messrs. Robert and Boyd nominated in Kelly's place. On a vote of the Division, Boyd was chosen as third member of the committee on credentials.

Reports of Chief Consul received and adopted. Financial report of secretary-treasurer read and approved. Secretary read report which was accepted. Motion made and adopted to dispense with the regular order of business, and listen to the reports of standing committees. Mr. A. C. Davis, chairman of the rights and privileges committee, read his report which was accepted. The committee on credentials reported that they had received proxies from the St. Louis Cycle Club and Business Men Cycle Club, not properly filled out with the names of those members whose votes the proxie holder wished to vote for. Barnes moved that the holders of these proxies be requested to fill in the names of the members whose votes they wished to cast. The motion prevailed, and the proxies in question were withdrawn.

Report of the credential committee was then received.

The secretary read report of M. J. Gilbert, chairman of the Touring Committee, which was accepted.

The report of Barnes, chairman of the Highway Improvement Committee, was read and received.

Mr. H. A. Canfield read his report as chairman of the racing committee, which was accepted.

Mr. A. C. Davis moved that a sum of money, not to exceed $25, be appropriated by the Division to defray the expenses in the Kindervatter case.

Carried.

Motion made and carried that the Division extend its condolence to the families of deceased members.

Moved and carried that $15 be appropriated to pay for the sod, in the previous Watson contracted for by the Sedalia Cycling Tournament Association.

Springfield was selected as the place for holding the '94 meet.

Vote of thanks was extended to the Sedalia Cycling Tournament Association, the press, the mayor and citizens, and the hotel proprietors of Sedalia for their successful efforts to entertain the Division.

Vote of thanks was extended to the county court officials for the generous treatment and for the use of the county building for the Division meeting.

Motion that $25 be appropriated for clerical assistance for the Chief Consul. Carried.

Motion that the incoming officers of the Division be extended a vote of thanks. Carried.

Motion that the expenses of the Division officers be paid to the Division Board of Officers' meetings.

Motion made to amend by limiting the sum paid by the Division to the actual traveling expenses. Motion as amended carried.

The following nominations were made for Division officers for the next year:

Chief Consul—Robt. Holm, A. C. Davis, J. P. Graf, C. F. Mulkey, St. Louis.

Vice Consul, J. P. Sidwell, Kansas City.

Secretary-Treasurer—D. W. Robert, St. Louis; Edgar S. Barnes, Mexico.

Representatives at Large, one to be chosen for each 200 names on the Division roll, Oct. 1, 1893.

E. P. Moriarty, A. J. Hilliard, Kansas City; M. J. Gilbert, J. R. Bettis, H. A. Canfield, Clifford Staehlin, W. P. Laing, Geo. Wilder, A. J. Emery, of St. Louis; C. F. Souther, Springfield; W. H. Cameron, St. Joseph; W. L. Hyer, Warrensburg; J. H. Kelly, Sedalia.

The following election committee was appointed by the chair: W. P. Laing to represent Mulkey; Geo. M. Wilder to represent Graf, and A. J. Emery to represent Davis.

Adjourned. EDGAR S. BARNES, Sec.
F. L. GILLETTE, Asst. Sec.

Rhode Island Division.

At a special meeting of the board of Officers held Wednesday evening, Aug. 23, it was voted "That the Chief Consul appoint a committee of three to compile a road book of Rhode Island and report at the annual meeting.

Voted, That postal cards be sent to delinquents urging them to renew before Oct. 1st.

Voted, That the Chief Consul, or such person as he shall appoint, be elected delegate to the National Assembly and expenses paid.

Voted, That the matter of town ordinances in regard to wheelmen be referred to the Rights and Privileges Committee, and that the Secretary be instructed to inform any person or persons interested in the matter in their town.

Committee on Road Books was appointed as follows: Messrs. Gibbs, Cooke and Smith.

NELSON H. GIBBS, Secretary-Treasurer.
PROVIDENCE, R. I., Aug. 23, 1893.

South Carolina.

I have this day appointed Mr. I. J. Corbi, of Charleston S. C., a member of the Racing Board of this Division, vice J. M. Wilson elected Chief Consul. Fraternally, JAMES M. WILSON, C. C.
Charleston, S. C., Aug. 2, 1893.

Georgia Division.

I have this day appointed Mr. F. O. Ticknor Local Consul at Albany, Ga.
Fraternally,
SAMUEL M. WHITESIDE, C. C.
Savannah, Ga., August 22, 1893.

Maryland Division.

To all whom it may concern:

In accordance with article 3, By-laws of the Md. Div. L. A. W., copy herewith, a convention for the purpose of nominating officers for the ensuing league year, will assemble at the Baltimore Cycle Club house, 1521 Eutaw Place, Oct. 16, 1893, at 8:30 P. M. The Secretary-Treasurer is requested to be present to obtain the nominations and perform the duties laid down in Sec. 3.

The officers to be nominated are Chief Consul, Vice Consul, Secretary-Treasurer, and three representatives at large to the Division Board of Officers.

Bicycle Clubs whose league membership exceeds fifteen July 1, 1893, are entitled to delegates to the nominating convention in the ratio of one delegate for the first fifteen league members, and one additional delegate for each additional twenty-five league members.

Meetings of unattached members (that is, League members unattached to any bicycle club) for the election of delegates in the same proportion as above to the nominating convention, are called at 8:30 P. M., Sept. 7, 1893, as follows:

At the Clifton Bicycle Club House, Balto., cor. Broadway & Register Street.

Store of Mr. A. C. Willson, Cumberland.

Hagerstown Bicycle Club House, Hagerstown.

City Hotel, Frederick

Howard House, Ellicott City.

Albion Hotel, Westminster.

City Hotel, Redstertown.

River View Hotel, Oxford.

Maryland Central Hotel, Cambridge.

Brick Bow, East n.

Cabin John Hotel, Cabin John Bridge.

Yoshell House Chesterlown.

Office of Mr. Clarence Hodson, Crisfield.

In addition to the above, League clubs of the Division will elect to the *Division Board of Officers*, one representative for the first twenty members on its roll, another for the next eighty and an additional representative for each one hundred members thereafter as provided for in Section 1 (a) Article 5 of the National Constitution.

Respectfully and truly,
ALBERT MOTT,
Chief Consul Md. Div. L. A. W.
Baltimore, Md., Aug. 20, 1893.

Racing Board Matters.

MESSRS. C. S. WILLIAMS, Charleston, S. C.; S. D. Smith, Rodney, N. C.; H. C. Bettner, Rochester, N. Y.; W. W. Marshall, Beverly, Mass.; Walter Curson, F. S. Dorr, Buffalo, N. Y.; R. Montgomery, R. L. Brooks, Silver Creek, N. Y., are hereby declared professionals violation Clause A, amateur rule.

SANCTIONS GRANTED.

Aug. 20—Butte Bicycle Club, Butte, Mont
Sept. 12—Pine Bank Cities, N. Y.
Aug. 26—H. H. Rogers, Trenton, N. J.
Aug. 31—Northern Tioga Co., Newark Valley, N. Y.
Sept. 12, 13, 14—Tioga Co. Agl. So., Owego, N. Y.
Sept. 29—Westchester Cycling League, Mt. Vernon, N. Y.
Sept. 30—Westchester Cycling League, Mt. Vernon, N. Y.
Sept. 4—Denver Athletic Club, Denver, Col.
Sept. 4—Central Wheel Club, Greeley, Col.
Sept. 8—Attleboro Wheel Club, Attleboro, Mass.
Sept. 19—Thread City Cyclers, Willimantic, Ct.
Sept. 4—Labor Union, Brockton, Mass.
Aug. 24—St. Peters Temp. So iety, Boston, Mass.
Aug. 19—Thos J. Conroy, Palmer, Mass.
Sept. 1—A. O. S. F. and F. M. T. A. Societies, Lee, Mass.
Sept. 20, 21, 22—York Co. Agl. So., Saco, Me.
Sept. 4—Catholic Temperance Society, Milford, Mass.
Sept. 23—Milford Wheelmen, Milford Mass.
Aug. 25—F. J. Conroy, Palmer, Mass.
Aug. 24—Harry W. Hall, Concord N. H.
Sept. 13, 14—Pollard Co. Agl. So., Rockville, Ct.
Sept. 4, 9, 11, and 5th, 7th—Newton, Mass.
Sept. 4—McAfee and McMaster, Nashua, N. H.
Aug. 28—Social Club Sports, River Vieiw, Washington, D. C.
Oct. 4, 5—Milton D. P. Fair Assn., Milton, Pa.
Aug. 24, 25—Saginaw Cycle Club, E. Saginaw, Mich.
Sept. 12—C. C. Van Tine, Findlay, O.
Aug. 29—M. A. A., Zanesville, O.
Sept. 15—Howard City D. L. and A. Assn., Howard City, Mich.
Sept. 19, 20—Cedar Springs Fair Assn., Cedar Springs, Mich.
Sept. 1—Wayne Co. S. S. Assn. Detroit, Mich.
Sept. 2—C. C. Van Tine, Findlay, O.
Aug. 29—M. A. A., Zanesville, O.
Sept. 15—Howard City D. L. and A. Assn., Howard City, Mich.
Sept. 19, 20—Cedar Springs Fair Assn., Cedar Springs, Mich.
Sept. 1—Wayne Co. S. S. Assn. Detroit, Mich.
Sept. 2, 3—Twin County Fair, New Brunswick, C.
Sept. 7, 8—Huron County Fair Assn., Norwalk, Ohio.
Aug. 31—Akron Ath. Assn., Akron, O.
Sept. 6, 7, 8—Port Huron Wheelmen, Port Huron, Mich.
Sept. 4—Wabash Cycle Club, Terra Haute, Ind.
Sept. 26—Adrian Cycling Club, Adrian, Mich.
Sept. 13, 14, 15—Mt. Vernon Cycling Club, Mt. Vernon, O.
Sept. 1—Newark Cycling Club, Newark, O.

H. E. RAYMOND.

Applications for Membership.

THE following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III. of the Constitution, which is as follows:

SECTION 1. Any amateur wheelman of good character, eighteen years of age or over, shall, with the endorsement of two League members be eligible to membership in this League upon payment of the initiation fee and dues, as provided in this Constitution and By-laws, and the By-Laws of his Division.

SEC. 3. The name of each applicant for membership shall be published in the official organ, and unless within two weeks thereafter a protest shall be filed with the Secretary he shall become a member of the League.

Tickets will be issued fourteen days after the publication of names, and on the same date the applicant will be put on the mail list of this paper.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week. When a holiday falls on Monday the list is closed on Saturday preceding.)

BOSTON, Sept. 1, 1893.

Total 159—34896.

North California—8—651.

60791	Bertholl, C. F.	Los Banos
792	Drummond, A. W.	"
793	Place, J. E.	"
794	White, W. T.	"
795	White, J. W.	"
796	Pangburn, Arthur	Suisun
797	Crist, Ray H.	Grangeville
798	Stannard, George W.	San Francisco

South California—1—276.

60799	Tuttle, G. H.	Redlands

Connecticut—19—2203.

60800	Bassett, Frank J.	Rockville
801	Buchanan, Wm. A.	"
802	Cameron, John P.	"
803	Gledhill, Eli	"
804	Harkenstein, Louis C.	"
805	Hoy, Louis	"
806	Kile, Howard C.	"
807	Liebe, Robt.	"
808	Macgeorge, Wm. C.	"
809	Maxwell, Wm.	"
810	Maxwell, Francis T.	"
811	Noble, Edw. H.	"
812	Seidel, Gustave	"
813	Sheoy, E. J.	"
814	Skinner, Walter H.	"
815	Thompson, Geo. B.	"
816	Tingler, Lyman T.	"
817	Tillotson, W. C. M. D.	"
818	Munger, Carl E. M. D.	Waterbury

Illinois—2—2324.

819	Campbell, Leon W.	Chicago
820	Seng, Frank J.	Ravenswood

Iowa—3—501.

60821	Thompson, Ed.	Boone
822	Beckert, Henry C.	Red Oak
823	Miller, A. M.	"

Kansas—1—324.

60824	Howe Walter L.	Lawrence

Kentucky—4—580.

60825	Skillman, Orville T	Cloversport
826	Fitzgerald, Jas. J.	Maysville
827	King, John L.	Lowsville
828	Thomas, John H.	"

Maryland—1—628.

60829	Jacobs, Thos. E.	Baltimore

Massachusetts—21—5081.

60830	Pitcher W. L.	Easthampton
831	Richmond, Jas. H. J.	"
832	Curran, Arthur	Malden
833	Smith, Elmer F.	Boston
834	Jones, Lonie T.	Taunton
835	Corbin, Chas. G.	Greenfield
836	Wigglesworth, Geo.	Boston
837	Fay, Henrie C.	Athol
838	Billings, Clarence H.	Boston
839	James, H. W.	"
840	Leonard, Chas. H.	Chicopee Falls
841	Phillips, Fred L.	Orange
842	Soule, Harvey A.	No. Weymouth
843	Warner, Fred W.	Plymouth
844	Heath, Willis K.	Somerville
845	Porter, Harry L.	"
846	Bruner, William C.	"
847	Crane, Henry L.	"
848	Nicholas, John L.	"
849	Mason, Maurice	Taunton
850	Marsh, Arthur L.	W. Roxbury

Michigan—5—1096.

60851	Dillberg, Chas A.	Grand Rapids
852	De May A. O.	Delray
853	Richards, Harry J.	Ann Arbor
854	Tulian, E. A	Alpena
855	Kerr Matthew M.	Detroit

Missouri—1—708

60856	Rogers, Tom Jr.	Palmyra

Nebraska—1—301.

60857	Clarendon, Theo. O.	Fremont

New Hampshire, 1—358.

60858	Pattee J. W.	Enfield

New Jersey—13—1901.

60859	Dodge, Jas. A.	Newark
860	Vaughn, Chas. A.	"
861	Bennett, Chas. A. Jr.	Freehold
862	Ross, Chas. F.	Elizabeth
863	Ward, Walter B.	"
864	Parrot, S. B.	"
865	Morehouse, Edw. S.	Westfield
866	Flanders, Howard,	Burlington
867	Collins, Daniel M.	Jersey City
868	Brown, Wm. F.	"
869	Boone, Walter C.	"
870	Howell, H. H. Jr.	Millville
871	Sigler, Frank G.	Montclair

New York—23—4240.

60872	Fraenkel C. F.	New York
873	Hough, Clinton W.	Brooklyn
874	Brockway, Albert L.	Brooklyn
875	Stillson, Robert L.	"
876	Wakefield, C. S.	Oneonta
877	Kreitzler, William,	New York
878	Newman, Joseph, Jr.,	"
879	Williams, Clarence F.	"
880	Zabriskie, Fred T.	"
881	Rose, Dalton L.	Brooklyn
882	Martens, L. D.	"
883	Reid, Charles,	"
884	Herwig, Chas. R.	"
885	Munson, Isaac C.	Buffalo
886	Bulkley, S. P.	Cortland
887	Tourse, C. G.	Clinton Corners
888	Hollmaster, W. J.	Lockport
889	Kingsford, T. P.	Oswego
890	Smith, Harry C.	"
891	Duffy, Chas. F.	Newburgh
892	Hollister, Arthur B.	Richfield
893	Shepard, G. L.	Sherburne
894	Moore, Wm. J.	Stoney Brook

Ohio—15—3156.

60895	Cross, G. J.	Canton
896	Haight, Harry C.	"
897	Jones, W. L.	"
898	Sherer, Chas.	Chicago
899	Axline, Morton H.	Cincinnati
900	Battersley, Alvin C.	"
901	Bullock, Harry,	"
902	Mackie, J. H.	"
903	Jennough, T. S.	Columbus
904	Rothacker, Wm.	Cuyahoga
905	Ehlers, Arnold E.	Kelley Island
906	Stinger, R. R.	Newark
907	Price, Clarence B.	"
908	Thompson, H. W.	Salem
909	Wickert, W. F.	Springfield

Pennsylvania—31—4265.

60910	Kerrigan, M. S.	Philadelphia
911	Buchanan, Geo. H.	"
912	Neall, W. H.	Rutledge
913	Wicks, M. H.	"
914	Hayes, Eugene D.	Scranton
915	Shaaber, Geo. W.	Reading
916	Illig, Wm. C.	Erie
917	Zimmerman, Chas. W.	Philadelphia
918	Frazier, Wm.	"
919	Close, Henry S.	"
920	Dixie, Ernest	"
921	Glazier, Horace S.	"
922	Lukens, B. E.	"
923	Lemering, Harry W.	"
924	Sheerer, E. G., Jr	"
925	Yobl, L. H.	"
926	Woodley, W. Morris	"
927	Wallace, W. W.	"
928	Reese, Wm.	"
929	Lowe, Chas. R.	Athens
930	Mackellar, James	Jeddo
931	Sobolinski, Leon	Mt. Pleasant
932	Riley, Wm.	"
933	Knecht, Calvin W.	Nazareth
934	Dunlap, Wm.	Pennsville
935	Thompson, Albert	Penns Park
936	Barclay, Ira	Wharton
937	Osborne, W. T.	Wilkes Barre
938	Deming, L. L.	"
939	Rehl, H. H.	"
940	Pettolonne, W. T.	"

Tennessee—2—97.

60941	Aurin, Walter E.	Knoxville
942	Peterson, Edwin	Memphis

Vermont—1—110.

60943	Hildreth, F. L.	Newport Centre

Utah—2—67.

60944	Young, H. J.	Salt Lake City
945	Jensen, Thorwald	"

No. Dakota—1—81.

60946	Trent, T. N.	Plankinton

Washington—3—160.

60947	King, A. F.	Colfax
948	Chadwick, P. L.	"
949	Hart, Ray	"

HOW TO JOIN THE L. A. W.

Fill up the blank below, and, together with the sum required for Initiation Fee and Dues to April 30th, next ensuing (1894), send it to the Secretary of the League.

ABBOT BASSETT,
12 Pearl Street, - - Boston, Mass.

P. O. BOX, 5267.

Write your FULL NAME, your FULL ADDRESS, and your CLUB name in FULL.

Each applicant must give as references the names of two L. A. W. members.

The name of the applicant will be published in the L. A. W. BULLETIN as soon as possible after it is received, and after two weeks, if not protested, the ticket will be issued. This will consume in all about three weeks.

Stamps of a denomination above two cents will not be received.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cts. If you want your name in gold, stamped on the holder, send 50 cts.

MEMBERSHIP FEE.

In April, May, June, July, August, September or October, enclose $2.00 with this blank. In November, December, January, February or March, enclose $1.50. These sums include the initiation fee and the annual dues.

The sum printed on the blank is the proper amount to send on even date with that of this copy of BULLETIN.

Application for Membership.

.....189

ABBOT BASSETT, Secretary:

Dear Sir—Enclosed you will find $2.00 for Initiation Fee and Dues in the League of American Wheelmen to April 30, next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur, I refer to the two League members named below.

Name.....

Street or Box.....

City.....

State.....

References:.....

.....

.....

Club.....

Write plainly. Autograph signature and required. Printing preferred, or enclose personal card.

Change of Address.

Members desiring change of address will kindly use the form below and send same to the Secretary, Abbot Bassett, 12 Pearl Street, Boston, Mass.

Name.....

No. .....

.....

NEW ADDRESS.....

.....

.....

OLD ADDRESS.....

.....

.....

$100.00 CHALLENGE

To substantiate our claim that the "PERFECT" POCKET OILER is the "BEST OILER IN THE WORLD" we hereby challenge the manufacturers of any other oiler to a series of competitive tests. These tests to be very thorough and to be decided by three prominent bicycle manufacturers as agreed upon. The party selling the inferior oiler to give $100.00 to any charitable institution that may be named by the committee.



One-Half Size.

Does not leak. Regulates supply of oil to a nicety.

Price 25c. each. Handsomely nickeled.

CUSHMAN & DENISON,
172 NINTH AVE., N. Y.

Do You Want To Win a Race?

We have discovered a remedy which will increase the powers of the lungs and numb the muscles of the legs so that a rider can do four times as much work, and faster, than he is naturally able to do. Our remedy,

CYCLOLA,

consists of leaves put up in a box. These leaves are simply chewed like tobacco, and the juice is swallowed. It is wonderful how it makes you sprint without tiring yourself. We enclose a guarantee, and money will be refunded if not satisfactory. Price, $2.00 per box. Sample box $1.00 by mail. Address,

CYCLOLA CO.,
L. A. W. 53,111. 209 S. 3d St., Hamilton, Ohio.



WILSON'S
WONDERFUL NICKEL AND ENAMEL
PRESERVER.

Will Polish Nickel and Enamel. Prevent Nickel and Steel from Rusting.

DIRECTIONS.

Shake well before using. Saturate a piece of cotton flannel with the mixture, rub lightly, and finish with a clean dry piece of cloth.

The solution leaves a fine coat of wax, preventing the rust from penetrating the surface.

The solution is to be applied on good nickel. It suits the case and does carefully, you will not be obliged to have the polisher remake or nickeled.

If the nickel has commenced to be poor, the solution should be applied at once; by so doing it will prevent further pitting and rusting.

This solution is the best thing in the known world to prevent nickel from rusting and restoring the enamel. I make no claim to remove rust

MANUFACTURED BY
JOHN W. WILSON, 14-15 Tremont Row,
Building, Mass. U. S. A.

PRICE 50 CENTS.

AGENTS WANTED.

COMING EVENTS.

Clubs desirous of honoring their race meets will be quoted special advertising rates upon application. You reach everybody in the Bicycling World.

Fixtures.

SEPTEMBER.

1-2.—Kansas City (Mo.) Cyclists' Race Meet at Fairmount Park, K. C.
2.—Waltham, Mass. Malden Bicycle Club, Waltham Bicycle Park.
2.—Birmingham, Ct. Crescent C. C. Race Meet.
2.—Norristown, Pa., Wheelmen's Tournament.
2.—Berkshire County Wheelmen's Tournament, Pittsfield, Mass.
4.—Canton, Ohio. Canton Bi. Club Meet.
4.—Waltham, Mass. Young Men's Ass'n.
4.—Rutherford, N. J. Wheelmen's Race Meet.
4.—Columbus, O. Centaur C. C. Meet.
4.—Staten Island, N. Y. Staten Island Athletic Club races.
4.—Union County (N. J.) Roadsters meet, Rahway, N. J. A. H. Chamberlain, Lock Box 55, Rahway, N. J.
4-5.—Syracuse C. C. Race Meet.
4-5.—Charter Oak Park, Hartford Wheel Club's tournament.
4-5.—Bay City, Mich., Wheelmen's Tournament
6.—Springfield O. Second Annual Road Race Springfield Wheelmen.
7.—Lynn, Mass. International Meet.
9.—Westchester Cycling League 15-mile Team Race over Rye-Harrison course.
9.—Waltham, Mass. Associated Cycling Clubs.
9.—San Jose, Cal. Garden City Cyclers Meet.
11. Wallingford, Ct. Ramblers Cycle Club Meet.
13.—Maringo, Iowa. S. H. Rowlands.
13. Passaic, N. J. Passaic Athletic Club.
13-14.—Springfield, Mass. International Tournament.
14.—Skowhegan, Me. Skowhegan Wheel Club Race Meet.
14, 15—Worcester E.

FOR SALE OR EXCHANGE.

In this department the prices are 20 cts. per line, 7 words per line, 12 lines per inch.

Stamps will NOT be taken in payment. Cash, check, money order, or postal note must accompany order, or no insertion.

GENTLEMEN! Ask your druggist for Flavell's Suspensory Bandages, or send $1 for Silk, 50 cents for thread. Stamps taken. Safely sent by mail. Small, medium or large.

G. W. FLAVELL & BRO.,
1005 Spring Garden St., Philadelphia, Pa.

LATEST CYCLING PAPERS from all parts of the world received regularly and for sale. Send for list. FLETCHER & CO., 43 E. Van Buren Street, Chicago.

FOR SALE—"BOGIE MAX" Racer, Mt. 25. Crypto, $68. Want light, solid tire, Tandems. Will trade. CYCLE EXCHANGE, Harrisburg, Pa.



Do You Want a New, Highest Grade '92 **MODEL PNEUMATIC SAFETY** For $60, $60, $60. Sold direct to riders only. Former list $150. A limited stock. **$60 CASH.** *Eagle Bicycle Mfg. Co., Torrington, Ct.*

$90 UNION P. D. Q.—We have two 1893 models, brand new; will sell for $90 each. WHITE CYCLE CO., 29 S. Warren st., Trenton, N. J.

WANTED: Machinists with experience in running a repair shop and building new machines; a man with first class references. Address "X Y Z," Bicycling World Office.

$100 CASH buys a No. 4 Rambler in fine condition; used 3 months. Reason for selling, ill health. GEO. E. COBURN, 124 Methuen St., Lowell, Mass.

$93 WILL buy '93 Remington Light Roadster Pneumatic; perfect condition; will exchange for light ladies' pneumatic. JAY, P. O. Box 3251, N. Y.

RACER—Eagle-Altair, twenty-four lb. track racer, strong enough for road riding; used one week; perfect condition; factory guarantee; aluminum rims; Morgan & Wright tires. Forwarded for inspection for $90. Spot cash $85. Write promptly. NEW HAVEN CYCLE CO., 516 and 520 State St., New Haven, Conn.

93 Lovell Ladies' Credenda and Cleveland '92 Credenda cushion convertible; '92 Ladies' Rambler cushion, $45; June, $30; '93 Derby and others that are bargains, both new and second-hand. Drop me a card stating price you will pay and whether gents' or ladies' wheel. W. A. MEEKER, Troy, N. Y.

FOR SALE—Columbia Model 50, '93; fine condition; $120. Ladies' Victoria, '92 model; ridden but little; cushion tires; $75. Address, THE W. M. CO., So. Weymouth, Mass.

WANTED: A second hand safety. Will give good exchange or cash if cheap. Address, B. S. MICKEL, Oswego, N. Y.

STOLEN, Aug. 25, a New Cleveland No. 4 Bicycle, Blue Enameled Brazed Forgings, 13-4 Tires, No. 1250. $25 Reward. J. DUMP & SON, Chillicothe, O.

STOLEN, Saturday, August 26, from No. 68 S. Main St., Rambler Bicycle No. 2361, pattern 1892. Diamond Short Spring Frame, Corrugated Tires; mud guard on rear wheel, which is cut off short, only covering front of wheel. Rear wheel brake. Bicycle show wear, nickel and enamel scratched. Had baggage carrier. Suspect tall young man, rather heavy, had mustache. Forty Dollars Reward for bicycle and thief. Reasonable reward for bicycle only. Address Chief of Police, R. E. Meyers, Wilkes-Barre, Pa. CYRUS D. CAMP, Welles Building, Wilkes-Barre, Pa.

Ride a New Wheel for $18

Take off your wheels, crate securely and ship to us, express prepaid; we will apply *Hanford Make Pneumatic Tires*, either single or double tube, in A1 steel rims, for $18 per pair, with a pump. Frame spreading and general repairing at the *Lowest Prices*. All of our work and tires guaranteed. H. W. SMITH & CO., 91 Marshall Street, Somerville, Mass.

Bargains Wanted

Noting the price cutting and auctions, we solicit offerings of bargains by which we can compete with present prices. Send catalogue and lowest price.

KNIGHT CYCLE CO.,
311 North 11th Street, - - St. Louis, Mo.

RARE BARGAINS

in bicycles; a few left to be sold at agents' prices. Kenwoods, Sterlings, Unions, Ariels, Royals. Also shopworn 1893 Victors; 1 Cleveland, 1893 pat., $90; 1 Columbia Relay, 1893 pat. $100; also many other bargains.

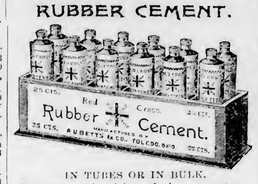
RANDALL CYCLE CO.,
314 33 W. Berry St., - - Ft. Wayne, Ind.

FREE TO BICYCLERS.

For the next 30 days we will change your old wheels over to PNEUMATICS for $18.00 and enamel the frame Free of Charge.

H. W. SMITH & CO.,
BUILDERS, REPAIRERS,
91 Marshall Street, Somerville, Mass.

RED CROSS RUBBER CEMENT.



IN TUBES OR IN BULK.

Strongest and quickest drying cement ever compounded. A solution specially adapted for repairing Pneumatic Tires. Scientific to complete until it has a tube of Red Cross. These tubes are put up in neat and attractive cases containing one dozen tubes each. Ask your dealer for it. Price per tube, by mail, 25 cts. Write for catalogue of specialties manufactured by

ARLINGTON T. BETTS & CO., Toledo, O.

GRAND RACE MEET,

Under the auspices of the

.. Hudson .. Bicycle Club,

L. A. W. No. 385.

HUDSON, N. Y.,
Friday, Sept. 15th, 1893.

Valuable prizes will be awarded in nine events, five events being "open."

For entry blanks, etc., apply to F. S. Hallenbeck, Hudson, N. Y.

Race Committee: R. W. Evans, Chas. H. Van Deusen, R. C. Payne, E. E. Alderson, Jr., F. S. Hallenbeck, H. Rifenburgh.



BICYCLISTS ATTENTION.
Drink ORANGE LACTART
The Great Muscle Builder and Thirst Quencher.

Ripans Tabules

Act gently but promptly upon the liver, stomach and intestines; cleanse the system effectually; cure dyspepsia, habitual constipation, offensive breath and headache. One TABULE taken at the first indication of indigestion, biliousness, dizziness, distress after eating or depression of spirits, will surely and quickly remove the whole difficulty.

Disease commonly comes on with slight symptoms, which when neglected increase in extent and gradually grow dangerous.

IF YOU SUFFER FROM HEADACHE, DYSPEPSIA or INDIGESTION, . . . TAKE RIPANS TABULES
If you are BILIOUS, CONSTIPATED, or have A DISORDERED LIVER, . . . TAKE RIPANS TABULES
If your COMPLEXION IS SALLOW, or you SUFFER DISTRESS AFTER EATING, . . TAKE RIPANS TABULES
For OFFENSIVE BREATH and ALL DISORDERS OF THE STOMACH, . . . TAKE RIPANS TABULES

Ripans Tabules are prepared from a prescription widely used by the best physicians, and are presented in a form acceptable to the stomach.

An infallible cure if given a fair trial. Contain nothing injurious.

ONE GIVES RELIEF. Easy to take, quick to act. Save many a doctor's bill. Sold by

GEO. C. GOODWIN & CO.,
36 & 38 Hanover Street, - - BOSTON, Mass.,
AND BY DRUGGISTS GENERALLY.

SCORCHER IMPROVED GRIP



$2.50
Postpaid.
C. O. D., with Privilege of Examination. All Charges Paid.

DUSTPROOF. WATERPROOF.

The only grip with Aluminum Lock and Key. Above cut shows it, 1-2 size to Model to Columbia, and gives dimensions. Measure your frame, if this will not fit, send $3 and we'll make one to order. Tourists need it.

Tougher than Rawhide. Enamelled Black. No cardboard, canvas, or glue about this Grip. Made in one piece. Indestructible.

DISCOUNTS TO AGENTS.

Detachable Cleat Co., Allston, Mass.

"Feather Weight" BICYCLE BELL.



PRICE $1.00.

Weight, 1 1-2 Oz.

The Neatest, Lightest and Handsomest Bicycle Bell in the World. Sounds musical and far reaching. No iron. No rust. No rattle.

☞ Send size of handle-bar.

If not for sale in your town, send price and size of bar, and receive one by return mail.

J. D. NESBITT & Co.,
Manufacturers,
110 Tremont St., - Boston, Mass.

For Baseball and Footballists. Athletes, Cyclists. Horseback Riders. Boxers and Oarsmen's use,

ANTI-STIFF.

PRICE, 20c. & 35c. Per Box.



Trainer's Size, $1.00.

STRENGTHENS THE MUSCLES.
E. FOUGERA & CO., Agents U. S.
30 N. William St., New York.

..ADAMS'.. Pepsin Tutti Frutti

FOR THAT **Full Feeling** After Eating.

ADVERTISE IN THE BICYCLING WORLD.

Annual Meet of the Scranton Bicycle Club,
AND FIFTEENTH MEETING IN THE
INTERNATIONAL RACING CIRCUIT,
Scranton, Pa., Monday, Sept. 25th, 1893.

LIST OF EVENTS.

1.—One Mile Novice; first prize, gold medal. 2. Half Mile Open; first prize, diamond, value $150. 3. Two Mile 3.40 class; first prize, bicycle, value $150. 4. One Mile Handicap; first prize, diamond, value $150. INTERMISSION. 5. Two Mile Handicap; first prize, diamond, value $150. 6.—One Mile, 3 counties, Lackawanna, Luzerne, Wayne, Susquehanna, Wyoming, N. E. Penn'a Championship; first prize, racing wheel, value $150. 7.—One Mile Open, International; first prize, piano, value $600; second prize, diamond, value $250; third prize, bicycle, value $150. 8. One Mile 2.35 class; first prize, bicycle, value $150. Balance of prize list will be out later. At least four prizes will be offered for each event. Come Saturday eve and spend Sunday with us; open house at the time. ☞For further information or entry blanks address

H. C. WALLACE, Chairman, 209 Washington Ave.

FIRST ANNUAL MEEET
— OF THE —
Rambler's Cycle Club,
At ASSOCIATION PARK, WALLINGFORD, CONN.,
SEPTEMBER 11, 1893.

PRIZES AMOUNTING TO $650.00.

LIST OF EVENTS:

1. One-mile novice.
2. Half-mile open.
3. One-mile, 3.00 class.
4. Half-mile handicap, open.
5. One-mile, club championship.
6. One-mile open.
7. One-mile N. H. Co. championship.
8. One-mile handicap open.

Entrance fee, $1 for first entry, and 50 cents for each succeeding entry.

HELD UNDER L. A. W. RULES.

A special prize will be given for the fastest mile made from scratch. A good half-mile track. For entry blanks, address

H. A. NORTON, Sec'y, Wallingford, Conn.

Sent C.O.D., express paid, on receipt of postal note, for $2.50. Special sizes made to order without extra charge.



4 in. head, 16 in. top frame, 14 1-2 in. middle brace. LATEST AND BEST: Single and Double Front Action.

Boston Bicycle Grip. Discount to Dealers.

Boston Bicycle Grip, single and double front action combined, as shown in cuts No. 2 and No. 3. The size of our regular grip is given in cut No. 1. This size will fit most any bicycle. Made of tough leather board, gloss enamel water proof finish, spring buckles. The only Grip that can be packed and unpacked conveniently. We are the original manufacturers of any Grip you see advertised of the above shape. Don't chastise yourself by buying any other than the Boston Bicycle Grip.

BOSTON BICYCLE GRIP CO., 109 Kingston Street, Boston, Mass., U. S. A.

SPECIAL.

In this Department, 25 cents a line. ☞Cash must accompany the order.

☞Postage stamps will not be accepted hereafter in payment for advertisements or subscriptions.

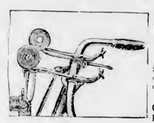
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The Official Design in Solid Gold. Send for Catalogue to

C. H. LAMSON, 203 Middle St., Portland, Me.
The Original Inventor and Maker.





LAMSON'S Luggage Carrier *NO. 1.*

Convenient, durable, noiseless, cheap. $1. Sold everywhere. Made by

C. H. LAMSON, Portland, - Maine.

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SEND TO HEADQUARTERS for latest Designs, Medals, Cups, &c. Latest Official Pneumatic Tire L. A. W. Badges.

DURYEA JEWELRY CO.,
194 & 196 Broadway, - New York City.

JOHN HARRIOTT PRIZE MEDALS, PINS.

Club. Class. Society.
Designs on Application.
3 WINTER STREET, BOSTON, MASS.

- PNEUMATIC -
908, Solid Gold, - $2.50
968, Rolled Gold, - 1.25
☞Send $2.50 to



Martin, Metzger & Co.,
12 Maiden Lane, New York,
FOR A
Pneumatic L. A. W. Pin.
Sent by mail at our risk.
Discount to Jewelers.
Catalogue will be sent *FREE.*

CLUB NEWS PINS GOLD OR SILVER 50¢ EACH. MEDALS EMBLEMS &c. C.O.REICHERT, 116 CROWN ST. NEW HAVEN, CONN.

STUDY LAW AT HOME.

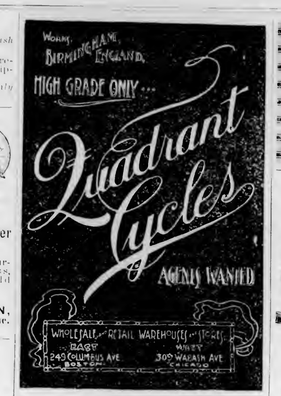
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J. COTNER, JR., Sec'y.
DETROIT, MICH.
No. 631 WHITNEY BLOCK.

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EXCLUSIVELY THE BEST.
SEND FOR CIRCULARS.
S. P. CURTIS, Maker,
671 WASHINGTON ST., BOSTON.



KALAMAZOO TROUSER GUARD



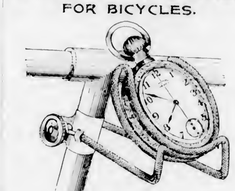
KALAMAZOO CYCLE CO., KALAMAZOO, MICH.

This is the Hump that holds the pants for men who ride Bicycles.

Price 15c.



WATCH CARRIER FOR BICYCLES.



Patent applied for. Clamps watch firmly to any steering head or handle bar. The inventor being a watchmaker, will GUARANTEE not to injure finest of watches. Send post-paid on receipt of 75 CENTS. Discount to the trade. Manufactured by **GEO. K. BURLEIGH, Tilton, N. H.**

League Members!

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(Regular price $3.)

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None but League Members

Can get OUTING for the price we can furnish it. Send in your order at once, as the

Offer May be Withdrawn at Any Time.

WHEELMAN CO.,
167 Oliver Street, - Boston, Mass.

(Postage stamps will NOT be received in payment.)

"GEM" STOCKING SUPPORTERS

Guaranteed. Never wear out. No rubber. No rusty buckles. Price 50c. by mail.

"FAULTLESS" TROUSER GUARDS.

Size 3 3-4 x 7 3-8 in. No hooks. No rattle of any kind. A high grade wheel free that their equal is not on the market.

Price 15 cts. by mail.

CHAS. SULZNER, 1011 Arch St., Phila.



Jones' Suspension Bicycle Saddle.

Simplest, Cheapest, Neatest and Best.

For Carrying Children on Ordinary Safety Bicycles.

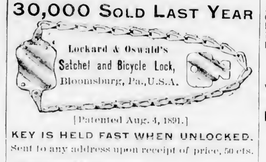
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$25 to $50 per week, in your own locality. Ladies or Gentlemen, using or selling "Old Reliable Plater." Only practical way for plating rusty and worn knives, forks, spoons, etc; spoons done in dozen in one minute. No experience, polishing or machinery. Any one can do the work after operation. Lasts 5 to 10 years. Has finish when taken from the plater. Every family has plating to do. Enormous profits. Price lists, etc., free. Plater sent by mail, 50 cents. Circulars free. **W. C. Harrison & Co., Columbus, O.**

30,000 SOLD LAST YEAR



Lockard & Oswald's Satchel and Bicycle Lock, Bloomsburg, Pa., U.S.A.

[Patented Aug. 4, 1891.]

KEY IS HELD FAST WHEN UNLOCKED. Sent to any address upon receipt of price, 50 cts.

GREASOLENE For Bicycle Chains.

2500 Miles of Noiseless Comfort for 25 Cts.

Once on a chain, nothing but hot water and soap will face it. It is unlike anything now in use and will make any chain run as though in a new case. Sent by mail to any part of the United States, upon receipt of 25 cents.

J. G. CALROW, Winnetka, Ill.

PATENTS

Procured in the United States and Foreign countries. Trade marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. W. E. ADCHINBACH, McGill Building, 908-912 G St., N.W., Washington, D. C.

The Chicago Cycling Horn



[Pat. June 27, 1893.]

The neatest, smallest, simplest and lightest horn on the market. The tone is very clear and distinct. Horn by mail, $1. Discounts to dealers and clubs. Address,

HERMANN METZGER.
1222 Seminary Place, - - Chicago, Ill.

A Perfect Light Maker.



PRICE 50 CENTS.

Gives a bright, clean light, that **will not shake out.** ☞All prominent dealers keep "Red Star" specialties.

RED STAR MFG. CO.
P.O. Box 1092, New York.

For that sore feeling have your Bicycle fitted with a

SOLID COMFORT SADDLE

BRETZ & CURTIS MFG. CO.
PHILADELPHIA, U. S. A.

Reading Railroad System.

THE FAVORITE ROUTE
BETWEEN
Boston, Philadelphia, Baltimore, Washington,
AND BETWEEN
New York and Philadelphia,
And all points in Interior Pennsylvania.

THE SCENIC LINE
To Buffalo, Niagara Falls and the West.

☞WHEELS CARRIED FREE.

I. A. SWEIGARD, Gen. Manager. C. G. HANCOCK, Gen. Pass. Agent.

FITCHBURG RAILROAD

Superb Equipment, Excellent Train Service, Fast Time, and Courteous Employees make the

Hoosac Tunnel Route

THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.

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With elegant PALACE PARLOR and SLEEPING CARS to and from

BOSTON and CHICAGO and BOSTON and ST LOUIS, via NIAGARA FALLS

Without change.

THE POPULAR ROUTE for all points in Northern New York, Vermont and Canada.

THE ONLY LINE running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes and Burlington, Vt.

THE PICTURESQUE ROUTE from Boston to St. Albans, St. Johns, Ogdensburg, Ottawa, Montreal and Quebec.

ELEGANT PARLOR SLEEPING CARS to and from

BOSTON AND MONTREAL,

Without change.

For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad and at

250 Washington Street, or Fitchburg Railroad Passenger Station, BOSTON.

J. R. WATSON, General Pass. Agent.

The Favorite Route of Wheelmen

BETWEEN THE
EAST, WEST, NORTHEAST and SOUTHWEST.
— THE —
WEST SHORE RAILROAD

(The first road out of New York to carry bicycles free in the baggage cars of its company.)

Special attention is invited to the fact that all through trains connect with those of the *Fitchburg Railroad*, the only road in New England carrying wheels free.

The following meets are to be held on the line of the West Shore Railroad, or its immediate connections, and wheelmen will receive special attention upon note thereto:

July 15, Twenty-five mile Road Race, Toronto, Canada.

Aug. 1-2. Michigan Division Meet, L. A. W., Detroit, Mich.

Aug. 2, Wadsworth Bl. Club Race Meet, Richfield Springs, N. Y.

Aug. 5-12. L. A. W. Annual Meet and International Races.

Special trains from Boston and New York.

Remember this line traverses the historic and picturesque West Shore of the Hudson River, skirts the foothills of the Catskill mountains and passes through the beautiful valley of the Mohawk.

Elegant Drawing-room and Sleeping Cars run daily between Boston, New York, Newburgh, Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland and Chicago.

Special trains exclusively for wheelmen are being arranged for, to run from Boston and New York to the National Meet of the L. A. W. and International Races at the World's Fair in August. These trains will be connected with cars en route off the line of the Fitchburg and West Shore Railroads. For particulars, time table, etc.,

Address, **C. A. SHEEHAN,**
Agt. Gen. Pass. Department,
3 Vanderbilt Ave., N. Y.
Or A. A. SMITH, N. E. P. A.,
300 Washington St., Boston, Mass.

C. E. LAMBERT, Gen. Pass. Agent, New York City.

Columbia Dealing is Fair Dealing.

Fair, because we sell the best bicycle that skill and ingenuity can produce.—Fair, because it is sold to everyone at *one* fair price. The bad faith which characterizes the dealings of any concern listing goods at double their value only to sell them later, on a sliding scale, for what they will bring, deserves the severest condemnation. There is no business stability—no business integrity in such practice. When the price is fixed for a year's product of Columbias, it is fixed fairly and adhered to.

By cutting the price of his machines in the midst of the season a manufacturer makes public acknowledgment that his goods are not worth what has been charged for them.

Because there is but one price, purchasers of Columbia Bicycles have the assurance that they buy their machines at the bottom price, and that the price paid is always commensurate with the value of the machine purchased.

BOSTON. NEW YORK. POPE MFG. CO. CHICAGO. HARTFORD.

Our New Tire

The Wizard.

AMONG the tires we offer for general sale is our new tire, to be known as . . . . .

The "WIZARD."

It is a single tube tire, similar in construction to the regular Columbia tire, with red rubber tread, and is intended especially for use of repairers and for changing over to pneumatic tires at a reasonable expense. It has our special recommendation as a thoroughly reliable and well constructed single tube tire, and is warranted as to material and workmanship. It is without doubt the best tire on the market for the price, which is the lowest we have ever offered a pneumatic tire.

Correspondence solicited from manufacturers and large repairers.

HARTFORD RUBBER WORKS COMPANY,
HARTFORD, CONN.

The Hartford Safeties

DO STAND WEAR AND TEAR.

MARLBOROUGH, MASS., July 29, 1893.

HARTFORD CYCLE CO., Hartford.

Dear Sirs:—Hurrah! for Mr. Gray's note in to-day's L.A.W. Bulletin. I second the motion. Nothing like the **Hartford.** I got almost killed a week ago, but my Hartford not hurt a particle. This is my second season with the Hartford, and including two centuries it has stood the travel of hundreds of trips well and is as **good as ever.** Yours respectfully,

MARY A. COLLINS.

THE HARTFORD CYCLE CO.,
HARTFORD, CONN.

VOLUME NO.

27

The Bicycling World and L. A. W. Bulletin

Founded 1877

Volume XXVII. Number 1. BOSTON, FRIDAY, SEPTEMBER 8, 1893. 5 Cents a Copy. 50 Cents a Year.

Why Bother To Find the Leak?

Riding a Victor Pneumatic means a saving of time, labor, bad temper and sole leather, without paste, perspiration or profanity.

Means that you don't have to hunt up a tub of water to find the leak, nor carry a repair shop to cobble it.

THE VICTOR METHOD

Consists of an extra inner tube, which the rider carries for emergency. If you have a puncture, pull out the injured tube and substitute the whole one.

No tools, patches, glue, cement or tire tape required. Five minutes and your hands do the act.

What could be simpler?

EXPERIENCE PROVES

That the Victor Pneumatic Tire is the most practical, durable and satisfactory pneumatic in existence. It stands the racket, does more work and satisfies more riders than any other since the application of brains to cycles.

Red rubber; finest rubber; most practically resilient rubber; combined with best mechanical construction.

Why not ride the best?
Found on Victors only.

OVERMAN WHEEL CO.,

BOSTON. WASHINGTON. DENVER. SAN FRANCISCO.

HERE AND THERE.

Send 50c. to us for copy "Zimmerman on Training." The book not only covers points on training, but points for tourists, care of wheels, records, and a host of valuable information.

THE Garden City Cyc rs of Santa Cruz, Cal., held a lantern parade st week, and, it being a novelty in that sectio as largely attended.

STEPS have been t n by the Telegram Cycling Club, of Milwa , to have C. W. Sanger's mile in competition 2.09 4-5 put on record by the L. A. W.

THE Orange Wheelmen, which two years ago was one of the most prosperous clubs in New Jersey, will have their club-house sold on Sept. 12th under foreclosure of mortgage held by a building association.

A NEW bicycle club has been organized among the members of the Y. M. C. A. of Cincinnati, O., who desire to take runs on Sunday. They have twelve members, and have adopted the name of "The Star Bicycle Club."

THE second picnic of the Keyser Cycle Club of Keyser, W. Va., occurred last week and was most successful. The most important feature of the day was the races, Keyser again coming to the front in the person of Ed. Rice.

CHARLES BEACH, of New Haven, Ct., was arrested in New London last week while he was attempting to pawn a bicycle. He said the machine was the property of his brother but afterwards confessed to have stolen it.

THE Thompsonville, Ct., Wheel Club, with two men on each side, has sent a challenge to the Windsor Locks Club for a team race over a five-mile course, the best two in three points. The challenge has been accepted.

Harry G. Johnson, George Sissman, George Wittich, Murray Kilmer, George Eckert and John Bertolett, members of the Penn Wheelmen of Reading left for the World's Fair Aug. 31, on their bicycles. They will travel via Tamaqua, Williamsport, Erie, Sandusky and Fort Wayne, and will be gone until October 1.

THE South Side Wheelmen of Pittsburg, Pa., and the Smithfield Street Bridge Company are at variance. The Bridge Company recently ruled that wheelmen must pay an extra penny for the privilege of riding over the company's structure. The wheelmen have heretofore been taxed the usual pedestrian toll, but by the new order they will pay just double.

THE Associated Cycling Clubs of Philadelphia have arranged a programme for their meet on September 23, which ought to attract the flyers. All but two of the races are open events, and a prize list composed principally of diamonds is offered. The Committee is instructed to make it a success financially if possible, "but at any rate worthy of the A. C. C."

BENJAMIN SMITH, while riding a bicycle on the Jericho turnpike, Mineola, N. Y., last week, was thrown under a market wagon driven by Farmer Titus Westbury. The rear wheel passed over the boy. His neck was broken, and he died five minutes later.

CAPT. J. W. DAVISON and George A. Murray, of the Washington Wheelmen of Tremont, N. Y., will start for Chicago on Monday, Sept. 11, in an attempt to break the present record for that distance of 10 days, 4 hours and 19 minutes. They expect to ride from 110 to 160 miles each day after the first.

THE married men of the Madison Cycling Club challenge the bachelors of our club for a relay race, same to take place at the fair grounds, Saturday, Sept. 2, at 4 P. M., each side to have four riders and each rider to ride two miles. The losing side is to present the winners each with a basket of peaches. THE MARRIED MEN OF THE MADISON CYCLING CLUB.—*Madison (Wis.) Journal.*

THE Tarrytown (N. Y.) Cycling Association, Thursday evening of last week, held an ably managed reception and bicycle parade. Clubs from White Plains, Yonkers, Mount Vernon, Dobbs Ferry, Irvington, Sing Sing and other nearby towns were invited. The parade was most successful and was enjoyed by hundreds of spectators. On the return of the paraders to the starting point, an adjournment was taken to the rooms of the Tarrytown Lyceum, where a supper was provided, covers being laid for about 150.

A NEW rule has been made by the Consolidated Railroad of New England, in regard to the transportation of bicycles and tricycles, which goes into effect September 1. All bicycles will be accepted as baggage at the same rates as before, but tricycles will not be received, owing to the space the three-wheeled vehicle takes up in a car, and will have to be transferred by express or freight.

IF a wheelman wants to find what he can do in a half-mile dash let him get a big, ugly looking brindle bull dog with blood in his eye after him on the asphalt pavement. The writer had an experience of this sort about 3 o'clock the other morning, and can recommend a bull dog as a pacer. Nothing can convince the bicyclist that the world's record for the flying quarter and half was not smashed to smithereens.—*Buffalo Express*

THE ordinance passed by the Township Committee of Cranford, N. J., forbidding cycle racing within the limits of that town, which went into effect last week, will make a change of location necessary in the many road races which are scheduled for that course. Most of them will be run over the road from Elizabeth to Springfield, which is almost as good, and possesses one advantage over the former course in being less traveled. It is quite probable, however, that the ordinance will soon be modified to allow racing by permit or otherwise, as no objection has ever been made by the people of the town to the racing that was done in its outskirts.

Hickory TRADE MARK ✶ Hickory TRADE MARK

WE are now preparing to move into our new factory at South Framingham, Mass., and are desirous of closing out the remainder of our stock at once.

We still have on hand a few of the ladies' and gentlemen's HICKORIES, which have given such excellent satisfaction this season, and we can fill orders promptly.

We also have some good bargains in second-hand machines—all this year's pattern. Send for a catalogue descriptive of these machines. The fall trade is about to open, and we would like to appoint a few more good, live agents.

Hickory Wheel Co. Newton, Mass.

SIDWELL & SABEN CYCLE Co., 243 Columbus Ave., Boston,

Are sole NEW ENGLAND AGENTS for the

Beautiful Quinton Scorcher Bicycles

... had an opportunity of seeing the 1893 line? If th... ...gent in your city, write us and we will ... Good ... in demand.

Bretz & Curtis Manufacturing Co., : : Philadelphia, Pa.

"ZIMMERMAN on Training

WITH POINTS FOR CYCLISTS."

NOW READY.

Price 50 Cents, Handsomely Bound in Cloth.

A Valuable Work of Reference for All Riders.

Sent postpaid on receipt of price.

WHEELMAN CO., 167 Oliver St., Boston.

Scorcher $2. SHOE

OUR Glove Fitting

HORSEHIDE SHOE

Is Stylish, Neat, Comfortable.

Sizes, 3 to 11. Ladies take notice.



DETACHABLE CLEAT $1.



And Shoe Protector,

WITH AUTOMATIC SOLE CLASP.

Detached Instantly. For Rat-Trap and Rubber Pedals.

Send Money and Size of Foot.

Postage Free.

Detachable Cleat Co. 363 Cambridge St. Allston, Mass.



The Weston Fork Cyclometer

FOR 1893

Embodies every desirable feature. Registers ten thousand miles. Adjusted for pneumatics. Beautifully finished of best material. Light, handsome and durable. Be sure and see it before purchasing. Price $8.00, sent post paid anywhere on receipt.

FRANK C. WESTON, BANGOR, ME.

N. B. I want an agent in every town and city in the country.

... MUD ...

In the House Makes Mother Tired

PURITAN SPECIALTY CO P O 1239 BOSTON MASS

PATENT APPLIED FOR.

Use the PURITAN TIRE CLEANER before you enter the house, office or shop. Cleans all mud and dirt off the tire. Will go into any tool-bag or in vest pocket. Nickel plated brass. Sent to any address upon receipt of

PRICE, 25 CENTS.

PURITAN SPECIALTY CO.,

P. O. Box 1239, Boston, Mass.

Discount to Trade.

USE ... BICYCLINE

...OR YOUR ...AINS

Mess Adams Boots Sons

Gentlemen:-

I have used Bicycline on my racing wheels for the past two months & find it by far the best chain lubricant & chain cleaner I have ever tried. It runners smooth running chain & does not clog, catch or retain dust & dirt. And graphite does. It is the only perfect lubricant I have ever been able to find.

Yours Truly

C. A. Kimpferman

...st to be a record ... Nothing like it. ...ection and lubri-cates chain perfectly.

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A. COOK'S SONS,

313 West St.,

NEW YORK CITY.

☞ Directions sent with each box.

Price, 25 Cents.

ONE BOX DELIVERED TO ANY PART OF THE U. S., 30 CTS.



It has been demonstrated to the satisfaction of the Best Posted Wheel Dealers in America th...

MONARCH BICYCLES

ARE UNSURPASSED.

. . . FOUR STYLES . . .

Proper Weights. Rigidity and Beauty.

What Do You Think of the Ladies' Monarch

Active Agents Wanted in Open Territory. Write us for Terms and Catalogue.

MONARCH CYCLE COMPANY, 42, 44, 46, 48, 50 and 52 N. Halsted St., CHICAGO, ILL.

W. W. STALL, AGENT, 509 Tremont St., Boston, Mass. H. H. KIFFE CO., AGENTS, 473 Broadway, New York City.

IT HAS MANY FRIENDS.

CALL'S No 5 SUPPORTER

With Lace Front and Adjustable Back Straps.

No. 5, same as cut, 75c.; No. 6, pockets each side of lacing, $1.00; No. 7, hose supporters attached to sides (no pockets), $1.00; No. 8, with pockets and hose supporter, $1.25. Postpaid on receipt of price. Send light waist measure. Illustrated Catalogue Free.



FRONT VIEW



BACK VIEW

S. B. CALL, 229 Main St., Springfield, Mass.



The Billings' Bicycle Wrench.

Adopted by the Pope Mfg. Co., and pronounced by them the Best Bicycle Wrench in the Market.

THE BILLINGS & SPENCER CO., HARTFORD CONN.

THIS IS

..The Lu-mi-num.



BACKED by the Broadest, Strongest, Most Liberal and Businesslike Guarantee ever furnished with a Bicycle.

SHIPMENTS COMMENCE SOON.

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St. Louis Refrigerator & Wooden Gutter Co.

ST. LOUIS, MO.

ESTABLISHED 1873. CAPITAL STOCK, $500,000.

"We Keep Our Promises."

HIGHEST GRADE

EXCELSIORS

Prices maintained. Agents fully protected.



Machines Guaranteed Absolutely.

Road Scorchers. Light Roadsters. Full Roadsters. Ladies'.

Weights, 30, 35, and 40 lbs.

BICYCLE SUNDRIES.

ACKNOWLEDGED LARGEST SUNDRY HOUSE IN THE UNITED STATES.

Z. & S. Hose Supporters, Belt Hose Supporters, Hip Hose Supporters, Z. & S. Bundle Carriers, Wrenches, Spoke Grips, Locks, Clocks, Cyclometers, Badges, Tire Tape, Rubber Solution, Cement, Plumbago, Graphite, Chain Lightning. Bicyline, Auto.

Chain Cleaner, Repair Outfits, Oilers, Oils, Enamel, Tool Bags, Belts, Saddles, Bells, Lamps, Whistles, Pumps, Pants Guards, Toe Clips, Foot Rests, Safety Stands, Lamp Brackets, Eton Caps, Cork Handles, Rims, Nipples, Spokes, Balls, Tires, Etc.

SEND STAMP FOR ENCYCLOPEDIA NOW READY TO MAIL.

HOWARD A. SMITH & CO., NEWARK, N. J.

.... Samples of the ....

Garford Saddles

FOR 1894

WILL BE READY BY AUGUST 1ST.

Correspondence with manufacturers solicited.

THE GARFORD MFG. CO.,

ELYRIA, O.



Figures Talk.

The DUNLOP TIRES sold up to May 15th, 1893, number

505,000.

You can't go wrong in getting a DUNLOP.

They Cost a Little More, but——

The American Dunlop Tire Company,

160 FIFTH AVENUE, NEW YORK.

Ripans Tabules

Act gently but promptly upon the liver, stomach and intestines; cleanse the system effectually; cure dyspepsia, habitual constipation, offensive breath and headache. One TABULE taken at the first indication of indigestion, biliousness, dizziness, distress after eating or depression of spirits, will surely and quickly remove the whole difficulty.

Disease commonly comes on with slight symptoms, which when neglected increase in extent and gradually grow dangerous.

IF you SUFFER FROM HEADACHE, DYSPEPSIA or INDIGESTION, . . TAKE RIPANS TABULES

If you are BILIOUS, CONSTIPATED, or have A DISORDERED LIVER, . TAKE RIPANS TABULES

If your COMPLEXION IS SALLOW, or you SUFFER DISTRESS AFTER EATING, . TAKE RIPANS TABULES

For OFFENSIVE BREATH and ALL DISORDERS OF THE STOMACH, . . TAKE RIPANS TABULES

Ripans Tabules are prepared from a prescription widely used by the best physicians, and are presented in a form acceptable to the stomach.

An infallible cure if given a fair trial. Contain nothing injurious.

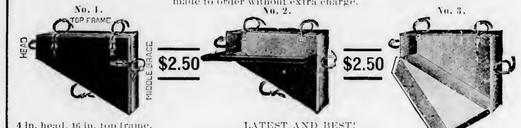
ONE GIVES RELIEF. Easy to take, quick to act. Save many a doctor's bill by

GEO. C. GOODWIN & CO.,

36 & 36 Hanover Street, - - BOSTON, Mass.,

AND BY DRUGGISTS GENERALLY.

Sent C.O.D., express paid, on receipt of postal note, for $2.50. Special sizes made to order without extra charge.



4 in. head, 16 in. top frame, 14 1-2 in. middle brace.

LATEST AND BEST: Single and Double Front Action.

Boston Bicycle Grip.

Discount to Dealers.

Boston Bicycle Grip, single and double front action combined, as shown in cuts No. 2 and No. 3. The size of our regular Grip is given in cut No. 1. This size will fit most any bicycle. Made of tough leather board, gloss enamel water proof finish, spring buckles. The only Grip that can be packed and unpacked conveniently. We are the original manufacturers of any Grip you see advertised of the above shape. Don't chastise yourself by buying any other than the Boston Bicycle Grip.

BOSTON BICYCLE GRIP CO., 109 Kingston Street, Boston, Mass., U. S. A.

Advertise in the

BICYCLING WORLD



Chainless Safeties.

"Others have built for the past:
We build for the future!"

BEVEL GEARS Finely cut and accurately adjusted on ball-bearings constantly running in oil. Requires no attention, and cannot soil the hands or tear the clothing.

50 per cent. less Friction. 90 per cent. less lost Motion.

HIGH GRADE IN EVERY RESPECT, AND THE WHEEL OF THE LATTER NINETEENTH CENTURY.

THE LEAGUE CYCLE Co.,

30 UNION PLACE, - HARTFORD, CONN.

Agent for Boston and Eastern Mass., F. W. HILL & Co., 19 High Street, Boston, Mass.

MOULDS.
We make OUR OWN.
No other firm does.

SPECIAL STYLES.
Since we make our own Moulds, we can quote prices for special and original styles, at short notice.

RED · · · · · BLACK · · · · · BLUE

ANY COLOR **PEDAL · · · RUBBERS** ANY SHAPE

YELLOW · · WHITE · · ANY COLOR

STYLES
Of Pedal Rubbers. We carry a large number. Send for sample sections.

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A PET NOTION.
If you have one about Pedal Rubbers, bring it to us. We'll embody it in rubber.

GET OUR FIGURES.

THE BICYCLING WORLD.

Published Every Friday

—BY—

THE WHEELMAN CO.

Incorporated under the Laws of Massachusetts.

167 OLIVER STREET,
BOSTON, MASS., U. S. A.

☞Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as their new, and their League number.

TO OUR ADVERTISERS:

Copy for new advertisements must be handed in by Tuesday morning to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday to insure attention for the following issue.

☞All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN Co.

☞*Postage stamps will not be accepted hereafter in payment for advertisements or Subscriptions. Checks, Money Orders or Postal Notes only will be taken.* ☜

C. W. FOURDRINIER, Editor and Manager.

EDITORIAL STAFF.

J. S. DEAN. JAS. W. CARTWRIGHT, JR.
H. CROWTHER.

BOSTON, SEPTEMBER 8, 1893.

Fall Advertising

Is in your mind now—or ought to be.

You Want to Make

Your '94 Models

Known to the Trade, and at the same time tell the public about 'em.

The BICYCLING WORLD

reaches Public and Trade alike, to the number of

100,000!

THE city councils of Bridgeport, Ct., have done a splendid thing in appropriating $10,000 of the city's revenue to be expended on the improvement of the highways and sidewalks of that place, in order to provide employment for their deserving unemployed labor.

This is in line with the plan advocated recently by Col. Pope's letter published in THE BICYCLING WORLD, and the action is one which could be emulated with profit by other communities.

Let wheelmen throughout the country see to it that the matter is brought to the attention of their municipal authorities.

NOTHING illustrates the phenomenal growth of cycling more than the great number of cycling events held on Labor Day. From all of the large cycling centres, and from dozens of the smaller country towns, come the reports of tournaments and races by the score, and it has been a task of more than usual magnitude to cover all of these events.

No apter illustration of the hold which the sport has taken upon the general public could be given than the fact that wherever athletic games were held throughout the country the bicycle bore a prominent place, few indeed being the tourneys which did not have one or more cycling event upon their schedule.

AND yet there is a great difference in the enthusiasm and attendance in the different cities. In Philadelphia as high as eight cycle race meets have been held between the first spring days and the falling of the autumn leaves, the attendance at none of them scarcely falling below two thousand, while the New York and Boston districts, filled as they are with strong and enthusiastic clubs and riders, will not support more than two or three meets a season.

Last Saturday and Monday the races at Waltham drew very poorly. There was a bare handful present on Saturday, although this was largely due to the fact that it rained up to one o'clock, as well as that Labor Day was so near; but on Monday, with all the accompaniments of perfect weather and a national holiday, together with good racing, there were not over twenty-five hundred people present. Especially noticeable at these two meets was the lack of support accorded by the various local clubs. Boston and its environs have thousands of riders to whom the eight miles spin out to the new track would have been nothing more than a delightfully easy hour's jaunt, yet they were conspicuous by their absence.

Why is it?

THE special legislation which is being enacted for the benefit of cyclers the country over at the present time is sometimes wise and reasonable and sometimes not. Of the latter class is the ordinance which it is proposed to enact in Boston, whereby each rider is to be enjoined from a speed greater than six miles per hour. Doubtless the reaction from the excessive speed of the fool-scorcher was inevitable but there is reason in all things and the proposed limit of speed is so laughable as to carry its own condemnation with it.

Nevertheless it is one of the signs of the times that these restrictions are being placed upon cycles in all civilized lands where the wheel is known.

A CORRESPONDENT sends in a strong protest against women appearing on the race track. As he truly says it would seem scarcely necessary to protest against such races, and yet the unfortunate fact remains that several contests of this sort have been scheduled for fall events. It is certainly bad enough to see wheelwomen scorching along the road in company with men, but the public competition of female riders at the tournaments is much worse and is more deserving of the severest condemnation. Certainly no *gentlewomen* would permit her name to be used for one moment in connection with such an affair and if there are any feminine cyclers who are desirous of indulging in trials of speed it would be far better for them and for the sport if they were to seek the seclusion of some spot where they would be safe from the eyes of the public. Cycling has enough to contend with to-day without adding to it a reprehensible innovation of this kind.

CLAUSE B of the Amateur Rule, states very clearly that a cyclist ceases to be an amateur by "competing with a professional, or making pace for, or having pace made by such in public or for a prize," and yet two Philadelphia amateurs — Messrs. Donnelly and Draper—last week paced A. B. Rich, the professional, in an exhibition ride against time, on the Tioga track in that city. That the parties having the matter in charge were aware of the rule is clearly shown by the fact that there was considerable discussion as to whether any gate money should be charged or not, it being finally decided that admission should be free, so as to clear the skirts of the amateurs; but as the rule very clearly says "in public," it must be evident that such waiver will not be a sufficient excuse for the violation.

While this may be termed a mere technicality, it is none the less a very clear and explicit part of the Amateur Rule, and it is probable that the Racing Board will be heard from on the subject, the matter being actually under consideration by it at the present moment.

Is it not about time that men whose business it is to race should inform themselves thoroughly of the regulations governing the sport they indulge in—we had almost said made their vocation?

THE latest *Cyclist* to hand thus expresses itself on the N. C. U.-L. A. W.-Zimmerman imbroglio:

"The end of the Zimmerman business is not yet, and whilst the matter is under the consideration of the Racing Board of the League of American Wheelmen, we do not propose to review it one way or the other. Nevertheless, we must give voice to the expressions of surprise which are heard on all sides at the bad taste shown by the Executive of the American body in publishing the N. C. U.-L. A. W. correspondence on the matter without a with your leave or by your leave, or even a suggestion of their intention so far as the former body is concerned. The L. A. W. committee have evidently been browbeaten into this *fiasco* by their own cycle press, but the N. C. U., not being equally pliable and accommodating, have replied to the L. A. W. communications without following the bad example of their correspondents."

It was to be expected that Mr. Starmey's paper, after the manner in which it made itself a laughing stock in the recent International Championships, should score the L. A. W. Racing Board for the manly and straightforward stand taken by the latter. As a matter of fact an attempt to have treated the correspondence as secret would have called forth universal condemnation. It was a subject in which the entire cycling world was deeply interested and was properly public property for both organizations. The N. C. U. has made itself ridiculous, its position being utterly unjustifiable and untenable, and it may therefore be excused from an attempt to cover up its tracks, but the L. A. W. has no such cause for reproach, and courts the fullest publicity.

Schofield Pays Duty on His Machines.

J. W. Schofield, the Englishman, has had some trouble with our customs authorities. He arrived here last week and brought over two wheels to race with. At the pier the Custom House officer seized the machines and told the rider that he would have to pay a duty on them. Schofield expostulated, but he had to pay $21.75 before the wheels were turned over to him.

Hickory Wheel Co. Moving.

The Hickory Wheel Company has been gradually moving its tools and machinery from Newton to the new factory at South Framingham, and on Wednesday of this week the office was taken up.

It will be several weeks yet before everything will be in running order at the new shops and the old factory finally vacated, but when this takes place the Hickory Wheel Company will have one of the best arranged factories in the cycle trade.

Stop Female Racing!

EDITOR BICYCLING WORLD: In the list of races of the Attleboro Wheelmen of Attleboro, Mass., Sept. 8th, 1893, there is among the numbers on the programme a half-mile race for ladies.

It seems hardly necessary to protest against such a race. The lady of to-day is admired for her modesty, and to bring her into racing circles is only to lower her in the estimation of the general public to the detriment of feminine cyclers throughout the country. It does not seem possible that any lady of refinement would enter such a race. We trust that it is so; for as soon as she does it is that moment she lays aside all self-esteem and becomes one to be talked about and commented upon.

The writer trusts that others will give their opinions on the matter.

A MEMBER OF THE L. A. W.

Waltham's Track to Have a Foot-Ball Field.

THE space inside the new Waltham track is to be levelled for a foot-ball field. It is expected that there will be several college games there during the fall.

Work will be commenced about September 1, and it is thought that the field will be ready by the 10th or 12th.

The foot-ball field will be 160x330 feet and as the enclosure is 360x720 feet there will be ample room.

Next spring Mr. Bradstreet proposes having it ploughed up and rolled down perfectly level and put down to grass and he well then make a bid for the Harvard-Yale games.

Street Improvement For The Unemployed.

THE city council of Bridgeport, Ct., voted on Tuesday night to expend of the unexpended revenue appropriated for streets and sidewalks $10,000 for opening new streets and extending old ones. Employment is only to be given the deserving unemployed poor, for whom this action is taken.

TELEMACHUS' TALKS.

He Visits Milwaukee and Discourses Thereon—Andrae and Sanger Compared.

THE name of Terry Andrae, of Milwaukee, the "Flying Badger" is one that not so many years ago was familiar to every well-informed wheelman in the land. It is with regret that I have noted this gradual dropping out of sight within the past few years, to be replaced in the public mind by members of the "push."

The career of Terry Andrae always had for me an interest, nay, a fascination, that I took no pains to dispel, as it was a pleasure to dwell upon his doings. His periodical invasions of Chicago and surrounding territory, in the days when the Windy City riders were "some pumkins" in the racing world, and his successes on both road and track against Chicago's elect, had something of an air of mystery about them. For a while nothing would be heard of him, and then he would suddenly swoop down and carry off the time prize in the Pullman, or score some other equally noteworthy success, and then retire to the obscurity which had previously enveloped him.

Never having met him, or even seen him, and being able to judge him and his doings only from a distance, I was utterly at sea as to his personality, and, indeed, had formed no impression whatever regarding it. Meeting him at Milwaukee recently my favorable impressions of him were more than realized, and I shall never forget the pleasure derived from a few hours intercourse with him. In appearance he shows considerable traces of his German origin and has become rather heavy; he must always have been big and powerful.

It was soon evident that he was not merely a racing man who knew nothing but his hobby. He was well informed on all topics that interested wheelmen, and knew theoretically, most of the prominent characters in our cycling world. He was modest to a fault, showed none of the usual inclination to dwell upon his past glories, and, indeed, only referred to them when questioned. My opinion that he was a man who had never had a fair show in his racing career, one who had never been able to devote to it the time and money that his competitors had, was confirmed, as he evidently thought the same thing, and deplored his lost opportunities.

His achievements show plainly that he was a rare good man, and if it is true that he never got out of himself all that he was capable of it is by no means improbable that he was a world-beater who never arrived at maturity, a "mute, inglorious Milton," who was condemned to see other men receive the plaudits that were due him.

It is the good fortune of some men to be beloved and remembered even after their glory has departed. Others, however, and among them, alas, Terry Andrae, are as completely forgotten as if they had never existed, or, worse still, remembered with anything but pleasant feeling. It may be that the Milwaukee riders are a fickle lot, and are so much wrapped up in their idol, Sanger, or were until recently, that they brushed aside Andrae and now, with the cruelty of thoughtlessness, even seek to belittle his past deeds. Again, it may be that the persons I talked with do not correctly represent the prevailing sentiment there, and I hope this is the case. At any rate, the burden of their song was that Andrae was something of a bore; that for years they had heard nothing but Andrae, what he had done and what he could do; and that he did not amount to shucks in these days of rapid travelling. To my remonstrance that he had been a great rider, and had the stuff in him to make nother Sanger, they replied with a cynical laugh, and asserted that Andrae had had ample opportunity to train, that he had trained more than any one, and that they were sick and tired of hearing about him. My opinion was that there was here much similarity to the case of Aristides the Just, whose praises were rung so constantly in the ears of the Athenians that they ostracised him in order not to be obliged to listen to the encomiums heaped upon him. Injudicious friends may have kept his name too prominently before the public, after he had forfeited his title to the position of one of the leading racing men, and he must suffer the consequence.

That the people of Milwaukee are a curious lot has been made plain to wheelmen generally within the past few weeks. This fact was forced upon me the first half hour I spent at a race meet there. Not only did everyone consider that it was their privilege to criticise everything freely and audibly, but it was plainly apparent that Sanger had set the pace for everyone else — a pace that must be either equalled or excelled by any other racers who came there, and even by Sanger himself. A race run in 2.10 would afford no pleasure; the race would be a poor one if Sanger's 2.09 were not eclipsed. In addition there was but one name upon every lip (save that of Pabst, the brewer, who ran a nip and tuck race with Sanger), and it was that the man who had just won the English championship and was expected to add the scalp of Arthur Augustus Zimmerman to his belt in order to make their cup of bliss full to the brim. Sanger was the standard; everything else fluctuated up or down with him, and any one who dared to rival him was in disfavor immediately.

It was apparent then, to me, that Zimmerman would receive the treatment that actually was accorded him, and it could even be seen, dimly, that if their idol but failed once to satisfy their thirst for phenomenal riding, he too would be pulled from his pedestal, never more to be worshipped by them. It was as with the Roman populace, the most stupendous and bloody spectacles but whetted the appetite for still more bloody ones: it was death to stand still, and the only safety lay in moving forward. When it came to bicycle racing Milwaukee wanted to see Sanger; it would have preferred to see him beat Zimmerman and records at the same time, but if it could not have that it would at least insist upon the appearance of Sanger, whether he was fit or not. This being the case, it is easy to imagine their wrath when, after promising to ride, he failed to do so. An explosion was inevitable; it has come; Sanger has been expelled from the Telegram Club; and it only remains to see whether the club has cut off its nose *a* spite its face, or whether Sanger has been dealt a blow from which it will be very hard to recover.

TELEMACHUS.



SPRINGFIELD next week!

Race meets may come and go, records may rise and fall, and new champions emerge from the obscurity of rural districts and city precincts, but there is but one Hampden Park.

We have been kept guessing all the season as to the relative merits of Sanger and Zimmerman; as to whether Willie Windle might not have enough of that lightning-like old-time sprint up his sleeve to show these other two the way to the tape; whether Tyler or Taylor are the better of the two; and how many of the new men like Dinnberger, Kennedy, Bliss and Grey would be likely to wrest the honors from the old contingent, to say nothing of the momentous question as to whether England's Osmond would be up or not; but somehow or other we all have to come to Springfield for the final solution of these burning questions.

As an added attraction the Massachusetts Division will hold its annual fall meet in connection with the Springfield tournament, as usual, and—score a bullseye for the Bay State!—the members of the Division will be admitted to the races at half price. With the choice seats at the premium that they are likely to be, a man can save the price of League membership two or three times over by this arrangement. Ergo: it will be money in any cycler's pocket to attend the Springfield meet. In addition to this there will be a ball, which, as heretofore, will be a noticeable feature, and other entertainments floating around.

The sun will shine its brightest; the fu- "ack will be its smoothest; everybody anybody in cycling will be there, and n't want to miss it!

ept that is what Andy McGarrett (I sed him an ad.), and President Miller, , Drown, Metcalf, Coe and the rest of the Springfield men say, and they ought to know.

PRESIDENT R. G. BETTS of the Manhattan Bi. Club comes back from his European tour after an absence of six weeks. He spent a month on the Continent, accompanied by Isaac B. Potter, and during that time they wheeled through the greater part of France, Switzerland and Germany, and a portion of Belgium. Mr. Betts grows very enthusiastic when talking about the good roads they found, particularly in France.

"Betsy B.," I don't envy you your well-earned vacation in the least, but I do wish you would have found yourself unable to go unless I had made one of the party.

DOES'T you ever get tired talking to yourself, dear "Idler"? And what would you give me to allow some of your most brilliant efforts in the way of commingled classical quotation and choice Billingsgate—that *olla podrida* of widely diffused and learned criticism and gently courteous and sarcastic reproach which makes up the sum total of your weekly budget—to appear where it would not be hidden under a bushel?

Have me "press the button," and *you* "do the rest" quotha?

Say, cully—I beg your pardon, my dear fellow, I forgot to whom I was speaking, indeed I did!—a word in your ear: All those vaporings and mouthings but serve to fill up an idle moment for you and for me. Likewise for the great cycling public. The g. c. p. is not to be fooled. All it cares a tinker's curse about is the net result at the footing up of the year's business, and which side of the balance sheet that result is on.

So go shake yourself; take a stroll by the placid waters of Lake Michigan and a reef in your trousers, and all will yet be well.

AND now comes along once more M. Victor A. Belanger, who has been down Hartford—way showing sketches of his unicycle to some interested parties in that city.

He is out with a couple of new ideas which he promises will be world beaters, one of which is an improved sprocket, the teeth of which are not stationary, but each is on an axis that allows it to ply back and forth. When power is applied to the chain on the old style wheel at least three teeth of the gear are acted upon, creating considerable friction. On Belanger's sprocket the pull all comes on one tooth, at the top of the arm, the others being loose in the chain, holding in each case when in the proper position. He claims that this improved sprocket will reduce the time on a mile 30 seconds. The sprocket can be easily adjusted to an ordinary wheel, and one is now being made for Windle to ride. Belanger predicts that he will astonish the world this year with a record lower than even dreamed of before. The second invention on which Belanger relies to increase speed is a device very similar to that used in his unicycle—two wheels running on cogs within the rear wheel. The result attained is like that of continuous falling. Great ease is obtained in propulsion, and the weight need be but slightly increased. The third and last improvement is to the crank. The idea seems to be to attain the same result, in a different way, as is accomplished by the elliptical sprocket.

I PRESUME the cash prize league officials know their own business best and have good reasons for the rules which they have enacted for the government of their racing men, but it does seem awfully funny to see men like Schofield, who have been tiptoppers for years and whose names are familiar household words wherever cycling is known, start in novice races. The mere fact that these first men had never before ridden for cash and were making their opening bow in a new organization, is of not the slightest value as an argument for permitting them to ride in races which by their very name clearly indicate that they are not intended for experts. Worcester defines novice as "One who is new, or inexperienced, or unskilled in any business; one in the rudiments; a beginner; a tyro," and in athletic associations of all kinds the broadest and most liberal interpretation of the word could never be so strained as to include any but those who had never before won a prize in that particular line.

Faith, 'tis an easy and liberal ruling and I doubt not if Zimmy were to go over to the cashites we should witness the amazing spectacle of a world's cycling champion contesting for a novice prize with a lot of duffs.

I wonder if Handicapper Merrihew passes upon the novice entries, and if so whether, in the solitude of his chamber, a smile of fine sarcastic meaning never wreathes his lips as he sorts the men out.

AT the races of the Associated Cycling Clubs at the new Waltham track tomorrow will probably be witnessed a novelty in cycle racing that ought to prove exciting and interesting.

Sterling Elliott proposes to have two electric tapes laid one hundred yards apart on the home stretch and connected with the Elliott Chronograph, it being the intention to have exhibition hundred-yard sprints tried by the various cracks, the time of starting and finishing to be automatically recorded by the electric tapes over which the wheels pass. These tapes are an ingenious invention of Mr. Elliott's, and as they are absolutely instantaneous, the test will offer an exact registry of the shortest possible division of time in which it is possible to do the distance. That an audience would be interested in witnessing men like Zimmerman, Sanger, Windle, Tyler, Taylor and the other flyers do a hundred-yard dash at top speed goes without saying, and the exhibition will doubtless be one of more than usual interest.

One-hundred-yard dashes have been tried before, at Springfield I believe, the times averaging six seconds, but it ought to be cut down much lower than this.

THE little village of Cranford, N. J., is endeavoring to outdo Asbury Park as a mighty moral centre. Quite unsuspected by the metropolitan world which lies around it, Cranford has been blushing unseen for some time past—in fact ever since the thinly-clad racing cyclist has been utilizing the splendid stretch of road which leads from Cranford to Elizabeth, and over which, on Sundays and holidays, immmerable contests of speed have been indulged in.

As a matter of fact there has been an utter disregard of public opinion by many of the wheelmen who have frequented this course. Indecency in costume should be sat upon anywhere, and the passage of the Cranford ordinance has been brought about by the action of these riders themselves.

The funniest part of it, however, is that the literal construction of the stringent ordinance passed last week would require wheelmen to cover every portion of their bodies excepting the arms, and all riders living up to the requirements of the Cranford committee would have to ride in hoods and gloves.

It is probable that this ridiculous phase will not be insisted upon, but at all events Cranford inhabitants can view the passing cyclist hereafter without the blush of modest shame covering their cheeks.

NO sooner do I write Harry Wheeler down as no better than a second-rater, back of Zimmerman, Sanger, Windle, Tyler, Taylor and Johnson, than he goes out and knocks chips off the records in a way that speedily disproves what I had hazarded as a statement based upon seeing him ride last year.

I have, however, the consolation of knowing that I at that time—after seeing him ride in the '92 fall circuit—predicted that he would be a tiptopper if he would only train conscientiously and give his ever-present cigarettes the go-by. It occurs to me to wonder if he still consumes as many of these articles which are said to be so bad for one's wind, but which seem to have apparently little effect on his lungs.

SECESSION again, and this time from a Houston (Tex.) member of the League!

This gentleman, who is reported as "one of the working wheelmen of the State," expresses himself as of the opinion that the time has come when the South should separate from the North and stand on its own bottom—or words to that effect.

And all because of the little word "white."

Seems to me as though we had had a disagreement between the North and South once before and on the same odorous subject, and that the arguments used were sharp and convincing.

I wonder whether history will repeat itself again?

ARIEL.



ON WALTHAM'S TRACK.

Taylor Makes a New Local Record—Githens Rides Well, But McDuffee and the Clarks Push Him Hard.

PERFECT weather greeted the Waltham Bicycle Club when it gave its diamond tournament on the new track which was in fine condition, on Labor Day; 3,650 people saw the race, the finishes of which were close and exciting, Taylor, Githens, McDuffee and the Clarks being closely matched.

In the one-mile special, Taylor, Githens and McDuffee finished within a wheel of each other, the judges giving second place to McDuffee although all the scorers and a majority of the other officials were agreed on the point that Githens had won, in which McDuffee coincided on being questioned. The decision of the judges stood notwithstanding, and the Chicago man thereupon refused to ride in any more races and withdrew from the track. He was, however, prevailed upon to enter the mile handicap and to pace Taylor for his mile record, which he very generously consented to do.

After the races, which were run off in a remarkably short space of time, Taylor tried for the mile against time, Porter pacing him for the first quarter, J. P. Clark the second, Githens, third and James Clark the last. He did 2.16 1-5. Taylor rode the first quarter in the one mile handicap for Waltham riders in .31 2-5. Summaries:

One mile 2.30 class—*Final*—James Clark, first; J. P. Clark, second; C. G. Williams, third. Time 2.29 3-5.

One mile special—G. F. Taylor, first; E. A. McDuffee, second; H. A. Githens, third. Time 2.30 1-5.

One-third mile handicap—*Final heat*—Watson Coleman, 40 yds., first; E. G. Merrill, 60 yds., second; W. H. Senter, 60 yds., third. Time .55 1-5.

One mile handicap for Waltham riders—A. W. Porter, 50 yds., first; F. M. Haggerty, 70 yds., second; C. G. Williams, 100 yds., third. Time 2.22 2-5.

One-third mile open—G. F. Taylor, first; A. W. Porter, second; E. A. McDuffee, third. Time .37 4-5.

One mile handicap—*Final heat*—H. A. Githens, 20 yds., first; F. M. Haggerty, 80 yds., second; G. Plaintill, 160 yds., third. Time 2.21 1-5.

MALDEN'S MEET.

On the Waltham Track—The Cracks Were Absent and a Small Attendance Resulted.

THE Malden Club was in hard luck last Saturday. A peculiar combination of circumstances prevented its meet from being the successful affair it should have been. It rained up to one o'clock, thereby preventing Boston wheelmen from riding out, and this threatening weather, together with a knowledge of the absence of the stars, resulted in probably not more than five hundred people being present, an altogether disheartening thing to a club that had provided a fine afternoon's sport. McDuffee was the fastest man present, although Haggerty, Farrell, and Saunders all rode well.

Summary:

One mile novice, *final*—L. N. Gowell, first; George Plantiff, second. Time 2.48.

Mile open—E. A. McDuffee, first; F. M. Haggerty, second; C. J. Williams, third. Time 2.26 4-5.

One-third mile open—E. A. McDuffee, first; P. J. McDuffee, second; Watson Coleman, third. Time .34 1-5.

One mile, 2.40 class, *final*—J. C. Wettergreen, first; H. J. Pote, second; E. G. Merrill, third. Time 2.33 4-5.

One-third mile, run and ride—L. A. C. Kelly, first; G. W. Phillips, second. Time 2.21 4-5.

One mile, 2.45 class, handicap, *final*—Watson Coleman, 115 yards, first; E. A. McDuffee, scratch, second. Time 2.28 3-5.

One-third mile, Massachusetts Division championship—W. E. Saunders, first; E. A. McDuffee, second; J. C. Wettergreen, third. Time .38.

One mile handicap, *final*—John Bianchi, 80 yards, first; P. J. McDuffee, 75 yards, second; E. G. Merrill, 95 yards, third. Time 2.28 2-5.

Two-thirds mile, Division championship—J. A. Farrell, first; E. A. McDuffee, second; J. C. Wettergreen, third. Time 1.41.

BY ELECTRIC LIGHT.

Cleveland Runs Races Afternoon and Evening—Good Time and a Large Attendance—Is Zimmerman's Heart Weak?

CLEVELAND, Aug. 30. Cleveland's attempt to hold its international tournament afternoon and evening, the latter by electric light, was a success. Zimmerman of course carried off the honors, Meintjes, the South African, being second. Twenty-five hundred people saw the contests to-day. Con Baker in the one mile handicap rode virtually scratch in a field of 20 starters, qualifying in 2.18 1-5, a splendid performance on a quarter mile track, but 15 feet wide.

Zimmerman was warned at Indianapolis that his heart was receiving too much work.

Deep Frames

FOR

Large Riders.



WE are now prepared to furnish the . . .

Union

P. D. Q.

With an extra deep frame making this splendid road wheel specially suited to riders above the average size.

We guarantee these wheels to carry any weight of rider over any roads.

Weight, stripped, 34 lbs.

AIRTITE-DUNLOP

Detachable Tires

Are fitted to these wheels.

Union Cycle

Mfg. Co.,

HIGHLANDVILLE, MASS.

BRANCHES.

BOSTON. PHILADELPHIA.
SPRINGFIELD. CHICAGO.

Send for Catalogue.

Cut Prices!

WHY?

Why are some bicycles sold under list? There is but one **honest** answer i. e. **they** are **not worth** the list price.

"Fine Finish"

of their bicycles seems to be all some manufacturers have attempted to perfect—but what is **under** the enamel? What quality of tubing? What kind of workmanship?

A Gang

of counterfeiters have been operating for the past 18 months in Jersey City. They passed their money easily because it was "finished nicely," but it **did not "wear."** If it had stood the test of **use**, they would no doubt be out of jail to-day.

Our Wheels

bring list price, for **one** reason only, i. e. they **are worth** it. We make medium-priced bicycles, and they stand the best test-use.

The Result

is the best proof. We make more bicycles (and they are sold at list) than any other manufacturer in America. We are not bragging, but the public appreciate our efforts, by buying our output.

We will continue to make the best bicycle that can be made for the money. They **will wear.**

R. L. Coleman Co.,

Sole Eastern Agents,

35 Barclay Street, New York.

WESTERN WHEEL WORKS,
CHICAGO, ILL.

He was advised to take a long rest under penalty of enlargement of the heart. He laughed at the idea, but says he shall have a care until he can consult with his family physician.

Summary of the open events during the afternoon:

Quarter mile open—A. A. Zimmerman, first, A. I. Brown, second; Con Baker, third. Time .35 2-5.

One mile open—A. A. Zimmerman, first; L. S. Meintjes, second; W. F. Murphy, third; A. W. Warren, fourth. Time 2.35 4-5.

Half mile open—A. A. Zimmerman, first; L. S. Meintjes, second; L. C. Johnson, third. Time 1.12 4-5.

Zimmerman consented to ride in the evening events, and won the three-mile lap race in 8.17 3-5. The summary.

One mile novice—C. Dorn, first; R. K. Updegraff, second. Time 2.55.

Half mile 1.10 class—L. C. Johnson, first; A. I. Brown, second; A. L. Baker, third. Time 1.12 2-5. Last quarter .30 4-5.

One mile, C. W. C. handicap—L. C. Dunn, 80 yards, first; T. C. Collings, 20 yards, second; R. F. Goetz, scratch, third. Time 2.20 1-5.

Three mile lap—A. A. Zimmerman first, 35 points; L. S. Meintjes, second, 24 points; A. L. Baker, third, 14 points. Time 8.17 3-5.

One mile handicap—Con Baker, 25 yards, first; George D. Comstock, 110 yards, second; H. F. Smith, 150 yards, third. Time 2.25 1-5.

SECOND DAY, AUG. 31.

To-day's racing was far more interesting than yesterday's.

Zimmerman's record to-day was four firsts, making a total of 22 firsts since Chicago.

To-day's attendance was 2000 afternoon and 2500 evening, the club making over $2000 on the two days' meeting.

W. F. Murphy showed old-time form when from the back mark, 100 yards, he qualified in the two mile handicap.

Summary of finals:

Quarter-mile open—A. A. Zimmerman, first; A. I. Brown, second; L. S. Meintjes, third; W. F. Murphy, fourth. Time .35 1-4.

Two-mile lap race—A. A. Zimmerman, first; 23 points; L. S. Meintjes, second, 11 points; Con Baker, third, 10 points. Time 3.36 1-5.

The evening's racing was close and exciting. Summary:

One mile, 2.40 class—L. C. Johnson, first; R. F. Goetz, second. Time 2.47 3-5; last quarter, .30 3-5, a new track record.

One-mile open—A. A. Zimmerman, first; L. S. Meintjes, second; Con Baker, third; A. L. Baker fourth. Time 2.40 2-5, last quarter 32 2-5, Zimmerman gaining 20 yards. A. I. Brown ran over the bank and into the crowd.

Half-mile open—A. A. Zimmerman, first; A. I. Brown, second; Meintjes, third.

Two-mile handicap—Con Baker, first; L. S. Meintjes, second; A. L. Baker, third. Time 5.08.

WORLD'S RECORDS.

Hartford Harvests the Usual Crop—The Half and the Quarter Fall.

HARTFORD, Sept. 4.—As usual, records had to go to-day at Charter Oak Park, at the tenth annual tournament of the Hartford Wheel Club.

All the conditions were perfect, except a breeze that blew down the back stretch the early part of the afternoon, which, however, greatly aided the flyers on the last quarter.

Notwithstanding the wind, Willie Windle covered the mile in 2.16, and Tyler in 2.19 2-5. Then

WORLD'S RECORDS BEGAN TO GO.

Windle led off with the record breaking. It was in the half mile open, in which he had the benefit of the breeze from near the start and thence to the finish. He covered the last quarter in .26 3-5, breaking the world's record of .27 for a quarter in competition.

In the half mile open, eight flyers started, including Windle, Tyler, Hoyland Smith, Nelson and Warren. The pace was fast from the start, the race being between Windle and Tyler. They came down the straight nearly even, but Windle came away with a lightning-like sprint, getting across the tape first, with Tyler lapping his wheel. The half was made in 1.01 2-5, and the last quarter in .25 3-5, also a world's record. Zimmerman established the record in .27 at the Hartford tournament last year.

Nobody expected this figure to be lowered, but H. C. Tyler of Springfield did it half an hour later in the last quarter of the half mile international race. Windle came down to the tape in hot pursuit, and was only half a wheel behind when Tyler crossed the mark in .25 4-5, nearly a full second better than Windle's previous time.

The summary:

One mile novice—G. E. Nettleton, first; A. T. Astor, second. Time 2.43 2-5.

Half mile open—W. W. Windle, first; H. C. Tyler, second; E. A. Nelson, third. Time 1.01 2-5. Last quarter made in 26 3-5.

Half mile international—H. C. Tyler, first; W. W. Windle, second; E. A. Nelson, third; A. W. Warren, fourth. Time 1.02. Last quarter in .25 4-5

One mile, 2.35 class—E. C. Bald, first; C. — Nelson, second; D. McLean, third. Time 2.41.

"DO RAMBLERS STAND?"

"AT HIS OWN RISK."

195 lbs. on 22 lbs. over tough roads!

Batesburg, S. C., Feb. 27, 1893.

GORMULLY & JEFFERY MFG. CO., Washington, D. C.

Gentlemen:—I have delayed acknowledging receipt of the Rambler Racer that you sent me, for the reason that I wanted to try it. Please accept my sincere thanks for putting me up such a job. It is undoubtedly the finest looking and easiest running wheel that I have ever seen. I have ridden feather-weights made by the very best English Companies, and light wheels and heavy wheels made by American Companies, but I have never had a light wheel that stood up so well, and responded to one's desires in steering, coasting, hill-climbing and rough road riding, and I have never had a heavy 50-lb. wheel that I think was as strong as this 22-lb. Racer, except one, and that was a Diamond Rambler No. 1. I have ridden my Rambler Racer right after the heaviest snows and rains ever known in this country, and almost made our country dirt roads impassable; yet I have not failed to get where I wanted to go, and I generally got there pretty quick and in good shape, both as to wheel and rider. My weight is 195 lbs. I would not exchange it for any wheel made in this or the Old World, and I feel sure that my faith in the Rambler will keep me riding the best wheel. Again thanking you for putting me up such a job, I am,

(Signed) C. B. HULET.

"HE WANTED TO TEST THE MATERIALS--- AND DID."

170 lbs. on 22 lbs. for 116 miles.

Detroit, Mich., Aug. 20, 1893.

GORMULLY & JEFFERY MFG. CO., Chicago, Ill.

Gentlemen:—I received the special Rambler Racer through the Detroit Cycle Co. of this city, Thursday last, the 17th. Beyond doubt it is the best wheel I have ever seen. It suits me elegantly. It is just my fit, as I am 5ft 8 feet high. Yesterday I decided to see what material was in it, and Mr. Hobart, of the Diamond Wheelmen, and myself made a run of 116 miles over all kinds of roads and hills, and I came through without a scratch. Very good for a 22-lb. wheel, carrying 170 pounds. Thanking you again for the fine wheel you sent me, I remain,

(Signed) E. B. EASTER,
Sec.-Treas. Diamond Wheelmen.

"SOLDIER BOYS APPRECIATE RAMBLERS."

Washington, D. C., Aug. 11, 1893.

At the regular meeting of the Second Separate Company (Washington Military Cyclists), D. C. N. G., on Thursday, Aug. 3, 1893, the following resolutions received the unanimous vote of the members present:

Resolved: That the Second Separate Company bears in mind the kindness of the Gormully & Jeffery Mfg. Co., during its recent trip, and will testify to the value of its wheels, there being only two Ramblers in the crowd, and both of these were among the five that finished the Century run. (There were eleven starters.)

Resolved: That a copy of these resolutions be furnished the Gormully & Jeffery Mfg. Co., and that a copy be spread on the minutes of this meeting.

(Signed) IRVING R. COBLEIGH,
Sec'y at Business Meeting.

"RECORD BREAKER BEEDLESON SAYS THEY'RE STRONG."

He ought to know.

GORMULLY & JEFFERY MFG. CO., Chicago, Ill.

Gentlemen:—In reply to your inquiry regarding your tires, which I used on my recent record breaking trip from San Francisco to New York, I have only to say that aside from that which was caused by my own carelessness, I had no trouble with them at all. I am satisfied that few, if any other tires could have withstood the tremendous strain to which they were subjected. More than one thousand miles were over the ties of the Union and Central Pacific railroads. I am confident that your corrugated tire is the best obtainable for long country touring, and for muddy roads there is no equal. The only puncture on the entire trip was when I stupidly ran the front wheel into a barbed wire fence.

(Signed) FRANK S. BEEDLESON,
One-legged representative of the Athlete.

Gentlemen: They are still at it---

Cincinnati, 2 firsts, 1 third, 1 fourth; Philadelphia, 4 firsts, 3 seconds, 2 thirds, 2 fourths; Orwigsburg, Pa., 2 firsts, 2 seconds; Asbury Park, N. J., 2 seconds, 1 third, 2 fourths; Champaign, Ill., 1 first, 1 second, 1 third; Saginaw, Mich., 8 firsts, 4 seconds, 1 third, 1 fourth; Chicago Road Race, 1st place and 1st time prizes.

Keep your eye on this space. Yours for speed,

GORMULLY & JEFFERY MFG. CO.

CHICAGO. BOSTON. WASHINGTON. NEW YORK. COVENTRY, ENG.

One mile handicap—E. C. Bald, 65 yards, first; D. McLean, 145 yards, second; E. W. Heyer, 150 yards, third. Time 2.50 4-5. Windle and Tyler, scratch men, did not finish.

One mile, State championship—A. W. Warren, first; F. R. Fuller, second; R. M. Alexander, third. Time 2.31 2-5.

One mile, 2.45 class—E. W. Heyer, first; F. R. Fuller, second; F. A. Landry, third. Time 2.36 2-5.

TUESDAY, SEPT. 4.

Warm weather and a stiff head breeze on the back stretch were the conditions under which the second day's racing at Hartford were run. The track was in perfect condition and the racing was fast, but the attendance was not as large as on the previous day. As usual at Hartford there was no delay in running off the events. The absence of Zimmerman and Johnson was deplored by the audience, but those two doughty men were out west at Columbus. Githens put in an appearance and broke the monotony by introducing the Western element, but he did not ride up to form. Taylor was also present but was not in any condition to ride. Interest was added to the meet by the appearance of a new star in the person of E. C. Bald of Buffalo, a man whose name will appear among the leaders during the rest of the season or we miss our guess. The last quarter-mile of the track was very fast as the wind was blowing down the stretch, and in the quarter-mile open the records made yesterday would undoubtedly have been lowered, had not Windle slipped his pedal, compelling him to ride a sixteenth of a mile with one foot. Had not this happened there is no knowing where the record would have gone to. A funny incident in the consolation was the suggestion of Mr. Broadhead who, just after the start, urged the rest of the competitors to "go slow; there is no limit on this!" The leaders who started out at a sharp clip heeded Mr. B.'s advice and slowed down. Mr. Broadhead is well named. The summary as follows:

One mile, 2.40 class—C. T. Nelson, first; F. J. Titus, second; E. A. Landy, third. Time 2.24 3-5.

One mile international—C. W. Windle, first; H. C. Tyler, second; E. C. Bald, third; H. E. Githens, fourth. Time 2.39 2-5.

One mile handicap, Connecticut riders—C. R. Newton, 60 yards, first; G. E. Nettleton, 120 yards, second; William Harding, 65 yards, third. Time 2.36 1-5. Warren and Arnold, scratch men, did not finish.

One mile open—H. C. Tyler, first; H. A. Githens, second; J. Clark, third. Time 2.27 1-5.

One mile, 2.30 class—E. C. Bald, first; E. A. Nelson, second; E. F. Miller, third. Time 2.30.

Quarter-mile, open—H. C. Tyler, first; E. C. Bald, second; W. W. Windle, third. Time .30 4-5.

Half-mile handicap—G. E. Nettleton, 85 yards, first; G. F. Steizing, 90 yards, and C. A. Nelson, scratch, tied for second place. Time 1.03 4-5.

One mile consolation—R. M. Alexander, first; L. Foster, second; F. M. Broadhead, third. Time 2.37 1-5.

FASTEST MILES OF THE YEAR.

At Columbus Zimmerman Does 2.08 4-5 and Johnson 2.07 1-5.

COLUMBUS, O., Sept. 4—Zimmerman today rode the fastest mile of the year paced by Meintjes, George and Arthur Baker and Con Baker, his time being 2.08 4-5.

Zimmerman won his heat of the mile handicap in the morning in 2.15, but did not compete in the final. He won the half, one and two mile events, John S. Johnson pushing him closely throughout.

Barrett made a tremendous rush that looked like a winning sprint in the mile open, but was overhauled at the tape by Zimmerman, with Johnson at his rear wheel.

Final events:

One mile motor race, 10 starters: Charles Kolb, first; W. Boyd Newhall, second. Time 2.37.

One mile handicap—A. N. French, first; Con Baker, 75 yds., second; A. L. Baker, 100 yds., third. Time 2.08; last quarter :30 3-5. French rode alone the last quarter.

Two mile open—Zimmerman, first; John S. Johnson, second; A. N. French, third; Con Baker, fourth; L. S. Meintjes, fifth. Time 5.41 4-5.

One-mile, 3 min. class—J. R. Brown, first; F. L. Talley, second. Time 2.31 1-5.

One mile, to-date—A. Zimmerman, first; J. S. Johnson, second; G. K. Barrett, third; G. K. Banker, fourth; L. S. Meintjes, fifth. Time 2.28 2-5. Last quarter :29 4-5.

Half-mile dash—Zimmerman, first; J. S. Johnson, second; G. Banker third; G. K. Barrett, fourth. Time 1.13 3-5; last quarter :30 1-5.

One-mile, 2.40 class—Con Baker, first; E. C. Baker, second. Time 2.36 1-5

One-mile, 2.50 class—J. R. Browne, first; Gus Steele, second. Time 2.45 1-5.

Five-mile handicap—E. V. Minor, first; Con Baker, second; L. S. Meintjes, third. Time 12.40 1-5. Meintjes' time full distance 12.56.

One-mile handicap for local riders—Con Baker, scratch, first; A. L. Baker, 20 yds., second. Time 2.25.

SECOND DAY, SEPT. 5.

Zimmerman's time of yesterday for a mile, flying start, was lowered :01 3-5 by John S. Johnson to-day, his time being 2.07 1-5. The quadruplet could not hold the turns, and after a flying start, as Zimmerman went yesterday, E. V. Minor took the first quarter in 31 1-5, Dirnberger carried him to the half in 1.03, and Rhodes to the three quarters in 1.35 3-5. French finishing. The pacing was good, but picking up poor. Johnson was somewhat exhausted at the finish, but came up smiling to receive the plaudits of the 9,000 spectators. Summary:

One mile handicap—A. N. French, 75 yards, first; Con Baker, 75 yards, second. Time 2.15 1-5.

One mile open—A. A. Zimmerman, first; J. S. Johnson, second; L. S. Meintjes, third. Time 2.08 1-5.

One mile 2.50 class—Gus Steele, Chicago, first; J. R. Browne, Newark, second; H. C. Baker, Columbus, third. Time 2.44 1-5.

Two mile handicap—E. V. Minor, Indianapolis, 150 yards, first; W. A. Rhodes, 100 yards, second. Time 4.32.

One mile open—A. A. Zimmerman, first; J. S. Johnson, second; L. S. Meintjes, third; G. K. Barrett, fourth. Time 2.23 1-5.

Three mile lap race—A. A. Zimmerman, 15 points, first; S. P. Bliss, 8 points, second; Gus Steele, 7 points, third. Time 8.56 3-5.

Half mile handicap, two heats and final—*Second heat*—won by Dirnberger, 20 yards in 1.02. *Final heat*—L. Talley, 50 yards, first; M. Dirnberger, 20 yards, second; G. K. Barrett, 15 yards, third. Time 1.01 4-5.

[As we close our forms comes the news of Zimmerman's mile against time at Springfield, O., Sept. 6, of 2.05 3-5.—ED.]

Racing for Cash.

PHILADELPHIA, Sept. 2.—In the professional bicycle races at the Tioga track this afternoon, Schofield the English crack, made his first American appearance in the novice race, which he won easily. He withdrew from the other events on the plea of having a cold. The summary:

One mile novice—J. W. Schofield, first; C. E. Byers, second. Time 2.58 2-5.

One mile open lap race—H. C. Wheeler, 10 points, first; A. B. Rich, second. Time 2.35 2-5.

Two mile handicap—H. Kanaska, 90 yards, first; C. E. Kluge, 80 yards, second. Time 5.16 1-5.

Five mile handicap—C. W. Ashinger, 180 yards, first; Frank Albert, 500 yards, second. Time 13.25 1-5.

Consolation race, one mile—J. Newhouse, first; B. C. Bebner, second. Time 2.48.

NEW YORK, Sept. 4, 1893. At Manhattan field to-day was expected to occur the first meeting between H. C. Wheeler of America, and J. W. Schofield of England, but it didn't.

After the first event, the one mile scratch race, Schofield, who was entered for all the other races, withdrew on the ground that he was at a disadvantage by the four lap track. His trainer explained that, owing to his long sea voyage he was far from being in proper form. There were several tumbles. Summary:

One mile open, *final heat*—H. C. Wheeler, first; A. B. Rich second. Time 2.36.

One mile handicap, *final heat*—H. C. Wheeler, first; Frank Albert, second. Time 2.33 4-5.

Two mile handicap—Frank Albert, 250 yards, first; C. W. Ashinger, 260 yards, second. Time 4.53 4-5.

Five mile handicap—A. B. Rich, scratch, first C. W. Price, 80 yards, second. Time 13.19.

Saginaw Saw Them.

SAGINAW, MICH., Sept. 1—In the international cycle tournament to-day, J. P. Bliss, after taking the one mile open, was thrown violently in the mile handicap with half a dozen others. Taylor won the two mile international twice, being forced to run over.

The summary:

One mile novice—G. S. MacDuff, first; E. E. Bush, second. Time 2.56.

Quarter-mile open—M. F. Dirnberger, first; J. P. Bliss, second. Time .31

One mile handicap—O. F. Bernhardt, 110 yards, first; O. C. Bralley, 135 yards, second. Time 2.29 1-2.

One mile open—J. P. Bliss, first; H. A. Githens, second; Gus Steele, third. Time 2.20 3-5.

Half mile handicap—M. F. Dirnberger, 200 yards, first; O. L. Bralley, 65 yards, second. Time 1.07 1-5.

Two mile international—G. F. Taylor, first; E. C. Bode, second; H. R. S. Steensen, third. Time 10.05 4-5.

SECOND DAY, SEPT. 2.

Bliss and Githens had gone to Cleveland to-day, and Dirnberger and Taylor swept the board, capturing four out of eight events, Dirnberger defeating Taylor in the half mile handicap.

Kennedy of Chicago surprised the talent by sprinting into first place in the mile international race, the important event of the meeting. Taylor, Dirnberger, Bode and Kennedy being up.

Almost at the tape Kennedy jumped, winning first from Dirnberger by a foot. Summary:

One mile open—Geo. F. Taylor, first; M. F. Dirnberger, second; E. C. Bode, third. Time 2.32 3-5.

One mile, 3.10 class—O. L. Bralley, first; W. H. Gibbs, second. Time 2.37.

Two mile handicap—A. D. Kennedy, 420 yards, first; Gus Steele, 175 yards, second. Time 5.01 2-5.

Half mile open—M. F. Dirnberger, first; E. C. Bode, second. Time 1.12 3-5.

Half mile ride and run—W. Loun, first; Gus Steele, second. Time 1.16 3-5.

Half mile handicap—M. F. Dirnberger, 20 yards, first; G. F. Taylor, scratch, second; A. D. Kennedy, 30 yards, third. Time 1.05 4-5.

Quarter mile, open—M. F. Dirnberger, first; E. C. Bode, second; Gus Steele, third. Time 32 1-5.

One mile international—A. D. Kennedy, first; B. C. Bebner, second. Time 2.26 2-5.

A Birmingham Budget.

BIRMINGHAM, CT., Sept. 2. The International meeting of the Crescent Cycle Club was held at the Derby Driving Park this afternoon. Whether the crack riders had fooled the Crescent Cycle Club or the club had fooled the public a crowd of 5,000 people could not tell. Of all the cracks that had been advertised the only ones to appear were Windle and Tyler, with Warren. Windle and Tyler captured every event in which they were entered, and Warren attended to the rest. The track record of 2.19 2-5 was lowered to 2.16 1-5 by Windle in the final of the mile open handicap.

Summary:

One mile, 3.10 class—E. W. Heyer, first; John J. Adams, second. Time 2.31.

Mile diamond international—H. C. Tyler, first; C. W. Windle, second; A. W. Warren, third. Time 2.31.

One mile handicap, Connecticut riders—A. W. Warren, scratch, first; C Ford Seeley, 40 yds., second. Time 3.34 4-5.

Half-mile handicap, open—A. W. Warren, scratch, first; H. G. Spencer, 40 yds., second. Time 1.10 3-5.

Mile 2.35 class—Fred Hawley, first; E. W. Heyer, second. Time 2.35 3-5.

Mile open—W. W. Windle, first; H. C. Tyler, second; A. W. Warren, third. Time 2.28 3-5.

Half-mile open—W. W. Windle, first; H. C. Tyler, second; H. B. Arnold, third. Time 1.07 4-5.

Mile handicap, open—W. W. Windle, scratch, first; Durand McLean, 145 yds., second. Time 2.16 1-5.

Maine's Meet.

SACO, ME., Sept. 4.—The fall race meet of the Maine Division was held here to-day. The programme included a parade in the morning, followed by a run to Old Orchard, afternoon races and a banquet.

Before the race James H. Beatty of Saco, was out for a trial spin, and as he spurted down the stretch he ran into a horse at work with a roller, the pole striking just above his left hip and causing internal rupture, from which he died to-night.

The following events:

One mile state championship—Aubrey J. Dyer first; L. P. Sweet, second. Time 2.52.

Half mile State championship—E. G. Scully, first; S. C. Gibson, second. Time 1.22.

One mile open—Aubrey J. Dyer, first; Hugh Robson, second. Time 2.15 3-4.

One quarter mile open—Aubrey J. Dyer, first; Harvey Hall, second. Time 35 1-4.

One mile handicap open—Hugh Robson, 25 yards, first; Harry M. Gerry, 90 yards, second. Time 2.32.

Two mile lap race—Aubrey Dyer, first; Hugh Robson, second. Time 2.37 1-4.

Two mile team race—Saco Cycle Club, first; York County Wheelmen, second. Time 6.02.

Syracuse Sayings.

SYRACUSE, Sept. 4.—At the eighth annual meet of the Syracuse A. A. held on the half mile track at the fair grounds this afternoon, 5000 people witnessed the sport. The only famous men present were Bliss of Chicago, and Dirnberger of Buffalo.

Van Wagoner tried for the world's record in riding hands off, and he made the half in 1.10, and the mile in 2.29 2-5, knocking the record ten seconds. Summaries:

One mile novice—Murray, first; Hughes, second. Time 2.45 1-5.

Two mile handicap, open—*Final heat*, Bliss, 30 yards, first; LeMessurier, 100 yards, second. Time 4.06 3-5.

Half mile central New York championship—Gardner, first; Babcock, second. Time 1.13 2-5.

One mile 2.40 class—Gardner, first; Blake, second. Time 2.47 2-5.

One mile city handicap—Hughes, 120 yards, first; Smith, 100 yards, second. Time 2.17 1-5.

One mile open—Bliss, first; Tuttler, second. Time 2.37.

One quarter mile open—Dirnberger, first; Murray, second.

One mile 2.40 class—Brown, Syracuse, first; Blake, Tonawanda, second; Kammer, Rochester, third. Time 2.35.

New Hampshire Contests.

KEENE, N. H., Aug. 30. THE Monadnock Cycle Club races were held at Keene Driving Park this afternoon. Summary:

One mile novice—S. Whitcomb, first; D. M Aldrich, second. Time 2.52 1-2.

Half-mile open—C. P. Walker, first; R. E. Caldwell, second; F. L. Knapp, third. Time 1.16.

One mile Cheshire county championship—M. B. Wilder, first; W. Pearson, second. Time 3.06.

One mile open—R. E. Caldwell, first; H. W. Hall, second. Time 2.42 1-2.

Two mile handicap—Hugh Robson, first; H. E Caldwell, second. Time 5.01 1-5.

Team race—Columbia Club of North Attleboro, Mass., and Monadnock Cycling Club of Keene, a tie. The prize was decided by lot and fell to the Monadnock Club.

Osmond Rides at Toronto, and Breaks a Record.

TORONTO, Ontario, Aug. 30.—At the annual meeting of the Toronto Bicycle Club Osmond was present, and broke a record in a handicap race, the half-mile, which he lowered by 2-5 of a second. Hyslop lowered the 5-mile record by 37 2-5 seconds.

The results of principal events:

Quarter-mile open—W. Hyslop, first; W. A. Rhodes, second. Time 31 4-5.

Half-mile handicap—Harbottle, 45 yds., first; Rhodes, 55 yds., second. Time 1.04.

One mile open—Hyslop, first; Rhodes, second. Time 2.23 2-5.

Five mile open—Hyslop, first; Rhodes, second. Time 13.03 3-5.

Two-thirds mile handicap—W. H. Parker, 40 yds., first; E. Green, 60 yds., second. Time 1.26.

Quarter mile scratch—H. Martin, first; W. A. Mahon, second; L. Lubberly, third. Time .35.

Half-mile club championship—Oscar Hesse, first; F. Frick, second. Time 1.12 1-4.

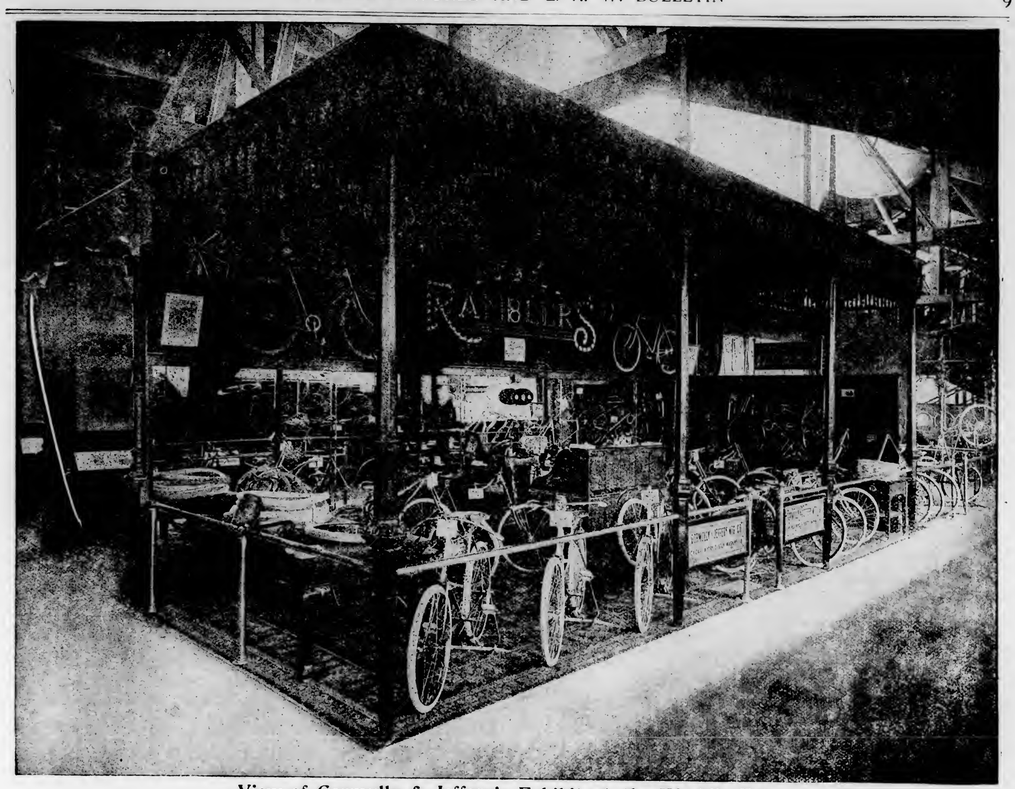
One-third mile handicap—W. H. Parker, 20 yds., first; A. Minton, 20 yds., second. Time .41.

Quarter-mile handicap—H. Martin, first; W. H. Parker, second; L. Lubberly, third. Time .33.

Run on the Road.

RED BANK, N. J., Sept. 4—The Upper Broad Street was the scene of to-day's contests, and the road was lined with spectators all along the course. There were one or two minor accidents, but no one was seriously hurt. Summaries:

Half-mile handicap—W. H. Parker, 30 yds., first; O. Hesse, 30 yds., second. Time 1.37 3-5.



View of Gormully & Jeffery's Exhibit at the World's Fair.

View of Gormully & Jeffery's Exhibit at the World's Fair.

Two-mile handicap—W. H. Parker, 40 yds., first; E. Green, 60 yds., second. Time 1.26.

Quarter mile scratch—H. Martin, first; W. A. Mahon, second; L. Lubberly, third. Time .35.

Half-mile club championship—Oscar Hesse, first; F. Frick, second. Time 1.12 1-4.

One-third mile handicap—W. H. Parker, 20 yds., first; A. Minton, 20 yds., second. Time .41.

Quarter-mile handicap—H. Martin, first; W. H. Parker, second; L. Lubberly, third. Time .33.

Rutherford Riders.

RUTHERFORD, N. J., Sept. 4.—The track was in fine condition for the Rutherford Wheelmen's races to-day. The first event was a one mile novice race, won by Lestrange, with Pietz second and Amery third. Time 3.35. The feature of the day was the twenty-five mile handicap race in which the prize winners and their time were as follows: E. Lestrange, first, 1.24; Pietz, second, 1.23; Mier, third, 1.20; Peck, fourth, 1.18.02.

World's Records Go Back to England.

LONDON, Aug. 31, Stocks of Hull, the amateur champion at twenty-five miles, make some new world's records between three and sixty-three miles at the Herne Hill track yesterday. His time for the full distance was 2 hours 45 minutes 10 seconds, the figures taking the place of those created by L. S. Meintjes at Chicago.

NASHUA, N. H., Sept. 4. All the races this afternoon these were the events:

State championship, one-half mile—H. E. Caldwell, first; J. S. Dyer, second. Time 1.12 1-5.

One mile handicap—H. E. Dohlberg, first; F. W. Holdsworth, second. Time 2.28 3-5.

One and one-half mile lap race—H. E. Caldwell, first; J. C. Wettergreen, second. Time 4.42 1-2.

Two mile handicap—H. E. Dohlberg, first; F. W. Holdsworth, second. Time 5.11 1-2.

OTTAWA, ILL., Aug. 31—At the Kazoo Cycling Club's first annual field day the principal winners were:

One quarter mile open—C. T. Knisely, first; F. Wing, second; C. A. Wescott, third. Time .35.

One mile open—C. T. Knisely, first; F. Wing, second. Time 2.56.

One half mile handicap—C. T. Knisely, scratch, first; F. Wing, twenty yds., second. Time 1.33 1-2.

Five mile handicap C. T Knisely scratch, first; C. A. Wescott, 175 yds., second. Time 14.20 1-4.

PITTSFIELD, MASS., Sept. 2—A high wind prevented fast time at the race meet of the Berkshire County Wheelmen this afternoon The leading events:

Half-mile open—E. A. Nelson, first; C. T. Nelson, second. Time 1.16 2-5.

Three-mile handicap open—J. P. Clark, 20 yds., first; A. Clark, scratch, second. Time 8.19.

One mile open—A. Clark, first; E. A. Nelson, second; J. P. Clark, third. Time 2.39 1-5.

RAHWAY, N. J., Sept. 4. The seventh race meet of the Union County Roadsters was held this afternoon. There were several collisions, the most serious of which was that of Charles Brown of the Elizabeth Athletic Club, who lay in an unconscious condition for over an hour. The principal events:

Quarter-mile handicap—W. J. Mooney, 33 yards, first; O. L. Monge, 33 yards, second. Time .33.

One mile, 2.50 class—J. W. Judge, first; F. F. Goodman, second. Time 2.20.

Half mile handicap—F. W. Mosher, 50 yards, first; H. S. Thompson, 50 yards, second. Time 1.08.

One mile handicap, *final heat*—F. F. Goodman, 45 yards, first; James Willis, 25 yards, second. Time 2.24 1-4.

One mile, Union County Roadsters championship—W. J. Mooney, first; A. C. Watson, second; W. Chamberlain, Jr., third. Time 2.51 1-4.

RACING NOTES.

IN the races at Palmer, Mass., on Labor Day, the principal event was the ten mile open, which was won by Price; King, second. Time 31.49 3-4.

THE 10-mile handicap race at Middletown, Ct., on Labor Day, was won by Steelman, time 29.17; Taggart, second, 30.16; Frank Edgett, third, 30.52; Warner, fourth, 31.9.

AT the first annual meeting of the Newton Mass.) Athletic Association on Labor Day a one mile safety race was won by W. H. Nash; W. N. Morse, second. Time 2.42.

AT Kansas City, on last Saturday, J. S. Johnson won all the scratch events as he passed H. C. Wood of Kansas City, H. M. Burt, Wichita, W. M. Swendeman, Helena, and G. A. Maxwell did some clever riding.

AT the annual championship meet of the N. E. A. A. A. U. at Worcester, last Saturday, the bicycle races resulted as follows: Two mile race—Bert R. Livermore, W. A. C., first; A. G. Thompson, D. A. C., second. Time 5.58 2-5.

AT the Lowell (Mass.) Cricket and Athletic Association races on Monday there were two or three tumbles, but no one was seriously hurt. J. W. Sidebotham won both the one and two mile events. Time 2.59 1-4 and 6.08 3-5.

THE Charlestown (Mass.) Cycle Club held its first 16 mile road race Labor Day. Following is the order of finish: Downs, 31.56; Burnside, 33.06; Ross, 35.34; E. F. Hibbert, 35.47; E. W. Hibbert, 35.55; Hutchinson, 36.58; Peckham, 35.34.

THE fifteen mile road race was the event of the races at Natick, Mass., on Labor Day, and in this, which was won by E. W. Pierce, a smashup at Wellesley Hills caused the breaking of Geo. Quinn's collar-bone, while P. J. McDuffee was also quite badly hurt.

MERIDEN, CT., Sept. 4.—The Meriden Wheel Club's 16-mile road race to Berlin and return to-day resulted as follows: A. F. Smith, 1.01.27 1-2; E. Parker, 1.06.27 1-4; F. E. Edmiston, 1.01.38 1-4; G. Gilman, 59.59; C. Lewis, 1.05.43; A. Shepard, scratch man, 54.31 3-4.

THE Lakeside Wheelmen of Westfield, N. Y., carried out a successful meet last Saturday. The principal contest of the day was the twenty mile road race won by Dike Smith. F. A. Foaly of Buffalo won first time prize in 59.15, and J. W. Linneman took second in 59.16

AT the Norristown (Pa.) race on Saturday last Ed. F. Miller, of the Vineland Wheelmen, rode a hard fall at the open events. In the evening, the Norristown Wheelmen entertained the Penn Wheelmen of Reading, the latter being the guests of the home club over Sunday.

THE fourth annual five mile road race of the Quaker City Wheelmen of Philadelphia, took place on the Montgomery avenue turn-pike last Saturday. Two men, Dunnoch and Rich, tied for the existing record for the course, Dunnoch doing it in 13.24 and Rich being only two seconds behind him.

THE Time Wheelmen's first annual century run, scheduled for Saturday, Sept. 16, 1893, looks as though it would be highly successful, as not only the Philadelphia wheelmen, but a number of riders from other cities have entered for the run. Entries to Capt. A. H. Cain, 260 North 15th street, Philadelphia.

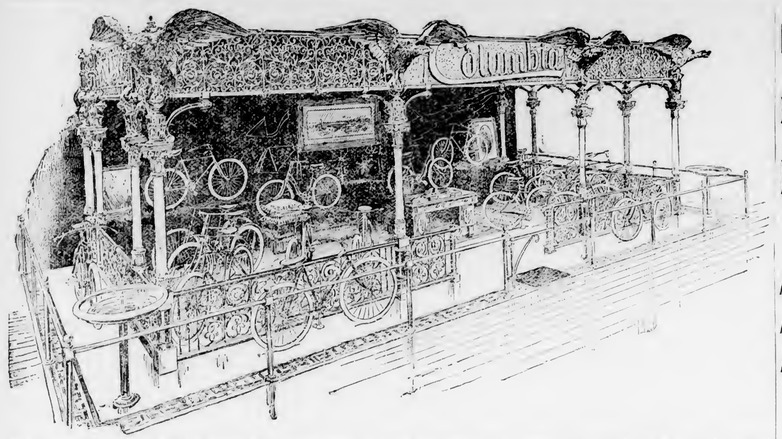
AT the New Jersey A. C. races at Bergen Point, N. J., on Labor Day, the results of the cycling contests were: One mile bicycle—C. E. Dupis, 1st; 2.50 yards. Time 2.49 1-5. One mile bicycle—F. Shafto, Hudson County Wheelmen, 145 yards. Time 5.27. Two mile bicycle team race—Garfield A. C. Wheelmen, 6 points.

THE Alpha Wheelmen, of Philadelphia, held their third annual road race last Saturday, over the Park avenue course. Twenty started, the race being made from start to finish by J. Hess in 14 minutes 30 seconds. The cup and first prize was won by Captain Willard Pratt in 16 minutes 15 seconds. The others to finish, as follows: Silver Clink, second; Frank Tyler, third; Thomas Rush, fourth; Frank Bowser, fifth.

H. C. Hoenshaerrg, of the Americus Wheelmen, broke the five mile road record for the P. A. W. course from Bryn Mawr to Philadelphia last Saturday, in the fast time of 13.16 2-5, supplanting the record previously made by Mark Meredith of the West Philadelphia Cyclers of 13.48. The order of finish of first three men: S. P. Johnson, Philadelphia, 14.45; H. C. Hochstadter, scratch; time 13.16 2-5. L. Guggenheimer, handicap, 2.15; time 15.46.

THE fourth annual games of the Bank Clerks' Athletic Association took place last Saturday, at the University grounds last Saturday, and the following were the cycling events: One mile handicap—Joseph J. Diver, 50 yards; W. S. Emory, 125 yds., seconds. Time 2.30 4-5. Half-mile scratch—Joseph J. Diver; John Brisbin, second; F. B. Marriott, third. Time 1.11 3-5. Two mile handicap—John A. Mead, 90 yds., first; F. B. Marriott, 30 yds., second; Joseph J. Diver, scratch, third. Time 5.25.

THE Harlem Wheelmen held their annual club races over the Westchester course last Saturday afternoon. The one mile novice race was won by Charles Foster, with F. Bolse second. E. J. Willis, scratch, won the two mile handicap, with E. H. Frost, scratch, second. In the one mile handicap, Charles Foster, 75 yds, won, with E. J. Willis, scratch, second. The five mile handicap was won by D. Thompson, 20 seconds, with E. H. Frost, scratch, second. The last race was the half-mile scratch, which was won by E. J. Willis. Charles Foster and E. H. Frost tied for second place. The ten mile club championship race was postponed. After the races a number of the men started for the Delaware Water Gap for a three days' tour.



The Columbia Exhibit at The World's Fair.

ONE of the most complete exhibits in the bicycle class at the World's Fair is undoubtedly that of the Pope Manufacturing Company, whose display of the justly celebrated Columbias is shown in the accompanying illustration. The unique and richly ornamented pavilion of wrought and polished brass, which is not surpassed in effectiveness by the housing of any exhibit at the Fair, makes a fit surrounding for the glittering array of graceful wheels within.

The extraordinary progress that has been made since the Pope Manufacturing Company constructed the first American bicycle is well exemplified by the marked contrast shown between some of their early productions and the nearly perfect wheels of today. The gain in lightness, speed, comfort and beauty of finish is made noticeable by a comparison which cannot fail to impress the most casual observer with what has been accomplished toward bringing this popular means of locomotion to a state of practical utility approaching perfection by the enterprise of this great company.

In addition to exhibiting examples of early bicycle construction and a full complement of the Columbias of to-day in conventional finish, the possibilities of decorative art applied to bicycles is shown by several wheels finished in gold and silver with silken saddles and much dainty ornamentation. No wheelman or lover of the beautiful can afford to miss seeing this exceptionally fine display. It is one of the attractions of the Transportation building and is visited by admiring thousands daily.

If You Don't Watch Out

You will miss the greatest opportunity of your life to visit the World's Fair at the lowest prevailing rates, via the popular route, the Nickel Plate. The shortest, cheapest and best line between Buffalo and Chicago. Express trains, palace sleeping cars, and superb dining cars. *Lowest rates.* Read the papers, call on nearest ticket agent for tickets, and take the popular line for Chicago. Address F. J. Moore, 23 Exchange street, Buffalo, N. Y., for map.

NEW YORK, Oct. 24, 1891.

Messrs. Adams & Sons Co., Brooklyn, N. Y.

Gentlemen: Your "Pepsin Tutti-Frutti" has been tried by me and found that it is a superb combination, keeping the stomach and throat in condition. It is a boon to all athletes and I heartily endorse it. Yours truly,

F. C. PUTTER, N. J. A. C.

Attractive Routes to the Great Fair.

Of the many routes catering for the World's Fair travel the Baltimore & Ohio Railroad, by combination with other, and in many cases competitive lines, presents the most attractive and varied routes yet offered and at very reasonable rates. The route most in demand is that via Washington on the outward, and Niagara Falls on the return trip, price of which is $20.00, Boston to Chicago and return. Other routes include Montreal, Thousand Islands, White Mountains, &c. Full information as to sleeping car accommodations, stop-over privileges, &c., can be obtained by addressing A. J. Symmons, New England Passenger Agent, 211 Washington street, Boston, Mass. Send for World's Fair circular.

MR. F. A. ELWELL will give an illustrated lecture on "Wheeling on French Roads" under the auspices of many of the leading cycling clubs of the country during the months of November and December. The views shown were taken by members of his last year's European party, and embrace some fine specimens of the beautiful roads of France, besides castles, cathedrals, palaces and chateaux, roadside scenes, etc. To take a tour of this kind with Mr. Elwell, while hardly equaling the actual going, cannot fail to be interesting, and should draw large audiences.

Half-Rate Excursions to the World's Fair via Washington and the B. & O. R. R.

THE Baltimore and Ohio R. R. will run a series of special excursions from New York to the World's Fair at rate of $17.50 for the round trip. The trains will consist of first class Day Coaches, equipped with lavatories and toilet conveniences. The trains will start from station, foot of Liberty Street, at 8.30 A. M., August 21, September 2, 6 and 12, and will reach Chicago at 4.30 P. M. the following day. Tickets will be valid for outward journey only on the special trains, but will be good returning from Chicago in Day Coaches on any regular train within ten days, including day of sale. Stops will be made for meals at the dining stations on the line. A Tourist Agent and Train Porter will accompany each train to look after the comfort of passengers. For more detailed information as to rates, etc., apply to A. J. Simmons, New England Passenger Agent, 211 Washington Street, Boston Mass.

NEW YORK, Oct. 24, 1891.

Messrs. Adams & Sons Co., Brooklyn, N. Y.

Gentlemen: Allow me to add one more testimonial to your already large list. Your "Pepsin Tutti-Frutti" has greatly benefited my stomach and I have kept on mouth moist.

Yours truly, W. W. ROYER.

Fifth in the International Bicycle Tournament: Oct. 24, 1891. Record miles.

Summer Homes.

A BEAUTIFULLY illustrated book-list of over 2000 summer hotels and boarding houses in Catskill Mountains and Central New York. Send six cents in stamps to H. B. Jagoe, General Eastern Passenger Agent, West Shore Railroad, 363 Broadway, New York, or free upon application for your information.

All-American Line.

The popular Nickel Plate fast express trains, through sleeping cars from Boston and New York to Chicago, elegant dining cars, low rates, and polite attention, make this the most popular line between the East and West. For all information call on nearest ticket agent; or address F. J. Moore, General Agent, Buffalo, N. Y.

Ride a New Wheel for $18.00,

For further particulars see H. W. Smith & Co's. ad. on page 13.

Lynn's Races Postponed.

The International races announced to be held on the Glenmere track, Lynn, on Sept. 7th, have been indefinitely postponed. Manager Adams says that it was apparent that the event would mean the loss of considerable money. Entrance fees will be returned.

Sanger Will Ride Under Springfield Colors.

W. C. Sanger, Milwaukee's crack, will join the Springfield Bicycle Club and ride under their colors hereafter. The Telegram Cycling Club of Milwaukee will know him no more.

Bicycles In the Postal Service.

POSTMASTER-GENERAL BISSELL has sent out a series of questions as to the advisability of utilizing the bicycle for messengers in the postal and special delivery service to a number of the postmasters throughout the country, and it is possible that the idea will be adopted in a number of the large cities.

It Did Not Rain Heavily.

EDITOR BICYCLING WORLD: Permit me to correct a false report of the five mile International race at Minneapolis August 18th, contained in August 25th issue of the WORLD.

The statement is made that the referee "refused to allow the race to go, although the latter part of it was run in the rain." And that "although the race was a good one the men were ordered to run it over at once in a pouring rain." The reason given being that the management were influenced in favor of Johnson.

As to the race being a good one, the fourth mile was run in 3.06 and the fifth mile in 3.16 1-3, on a fast mile track in tiptop condition. There was no rain, except a very light sprinkle, which improved the track. The weather then became more threatening and they were told that if rain did not prevent they must run the race over. It then sprinkled a little more and quit, and upon the assurance of part of the racing men that the track was not injured by the rain, the race was ordered run over.

The statement that the race was ordered run over at once in a pouring rain is absolutely and grossly false, and does the management an injustice which you will undoubtedly correct in the interests of justice and fair play.

Yours truly,

A. B. CHOATE.

Minneapolis, Sept. 2, 1893.

TRADE NOTES.

Another Hickory Wheel.

Ohio Hickory is the name of a bicycle which the Woolsey Spoke & Wheel Company of Sandusky, O., are planning to manufacture in quantities to supply the trade. A sample machine has been turned out which presents a very handsome appearance, says the Sandusky *Register*.

A Big Saddle Order.

PERSONS & MULLER, the well-known saddle manufacturers of New York, last week booked an order from T. C. Stearns & Co. for 1200 saddles for their '94 output. These saddles are of a new style not yet put on the market, and Persons & Muller anticipate a great many orders for them.

Grant's Chainless Safety.

THE Ames Manufacturing Company of Chicopee Falls, Mass., are getting out a number of S. A. Grant's chainless safety bicycles. These wheels will be manufactured by the National Cycle Company, who will have their plant in Philadelphia.

Bowden Is Here.

Mr. Frank Bowden, managing director of the Raleigh Cycle Company, arrived last Saturday on the Umbria. He will tour the country, taking in the Columbian Exposition. He is accompanied by his wife and her mother.

Hendee Will Build Racers.

GEO. M. HENDEE has a new racing wheel which has been built in his Springfield store under his own supervision. It weighs 21 pounds complete. It is built with a special reach, the saddle being bolted to the frame without a post, and the frame is brazed in a novel manner, making it extremely rigid, while the wheels have wooden rims and Palmer racing tires, and the pedals are the new Warwicks.

MR. A. L. ATKINS well known from his long connection with the Pope Mfg. Co., was in Boston this week in attendance at the Waltham races. It was interesting to watch the cordial greeting between Atkins and Billy Rowe at the track.

THE Persons & Muller saddles have just received an excellent testimonial in the shape of the following letter:

MECCA HOTEL, Chicago, August 16, 1893.

C. A. Persons, Esq., care Auditorium Hotel, City.

Dear sir: Replying to your note, I beg to say that my machine is still fitted with the Century saddle you saw on it in Milwaukee a year ago. Although it has been ridden constantly and been in several falls, it is still like new, except for the dirt. When I was abroad a number of different saddles were put on my machine, but I always succeeded in getting the Century saddle back, and upon it I made all my wins and several records. I have written you this at length that you may fully understand my high appreciation of the saddle. Yours very truly,

W. C. SANGER.

MR. WILLIAM ROWDEN of the Seddon Tire Company has returned to England, having completed his arrangements for the placing of the tire upon the American market. Mr. Rowden will act as manager for the new company, with headquarters at 45 Eagle street, New York city.

Send 50c. to us for copy "Zimmerman on Training." The book not only covers points on training, but points for tourists, care of wheels, records, and a host of valuable information.

Morgan & Wright.

Patent - Pneumatic - Tires

Are Record Breakers.

Are Tires That Cause no Trouble.

Are in Fact, the Embodiment of All That is Excellent in the Tire Line.

H. H. Wylie breaks the record from NEW YORK to CHICAGO. He rode a Sterling Special, fitted with our

Racing Tires.

NOT A Puncture. A Burst. A Scratch. A Moment's Delay.

Frank Waller paced Tom Roe from New York to Chicago, using an Arrow fitted with MORGAN & WRIGHT tires; did not use a pump the entire distance; experienced NO TROUBLE from BEGINNING TO END. The Tires do not show even an ABRASION of ANY SORT.

The most SERVICEABLE, LESS COSTLY and BEST MADE tires of the era are

Morgan & Wright's

PATENT PNEUMATIC TIRES

They Are What YOU Want

See that our firm name is in raised letters on the side of tire when purchasing.

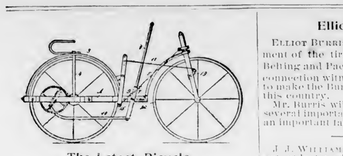
Catalogue gives a World of Information.

Morgan & Wright.

331-339 West Lake St.,

CHICAGO, ILL.

[Mention BICYCLING WORLD.]



The Latest Bicycle.

PATENTED by Hugh Lind, Whitewater, Colo., assignor of one-half to J. R. Snyder, same place. Filed Feb. 4, 1893. Serial No. 461,056.

Claim.—In a bicycle, the combination of the herein described frame and adjuncts, of a hand lever having a bifurcated lower end, the pitman bars pivotally attached thereto and adapted to transmit motion through the intervening gear wheels and pinions, to the driving wheel; the steering pedals pivoted to a cross bar attached to the front of the arch of the back bone, and provided with connections having bearings upon the sides of the steering head, and the oppositing springs extending from the lower ends of the pedal to the steering head and adapted to hold the front and rear wheels automatically in alignment; all arranged substantially as and for the purposes herein set forth.

A Lynn Assignment.

RICHARD F. COOK, secretary of the Lynn, (Mass.) Cycle Co., started for Boston on Wednesday afternoon of last week, and never came back. On Friday last the company assigned to A. O. Very of Boston, the principal creditors being the Warwick Cycle Company, McKee & Harrington, O. J. Dixon & Co., and Hurlbert Bros. & Co. It is stated that there are notes out to the amount of seven thousand dollars bearing the endorsement of the president of the company. The latter claims that the company will pay dollar for dollar.

Will Double Its Force.

THE Lozier Manufacturing Company, of Toledo, O., is preparing to double its present working force within the next few weeks. This factory employs from 375 to 400 men when working its full capacity, but for the past ten days there have been only men enough at work to assist in the inventory and the placing in of new machinery. The company doubled its capacity this summer by erecting several new buildings. The machinery for these shops is now arriving and being placed in position. The new force, which will give this firm about 800 employes, will be placed at work during October, a portion going to work on the first of the month and continuing until every bench is filled.

.. Electric .. Bicycle Bell.

The Champion Burglar Alarm Co. have just completed the only perfect electric bell for bicycle use. The advantage of electric bells is fully established, and the convenience of simply touching the button and keeping up a constant ringing is apparent to everyone. The outfit is neat, compact, and always reliable. No bicycle is complete without it. **PRICE $3.00.** If not for sale in your town send direct to manufacturers.

CHAMPION BURGLAR ALARM CO.,
49 Wall St., New York.



A NEW RACING SHOE.

Weight 5 1-2 oz. All Solid Leather.

We will send a pair of these shoes, paying every express charge, C. O. D., at the regular retail price, $3.50. Send size of foot. Discount to Agents.

Detachable Cleat Co., Allston, Mass.

Elliot Burris Resigns.

ELLIOT BURRIS has resigned from the management of the tire department of the New York Belting and Packing Company. In severing his connection with the company he has licensed it to make the Burris-Michelin tires exclusively in this country.

Mr. Burris will go abroad shortly to look after several important interests, and may perhaps be an important factor in the tire industry later on.

J. J. WILLIAMS, of Montpelier, Vt., received a patent last week on a device for repairing pneumatic bicycle tires. It is said that the Hartford and Columbia companies have secured the exclusive right to use the patent, on which they pay Mr. Williams a royalty. He refused to sell it.

THE following, clipped from the English bicycle paper, the *Cyclist*, shows a healthy increase in the popularity of American pneumatic tires. "Owing to a large increase in business, Messrs. Connelly & Jeffery have been compelled to remove from their offices in Hertford street to more spacious and convenient premises, situated in Union Street, Coventry. Here they have an abundance of storage room extending some distance to the back of the premises, while the front part of the house is used as offices. An immense quantity of their tires can now be kept in stock, so that they will in future be able to supply without the slightest delay. Mr. W. Pearson, of 96 Vauxhall Road, Birmingham, has been appointed their midland agent and southern traveller."

A CHAIN IS ONLY AS STRONG AS ITS WEAKEST link. A bicycle is only as good as its poorest part. One of the most important parts of a bicycle is the oiler. The best oiler in the world is the

"PERFECT" POCKET OILER.

This oiler is tight and clean. Regulates supply of oil to a nicety. Does not leak. Do not take an imitation, but see that the word "Perfect" is stamped on your oiler.



Price 25c each. Handsomely nickeled.

CUSHMAN & DENISON,
172 NINTH AVE., N. Y.

COMING EVENTS.

Clubs desirous of boarding their race meets will be quoted special advertising rates upon application. You reach everybody in the Bicycling World.

Fixtures.

SEPTEMBER.

9.—Westchester Cycling League 15-mile Team Race over Rye-Harrison course.
9. Waltham, Mass. Associated Cycling Clubs.
9.—San Jose, Cal. Garden City Cyclers Meet.
11.—Wallingford, Ct. Ramblers Cycle Club Meet.
13. Maringo, Iowa. S. H. Rowlands.
13. Passaic, N. J. Passaic Athletic Club.
12-13-14.—Springfield, Mass. International Tournament.
14.—Skowhegan, Me. Skowhegan Wheel Club Race Meet.
14, 15.—Worcester, Mass. Fair at Clinton, Lancaster, Mass., Driving Park.
14-15.—South Wisconsin Wheelmen's Bicycle Tournament at Monroe, Wis.
15.—Hudson, N. Y., Bi. Club Tournament.
15.—Skowhegan, Me. Skowhegan Wheel Club race meet.
16.—Metropolitan Association of Cycling Clubs New York, first annual meet at Waverly, N. J.
19, 20, 21, 22.—Norwich, N. Y. 2d Annual Races, Chenango County Agricultural Society.
20-21. Baltimore. International Meet, Maryland B. C.
23. Milford, Mass. Wheelmen's Tournament.
23. Philadelphia A. C. C. International Race Meet.
23.—Flushing, N. Y. Mercury Wheel Clubs Race Meet.
25.—Scranton, Pa. Scranton Bicycle club.
27.—Reading, Pa. Penn Wheelmen Race Meet.
F. B. Shalters, Sec.
30. Brooklyn, N. Y. K. C. W. Race Meet.

OCTOBER.

2.—Sacramento, Cal. Capital City Wheelmen meet.
4.—Boston, Mass. Boston Athletic Ass'n road race.
5.—St. Louis. Annual Fall County Tour.
17, 18.—Savannah, Ga., Race Meet.

NOVEMBER.

30.—St. Louis. Annual Paper Chase.

$1000 IN PRIZES

ASSOCIATED CYCLING CLUBS OF BRISTOL COUNTY
A.C.C. RACES
SEPT. 16 1893
FAIR GROUNDS, TAUNTON

Entries close Sept. 9, with H. E. RENCHES, Box 314, Fall River, Mass.

ADVERTISE
BICYCLE MEETS
IN THE
BI. WORLD.

SEPTEMBER 20 & 21
Maryland Bicycle Club's
International Race Meet
$3,500 in prizes. Entries close Sept. 13.
P. W. PITT,
302 No. Eutaw St., Baltimore, Md.

WELL CONSTRUCTED! are the words you always hear coupled with

WARWICK BICYCLES.

They have always stood for all that is best in the way of MATERIAL and WORKMANSHIP, and we mean they always shall. LIGHT, HANDSOME, DURABLE, SWIFT. They give satisfaction. All of our wheels are GUARANTEED FOR ONE YEAR. We want you with us, and once mounted on a WARWICK, we believe you will find satisfaction. Send for book that tells about our wheels.

WARWICK CYCLE MFG. CO., = Springfield, Mass.

SINGER CYCLES.

NO CHANGE IN PRICE

The Only Wheels Absolutely Guaranteed.
The Only Wheels Fitted with 1893 Improvements.

Our prices correspond with the value of the articles furnished, and in the future, as in the past, will be maintained in all countries, against the inflated prices of goods of inferior make.

SINGER & CO., 6 and 8 Berkeley St., and 2 Warren Avenue, BOSTON, MASS.
LIBERAL DISCOUNTS TO RELIABLE AGENTS

HUMBER.

TEMPORARY REDUCTION.

Beeston Humber No. 1 Band Brake,		$140.00	$150.00	Beeston Humber No. 5 Road,	$135.00	$145.00
" " " 3 Track,		180.00	190.00	" " " 7 Ladies',	-	185.00
" " " 3 Road,		170.00	180.00	Wolverhampton Humber No. 14,	115.00	125.00
" " " 5 Track,		140.00	150.00	" " " 9 Ladies',	-	135.00

We make these prices temporarily in order to reduce stock, and will go back to regular prices on any or all styles as soon as surplus stock is disposed of.

SCHOVERLING, DALY & GALES, = = 302 Broadway, New York.

L. A. W. LEAGUE OF AMERICAN WHEELMEN.

OFFICIAL DEPARTMENT.

Boston, Mass., September 8, 1893.

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12 PEARL STREET, ROOM 20, - - BOSTON, MASS.

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H. C. Nickerson, ...211 Washington St., Boston
J. D. W. King, 181 Potter Bldg, New York City.

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Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below.

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FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C. England.

New York Division.

THE several committees appointed by the Chief Consul, in accordance with Article 5, Section 1 By-Laws, New York Division, for the purpose of recommending suitable nominations for Representatives from the several Districts, have filed with the Secretary-Treasurer the following nominations:

For the First District:—A. E. Hilldick, 122 W. 45th St., N. Y. City; C. Wendehack, 11 West 124th St., N. Y. City; R. G. Betts, 21 Park Row, N. Y. City; Thos. R. Silles, Mamaroneck, J. C. Gulick, 132 Nassau St., N. Y. City.

For the Second District:—Isaac B. Potter, Potter Building, N. Y. City; E. F. Beecher, 1317 Pacific St., Brooklyn; Durant McLean, 205 Macon St., Brooklyn; W. O. Tate, Flatbush Ave. and Prospect Pl., Brooklyn.

For the Third District: William M. Honig, 466 Madison St., Albany; Charles B. Benson, Hudson, N. Y.; Geo. B. Thompson, Lansingburg, N. Y.

For the Fourth District:—Joseph Ruhl, 206 So. Salina St., Syracuse; C. A. Benjamin, West Jefferson St., Syracuse; E. A. Sherman, Watertown; E. H. Crosby, 100 Genesee St., Utica.

For the Fifth District:—Dr. E. M. Santee, Cortland, N. Y.; Charles F. Cossum, Poughkeepsie, N. Y.

For the Sixth District:—A. G. Batchelder, care of Carrier office, Buffalo, N. Y.; A. F. Nisbet, 14 N. Fitzhugh St., Rochester, N. Y.

Dated, New York, September 1, 1893.

T. A. RAISBECK, Secretary-Treasurer.

Annual Meeting Wisconsin Division.

MEETING called to order at 7 P. M. on Aug. 16, 1893 at Lyle's Hall, Ripon, Chief Consul Simonds in chair.

Minutes of last annual meeting read by Secretary Morawetz and accepted. Motion Prevailed that Delegates who attended National Assembly at Philadelphia should attend special meeting at Buffalo next month.

The next business before the house was nomination of officers for the year 1893-94 with the following result:

Chief Consul, A. C. Morrison, Milwaukee.
Vice Consul, H. M. Baldwin, Kenosha; F. E. Pearson, Madison.
Secretary-Treasurer, M. C. Ratier, Milwaukee; Thos. E. Hutchings, Milwaukee.
Representatives: W. W. Luchkeman, Eau Claire; W. L. Simonds, Milwaukee; Willhaid Ott, La Crosse; H. Van Arsdale, Racine; L. A. Erhart, Fond Du Lac; Dr. F. R. Zeit, Medford; Frank J. Morawetz, Milwaukee; Ben W. Park, Madison; J. F. Strauss, Ripon; M. E. Lindquist, Marinette.

After passing vote of thanks to retiring officers, meeting was adjourned. Fraternally,
FRANK J. MORAWETZ, Sec.

TREASURER'S REPORT.

Receipts.

1892.		
July 3.	Balance in Bank	$ 347.91
Oct. 8.	Abbot Bassett	184.00
1893.		
Jan. 9.	Abbot Bassett	54.50
April 8.	Abbot Bassett	90.00
July 13.	Abbot Bassett	271.75
		$878.16

Expenditures.

July 20.	Rosenkrans & Thatcher champion medals	$ 50.00
Oct. 3.	M. C. Ratier, Prtg	1.00
Dec. 2.	A. E. Lindsley	17.00
Dec. 16.	Expse B. of O. meeting	83.90
1893.		
Feb. 4.	Shiensky & Smith, Madison	6.50
Feb. 4.	W. L. Simonds, C. C., expense of office	10.00
Feb. 15.	Exps Delegates to Philadelphia	75.00
Feb. 17.	Exps Simonds C. C. office	125.00
Feb. 24.	Postage	2.00
March 27.	Meyer Prtg Co	2.00
April 1.	Pinkerton & Mandlin, Ripon	5.00
April 28.	Meyer-Ratier Prtg Co	1.75
April 28.	R. S. Baird Prtg	3.85
April 24.	Hotel sign, Green Bay	1.25
May 4.	W. L. Simonds, attorney's fees	15.00
May 29.	W. L. Simonds sundry expse	25.00
July 24.	Prem or Jewelry Co	50.00
July 25.	R. P. Wheeler & Co	25.00
Aug. 8.	Kamp Prtg Co	5.25
Aug. 9.	Bunde & Lepurver	25.00
Aug. 9.	Jas. Gilowsky & Co	50.00
Aug. 9.	Ripon Cycling Club	50.00
Aug. 11.	W. L. Simonds expse	10.00
Aug. 12.	Exps Secy office	5.00
Aug. 14.	H. Beyer, sundry expenses Secy office	10.03
		$610.03
	Balance in Wis. Natl Bank	241.25
	One L. A. W. gold pin on hand	3.00
		$878.16

Respectfully submitted,
FRANK J. MORAWETZ, Treas.

Kentucky Division.

Owing to numerous additions to our membership from new towns, and because of changes made necessary by various circumstances, the Chief Consul issues the following revised list of

LOCAL CONSULS.

Ashland,	Frank L. Miller
Austerlitz,	Geo. W. Clay.
Bardstown,	W. W. Wilson.
Berea,	C. F. Hanson.
Bloomfield,	Green Duncan.
Brandenburg, Green,	William Schultz.
Bromley,	Robert H. Bromley.
Burgin,	G. G. Gaines.
Catlettsburg,	John H. Mason.
Carrollton,	H. M. Winslow.
Cleveland,	Percy Hopper.
Corydon,	B. M. Powell.
Covington,	Ed H. Croninger.
Crittenden,	H. Redmon.
Clifton,	J. Fred Maas.
Cecilian,	J. W. Scott.
Danville,	E. Christman.
Dayton,	H. G. Speth.
Frankfort,	J. W. Shipman.
Franklin,	H. V. Potter.
Fern Creek,	N. R. Johnson.
Ft. Garrett,	G. W. Overton.
Ghent,	Vernon Driskell.
Glasgow,	Terry Page.
Guthrie,	D. M. Hutton.
Harrod's Creek,	Hervey Buffenmeyer.
Hawesville,	Alfred Hennen.
Hopkinsville,	F. W. Hollingsworth.
Hutchison,	John Giltner.
Hopkinsville,	Geo. W. Phelps.
Lawrenceburg,	Clarence B. Portwood.
Lexington,	E. J. Richards.
Little Hickman,	J. W. Overstreet.
Ludlow,	John Vogg.
Mackville,	M. M. Sweeney.
Mayfield,	Ed C. Cosby.
Maysville,	Thos. M. Russell.
McKenzie,	O. B. Cox.
Middletown,	W. J. Grunwald.
Midway,	M. D. Offutt.
Millersburg,	Jos. W. Meek.
Mitchellsburg,	John M. Helm
Morganfield,	L. I. Manning
Mt. Sterling,	Howard Van Antwerp.
Munfordville,	H. A. Watkins.
Newport,	H. L. Rambeau.
Newtown,	J. C. Moore.
Nicholasville,	Fred L. Sears.
North Pleasureville,	C. B. Adams.
Owensboro,	J. W. Whitehead.
Paducah,	Frank H. Rieke.
Paris,	J. A. Bower
Parkland,	Frank K. Green.
Perryville,	T. E. Barber.
Petersburg,	Wm. T. Crisler.
Richmond,	E. E. Mitchell.
Salt Lick,	Y. C. Razor.
Sharpsburg,	S. B. Hedges.
Shelbyville,	W. P. Hastings.
Shepherdsville,	C. F. Trontman.
Somerset,	E. L. Ogden.
Stanford,	G. L. Penny.
Tonieville,	J. W. Gosslin.
Tyrone,	A. J. Nowlin.
Vanceburg,	Chas. Hammond.
Wallace Station,	Smith T. Boler.
Walton,	A. R. Hance.
Warsaw,	H. T. Chambers.
Williamstown,	C. C. Nesbitt.

Members are requested to preserve this list for reference.

Fraternally,
ORVILLE W. LAWSON, Sec.-Treas.

Louisville, Aug. 31, 1892.

New League Clubs.

537—Wheeling Athletic Wheelmen, W. Virginia.

Minnesota Division.

The following is a list of Local Consuls and Hotels not heretofore published:—

Adrian, L. M. Kaplan, Hotel Stads, $1.25.
Austin, F. E. Dalgneau, M. D., Hotel Robinson, $1.00.
Duluth, Jos. Dodge, St. Louis Hotel, $2.00.
Fosston, O. McCrillis.
Grand Rapids, H. D. Powers, Hotel Pokyama, $1.50.
Glencoe, Max W. Penschel, American House, $2.00.
Gaylord, Sibley House, $1.00.
Herman, Mrs. J. R. Hodgson.
Hastings, R. W. Freeman.
Le Seur, W. H. Budke.
Lake City, Robt. Walgrom, Hotel Lyon, $1.50.
Mankato, Ralph Burdick.
Marshall, W. R. Drew, Hotel Atlantic, $1.50.
Medella, Plander's Hotel, $1.50.
Rockford, C. M. Johnson.
Stillwater, Elliot House, $1.50.
St. James, Hotel Gildo, $1.50.
St. Anthony Park, L. F. Kennedy.
St. Paul, Miss C. J. Myers.
Winthrop, F. M. Dimond, seiter House, $1.25.
Winnebago City, P. C. Myers.
Willmar, Wm. T. Markhus, Central Hotel, $1.00.
A. B. CHOATE.

Illinois Division.

I have this day appointed the following Local Consuls:

Frank T. Redd,	Greenville, Ill.
A. W. Miller,	Varna, Ill.
R. A. Heath,	Pontiac, Ill.
Harvey Case,	Bunker Hill, Ill.
Geo. E. Goodhead,	Palmyra, Ill.
R. E. Nesbitt,	Marion, Ill.
F. C. Perkins,	Spring Valley, Ill.
C. A. Miller,	Spring Valley, Ill.
H. F. Adams,	Dwight, Ill.
John B. Jackson,	Vienna, Ill.

Yours truly,
F. W. GEROULD, C. C.
Chicago, Aug. 25th, 1893.

West Virginia Division.

Permission is hereby granted the Wheeling Athletic Wheeling Company to hold State race at Wheeling, W. Va., Sept. 18, 19 and 20, 1893 as State championship races.

Fraternally, JASON C. STAMP, C. C.

Applications for Membership.

THE following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article 24, of the Constitution, which is as follows:

SECTION 1. Any amateur wheelman of good character, eighteen years of age or over, shall, with the endorsement of two League members, be eligible to membership in this League upon payment of the initiation fee and dues, as provided in this Constitution and the Laws, and in By-Laws of his Division.

SECT. 3. The name of each applicant for membership must be published in the official organ, and unless within two weeks thereafter the Board shall be filled with the Secretary, he shall become a member of the League.

Tickets will be issued fourteen days after the publication of names, and on the same date the applicant will be put on the mail list of the paper.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the Secretary. If no one that any objectionable person has applied for the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week. When a holiday falls on Monday the list is closed on Saturday preceding.

BOSTON, Sept. 8, 1893.

Total 92—31928.

North California—11—662.

60950	Bird, Fred M.	Hanford
951	Fisher, Ulf	"
952	Holder, Frederic E.	"
953	Moore, Fred S.	"
954	Newman, D. L.	"
955	Overman, Leigh	"
956	Timmons, C. L.	"
957	Terry, Chas. W.	"
958	Vucovich, L. A.	"
959	Steiger, Jos.	Petaluma
960	Williams, C. F.	Visalia

South California—4—280.

60961	Perry, Ernest	Los Angeles
962	Button, W. H.	"
963	Brookman, G. R.	"
964	Nickerson, Roscoe S.	"

District of Columbia—1—320.

60965	Kent, W. H. Linley	Washington

Illinois—7—3352.

60966	Boal, Tracy E.	Bula
967	Martin, J. A.	Chicago
968	Paddock, J. W.	Tama
969	Ready, Jno. E.	Odell
970	Knudson, E. A.	"
971	Abbaduska, W. D.	"
972	Hodge, J. W. H.	Wenona

Kentucky—1—381.

60973	Barrett, H. W.	Louisville

Maine—2—425.

974	Rowe, Walter S.	Portland
975	Pierce, Orrin H.	"

Maryland—3—631.

976	Aiken, George M	Baltimore
977	Remmel, Andrew	"
978	Gwynn, Henry B. M. D.	Baltimore

Massachusetts—13—3994.

979	Bowen, Willard L.	Chelsea
980	Sherman, C. F.	Haverhill
981	Nash, Guy	"
982	Bean, F. S.	Lowell
983	Kervin, Benton L.	Medford
984	Knight, Chas. S.	Berlin
985	Hodges, George	Boston
986	Jordan, N. W.	"
987	Johnson, Chas. H.	"
988	Heald, Albert F.	Dorchester
989	Copp, Chas. F.	Lawrence
990	Lynch, F. J.	Lowell
991	Pullen, Edward P.	No. Cambridge

Michigan—1—1097.

60992	Webber, Henry	Detroit

	New Jersey—9—1908.	
60993	Brown, Thomas H.	Flemington
994	Nevins, Ross. J.	"
60995	Ransom, Jas. E. F.	Jersey City
996	Webbe, Edw. T.	"
997	Schwarz, Jacob L.	Newark
998	Gilben, John J.	"
999	Hall, Dr. J. P.	Paterson
61000	Johnson, Henry,	Rahway
001	Wells, Henry B.	Plainfield
	New York—23—4258.	
61002	Walley, Martin L. Jr.	Auburn
003	Tabor, Ernest G.	Meridian
004	McKown, Frank E.	Hudson
005	Rogerson, James C. Jr.	"
006	Shannon, Wm. P.	Lockport
007	Haukins, Robert W.	Greenport
61008	Myers, F. H	New York
009	Postley, Arthur,	"
010	Postley, Alexander C.	"
011	Sheldon, Melvin M. D.	Ancram
012	Silberg, Abraham,	Hempstead
013	Samuis, Rev. S. D.	Madalin
014	Bunday, George,	Newark
015	Gillan, Charles H.	West Troy
	Ohio—3—3159.	
61016	Barringer, Willard	Dayton
017	Hoek, Clem	"
018	Weaver, Geo. M.	"
	Pennsylvania—6—4271.	
61019	Clarke, J. H.	Philadelphia
020	Newcomb, Frank L.	Philadelphia
021	Kaufman, S. L.	Allegheny
022	Rittenhouse, A. B.	Berwick
023	McGee, Wm.	McGee's Mill
024	Speers, Fred C.	Speers
	Rhode Island—9—587.	
61025	Peckham, Ellery G.	Newport
026	Bergman, Isaac B.	"
027	Gifford, Elmer E.	"
028	Swenson, August	"
029	Silvia, Geo. F.	"
030	Tew, Benjamin T.	"
031	West, Harry S.	"
032	Whilford, E. A. S.	Central Falls
033	King, Wm Hamilton	"
	Texas—1—192.	
61034	Bollons, John	San Antonio
	Virginia—1—121.	
61035	Holiday, Geo. P.	Portsmouth
	Wisconsin—4—483.	
61036	Russell, Lee	Darlington
037	*Chamberlin, Mrs. H. B.*	Shullsburg
	Georgia—2—147.	
61038	Lewis, Robert C.	Atlanta
039	Putnam, Percy	"
	So. Dakota—1—82.	
61040	Phillips, L. A.	Mitchell
	Oregon—1—41.	
61041	Hawkins, Geo. H.	Portland

HOW TO JOIN THE L. A. W.

Fill up the blank below, and, together with the sum required for Initiation Fee and Dues to April 30th, next ensuing (1894), send it to the Secretary of the League.

ABBOT BASSETT,
12 Pearl Street, - - Boston, Mass.

P. O. BOX, 5267.

Write your FULL NAME, your FULL ADDRESS, and your CLUB name in FULL. Each applicant must give as references the names of two L. A. W. members.

The name of the applicant will be published in the L. A. W. BULLETIN as soon as possible after it is received, and after two weeks, if not protested, the ticket will be issued. This will consume in all about three weeks.

Stamps of a denomination above two cents will not be received.

☞If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cts. If you want your name in gold, stamped on the holder, send 50 cts.

MEMBERSHIP FEE.

In April, May, June, July, August, September or October, enclose $2.00 with this blank. In November, December, January, February or March, enclose $1.50. These sums include the initiation fee and the annual dues.

The sum printed on the blank is the proper amount to send on even date with that of this copy of BULLETIN.

Application for Membership.

.....189

ABBOT BASSETT, Secretary:

Dear Sir,—Enclosed you will find $2.00 for Initiation Fee and Dues in the League of American Wheelmen to April 30, next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur. I refer to the two League members named below.

Name.....

Street or Box.....

City.....

State.....

References.....

.....

Club.....

Write plainly. Autograph signature not required. Printing preferred, or enclose personal card.

Change of Address.

Members desiring change of address will kindly use the form below and send same to the Secretary, Abbot Bassett, 12 Pearl Street, Boston, Mass.

No. .. ..

NAME.....

OLD ADDRESS.....

.....

.....

NEW ADDRESS.....

.....

.....



WILSON'S
WONDERFUL NICKEL AND ENAMEL
PRESERVER.

Will Polish Nickel and Enamel. Prevent Nickel and Steel from Rusting.

DIRECTIONS.

Shake well before using. Saturate a piece of cotton flannel with the solution, rub lightly, and finish with a clean, dry piece of cloth.

The solution leaves a fine coating, preventing the air from penetrating the nickel.

The solution is to be applied on good nickel. If such is the case, and done carefully, you will not be obliged to have the parts re-nickeled.

If the nickel has already begun to peel off, the solution should be applied as directed, as doing it will prevent the rust from going any further.

This solution is the best thing in the known world to prevent nickel from rusting and restoring the enamel. I make no claim to remove rust.

MANUFACTURED BY
JOHN W. WILSON, 14-15 Tremont Row,
Boston, Mass., U. S. A.

PRICE 10 CENTS.

AGENTS WANTED.

For Baseball and Footballists, Athletes, Cyclists, Horseback Riders, Boxers and Oarsmen's use.

ANTI-STIFF.

PRICE, 20c. & 35c. Per Box.



Trainer's Size, $1.00.

STRENGTHENS THE MUSCLES.

E. FOUGERA & CO., Agents U. S.
30 N. William St., New York.

GRAND
RACE MEET,
Under the auspices of the
.. Hudson ..
Bicycle Club,
L. A. W. No. 385,
HUDSON, N. Y.,
Friday, Sept. 15th, 1893.

Valuable prizes will be awarded in nine events, five events being "open."

For entry blanks, etc., apply to F. S. Hallenbeck, Hudson, N. Y.

Race Committee: R. W. Evans, Chas. H. Van Deusen, R. C. Payne, R. R. Ahlcroft, Jr., F. S. Hallenbeck, H. Rifenburgh.

TRADE-MARKS, COPYRIGHTS

Solicitor of U. S. and Foreign Patents.
ATLANTIC BLDG., WASHINGTON, D.C.
Send sketch of model for free examination as to patentability.

FOR SALE OR EXCHANGE.

In this department the prices are 20 cts. per line, 7 words per line, 12 lines per inch.

Stamps will NOT be taken in payment. Cash, check, money order, or postal note must accompany order, or no insertion.

GENTLEMEN! Ask your druggist for Flavell's Suspensory Bandages, or send $1 for Silk, 50 cents for thread. Stamps taken. Safely sent by mail. Small, medium or large.
G. W. FLAVELL & BRO.,
1003 Spring Garden St., Philadelphia, Pa.

LATEST CYCLING PAPERS from all parts of the world received regularly and for sale. Send for List. FLETCHER & CO., 43 E. Van Buren Street, Chicago.



DO YOU WANT A New, Highest Grade '92 MODEL PNEUMATIC SAFETY For $60, $69, $80.
Sold direct to riders only. Former list $150.
A limited stock.
$60 CASH. *Eagle Bicycle Mfg. Co., Torrington, Ct.*

$90 UNION P. D. Q.—We have two 1893 models, brand new; will sell for $90 each. WHITE CYCLE CO., 20 S. Warren st., Trenton, N. J.

Bottom Drops Out.

For two weeks we will accept any reasonable cash offer to close out our bicycles. Drop a card for special list and see what we can do. Prices will surprise you and wheels will please you.

KNIGHT CYCLE CO.,
511 North 14th Street. - - St. Louis, Mo.

CYCLIST BELL LAW.

85¢ buys the latest, handsomest, most perfect Bicycle bell made, gives the long, electrical sound; no winding; nickel plated; former price $2.25. JOHN WOOD, Jr., sole N. E. agent, 60 Sudbury st., Boston. Sent prepaid for $1.40.

$80 Brand-new Apollo Safety, 32 pattern; never mounted; Morgan & Wright pneumatic tires. Address Box 128, Christiana, Pa.

WANTED, Superior repairing; practical maker, twelve years' experience; every facility; difficult jobs preferred. Danbury, Ct.

$75 CASH takes King of Scorchers; cost $160; excellent condition; nearly new. Address, immediately, HARD UP, Box 604, Marseilles, Ill.

'92 New Pneumatic; diamond Quadrant; Tillinghast tire; only $75. WARD CASE, 3868 Lancaster ave., Philadelphia.

BEST offer over $115 buys a brand new K. O. S. Roadster; never ridden. Cost $160. 27 Wesley Block, Columbus, Ohio.

COLUMBIA, Model 30; used two months; is as good as new; $120; and one used three months and nearly as good, for $120. H. D. RICE, Watertown, S. D.

FOR SALE, one 30 pattern Hickory, Model A; full nickel; pneumatic; shopworn only; list price $140; will sell for $100.
FRANK C. WESTON, Bangor, Me.

93 Lovell Ladies Credenda and Cleveland '92 Credenda cushion convertible; 22 Ladies' Rambler cushion, $75; Rudge, $30; 30 Dexter, and others that are bargains, both new and second-hand. Drop me a card stating price you will pay and whether gents' or ladies' wheel. W. A. MEEKER, Troy, N. Y.

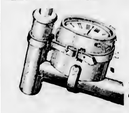
Ride a New Wheel for $18

Take out your wheels, crate securely and ship to us, express prepaid; we will supply *Standard Make Pneumatic Tires*, either single or double tube, in A1 steel rims for $18 per pair, with a pump. Prompt shipping and perfect repairing at the *lowest Prices*. All of our work and tires guaranteed. H. W. SMITH & CO., 91 Marshall Street, Somerville, Mass.

RARE BARGAINS

in bicycles; a few left to be sold at agents' prices. Kenwoods, Sterlings, Unions, Ariels, Bycads. Also shopworn 1893 Victors; 1 cleveland, 1893 pat., $90; 1 Columbia Bchay, 1892 pat. $100, also many other bargains.

RANDALL CYCLE CO.,
31 & 33 W. Berry St., - - Ft. Wayne, Ind.



LEVY'S Cycle Clock AND Speed Calculator.
Warranted good time keepers. Price $2.25 from cycle dealers or
SIMON C. LEVY,
1817 Ridge Ave.,
PATENTED. PHILADELPHIA, PA.

Bicycle Manufacturers and Repairers



Can obtain everything required in Bicycle construction and repair, including Brown's & Perry's goods, Weldless and Crescents Tubes, Rims, Forkcides and Forgings, both rough and finished, at rock bottom prices, of

W. W. WHITTEN,
118, 120, 122 & 124 So. Main St., Providence, R. I.
Manufacturer and Importer.

PNEUMATIC TIRES, $17.

By taking out your wheels, crating and sending to us by express prepaid, we fit them with Pneumatic tires in best steel rims at the low price of $17 per pair to introduce our work. All repairs at very lowest prices. Wheels sold new and second-hand.

KRISTELLER BROS.,
1086 Bedford Ave., Brooklyn, N.Y.

"Feather Weight"



BICYCLE BELL.
PRICE $1.00.
Weight, 1 1-2 Oz.

The Neatest, Lightest and Handsomest Bicycle Bell in the World. Sounds musical and far reaching. No iron. No rust. No rattle.

☞Send size of handle-bar.

If not for sale in your town, send price and size of bar, and receive one by return mail.

J. D. NESBITT & CO.,
Manufacturers,
140 Tremont St., - Boston, Mass.

SCORCHER
IMPROVED GRIP



$2.50
Postpaid.
C. O. D., with Privilege of Examination. All Charges Paid.

DUSTPROOF. WATERPROOF.

The only grip with Aluminum Lock and Key.

Above cut shows Grip fitted to Model 30 Columbia, and gives dimensions. Measure your frame, if this will not fit, send $1 and we'll make one to order. Tourists need it.

Tougher than Rawhide. Enamelled Black.

No cardboard, canvas, or glue about this Grip. Made in one piece. Indestructible.

DISCOUNTS TO AGENTS.

Detachable Cleat Co., Allston, Mass.

..ADAMS'..
Pepsin Tutti Frutti
FOR TH

The Greatest Bicycle Tournament of the Year.

Springfield Bicycle Club Tournament,

HAMPDEN PARK, SPRINGFIELD, MASS.,

SEPTEMBER 13 and 14, 1893.

Trial Heats September 12.

Fall Meet of the Mass. Div. L. A. W.

$8,000 IN PRIZES

THE BEST AND MOST COSTLY LIST EVER OFFERED. . . .

Fastest and Best Bicycle Track in the World, owned and run by the Springfield Bicycle Club at a cost of $5,000 a year.

ONE GRAND RACE EACH DAY.

September 13, One Mile Springfield International Invitation.
September 14, One Mile Springfield International Record.
Dan Canary, Champion Trick Rider of the World, will give exhibitions both days.
Music by The Second Regiment Band of Springfield and Pope's Band of Hartford.

TICKETS.

Admission to Park,	50 cents.
Grand Stand,	25 cents.
Main Grand Stand, Reserved Seats,	50 cents.
Boxes seating six, good for two days, including Admission to Park,	$18.00
Boxes seating seven, good for two days, including Admission to Park,	$21.00

Tickets on sale at Taylor's Music House one week previous to Tournament.

RECEPTION.

Members of the Reception Committee will be at the railroad station to meet all incoming trains, September 12th, 13th and 14th, and visiting wheelmen will be given information and assistance in securing hotel accommodations, and storage places will be provided for wheels.

Any person wishing to obtain a room with a private family, address or apply to Frank M. Coe, Chairman, P. O. Box 201.

The club rooms will be open day and evening during the meet for the accommodation of wheelmen, and members of the committee will be in attendance.

Entertainments have been arranged for Wednesday and Thursday evenings, September 13th and 14th, for the benefit of visiting wheelmen.

THE SPRINGFIELD REPUBLICAN, Saturday, Sept., 17, 1892.

"There was racing on Hampden Park yesterday afternoon; at least 20,000 people can bear witness to the fact, for were they not excited spectators, with perhaps a thousand or two more? It was racing of the intense sort, in which personal interest in the races had to have full vent, and every racer was for business and in dead earnest."

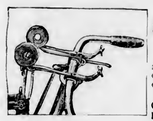
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PRIZE MEDALS, PINS.
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908, Solid Gold, - $2.50
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The neatest, smallest, simplest and lightest horn on the market. The tone is very clear and distinct. Horn by mail, $1. Discounts to dealers and clubs. Address,
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Gives a bright, clean light, that will not shake out. All prominent dealers keep "RED STAR" specialties.
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THE PICTURESQUE ROUTE from Boston to St. Albans, St Johns, Ogdensburg, Ottawa, Montreal and Quebec.
ELEGANT PALACE SLEEPING CARS to and from
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For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad and at
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The Favorite Route of Wheelmen
BETWEEN THE
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Special attention is invited to the fact that all through trains connect with those of the *Fitchburg Railroad*, the only road in New England carrying wheels free.
The following meets are to be held on the line of the West Shore Railroad, or its immediate connections, and wheelmen will receive special attention enroute thereto:
July 15, Twenty-five mile Road Race, Toronto, Canada.
Aug. 1-2, Michigan Division Meet, L. A. W., Detroit, Mich.
Aug. 2, Wajontha Bi. Club Race Meet, Richfield Springs, N. Y.
Aug. 7-12, L. A. W. Annual Meet and International Races.
Special trains from Boston and New York.
Remember this line traverses the historic and picturesque West Shore of the Hudson River, skirts the foothills of the Catskill mountains and passes through the beautiful valley of the Mohawk.
Elegant Drawing-room and Sleeping Cars run daily between Boston, New York, Newburgh, Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland and Chicago.
Special trains exclusively for wheelmen are being arranged for, to run from Boston and New York to the National Meet of the L. A. W. and International Races at the World's Fair in August. These trains will be connected with cars enroute off the line of the Fitchburg and West Shore Railroads. For particulars, time table, etc.,
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Nichols Miss Adelaide A

He guessed a Columbia and won.

He chose a Columbia, of course.

End of the Bicycling World Contest.

Prize won by Clark D. Nye, of New Bedford, Mass., a Columbia rider.

Among the new subscribers to the Bicycling World this season who were entitled to enter the guessing contest on the largest number of any one make of machines ridden by those subscribers, Mr. Nye guessed that 650 would ride Columbias. The actual number riding this popular bicycle was 651 out of a total of 3,344. The significance of this statement becomes apparent when it is known that fifty-five different makes of bicycles were represented in the contest.

Columbias are always in the lead on any test, unequalled in popularity because unapproached in quality. They are the standard bicycles of the world.



Model 32, Columbia.
Selected by Mr. Nye, winner of Bicycling World prize guessing contest.

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AMONG the tires we offer for general sale is our new tire, to be known as . . . . .

The "WIZARD."

It is a single tube tire, similar in construction to the regular Columbia tire, with red rubber tread, and is intended especially for use of repairers and for changing over to pneumatic tires at a reasonable expense. It has our special recommendation as a thoroughly reliable and well constructed single tube tire, and is warranted as to material and workmanship. It is without doubt the best tire on the market for the price, which is the lowest we have ever offered a pneumatic tire.

Correspondence solicited from manufacturers and large repairers.

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Nothing Better for Touring.

NEW BRUNSWICK, N. J., August 4, 1893.

HARTFORD CYCLE CO., Hartford, Ct.

Gentlemen—I enclose you a clipping from a local newspaper relating to the splendid record of my Hartford Safety and the Columbia Tires with which it is fitted, in particular. I have ridden my wheel 2363 miles, and with the exception of a few minor items, it has cost me nothing for repairs, and the wheel looks to-day as good as when purchased a year ago. As I recall some of the trips taken in the mountain section of the State, the durability and staunchness of the Hartford wheel is more forcibly brought to my mind. Yours sincerely, GEO. VAN VECHTEN, Hartford, Conn.

THE HARTFORD CYCLE CO.,
HARTFORD, CONN.

The BICYCLING WORLD AND L.A.W. BULLETIN

Founded 1877

Volume XXVII. Number 3. BOSTON, FRIDAY, SEPTEMBER 22, 1893. 50 Cents a Year. 5 Cents a Copy.

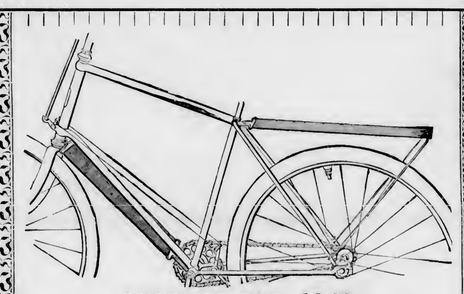
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Everybody would rather dispense with the cumbersome metal guard if a lighter one could be substituted. It can be. The nearest approach to perfection is the Victor Rubber Mud Guard. It stands alone.

Our Rule is the **Best** regardless of cost, and we aim to be first in every new departure.

We "make the pace," while others with wind and purchased "records" generally jog along a year or more behind what we have shown to be the proper thing.

We simply Lead.



PRICE PER PAIR, $2.00.

Can be attached in a moment and as quickly removed. Very light and easy to clean. A mud guard is not required 5 per cent. of the time, but when wanted, it is wanted badly. It is careful attention to such little wants as this, which, taken together with their sterling features of material, workmanship, etc., place Victors absolutely at the head of the line.

OVERMAN WHEEL CO.,

BOSTON. WASHINGTON. DENVER. SAN FRANCISCO.

HERE AND THERE.

Send 50c. to us for copy "Zimmerman on Training." The book not only covers points on training, but points for tourists, care of wheels, records, and a host of valuable information.

THE Castle Point Cyclers of Hoboken have cancelled all their runs for the remainder of the season in consequence of the sudden death of one of their officers.

THE Century Cycling Club, of Syracuse, N. Y., have added another fast rider, and hereafter William A Rhodes of Chicago will ride under the colors of that organization.

A NUMBER of the members of the Attleboro (Mass.) Wheel Club are contemplating forming an amateur Camera Club. Their idea is to have the organization an auxiliary of the Wheel Club.

THE wheelmen of York, Me., have organized the York Bicycle Club and are doing all in their power to make it a success. They propose to make it a League club as soon as it becomes powerful enough.

THE Pequot (Mass.) Wheel Club's annual races will be given on a date early in October. At the last meeting of the club an amusement committee was appointed to take charge of the indoor entertainments that will be held during the winter.

SEVENTY-FIVE members of the Columbia Cycle Club, of Hartford, attended the Springfield races in a body, accompanied by Pope's Band. The delegation wore straw hats with white and blue bands, club coats and white duck trousers and carried canes.

SYDNEY PUTNAM, of Mill Village, Pa., aged sixty two years, reduced the bicycle record from Waterford to Erie last week to 54 minutes. The distance is fourteen miles and a half, and was ridden by the winner and two young men for a $30 stake.

C. A. EMISE and John Harding left Salt Lake recently for a two weeks' trip to Idaho and Montana awheel. They visited the Great Shashone Falls of Idaho and made the entire circuit of the Yellowstone National Park. They report the roads in the National Park as being excellent.

THE Charleston (S. C.) Wheelmen's Track Association came in for their share of damage by the recent cyclone. Almost the entire fencing and a large part of the grand stand were blown down. The directors will make every effort to have things in shipshape in time to open the Southern racing season.

VON BORCKMANN, the wheelman, who left Chicago at noon on Aug. 27, reached Austin, Texas, Sept 12, having covered the distance in sixteen days, three hours and twenty minutes. He came by way of St. Louis, Cairo, Memphis, Texarkana, Dallas and Waco, making the run from the latter place, a distance of eighty miles, in a day's riding.

THE club road races of the Manhattan Bicycle Club will be held on Sept. 30 over the Englewood-Tenafly course, instead of the Elizabeth-Cranford course, as first announced. The fifteen-mile road race between Capt. C. P. Staudback and R. H. Bartsch to decide the tie for the Prial Cup will probably be run on the same day.

THE international race meet of the Kings County Wheelmen, to take place Saturday, Sept. 30, at Eastern Park, Brooklyn, promises to excel any meet of the kind ever held in that city. A fine programme of races has been arranged, and the very valuable prizes will serve to attract the fastest riders in the country.

HARRY WHEELER, the crack professional rider, who is riding under the auspices of the National Cycling Association, is becoming] dissatisfied with the purses which are being hung up by the N. C. A. Wheeler refused to ride at the last race meet at Eastern Park, and now contemplates going abroad to compete in some of the professional races in England and France, where the purses are larger.

MEINTJES gave Zimmerman before parting at Springfield, a diamond ring worth fully $200 as a token of friendship. The gold for the ring was dug by Meintjes in South Africa, and the diamond, which is a very clear white stone, was also found by him. Meintjes met Zimmerman while in England, and since then they have been warm friends. Zimmerman reciprocated by presenting the South African with his best stop watch.

THE Press Cycling Club and the Postal Telegraph Company of Buffalo, played an interesting game of baseball at the Bedel House grounds, the wheelmen coming out ahead. Dr. Hutchins pitched a great game but was poorly supported, the Press boys making 10 errors. The score was 18 to 14.

NEWARK cyclers have laid out a new century run, from Newark, through the famed Orange riding district to Montclair, thence along the base of the Orange Mountains, through the towns of Little Falls, Pompton, Suffern, Tuxedo, Greenwood, Furnace and Central Valley. The views to be had are among the finest in the country.

THE Eclipse Wheelmen, of West Philadelphia, have accepted the invitation of the Pennsylvania Bicycle Club to participate in its annual race meet at Tioga, on Sept. 30, and they will be represented by their fastest racing team. The club was thinking of giving a series of road races over Montgomery Pike, as in previous years, but since the acceptance of "Pennsy's" invitation it has abandoned the idea.

CLOTHILDA EDAM, a pretty French girl, 18, of New York City, was riding down Eighth avenue with a party of cyclists last week when her lantern went out. She did not notice this, and between Twenty-fourth and Twenty-fifth streets Officer Fagan arrested her. She was admitted to bail. The New York policemen have been making a large number of arrests daily, under this ordinance.

Hickory TRADE MARK ✶ Hickory TRADE MARK

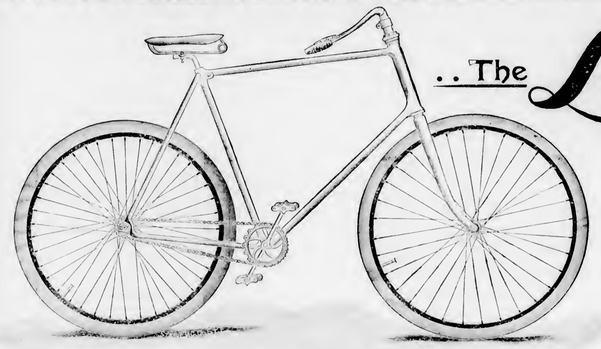
SEVERAL weeks of the best riding season of the year remain, and you should make the most of them. If you cannot afford a new machine purchase a second-hand one, but be sure and select a machine that is strong, durable and easy running. You can get machines for less money, but none that will give the all-round satisfaction that the HICKORY will.

Send for a Catalogue of New Machines, or information and prices of our second-hand ones, as we have some bargains.

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Hickory Wheel Co. South Framingham, Mass.

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30 UNION PLACE, - HARTFORD, CONN.

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THE BICYCLING WORLD.

Published Every Friday

— BY —

THE WHEELMAN CO.

Incorporated under the Laws of Massachusetts.

167 OLIVER STREET,
BOSTON, MASS., U. S. A.

☞Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the secretary, Alfred Bassett, Box 5267, Boston, sending their old address as well as their new, and their League number.

TO OUR ADVERTISERS:

Copy for new advertisements must be handed in by Tuesday morning to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday to insure attention for the following issue.

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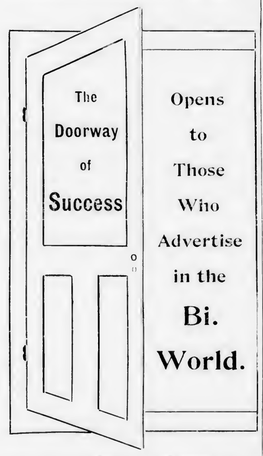
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C. W. FOURDRINIER, Editor and Manager.

EDITORIAL STAFF:

J. S. DEAN. JAS. W. CARTWRIGHT, JR.
H. CROWTHER.

BOSTON, SEPTEMBER 22, 1893.



THE abuse of a good thing is no argument against its use, and those critics who are at present inveighing broadly against the use of the bicycle because of the "bicycle stoop" and the over-exercising of young children should take pains to inform themselves more carefully before giving utterance to opinions on a subject of which they know little and probably care less.

A leading Boston daily recently contained the following article:

Dr. Sargent's sensible warning about the bicycle stoop may turn the tide somewhat against this almost universal vehicle. By the accounts of several physicians the "bicycle stoop" is not the only harm the riding of the wheel causes. These physicians are particularly strenuous in urging that young boys should not be permitted to ride bicycles. In many cases bicycling has undoubtedly done a great deal of good, and possibly has saved lives. But it is equally certain that it has done a good deal of mischief. The doctors disagree on this question as upon most others, but it would be eminently wise if parents before presenting their sons with bicycles should ask the opinion of their family physician regarding the wisdom of it. The Listener is aware that he will probably receive many letters protesting that bicycles can do no possible harm to any one. But the doubt as to the wisdom of so much riding of wheels exists, and probably will continue to exist in a good many minds.

Probably the only way to prevent the average boy from indulging in bicycle riding—or anything else which be forbidden—would be to lock him up, for boys from time immemorial have been proven to long for those things upon which an embargo has been laid. Nor would all the arguments in the world do much toward curing the bicycle hump. That is something that must wear itself out, each rider learning for himself as he grows older and gets more sense how ill-advised it is, even if not actually injurious. We have preached many sermons on this subject, but the hump still goes on.

THE rush into the Cherokee strip last Saturday was in brief a repetition of the scenes at the opening up of Oklahoma. The immediate settlement of a large territory by about 100,000 people in a few short hours is worthy of more than passing notice. It was a scene peculiarly American. When the signal gun was fired at noon, the land, which but a moment before was a virgin wilderness, immediately became the scene of a wild rush for the choice locations, men and women afoot, on horseback, in conveyances of all sorts, from the primitive cart down to the modern railway train, and the most significant incident was the beating of that railway train by the cyclers, one of whom secured a choice claim, while ten other wheelmen also came in at the head of the list in consequence of their speed. Long before sundown a city had been created with other towns of more or less importance springing into existence, business was being transacted, and the first steps in the organization of municipal governments had been taken. In no other country in the world could such a sight be witnessed, and the *fin de siecle* bicycle fully demonstrated its superiority to all other known methods of all around locomotion.

SPRINGFIELD is over, and we must wait another twelve months to duplicate the scenes and successes of last week.

Whatever else we may have learned the fact has been fully demonstrated that there is but one Springfield. Other meets may come and go, other places may bid for prominence on the fixture list of the season's racing, but Hampden Park easily holds first place and will continue to hold it so long as the business-like and able methods prevail which have made Springfield the standard of excellence in the cycling world.

Many of the other racing and cycling centres could learn a lesson from this Massachusetts city, the principal cause of whose success is due to the manner in which its tournaments are conducted, and while it is not likely that the large cities like Chicago, New York, Philadelphia and Boston could be worked up to the enthusiasm exhibited in a place where every one of the one hundred thousand inhabitants is fully posted as to the abilities and histories of the great racing men, there can be no question but that a much larger attendance could be secured if race meet promoters would look to it that the details of the races were made more generally interesting.

We need more snap and go to our race meets, and that's the truth of the matter.

AND yet Springfield was disappointing. Not through any fault of the tournament itself — which was an unqualified success from beginning to end, Thursday's racing particularly being especially interesting—but from the fact of the much vexed question of the supremacy of the path having been left in as unsatisfactory condition as before, Zimmerman and Sanger dividing the honors, while the Springfield favorite, Tyler, vanquished both these two leaders in what was probably the most important event of the meet. Zimmerman's well remembered sprinting finish was conspicuous by its absence in all but the half-mile dash, when he came away from the field in splendid style, but even then it seemed as though Sanger was not riding all he knew. The Jersey lad has evidently been doing too much work or else—can it be? — there are half a dozen flyers who have come along to such an extent as to be able to give him all he wants to do in a long punishing race.

BUT the crowning glory of the tournament was Meintjes' wonderful ride in his attempt on the one hour record. Coming to this country a total stranger he rapidly made friends everywhere and when he mounted for the ride on Thursday afternoon every racing man on the track was more than glad to lend his assistance in pacing him to victory. Whilst we may regret that not to an American but to a foreigner should fall the glory of the first 26 miles ever done within the hour we feel sure that no one will begrudge our visitor the glory he has won.

And if it was not an American who accomplished the feat it was on an American track that is, on the authority of men like both Osmond and Meintjes, without a peer in the world.

WILL those of our c. c.'s who are not up to date, likewise the daily press, make a note of the fact that the distance ridden by L. S. Meintjes at Springfield on Thursday of last week, as officially timed, was 26 miles *107* yards in the hour, and not 26 miles, *50* yards.

And will they also please note that the BICYCLING WORLD had this correctly reported?

BROWSINGS.

BY MICHAEL.

A Little Sentiment.

AUTUMN is coming to us again. Already the crickets begin to chirrup in the late afternoon, and at evening shades in wood and thicket the testy katydid is scolding. Those Porter apples in the orchard by the old house are yellowing; the district schoolhouse is being furbished for the winter term, and I know from innumerable rural sights and sounds that September weather is coming.

When you consider me cyclewise, September and October seem to about reach the mark. Then do we have the ideal weather for touring and I am sorry for the unlucky chap who can not get away for a few days or odd times to breathe the crisp air and smell the frost-touched leaves and meadows, along miles and miles of winding road; and then to eat and sleep in country inns, where they do things right!

And autumn is the time for the

CENTURY RIDE.

I do not take much stock in century runs that are done purely for the pleasure of adding a bar to that pin. The writer's first century was made on an August day, with the theremometer at ninety-two, and was a "solo" performance. But I do not recommend such a grind. What I have in mind is nearer like the century of the Press Cycle Club, of Boston, on October 21, last year. If you can be sure of just such favorable conditions as were ours on that day and go not, you will miss the best part of your life. For on that occasion there was no wind until within ten miles of Newburyport, and then how it did send us along, all the way home! The usual way is for the wind to shift so that it still blows in your face when you turn about. And we ate five times too, in itself no mean consideration from the cyclers' standpoint.

October 21 is rather late by about a month; and we were delayed at the start, which, together with the machinery of the run working unavoidably slow at times, got us back to Boston through 25 miles of darkness, at ten o'clock; and there were not a half-dozen lamps on the hundred wheels that finished.

ADVICE GRATIS.

It appears to me that a better way would be to start the run at the first streaks of dawn, on a day somewhere near the twentieth of September, and get it all into the daylight. And the chiefest beauty in this criticism and suggestion is the remarkable freedom with which it is given. I do not recollect that the club has ever asked me if I had ideas on the subject.

However, if the P. C. C. gives an open century this autumn I shall be there, if my usual vigor holds on. That is one of the things that the autumn is made for; and the crickets and katydids brought it to mind.

I particularly advise any one who has never seen the congregated wheelman under auspices other than those obtaining during a "meet" or "tournament" to partake just once of a well conducted century. Thanks! —ED.] After about 50 miles, any inclination toward horse fun gives way to a very noticeable seriousness. It is surely worth going a hundred miles to see any considerable number of wheelmen clothed and in their right minds.

TWO SPEED GEARS.

As I intimated nearly a year ago, in these notes, a resident of Brushville has invented a two speed device for the safety. I was informed recently that the model is now completed and a few sample wheels will be put up within a short time. I have seen only the rear wheel of the machine and that has a sprocket on either side, so I conclude the device embraces two cranks, which are thrown into work or out, by a clutch, operating on the crank shaft.

It would seem a comparatively easy matter to attach a two speed device to the safety as the several inventions in this line during the past three years attest. It is more difficult, far, to see any great commercial value in such devices. The class of trade that particularly feels the need of a special gear for hill climbing is that staid generation of cycling flukys who never ride free and strong, and are lacking in method. These buy a wheel to "last for years" and I take it that the cycle trade is not catering to such trade to any great extent.

To one who affords a stable, a two speeder, would, in some kinds of country be a handy mount; but I question whether a rider who puts all his time on a wheel that is being frequently changed from a very low to a high gear, will ride as satisfactorily to himself, as he would on a reasonable gear, with cranks the proper length.

It is interesting to note that this invention of which I write is the outcome of that very common fallacy that a high gear gives speed, the factor of absorbed power being out of the calculation. It seems this gentleman had an idea that hill-climbing on a bicycle calls for such an extreme expenditure of strength that wheels are geared to accommodate the hills; and his first vision was an increase in speed over the wheel with an unchangable gear. He has come out of this all right however, and now claims only a two speeder.

Another Lie Nailed.

If the Philadelphia attempt at a cycling editor were not as evidently and distinctly mendacious and thickheaded as he is malicious he would not have given utterance to the falsehood that "The BICYCLING WORLD states that Philadelphia has had eight race meetings this season, 'the attendance at none of them scarcely falling below 2000.' The BICYCLING WORLD does not know what it is talking about."

What the BICYCLING WORLD really did say was this:

"And yet there is a great difference in the enthusiasm and attendance in the different cities. *In Philadelphia as high as eight cycle race meets have been held between the first spring days and the falling of the autumn leaves*, the attendance at none of them scarcely falling below two thousand, while the New York and Boston districts, filled as they are with strong and enthusiastic clubs and riders, will not support more than two or three meets a season."

We cannot undertake to supply brains as well as truth to penny-a-liners, who seize every opportunity to either deliberately distort that truth or else, through sheer malignancy, to indulge in envious detraction.

Massachusetts Road Commission.

LOCATED in the new building, 15 Court street, are the commodious headquarters of the Massachusetts Road Commission. Chairman Perkins is in charge and the rooms are worth a visit from any one who is interested in the matter of better roads in the old "Bay State." A suite of clean, bright new offices are newly fitted up with all the conveniences necessary to carry on the business of the department.

One room is to be fitted up for the purpose of showing specimens of roads and road material from the different sections of the State. Here we have an object lesson of incalculable value and interest. Some of the specimens of the present roads are enough to make a convert of the veriest skeptic as to the possible usefulness of the commission, especially when side by side with the material of which the so-called road is made specimens of road material are shown which are easily accessible if the local road authorities were of a mind to avail themselves of same. Massachusetts is, we believe, the first State to take hold of the road improvement question in a practical way and the first to establish commissioners' quarters and an exhibit such as can be seen at No. 15 Court street, Boston.

Gears Used by the Flyers.

THE following table of the gears of the wheels of the fastest men on the track will be of interest: Tyler rides a 68-gear; Zimmerman a 68-gear; Windle a 69-gear; Sanger and Taylor both have a 72-gear. This seems to be too much for Taylor, while Sanger is just the powerful build which can work that gear to its very best advantage.

Mr. Nye Acknowledges Receipt of the Prize He Won.

TO THE WHEELMAN CO.:

Dear Sirs—I received yesterday the valuable prize won by me in your late guessing contest. The Columbia safety chosen by me reached me in perfect condition and I am much pleased with it. Yours truly,

CHARLES D NYE,
87 School St., New Bedford, Mass.
Sept. 9, 1893.



THE Wheel Around The Hub!

For many days the most talked-of cycling event among the elect has been the Wheel Around the Hub of 1893, now passed into history amid an aurora of delightful reminiscences whose recollections shall never fade until memory itself be lost, and which, God willing, will be renewed next year and so long thereafter as the participants be spared.

As all men know (for not to know is to write oneself down as ignorant of all that is important among old-time news) the famous "Wheel Around The Hub," was held in 1879, being the first organized wheeling tour ever held in the Western hemisphere, and the present affair was the second one of the new series, the original revival having taken place last year. It is open only to members of the club, to all who participated in the original tour; and to a limited number of invited guests.

THIS year twenty-five wheelmen took part. The party repeating the original programme of 1879 rendezvoused at the old meeting place, corner of Walnut avenue and Warren street, Roxbury, starting from that point under threatening skies which presently dissolved into rain ere half a mile had been covered, causing a rapid scampering for the shelter of the nearest trees.

All sorts and conditions of machines were represented, the most curious being Mr. Tolman's 60-inch Expert, vintage of '85, which was the cynosure of all eyes, the people along the route making many and varied comments upon his appearance, the most original of which was heard down near Weymouth when a bystander remarked, "B'gosh, here comes the elevated railroad!" Mr. Tolman rode the trip without a single mishap, climbing up hill and down right along with the safeties.

AT Jamaica Pond a halt was made and the party had the button pressed, grouped upon the historic soil where they had been ordered off by an overzealous policeman fourteen years agone. Then a stop was made for another drizzle, and, riding into the Arnold Arboretum, a rapid pace was set until one of the guards collared Captain Kendall for having no bell; during the resulting argument of which Doc Brown and Jim Underwood skipped out by the nearest entrance and succeeded in losing themselves so effectually that it was nearly noon before they returned to the party again. After straightening the guard the wheels were again resumed through West Roxbury to Dedham, which was reached at 11.30 A. M., riding to Readville where, at the "Grove of Pleasant Memories," caterer Hendrie awaited them with a picnic luncheon, the discussion of which was preceded as of old by a short game of base ball, the participants in which lined up as follows: First nine: Kendall (captain), G. Wright and S. Wright, Pitman, Rothe, Brown, Heath, and Ryder. Second nine: Everett (captain), Underwood, Crowther, Cartwright, Dean, Lord, Tolman, and Bernard. Owing to the machinations of Dr. Kendall in securing Geo. Wright (who does not know the veteran ball player and cricketer, now the senior partner of the firm of Wright & Ditson?) as pitcher and his brother Sam as catcher, the score resulted in favor of his team five to one. The bases were each distinguished by a bottle of beer and it was singular how often the runners carried the bases off with them thereby causing much confusion. The other side might have won had not Joe Dean sheltered himself behind the fence whenever a fly ball was seen going in his direction, while as for Everett, who caught Crowther's pitching, a wash basket would not have been large enough to have enabled him to hold the ball.

THUS it was with sharpened appetites that the lunch was disensed and then the party rode via Blue Hill (where a number ascended to the summit) Ponkapoag and South Canton to Cobb's Tavern at East Sharon (where many old associations were renewed) thence to the Massapoag House on the lake of that name, where the party sat down to dinner at seven o'clock.

The discussion of the menu occupied two hours and a half, during which time letters of regret were read from C. E. Pratt, Colonel Pope, and Messrs. Hodges, C. Vernon Pugh and F. J. Osmond, all of whom were unfortunately unable to attend. Col. Pope's letter contained an invitation for the entertainment of the party on Saturday, the acceptance of which was prevented by the rain storm of the next day. Toasts and speeches were indulged in, "Papa" Weston acting as toastmaster and the speakers being Vice-President G. Carleton Brown of the L. A. W., ex-captain Everett, and Messrs. Dean, Tolman, Donohoe, Pitman and Crowther. A quiet little game of poker wound up the day's excitement, the chronicle of which would be incomplete without the record of the fast time made, one and a quarter miles having been done in twenty-nine minutes.

BUT it was a faster pace which they set the next day.

The run to Cobb's, four and one-half miles, was made in twenty minutes, which was very respectable even for the Boston Bicycle Club, the two-horse "ambulance" (which accompanied the tourists the entire distance, carrying the impedimenta) being completely distanced. Thence through Canton Corners, South Braintree and East Weymouth (after a stop at the shooting box of President Hodges, where luncheon was enjoyed under the old oak in the lane) to Hingham was the route, dinner being served at 2.30 P. M. at the Cushing House, where the party was remarkably well entertained, especial care being taken of those unfortunates who, after hanging up by the roadside for an hour or more in the vain hope that the sky would clear (and the longer they waited the harder it rained) rode to the hotel in torrents of descending water amid the jeers of the scorchers who had gotten safely housed before it began. The exhilarating bowl of champagne punch brewed before dinner by Paul Butler, who knows a thing or two in that line, was the gift of that gentleman, while Mr. Bernard was the donor of the champagne at the meal, both of which had full justice done them. After dinner, when all the wet ones had succeeded in drying out by the kitchen fire, those who were due in Boston journeyed with Captain Kendall, via Quincy, to his house at Atlantic, where the gracious hospitality of Mrs. Kendall was enjoyed; while the rest rode to Nantasket, putting up at the Pacific House over night and riding home to Boston on Sunday morning via Hingham, Quincy and Atlantic.

THE make-up of the party:

F. W. Weston, J. S. Dean, E. F. Tolman, Dr. G. Carleton Brown, W. W. Stall, T. Rothe, W. R. Pitman, Geo. Wright, Sam'l Wright, Paul Butler, Captain W. G. Kendall, C. E. Lord, C. E. Cartwright, H. Crowther, A. Bernard, W. B. Everett, C. C. Ryder, N. Heath, J. A. R. Underwood, Dr. C. H. Corken, A. Nickerson, Dr. A. F. Wyman, C. P. Donohoe, J. W. Cartwright, Jr. and I. G. Pevear.

Of this number, there were but three who took part in the original trip, Messrs. Weston, Dean and Tolman.

AND further the present veracious chronicler knoweth not, save only that as the train pulled away into the night, a sound was wafted back in the "Old Vet's" well-known voice: "Happy Days! God bless us every one!"

SHINE brightly, oh hopes of future years, and bring with you many joyous reunions of the "Silver Star"!

ARIEL.

BOYNTON'S BICYCLE RAILROAD

Distinguished Engineers Endorse It—Wonderful Possibilities.

THE opening of the Boynton bicycle railroad at Bellport, L. I., recently took place, after which a thorough examination was made by a party of distinguished engineers, and these gentlemen have made a report of their impressions, which is signed by Maj.-Gen. O. O. Howard, commanding the department of the Atlantic; Charles G. Treat of the artillery; B. F. Dexter, formerly of the United States engineers, army of the Potomac, and other distinguished and expert associates. The report, among other things, says:

"The section of the Boynton bicycle electric railroad now running at Bellport, L. I., has this day (Sept. 18) been inspected by your committee. It confirms every claim made for the Boynton bicycle electric system for lightness, beauty, safety, speed, economy, and the perfection of simplicity and adaptation to all the needs of rapid transit under any and all conditions. The demonstration of the capabilities and superiority of the system is now complete. And it seems to us that hereafter not even the proverbial timidity of capital can prevent the general adoption of the Boynton bicycle railway system."

Mr. Boynton and his electrician have constantly insisted that by the light grooved bicycle trains, with large wheels, running on a single rail, an almost unlimited speed might be attained. For the past three years numerous patents have been issued to him, and the work of applying and developing them has gone forward, and Mr. Boynton feels sure that now a result has been secured, leaving all precious experience and success behind, and demonstrating in practical use that the continent may be crossed in daylight, and that a speed of 200 miles per hour, with perfect smoothness and safety, is perfectly attainable by an extension of the road now running on Long Island.

Mr. Boynton claims that on the continental lines and through the great cities no system will finally be called rapid transit except this needle electric train, which, he says, can connect New York with Boston in a straight line in an hour, and Philadelphia in 30 minutes.

[The Boynton bicycle railroad has already been described in the WORLD.—ED.]

So Say We All of Us.

EDITOR BICYCLING WORLD: Anent the manlike and manly communication from "A Member of the L. A. W.," appearing in the last week's issue of the WORLD, I want to add my protest to the L. A. W.'s sanction of races open to the fair sex.

Heaven knows the ladies of this age are becoming masculine enough through the medium of their "Equal Suffrage Associations" and what not, without encouragement from the L. A. W. They have received censure enough through their harmless riding of wheels without the necessity of their entering a race to be stared at and variously discussed by a grand stand full of people. It brings them no credit except from a few misguided friends (?) and serves only to deprive them of that inestimable charm of womanhood—femininity. L. A. W. 6222.

On the Other Side.

EDITOR BICYCLING WORLD: "A member of the L. A. W." in your issue of Sept. 8 under the head of "Stop Female Racing" is rather hard on lady riders. If it is respectable for men to race and for ladies to go and see the sport, I cannot see why they should not have the right to race if they want, to. A lady is a lady no matter where she is, whether she is in the drawing room or on her wheel, in the street or on the race track.

If our racing circles have become so debased as to lower a lady in "the estimation of the general public by associating with them," I think the sooner the whole thing is abolished the better it will be for the morals of the country.

I think it is too narrow minded for any man in the nineteenth century to claim that it is respectable for him to race and not for his wife or daughter. No, God bless them, let them race if they want to and *make* racing respectable. L. A. W. No. 28,676.

Send 50c. to us for copy "Zimmerman on Training." The book not only covers points on training, but points for tourists, care of wheels, records, and a host of valuable information.

RED,

WHITE

.... AND ....

BLUE.

Red

letter day,

Springfield, Sept. 14th.

White

shirt Harry Tyler,

On a UNION wins the

Blue

ribbon event of the season,

Mile International Record Race.

Union

bicycles are unequalled.

Union Cycle

Mfg. Co.,

HIGHLANDVILLE, MASS.

BRANCHES.

BOSTON. PHILADELPHIA.
SPRINGFIELD. CHICAGO.

Cut Prices!

WHY?

Why are some bicycles sold under list? There is but one **honest** answer i. e. **they** are **not worth** the list price.

"Fine Finish"

of their bicycles seems to be **all** some manufacturers have attempted to perfect—but what is **under** the enamel? What quality of tubing? What kind of workmanship?

A Gang

of counterfeiters have been operating for the past 18 months in Jersey City. They passed their money easily because it was "finished nicely," but it **did not "wear."** If it had stood the test of **use**, they would no doubt be out of jail to-day.

Our Wheels

bring list price, for **one** reason only, i. e. they **are worth** it. We make medium-priced bicycles, and they stand the best test-use.

The Result

is the best proof. We make more bicycles (and they are sold at list) than any other manufacturer in America. We are not bragging, but the public appreciate our efforts, by buying our output.

We will continue to make the best bicycle that can be made for the money. They **will wear.**

R. L. Coleman Co.,

Sole Eastern Agents,

35 Barclay Street, New York.

WESTERN WHEEL WORKS,
CHICAGO, ILL.

QUERIES.

Under this head the BICYCLING WORLD *will be pleased to answer all questions bearing on cycling, so far as it may be possessed of the information. Address all communications, Editor* BICYCLING WORLD.

R. C. R.—Germantown, N. Y.—There is no rule governing stops in a 24-hour race unless such are specially agreed upon. Competitors mount and dismount as they please.

L. A. W. 45129, So. Norwalk.—There is no "world's record" for a "slow race."

"Consul," Central Falls, R. I.—The New York road book will give you all desired information. We have not the space to publish the routes.

L. A. W. 42718, Augusta and others.—Write to W. D. Bradstreet, 282 Washington street, Boston, for *data* for building a race track.

O. D. Mathias, Escanaba.—There are as yet no cuts published of the safety referred to.

Several Inquirers.—Road Books of Pennsylvania and New York can be procured through the Secretary-Treasurers of those Divisions.

L. A. W. 40453, Waco.—A 56 gear is the one we would recommend for all-around road work. Too high a gear is a mistake.

L. A. W. 35800, Laredo.—The paper named is still in existence.

L. A. W. 37924, Jersey City.—The first pneumatic bicycle tire was designed and constructed by Mr. Dunlop, of the Dunlop Tire Co., Dublin. A tire to hold air, however, was patented many years before.

L. A. W. 1172, New Orleans and others.—No saddle that we know of removes all perineal pressure *absolutely*, although several are very easy riding. Any springy saddle with a large cut-out and wide cantle, well narrowed to the front should answer. Write Garford Co., Bretz & Curtis, or Rich & Sager. See addresses in our advertising columns.

C. H. Roseberry, Kent.—1. The pressure in a tire can only be ascertained by means of an air gauge. 2. A rough road requires a tire with less inflation than a smooth one. Don't pump too hard and you get greater ease.

L. A. W. 33382, Philadelphia.—The forks of your safety are probably bent. Even if imperceptible to the eye, a false alignment would cause the machine to steer to one side when riding hands off.

L. A. W. 32452, Cumberlandport.—1. A novice race is open to those who, up to date of event, have never won a prize in a track race. 2. You can race anywhere (except with a professional) for prizes other than cash.

L. A. W. 45013, Staunton.—The correct "ankle motion" consists of the art of pedalling so that the foot moves around on the pedals with the heel and toes alternately raised and lowered in describing the circle, the heel being dropped as the pedal rises, so as to secure the greatest possible amount of thrust forward from the hips, and then gradually raised as the pedal descends (the foot being level at the middle of the downward stroke when the pedal is also horizontal) until, with the pedal at its lowest, the toes are dropped and the foot "eases" the pedal backward and upward. It is simply the opposite to riding "flatfooted," which is self-explanatory.

L. A. W. 45912, Richmond.—Following are the League hotels in the cities and towns named: Arlington, Washington, D. C.; Carrollton, Baltimore, Md.; City, Frederick, Md.; Baldwin, Hagerstown, Md.; Continental, Martinsburg, W. Va.; Taylor, Winchester, Va.; and Virginia, Staunton, Va.

P. G. Burton, Albany.—A century run can be done in any number of hours which may be agreed upon by the contestants. There are no set rules governing this although the Century Road Club of America limits the time to 14 hours, including stops. A 10 hour limit is unreasonable and prohibitory.

The first annual Division meet of the South Dakota Division of the League will be held in Mitchell, S. D., October 3d and 4th. There will be fourteen events in all on the racing programme, and the prize list will be a good one, including several high-grade bicycles. The local club—The Mitchell Wheelmen—have charge of the meet and are working hard to make the meeting a brilliant success. The citizens of Mitchell are holding one of their famous Corn Palace and Harvest Festivals at the same time, which annually draws a big crowd to Mitchell, the Corn Palace running for two weeks from Sept. 27.

26 MILES IN THE HOUR.

SPRINGFIELD WINS THE LONG COVETED HONOR

And Meintjes is the Man—Tyler Lowers Records and Wins the Great Race—Thursday's Story.

[EDITORIAL CORRESPONDENCE.]

SPRINGFIELD, Sept. 14.—When the sun went down upon Hampden Park to-night, all the world's records were held by that famous track, Meintjes having reached the long coveted goal of 26 miles in the hour, covering no less than 25 miles, 107 yards before the sixty minutes had elapsed, although through an error in the firing of the pistol the distance was at first erroneously announced as 26 miles and 50 yards.

The racing to-day was of the highest order, the lowering clouds having no effect on the enthusiasm of Springfield's populace, who turned out to the number of fifteen thousand to cheer the favorites. And they had ample opportunity when Tyler cut loose from Sanger and Zimmerman in the one mile, placing it to his credit. For a moment the crowd was dazed; it was the unexpected that had happened; and then when they awoke to a full realization of what really had taken place the welkin rang.

The entertainments provided by the Springfield men were well patronized, the clubs holding open house all through the meet.

The Annual Ball

on Wednesday evening was as successful an affair as has ever been held in connection with the Springfield tournament, the girls being as pretty as the gowns, which is saying a great deal. It was long past midnight when the last dancers had gone.

The meeting of the Massachusetts Board of Officers was held preceding the ball, in the city hall, a full report of which will appear in the official columns. The most important business was the appointment of a nominating committee to nominate officers for next year, while the rights and privilege committee was directed to propose some uniform regulations governing the use of bicycles throughout the State, which might be brought to the attention of the Legislature.

To Messrs. Miller, Drown, Taylor, Coe, Canary and McGarrett the BICYCLING WORLD and its representatives are indebted for many courtesies. Nothing was left undone for our comfort and pleasure. There is but one Springfield; Hampden Park is the axis on which it turns, and the Springfield Bicycle Club is *sui generis*.

Canary was as graceful as of yore on the ordinary and safety, the tricks on which some of which were quite new and novel seemed to be quite an interesting interlude to the audience. He seems to be recovering his hold.

The Races.

ONE MILE 2.35 CLASS.—W. A. Rhodes, first; Hugh Robson, second; A. T. Caldwell, third. Time, 2.18. Quarters, :36 1-5; 1.10 2-5; 1.46 3-5, 2.18.

Ten men started, and after riding bunched for three-quarters of a mile at a clipping pace, Rhodes fit out at the three-quarter pole at top speed, and securing a lead of ten lengths was never in any danger thereafter, winning easily.

HALF-MILE 1.10 CLASS.—E. C. Bald, first; G. M. Wells, second; M. F. Dirnberger, third. Time, 1.03 2-5. Last quarter, :30 2-5.

Seven starters.

Warren cut away at a fast clip, Dirnberger after him, Warren quitting at the quarter. It was ding-dong down the stretch, Dirnberger's blue showing well in front until Bald, with a winning spurt, gradually drew level and then forged slowly ahead, showing his rear wheel to the others by a good two yards, Wells just beating Dirnberger out of second. The pace was hot from start to finish, as the time shows.

HALF-MILE OPEN.—A. A. Zimmerman, first; W. W. Windle, second; G. A. Banker, third; H. C. Tyler, fourth; G. F. Taylor, fifth; W. C. Sanger, sixth. Time, 1.08 1-5; last quarter, :27 4-5. Time limit 1.15.

Started: Zimmerman, Windle, Tyler, Sanger, Banker, Taylor.

Windle went away at pole, with Zim, taking no chances, at his side, a position he maintained around the quarter, where the pace at once became a scorcher, Zimmerman rushing ahead and snatching position from Windle, Banker at their heels, Taylor, Sanger and Tyler coming as named. Around the turn they swung, the six men in a cluster of flashing wheels, the Millbury man riding in old-time form and holding the World's Champion to the tape, Arthur getting across first by a scant wheel. All the rest were close behind, Sanger too hopelessly in the rear to snatch first place in a finishing quarter ridden in 27 4-5 seconds.

TWO MILE 5.10 CLASS.—O. S. Brandt, first; M. F. Dirnberger, second; E. C. Bald, third, E. A. Nelson, fourth; C. T. Nelson, fifth. Time, 5.02 3-5. Limit, 5.20.

Brandt rushed away at the start, and, apparently unheeded by the other nine men, had gained a sixteenth of a mile by the time he had ridden a half-mile. At the bell he had increased his lead and held it, finishing 200 yards ahead of the bunch, amid rounds of applause, the others fighting for the diamond which was to reward the second man, evidently not wishing the bicycle.

ONE MILE INTERNATIONAL RECORD.—H. C. Tyler, first; W. C. Sanger, second; A. A. Zimmerman, third; W. W. Windle, fourth; J. P. Bliss, fifth. Time 2.11 2-5. Quarters: :29 3-5, 1.1.. 5, 1.49 2-5, 2.11 2-5.

And now came *the* race of the meet. Started: Zimmerman, Tyler, Windle, Bliss, Sanger, Banker, Taylor.

Bliss went away in pace, and drew away with Banker, the two leading as they came for the bell by 30 yards. The others woke up here and went in pursuit catching them in the next 200 yards, Tyler the first man to get up. On the back stretch Taylor made his effort, but he was hopelessly out of it within another sixteenth of a mile. At the quarter, when they were riding all out, the typical blanket would have covered them, and they came around the corner as though tied together with a yard string, Sanger level, drawing Tyler with him, the latter having been slightly in the lead at the quarter post on the outside, these men with Windle and Bliss riding side by side, every man extended at his best. There was not a stir in that vast audience, while the flying forms were nearing the goal, now but ninety yards away.

Then the picture changed.

Zimmerman swung over to the extreme outside for one last effort, but 'twas useless. Sanger held the pole and *looked* like a winner ten yards from the tape, when suddenly there broke away a white jersey from the Milwaukeen's side, and Tyler, Springfield's favorite, with a bit up his sleeve, lifted his wheel, in one desperate last spurt, across the line

The Winner of the International,

Sanger, Zimmerman, and Windle all so close that they were placed with difficulty.

Then the heavens were rent with the sound that went up.

ONE MILE, 2.25 CLASS.—E. C. Bald, first; G. M. Wells, second; E. A. Nelson, third; G. A. Banker, fourth. Time 2.16 3-5. Quarters: :31 2-5, 1.07 4-5; 1.41, 2.16 3-5.

This was almost a dead heat between Bald and Wells, the former getting home an inch ahead, with Wells going the faster of the two.

Banker deserved a better place, he having ridden in three successive races and ridden well.

HALF MILE HANDICAP, four heats and a final—*First heat*—W. LeMessurier, 40 yards first, L. W. Campbell, 65 yards, second, C. H. Collin, 75 yards, third. Time 1.05 2-5, last quarter :32 2-5.

But five men started and it was a procession.

Second heat—H. C. Tyler, scratch, first; M. F. Dirnberger, 15 yards, second, O. S. Brandt, 70 yards, third. Time 1.00 2-5, last quarter :28 1-5.

Seven starters, Dirnberger going off at a tremendous clip, so fast Tyler did not overhaul him until they reached the quarter. But when he got up he did not stay. Cutting loose, he rushed around the bunch into the straight well in the lead, and increasing the distance every jump he ended a splendid race, 20 yards ahead, in the

World's Record Time

Of 1.00 2-5, the last quarter being done in :28 1-5.

Third heat—R. S. Williamson, 40 yards, first; E. L. Blauvelt, 35 yards, second; A. W. Warren, 35 yards, third. Time 1.03 2-5; last quarter, :32.

Devoid of interest, the men being of nearly equal abilities.

Fourth heat—Five men qualified. C. T. Nelson, 50 yds., first; E. A. Nelson, 25 yds., second, E. F. Miller, 50 yds., third; C. F. Seeley, 70 yds., fourth; A. H. Davey, 75 yds., fifth. Time 1.02. Last quarter, :30.

The two Nelsons paced each other after Ed had caught Chub and placed themselves first and second in a close finish.

Final—H. C. Tyler, scratch, first; M. F. Dirnberger, 15 yds., second; R. S. Williamson, 40 yds., third. Time 1.00 2-5. Last quarter :28 2-5.

Tyler was out to lower his own record and rapidly catching on to Dirnberger he drew ahead, getting among the leaders at the quarter, but having to come all the way around the field he had to ride down the straight on the rough surface and could not beat the previous time, riding home a winner by a length, the rest close up.

ONE-MILE, 2.15 CLASS.—J. P. Bliss, first, E. C. Bald, second; W. A. Rhodes, third; M. F. Dirnberger, fourth. Time 2.31 3-5. Quarters, :40 3-5; 1.17, 1.59, 2.31 3-5.

Limit 2.25. No race and no run-over, although it yielded one of the best contests of the meet. Four men came across that tape almost simultaneously, the positions changing kaleidoscopically.

TWO MILE HANDICAP.—W. C. Sanger, scratch, first; W. W. Windle, scratch, second, J. P. Bliss, 20 yds., third; F. A. Foell, 150 yds., fourth. Time 1.31 2-5. Quarters, :36 2-5, 1.08 3-5, 1.41, 2.14 3-5, 2.48 4-5, 3.24, 4.00 3-5, 4.31 2-5.

Windle and Sanger were on scratch and alternating in the pacing—Sanger doing the first half, Windle the second and Sanger the third they caught the limit men as they came for the bell. At the last quarter pole they jumped away from the long mark men and raced home together in

World's Record Time,

Sanger a winner by the length of his wheel, Windle pushing him hard, Bliss near by.

ONE MILE CONSOLATION.—W. Le Messurier, first; C. R. Newton, second; F. A. Foell, third. Time 2.22 1-5. Last quarter :32 3-5.

World's Records Come Back to America.

As a fitting climax to the glories of the meet a successful effort was made to lower the hour record just made by J. W. Stocks, on Herne Hill's track, and to the wonderful South African falls the honor of being the first man to cover

Twenty-Six Miles in the Hour.

His performance, analyzed, shows what a marvel he is. That a man should ride the distance he did, knocking all previous records sky-high (after getting amongst them from six miles up, gaining regularly on the figures established by Stocks), and then come off on the last mile and do it in 2.14 2-5 stride; Sanger all he wanted to do, stamps him as head and shoulders above any rider in America, if not in the world, for the distance.

The pacing was excellent, as good as has ever been done at Hampden Park, and great credit is due all who participated, as well as to Wheeler, in whose charge the arrangements were.

Meintjes' victory gives the famous track all the records from one-half up to and including twenty-six miles, and the hour.

When he began to get among the records, the vast audience (ten thousand of whom stayed on to the end, their interest held undividedly) encouraged him with deafening cheers as the announcement of each mile was made by Marion, showing that he was gaining regularly on the record.

This is how he rode:

MILES.	PACEMAKERS.	TIME.
1	Smith and Warren	2.22 4-5
2	Rhodes and Olmstead	4.41 2-5
3	Wells and Blauvelt	6.58 2-5
4	Clark and Nelson	9.12 2-5
5	Clark and Sanger	11.27 1-5
6	Nelson and Collin	*13.43 1-5
7	Smith and Titus	*16.05 1-5
8	Warren and Brandt	*18.26 1-5
9	Rhodes and Banker	*20.46 3-5
10	Wells and Warren	*23.01 2-5
11	Bliss and Collin	*25.16
12	J. P. Clark and Sanger	*27.41 2-5
13	Titus and Porter	*31.03 1-5
14	Olmstead and Blauvelt	*32.19
15	Nelson and Warren	*34.37
16	Bliss and Rhodes	*36.54
17	Wells and Titus	*39.11
18	J. P. Clark and Sanger	*41.31 1-5
19	Sanger and Porter	*43.50 1-5
20	Jas. Clark and Rhodes	*46.07
21	Rhodes and Titus	*48.27
22	Bliss and Olmstead	*50.46 2-5
23	Blauvelt and Porter	*53.04 1-5
24	J. P. Clark and Jas. Clark	*55.22 1-5
25	Titus and Wells	*57.40 3-5
26	Sanger	*59.52 1-5

Distance for the hour 26 miles, 107 yards.
*World's Records.

At The A. A. U. Games in Chicago.

CHICAGO, Sept. 16.—The World's Fair championships, given under the auspices of the Amateur Athletic Union of America and the Chicago Athletic Association, took place to-day on the South Side base ball grounds.

The only cycle race on the programme, the two mile safety, was won by Zimmerman, hands down. Zimmerman also jumped into second place in the standing broad jump, covering 10 feet, 2 inches. Schewsner, who holds the record, won the championship with 10 feet, 7 inches. The details:

Two mile, safety championship—A. A. Zimmerman, N. A. A. C., first; George A. Banker, Pittsburg A. C., second; G. K. Barret, Chicago A. C., third. Time 5.57 1-5. Other riders were C. T. Seely, E. C. Bode and Hoyland Smith.

M. A. C. C.

The Metropolitan Clubs Run a Tournament in Hard Luck — Rainy Weather and Absent Stars.

NEWARK, N. J., Sept. 16.—Rain detracted somewhat from the attendance at the Waverly track to-day, although 1,500 people were present.

At the last moment the officers received word from Taylor, Bliss, Dirnberger, Banker, and others of the cracks containing their regrets. Johnson put in an appearance, but as he was suffering from a swollen jaw, due to a severe cold, he did not ride. Sanger was in New York, but did not appear.

Githens carried off the one-mile International race, the five-mile scratch, and was second in the half-mile open.

In the one-mile International invitation Blauvelt, Wells, Rhodes, Steensen, Titus and Githens started, 2.35 limit. The contestants loafed for over three-quarters of a mile, then Wells, Githens and Rhodes made a spurt, and finished in that order, the mile being done in 2.41 3-5, and the race had to be run over. The second time Titus cut the pace for a half mile. Then Wells took up the running and coming into the stretch Wells was in the lead by about a yard, only to be passed by both Githens and Rhodes, and they crossed the tape Githens a wheel ahead of Rhodes who was lapped by Wells. But the judges placed Blauvelt, who was fully a yard behind Wells third, a decision that caused no small amount of surprise.

The half-mile open was a gift for Rhodes. He remained behind until well in the stretch, then in a fine spurt he passed Githens, Macdonald and Blauvelt and won with ease.

Githens carried off the five mile scratch. He covered the last quarter in 31 2-5 seconds.

In the team race for the championship of Union County for a prize offered by Henry L. Saltonstall, teams from the Elizabeth Wheelmen and the Elizabeth Athletic Club entered. At the completion of the race the judges declared the Elizabeth Wheelmen the victors by 43 points to 61 scoring laps. Mr. Saltonstall, however, made a protest, and informed the judges that the prize was to be awarded as the men finished, or, in other words, according to the rules that governed the big team race for the championship of New Jersey, in consequence the Elizabeth Athletic Club were given the race, 11 points to 10. Summaries:

ONE MILE NOVICE—*Final heat*—J. W. Davison, first; C. H. Cutter, second; W. H. Parker, third. Time 2.12 3-5.

One mile safety, handicap—W. A. Rhodes, 40 yds., first; H. A. Githens, 50 yds., second; E. L. Blauvelt, 70 yds., third. Time 2.16 3-5.

HALF MILE SAFETY, SCRATCH, OPEN—W. A. Rhodes, first; H. A. Githens, second; R. Macdonald, third. Time 1.10.

TWO MILE CLUB CHAMPIONSHIP OF UNION COUNTY—Won by the Elizabeth A. C., 11 points to 10. Time 5.22.

ONE MILE SAFETY HANDICAP, FOR RIDERS WHO HAVE NEVER BEATEN 2.20—*Final heat*—L. W. Mosher, 100 yds., first, E. L. Blauvelt, second; A. Silvie, third. Time 2.15 2-5.

ONE MILE INTERNATIONAL INVITATION RACE, OPEN—H. A. Githens, first; W. A. Rhodes, second, E. L. Blauvelt, third. Time 2.26 4-5.

TWO MILE SAFETY, HANDICAP—E. F. Miller, 160 yds., first, F. J. Titus, 120 yds., second, W. L. Darmen, 230 yds., third. Time 4.37 3-5.

FIVE MILE SAFETY, SCRATCH—H. A. Githens, first, E. F. Miller, second; F. J. Titus, third. Time 13.28 1-2.

On the Pacific Coast.

THE California State meet held at San Jose on Sept. 9 was one of the most successful ever held on the coast, nearly every cycle club in the State being represented in the entries, as well as by large delegations among the audience. Five thousand people saw the races. The five mile was the most exciting event of the day, Davis beating out Ziegler and Edwards in a close finish.

Summary:

One mile novice—*Final*—A. L. Hubbard, first; Fred Larder, second. Time 2.42.

Half-mile handicap—*Final*—Oscar Osen, 30 yds., first; W. W. Needham, 20 yds., second. Time 1.11 2-5.

One mile handicap—*Final*—C. L. Davis, 40 yds., first, A. L. Hubbard, 100 yds., second. Time 2.29.

One mile N. S. G. W.—C. J. Belloli, first; W. T. Hobson, second. Time 2.53

One mile tandem record trial by E. S. Logan and Frank Parnell. Time 2.45 4-5; Coast record.

One mile boys' race—Willie Halliday, first; Robert Carson, second. Time 4.07.

Five mile championship—C. L. Davis, first; Otto Ziegler, second; Wilbur Edwards, third. Time 14.40.

"RAMBLER"

THE SAME OLD STORY—

RAMBLERS DISTANCE THE WHOLE FIELD

TEN STATES REPORT, DURING THE PAST WEEK

A TOTAL OF 76 PRIZES ON RAMBLERS.
INCLUDING 32 FIRSTS, 24 SECONDS.

Grand Rapids, Mich.,	8 prizes, (3 firsts)	Bay City, Mich..	3 prizes, (2 firsts)
Springfield, Mass.,	15 prizes, (5 firsts)	Little Valley, N. Y.,	2 prizes, (2 firsts)
Columbia, S. C.,	13 prizes, (5 firsts)	Stockton, Cal.,	2 prizes, (1 first)
Detroit, Mich.,	8 prizes, (3 firsts)	Paris, Ky.,	2 prizes, (2 firsts)
Waltham, Mass.,	8 prizes, (1 first)	Monticello, Iowa.,	1 prize
San Jose, Cal.,	4 prizes, (2 firsts)	Boscobel, Wis.,	2 prizes, (2 firsts)
Warren, Pa.,	4 prizes, (2 firsts)	Little Valley, N. Y.,	2 prizes, (1 first)
Savannah, Ga.,	3 prizes, (1 first)		

"Just the Same All Over the Country. A Veritable Landslide."

"THIS IS A RAMBLER YEAR."

P. S. We do not have to keep on advertising thirds and fourths won last May---nor do we keep on claiming records since broken many times. Ramblers win EVERY WEEK. Do you want to win?

GORMULLY & JEFFERY MFG. CO.

"MAKERS OF WINNING WHEELS."

CHICAGO. BOSTON. WASHINGTON. NEW YORK. COVENTRY, ENG.

TELEMACHUS' TALKS.

Road Racing in Danger—Was Hartford Boycotted?—Meintjes and His Ride.

THE restrictions placed upon cyclers by the Cranfield, N. J., authorities, virtually amounting to a prohibition of the road racing which has flourished greatly in that section, is probably the first step to be taken looking towards at least a curtailing of the privileges so long enjoyed by American road racers. They have for years enjoyed an almost absolute freedom from the restrictions usually placed upon all who use the public highways, and it was only a question of time when some such step as this would be taken.

The road races held on this course have been witnessed with pleasure by hundreds of people, and many small stores and shops have derived a large share of their patronage from the racing men and other cyclers who frequent the roads near by. Consequently, complaint has been made of the harshness of the new rules, which, if enforced, will drive off much travel and profitable trade, and it is not improbable that changes may yet be made in them. If they are so modified as to permit of a few road races, conducted properly and with a reasonable regard for the rights of other users of the highways, it will be gratifying to all lovers of the sport of road racing—and they are many.

It is fortunate that the breaking up of road races was not begun years ago, when we were very much weaker than we are now. Then we would have been at the mercy of the non-cycling public, and would have been utterly unable to make a successful fight for a modified system of road racing, such as we can put through now in many localities. Now we are powerful enough, especially in all country places where there are good roads, to force a compromise which will give us our full rights, or even more.

The Cranfield rules, prohibiting riding in racing costume—bare legs and arms—seem rather severe to some of our racing men who think they cannot ride if their arms and legs are covered. If this is the case in short races, what would they think of the English riders who are obliged to conduct even their most important road races on the quiet, and to wear their ordinary clothes, even to coats? I was very much impressed a short time ago to see a picture of the start of a 24-hour contest in England, where the competitors were depicted seated on their machines ready for the start, their legs encased in the regulation stockings, and the upper portion of their bodies clothed with shirts and coats, the latter buttoned. Contrast this with our average road race, with the men gathering for the start, half naked and nowise ashamed of the fact—rather glorying in it, if the truth were known.

In an event like the Irvington-Milburn race, for instance, there is some excuse for this sort of thing; it is a fact that the less a man has on the better he can ride—in warm weather, at least. But there are dozens of other races where this excuse does not hold good—events which are unimportant, and where the route traversed takes in towns whose inhabitants are not interested in the race, and whose peace of mind is interfered with by the riders. In such races full length tights are bad enough; "shorts" are much worse.

Springfield is on the top wave of popularity, and she seems disposed to remain there, and, what is much more important, there is no reason to doubt that she will do so. Racing men are proverbially fickle, however, and it will not do to count too much on them, or to build structures the foundation of which is their adherence.

Hartford has learned this lesson by bitter experience, and this year's tournament was, by all reports, but the ghost of its former self. Not that there was not still greatness in it, for the contrary was the case, but when one remembers what the Hartford meet was years ago, and, bearing in mind the great advance cycling has made since, contrasts with it the '93 meet, there can remain no doubt that the movement has been a retrograde one.

The year 1890 saw Hartford at its best, as the Springfield meets had not been infused with new life, and by racing men and cyclers everywhere the Hartford meet was the greatest of the season. The next year Springfield blossomed forth again, and instantly sprang into even greater popular favor than had been its lot half a dozen years or more before. Again, in 1891 the Hartford people in some way incurred the ill-will of the racing men, and in 1892 (I think) an effort was made to boycott the meet; this movement, however, collapsed, and interfered but little with the success of the meeting. This year it looks as though a secret boycott had been organized, as the majority of the good men went elsewhere. It may be, however, that this is doing the men an injustice, as the number of new and prominent meets incensed largely, and some allowance must be made for the desire of the men to seek "fresh fields and pastures new;" to say nothing of the endeavor to so split up as to avoid bunching the equally matched men at any one place.

Whatever the cause, it is a pity that Hartford should lose even a portion of its prestige and success. In the days when meets were much fewer than now, and the risks attending them were much greater in proportion, the Hartford people gave their two days of sport, and nothing in the way of good management, good prizes, a good track, hospitality, and everything else that a wheelman or racing man could wish for was spared to make the event a success. Let us hope that the cloud is but a temporary one, and that the men will come back to the city that stood by them when they needed assistance.

As usual, Springfield's racing carnival ended in a blaze of glory, in the shadow of which all other meets are lost sight of. But a few days ago we would have deemed it impossible for any man to ride twenty-six miles inside the hour, or that even on that wonderful track there could have been such a wholesale slaughtering of records as there has been.

In his great ride Meintjes has shown us what can be accomplished by a man who, putting aside everything that might be called side issues, devotes his entire time to the attempt to eclipse all that man has done before him in one particular line. Unlike most men he was content to "come on" slowly, submitting with rare patience to defeats by men much inferior to himself, enduring everything and biding his time until his powers in the one direction have become fully developed. I always had a great admiration for the man who could so control himself and regulate his pace as to improve the further he went, and to wind up with his fastest and fiercest burst of speed, and who yet gets out of himself all that there is there. In some ways a feat of endurance and speed like his is more wonderful than the burst of speed which enables a man to ride a mile in two minutes or less, and there can be no doubt that the former appeals much more forcibly to the general public. This is partly true even with cyclers, and the fact that Cortis was the first man to accomplish twenty miles in the hour made his name a household word where a fast mile would have been forgotten in a short time. In the same manner Ernest Osmond will always be remembered as the man who first reached the magic quarter century in the standard time of one hour, and Meintjes will be even more famous by reason of his marvellous 26 miles in the same time, even if he should never ride another mile.

The name of Springfield is an open sesame to everything that is wonderful in cycling. Her annual meet is, and always has been, an easy first, and her track, her audience, her attrants and races, and her club and herself have such a firm hold on the premier position that no one even attempts to rival her.

All of these different parts aid to make the Springfield meet the success it is. To begin with the club, that body knows that in the track and the people of the town they hold two trump cards that, properly played, assures them the trick. The people come *en masse*, knowing full well that they will be treated to a rare exhibition of racing; and the racing men come knowing that there will be offered them the best track in the world, the best (most valuable) prizes, and the best audience, and in consequence they fairly out-do themselves in the effort to give the best racing of the year.

Nothing is left undone by the club to keep the Springfield meet before the racing men and the people; the track is kept in applepie order, and the fast men are freely invited to partake of its good things. As soon as one race meet is over the preparations for the next begin, and neither time nor the money that is acquired at one meet is spared to keep the next one up to the standard. In fact, the affairs of the club, so far as the annual meet is concerned, are managed on a strictly business way, so as to crown with success what is in many ways a business enterprise. TELEMACHUS.

It was 26 Miles, 107 Yards, instead of 26 Miles, 50 Yards in the Hour.

EDITOR BICYCLING WORLD: Please permit me to have a word anent Meintjes' great race yesterday at Springfield. In his last mile, made in 2.11 3-5, he averaged over 40 feet per second, but in the finish he was certainly going even faster than that. When he crossed the tape, completing his 26 miles, he had 7 4-5 seconds of his hour still to his credit. The record for the hour as given by the timers is 26 miles, 50 yards. That is to say he must have dropped instantly from a speed of over 40 feet per second to less than 19 feet per second, which is apparently absurd.

It must be that there was some error made in taking his odd yards over the 26 miles. It would be nearer the mark to say that he made something over 26 miles, 100 yards.

Hartford, Ct., Sept. 15, 1893. H.

[Our correspondent will find the correct record was 26 miles, 107 yards, instead of 26 miles, 50 yards, and that the BICYCLING WORLD has so reported it.—ED.]

THE third grand race meet of the Lynn Cycling Association will be held on the Glenmere bicycle track on Saturday, Sept. 30, at 2.30 P. M., and a large entry list is already assured, several of the fast riders in Eastern Massachusetts having already entered, and others have signified their intention of competing in these races, which will be the first held in Lynn this year.



A Bicycle Built Out of Old Iron Scraps.

No more remarkable bicycle has been made than the one owned and ridden by a negro boy in Bardstown, Ky., by the name of John Pash, for he made, with his own hands, every part and piece of it, not out of pieces of old bicycles, but out of "raw materials"—old iron, gas pipe, fencing wire, old buggy tires, and the like. Pash has had no mechanical training, and the achievement is wonderful.

Two years ago the bicycle fever struck Bardstown with great fury, and Pash, being then about 20 or 21 years old, determined to have a machine. The buying of one was far beyond his means, and so he resolved to try his hand at making it, as he always had a fondness for "tinkering," as he calls it. With an excuse of a forge and bellows and a pile of old iron he went to work, and at the end of one year he appeared on the streets of Bardstown with a bicycle of home manufacture.

"I made the wheels first," he said. "The rims are some old buggy tires that I flattened out a little and made smaller, and the tires you see are pieces of an old hose sewed over the rims. Then I made the spokes out of fencing wire. The axles was lots o' trouble. It took me two weeks to bore through a piece of wrought iron. Then I made the frame out of pieces of old iron and gas-pipes, and the sprocket was filed out of a round piece of wrought iron. The chain was the most trouble. It's made out of a piece of steel buggy tire by chiseling out the links and leaving the upper end open so as to clamp 'em into these little round connecting pieces here. The pedal cranks, too, are wrought iron, and the pedals are iron, with wood instead of rubber, as a foot-rest."

In addition the machine has "coasters," and did have a brake until with the advance in wheeling, when brakes were thought useless, and John, of course, kept up with the style and discarded his brake. In a word, it is a complete safety bicycle, having every part that the high-grade wheels have except the ball bearings.

With the exception of six months' work in his uncle's blacksmith shop when he was fourteen years old, Pash has had absolutely no training in practical mechanics. The weight of the machine is about eighty pounds, a fact which renders his feat of riding to Louisville, a distance of thirty-nine miles, in six hours, quite remarkable.

Tip to Tire Repairers.

EDITOR BICYCLING WORLD: I wish to give a little information for the benefit of some riders who perhaps have not thought of this way of cementing tires when they come off on the road.

While touring through Wisconsin last week my rear tire came entirely off the rim and as I had been told by a bicycle repairer to put benzine upon the rim to cut the cement, I at once tried it, having taken a small quantity with me in case of accidents. It would not work at all, so I bound the tire on as strong as possible with tape and on reaching the next town I purchased a pint of kerosene and having an old rag with me I saturated the rag with the oil, then placed it on the rim and touched a match to it, "first of course having removed the tire from that part" in a very few moments the cement was soft, then I clapped on my tire and pumped it up hard and I don't think a team of horses could pull it off now. A person can always get the oil at any farm house and it is better than riding a creeping tire. L. A. W. 69,670.

Another Waltham Meet.

MR. W. D. BRADSTREET, the proprietor of the Waltham track, is endeavoring to arrange for a final race meet to close the season, on October 2d.

An original idea is proposed for one of the events—an invitation mile for the best men only, to be run in heats, the winner of the greatest number of heats to win the race—and besides this there will be attempts made on the mile and half mile with flying and standing starts.

350 Miles in 24 Hours.

ARTHUR FERRIS of Utica, N. Y., on Sept 13th completed his long ride at the Utica Park, having covered 350 miles in 24 hours and 27 seconds, which is the best 24-hour record ever made in that State; in fact had the wind and weather been better it is thought that the present American record of 375 miles made by F. E. Spooner would have been knocked out, but the weather was cold and during the greater part of the time a stiff breeze blew down the straight, badly handicapping him.

They Had 'Em.

EDITOR BICYCLING WORLD:—Seeing in your valuable paper of an innovation lately introduced, *i. e.*, tournament dashes at rings, I wish to say that we had such an event in connection with our races May 20. Never having heard of such a thing on "wheels" I would like to know if we were not the first? We had three poles forty feet apart and started forty feet back, running 120; time limit six seconds, using two inch rings, carrying five foot lances balanced two feet from end. We used one-fourth mile track, each riding entirely round. Starting them about sixty feet apart, so they were distributed all round track making a continuous charge, each rider going for nine rings electrically fitted and a bell would ring every time a ring was taken. The rings were taken as successfully as in the horse tournaments. It was gotten up to fill in time between races and proved intensely interesting to public. If any one was held prior to ours I would like to know of it.

L. A. W. 344.

Charlotte, N. C., Aug. 28, 1893.

[Do any of our readers know of such contests having been held?—ED.]

Are We Wanted?

EDITOR BICYCLING WORLD: I think this question often arises with bicycle riders, "Are we wanted at the hotels?" I am sorry to say it was impressed on me quite forcibly last Sunday that we are not wanted at the Lake Massapong Hotel, Sharon.

With two other riders I took a ride to Sharon, a distance of eighteen miles, first informing our folks we would be back at 2.30 to dinner, as we first intended taking a longer run. We had breakfast quite early but prospects of rain prevented our starting until eleven, so that when we arrived at the hotel we were very faint. I went to Mr. Boyce and ordered some beer and sandwiches and was surprised at his answer that nothing could be served before dinner. We explained that we were to return to dinner but of no use he wouldn't even let us have milk to drink. His one idea seemed to force us to take dinner there; however we were treated very shabbily and of course went else where and got our milk.

Now there are a great many tramp riders who make themselves disagreeable wherever they go, but we have been there a great many times, always conducted ourselves properly, and always were presentable in the dining room, and see no reason why bicyclists should be treated differently from other transients. I am not in the habit of being received in that way, hence my writing, for I find a great many others have been treated similarly. In fact it is customary at that hotel to give cyclists the second table, and I think it quite time the proprietor should recognize the fact that the L. A. W. has gentlemen on its list. If he can't recognize it and if we are not wanted, let him come out and say so, and if he wants the L. A. W. patronage let him give us the same treatment that others get. L. A. W. 42,153.

LATE OFFICIAL NEWS

Kentucky Division.

To the members of Kentucky Division, L. A. W.

After a year's thought over the question whether Kentucky Division should enter local politics and through its efforts demonstrate the strength of the wheelmen's vote as a political factor, Col. G. E. Johnson, your former Chief Consul, and I decided that it was best that it be done. On July 18 last, at a regular meeting of the Louisville Cycle Club of which we are both members, through motions made by us, the club decided to enter the political contest then on for the Mayoralty and other officers in Louisville, and thereupon endorsed Hon. Henry S. Tyler for mayor. Mr. Tyler's opponent was the Hon. Charles D. Jacob, and both stood for the Democratic nomination in a primary election to be held Sept. 12. The President of the club appointed as the Wheelmen's Political Committee the following members: W. W. Watts, Chief Consul Kentucky Division L. A. W., Chairman; O. W. Lawson, Secretary-Treasurer Kentucky Division L. A. W.; H. B. Tibeston, President Louisville Cycle Club; Ed. Megchemy, Jr., Vice-President Louisville Cycle Club; Michael J. Fleck, G. E. Johnson, Thos. R. Crump; the President adding his name at my request. This committee was given full power to act. Thereupon I, as Chief Consul, appointed the same committee to represent the Division delegating to it the same power delegated by the club, all members of the committee being members of the League. A special meeting of the Board of Officers of the Division was then called, and met at Louisville, at which meeting the Board ratified my action in the premises as Chief Consul.

Thus it was that the Louisville Cycle Club and this Division became interested in what is known as the greatest political contest ever held in Kentucky.

Mr. Tyler had been Mayor one term while Mr. Jacob had served four. Mr. Jacob had never been asked for favors by the wheelmen, while we had called upon Mr. Tyler a number of times, not only for favors but for advice on the sprinkling question, streets, prosecution of road hogs, etc. Not one time had he failed us, and the endorsement was for what he had done in the past rather than for what he might promise to do in the future. The committee knew Mr. Jacob was very popular and that a hard fight was on; but it went to work with a will and with the intention of showing to the people of Louisville and Kentucky the fact that 3000 voters rode wheels in Louisville and proposed to elect men who would respect the rights of such a body.

After deliberation it endorsed and made up the following wheelmen's ticket: Hon. Henry S. Tyler for Mayor; Judge R. H. Thompson for Judge of the City Court; F. H. Gibbs for Park Commissioner; S. R. Pflanz and Thomas P. Watts for Aldermen; Allie C. Root, L. T. Davidson, Charles L. Nelson and George W. Cheek for Councilmen, all but Messrs. Tyler and Nelson being wheelmen.

The committee then obtained the addresses of the wheelmen in the city and sent out five sets of circulars, distributed ten thousand election cards, gave a mammoth smoker at the Louisville Cycle Club, and electioneered generally with the voters whether wheelmen or not. To test the feeling, the committee sent out 1500 blanks asking for the age, politics, and whether or not the committee and men indorsed would be supported by the wheelmen; 1305 of these were returned, and but 53 refused to act with the committee and support the candidates endorsed.

Mr. Thomas P. Watts at the time of his endorsement was known to be a Jacob supporter, but on his agreement to attend only to his own race, the endorsement was made. On the 11th day of September, the day before the primary election, it was published in one of the daily papers that Mr. Watts had combined with Mr. Jacobs against Tyler. He denied the truth of the publication, but too late. No official action was taken but the wheelmen generally took the statement as true, and passing it along the line began to work Mr. Watts' defeat while electing the other indorsees.

There were two candidates for Mayor, seven for Park Commissioner, three for Judge of the City Court, twenty-six for Alderman and about fifty for Councilman.

It gives me unbounded pleasure to say that out of all this number the wheelmen elected their candidates, Messrs. Tyler, Thompson, Gibbs, Pflanz, Cheek, Root, Nelson and Davidson, while on the other hand, Mr. Watts (my uncle), a member both of the club and the League, and with the most flattering prospects for election, and whose election was conceded before the publication, was defeated and attributes his defeat to the wheelmen's votes and work.

It would be impossible to better demonstrate our strength than in that election. We endorsed nine men, then practically withdrawing the endorsement from one of them, defeated him and elected the others.

The effect is bound to be good for already it is said the wheelmen of Louisville can have anything they ask.

Usually in such matters bitterness results, but very little exists here. Beyond perhaps twenty dissenters (not members of the club or League and indirectly interested in Mr. Jacobs' election) who made futile efforts to destroy our work, and the trouble with the Southern Wheelman, now no longer the official organ of this Division, we have had no trouble and everything seems well. And while true this fight was a local one, the attention of the people of the metropolis of the State and the State itself has been called to the fact that the wheelmen are a political power and be they Democrats, Republicans, Prohibitionists or what-not, when they take the notion they endorse their candidates and throwing aside the old party lines work in unanimity and land their standard bearers into office with safe majorities.

Good cannot help coming from it, and on the whole I feel that the Division has done something to be very proud of, and I trust you share this feeling. Fraternally,

W. W. WATTS,
C. C. Ky. Div. L. A. W.

[Mention BICYCLING WORLD.]

Morgan & Wright,

Patent - Pneumatic - Tires

Are Record Breakers.

Are Tires That Cause no Trouble.

Are in Fact, the Embodiment of All That is Excellent in the Tire Line.

H. H. Wylie breaks the record from NEW YORK to CHICAGO. He rode a **Sterling Special**, fitted with our

Racing Tires.

NOT A Puncture. A Burst. A Scratch. A Moment's Delay.

Frank Walter paced Tom Roe from New York to Chicago, using an Arrow fitted with MORGAN & WRIGHT tires; did not use a pump the entire distance; experienced NO TROUBLE from BEGINNING TO END. The Tires do not show even an ABRASION of ANY SORT.

The most SERVICEABLE, LESS COSTLY and BEST MADE tires of the era are

Morgan & Wright's

PATENT PNEUMATIC TIRES

They Are What YOU Want

See that our firm name is in raised letters on the side of tire when purchasing.

Catalogue gives a World of Information.

Morgan & Wright.

331-339 West Lake St.,

CHICAGO, ILL.

.... Samples of the ....

Garford Saddles

FOR 1894

WILL BE READY BY AUGUST 1ST.

Correspondence with manufacturers solicited.

THE GARFORD MFG. CO.,

ELYRIA, O.

USE ... **BICYLINE** FOR YOUR **CHAINS**

Mess Adams Cook's Sons.
Gentlemen:-
I have used bicycline on my racing wheels for the past two months & find it by far the best chain lubricant & lubricator. It runners smooth, running chain & does not clog, catch or retain dust & dirt like graphite does. It is the only perfect lubricant I have ever been able to find.
Yours truly
O. A. Kingsherman

If you want to be a record breaker. Nothing like it. Reduces friction and lubricates chain perfectly.

MANUFACTURED BY
A. COOK'S SONS,
313 West St.,
NEW YORK CITY.

☞ Directions sent with each box.

Price, 25 Cents.

ONE BOX DELIVERED TO ANY PART OF THE U. S., 30 CTS.

Ripans Tabules

Act gently but promptly upon the liver, stomach and intestines; cleanse the system effectually; cure dyspepsia, habitual constipation, offensive breath and headache. One TABULE taken at the first indication of indigestion, biliousness, dizziness, distress after eating or depression of spirits, will surely and quickly remove the whole difficulty.

Disease commonly comes on with slight symptoms, which when neglected increase in extent and gradually grow dangerous.

If you SUFFER FROM HEADACHE, DYSPEPSIA or INDIGESTION, TAKE RIPANS TABULES
If you are BILIOUS, CONSTIPATED, or have A DISORDERED LIVER, TAKE RIPANS TABULES
If your COMPLEXION IS SALLOW, or you SUFFER DISTRESS AFTER EATING, TAKE RIPANS TABULES
For OFFENSIVE BREATH and ALL DISORDERS OF THE STOMACH, TAKE RIPANS TABULES

Ripans Tabules are prepared from a prescription widely used by the best physicians, and are presented in a form acceptable to the stomach.

An infallible cure if given a fair trial. Contain nothing injurious.

ONE GIVES RELIEF. Easy to take, quick to act. Save many a doctor's bill. Sold by

GEO. C. GOODWIN & CO.,
36 & 38 Hanover Street, - - BOSTON, Mass.,
AND BY DRUGGISTS GENERALLY.



Figures Talk.

The DUNLOP TIRES sold up to May 15th, 1893, number

505,000.

You can't go wrong in getting a DUNLOP.

They Cost a Little More, but——

The American Dunlop Tire Company,

160 FIFTH AVENUE, NEW YORK.

IT HAS MANY FRIENDS.

CALL'S No. 5 SUPPORTER

With Lace Front and Adjustable Back Straps.

No. 5, same as cut, 75c.; No. 6, pockets each side of lacing, $1.00; No. 7, hose supporters attached to sides (no pockets), $1.00; No. 8, with pockets and hose supporter, $1.25. Postpaid on receipt of price. Send light waist measure. Illustrated Catalogue Free.



FRONT VIEW



BACK VIEW

S. B. CALL, 229 Main St., Springfield, Mass.



The Billings' Bicycle Wrench.

Adopted by the Pope Mfg. Co., and pronounced by them the Best Bicycle Wrench in the Market.

THE BILLINGS & SPENCER CO., HARTFORD CONN.

HIGHEST GRADE

EXCELSIORS

Prices maintained.
Agents fully protected.



Machines Guaranteed Absolutely.

Road Scorchers. Light Roadsters. Full Roadsters. Ladies'.

Weights, 30, 35, and 40 lbs.

BICYCLE SUNDRIES.

ACKNOWLEDGED LARGEST SUNDRY HOUSE IN THE UNITED STATES.

Z. & S. Hose Supporters, Belt Hose Supporters, Hip Hose Supporters, Z. & S. Bundle Carriers, Wrenches, Spoke Grips, Locks, Clocks, Cyclometers, Badges, Tire Tape, Rubber Solution, Cement, Plumbago, Graphite, Chain Lightning, Bicyline, Auto. Chain Cleaner, Repair Outfits, Oilers, Oils, Enamel, Tool Bags, Belts, Saddles, Bells, Lamps, Whistles, Pumps, Pants Guards, Toe Clips, Foot Rests, Safety Stands, Lamp Brackets, Eton Caps, Cork Handles, Rims, Nipples, Spokes, Balls, Tires, Etc.

SEND STAMP FOR ENCYCLOPEDIA NOW READY TO MAIL.

HOWARD A. SMITH & CO., NEWARK, N. J.

Money Talks.

THE St. Louis Refrigerator and Wooden Gutter Company mean business in their recent challenge as to a test of steel frames and in evidence have placed with the BICYCLING WORLD

$500 AS THEIR SHARE OF THE STAKES,

the details governing the contest being duly set forth in the following letter to Messrs. E. C. Stearns & Co..

Messrs. E. C. Stearns & Co., Syracuse, N. Y.:

Dear Sirs — Your favor dated the 4th reached us on the 6th, although we had an opportunity of reading a copy of same in a Chicago newspaper office on the 4th. In this connection it is appropriate to state that we certainly consider ourselves entitled by both courtesy and right to the originals of your letters to us before copies are spread broadcast.

To answer your letter in detail will say:

First—That we have no doubt your confidence in your wheel is fully established and exactly illustrated by your willingness to enter a competitive test at odds of $500 to nothing, in your favor. We are very sorry we cannot get you to enter a test on more equal terms.

Second—We have to-day mailed to the Wheelman Co., Boston, Mass., publishers of the BICYCLING WORLD AND L. A. W. BULLETIN, our certified check for $500 to be held by them as trustee pending the result of the competitive test between your frame and ours. We trust you will now without further delay deposit your certified check for $500 as called for in the challenge which you have accepted, and which amount you are to forfeit in case our frame is proven three times as strong as yours. Upon receiving notice from the Wheelman Co. that you have done so we will at once give the names of our judges and instruct them to arrange for the test promptly.

Third—From the fact that our challenge remained without an acceptor for over three months, although during that time we in every possible way brought it before ourselves and the cycle trade generally, we had given up hope of obtaining a competitive test and have been busy getting ready to market our machine. You have had 12 to 15 weeks for preparation and must not be impatient at our asking three or four. We shall be fully ready by the time details can be arranged by you.

Fourth—As to your having given our letter to the press, you are going beyond bounds in doing this without first consulting us. We are fully competent to look after our own interests and rely upon our own judgment in matters of this kind as well as all others, and we tell you plainly that if you are trying to work a free advertising scheme you must not depend upon our help. We propose to do our advertising *after* the test and expect to pay for all the space we use.

Fifth—Your suggestions that the tests be public seems to us unnecessary. We have taken it for granted that they should be public. The more public the better, and we certainly should not consent to a private test.

Sixth—Relative to your failing to see any advantage in our metal if we require equal weight for equal strength, will say that we consider this point wholly foreign to the matter under discussion between us and that it might have been omitted from your letter without exciting criticism of your taste. However, as you have raised the point we will answer you. In the first place we will remind you that this matter is covered in the challenge and you voluntarily accepted this condition with the other. Secondly: We are wagering $500 to nothing that our frame is stronger; under these circumstances we feel you have no ground to stand upon in discussing weight. But to answer you fully we will cite the following points of excellence, all of which with the single exception of strength are at once apparent and beyond question: The matter of strength we hope soon with your help to demonstrate to the few doubters who still remain; the advantages of our construction are, briefly: first—frames, forks, handle bars or other parts constructed of aluminium alloy a metal practically three times lighter than steel and possessed of the proper qualities for cycle construction; second—these same parts or other parts constructed each complete in itself of one piece of metal without parts or joints; third—we are enabled to make our frame of any form and distribute the metal as may be needed to strengthen points subjected to heaviest strains. For the above reasons our aluminum parts can be made 25 to 50 per cent. lighter than steel parts of similar suitability. All liability of poor or careless workmanship in making joints is avoided and the number of parts greatly reduced. The resiliency and toughness of the aluminum reduces vibration under all conditions and adds life and consequent speed to the machine. There being no bolted or screwed joints all liability of jarring loose is avoided. The metal being absolutely non-corrosive it does not deteriorate in quality in time. For the above and other reasons the aluminum parts are much less liable to injury in use or accident than steel parts. Further, when they are injured they can be repaired far easier and better. In the matter of finish we also possess a very distinct advantage. Polished aluminum is handsomer than any other finish and cannot be injured as can enamel or nickel plate. We might go into this matter much more fully with you but there is no interest for us in doing so.

We regret that this letter is so long, but could not well answer yours in fewer words. We trust that now the few remaining necessary details may be expeditiously arranged and that we shall very soon have the pleasure of hearing from the Wheelman Company, announcing their receipt of your check.

ST. LOUIS REFRIGERATOR & WOODEN GUTTER CO. By L. W. Conkling.

The Stearns Co. Come Up With The Cash.

THE following letter has just reached us as we are closing our forms, cheque being enclosed as stated:

SYRACUSE, Sept. 19, 1893.

The Wheelman Company: We are in receipt of your favor of the 18th inst., notifying us that the St. Louis Refrigerator & Wooden Gutter Co. have deposited with you $500 as stakes in the challenge recently issued by them and which we have accepted.

Herewith we enclose you our certified check for $750, payable to your order as trustee, and to cover the amount we are to forfeit if the majority of the judges decide that the LU-MI-NUM is three times stronger than the steel frame bicycle we are to offer in contest according to the terms of the challenge, the amount to be payable to any charitable institution named by the St. Louis Refrigerator & Wooden Gutter Company, but which is to be paid only on the signature of three out of the five judges who are to officiate.

Will you kindly acknowledge receipt of this check, and advise the St. Louis Refrigerator & Wooden Gutter Co.?

Very truly yours,
E. C. STEARNS & CO.,
By H. E. Maslin.

Trouble in Roxbury.

EDITOR BICYCLING WORLD: At the last regular meeting of the Roxbury Bicycle Club held Aug. 31, the subject of a split in the club was ventilated thoroughly.

The club has enrolled among its members a certain class who have been termed "Indians." These members have been dissatisfied for a long time with the way the club has been managed by its officers, and lately formed a new club, where they would be outside the jurisdiction of the directors of the Roxbury Bicycle Club.

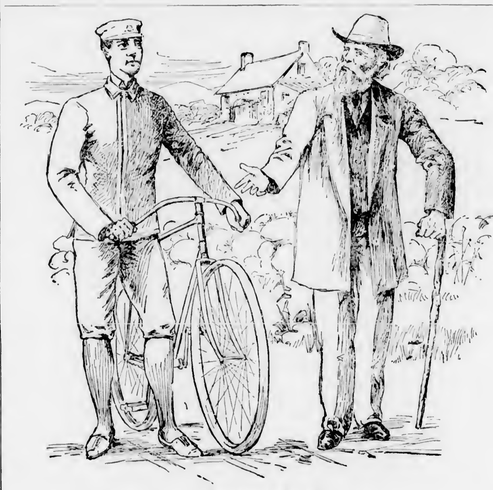
The very fact that they started the new organization under the name of the Roxbury Cycle Club showed that they could not have had the good of the old organization at heart or else they would not have formed the new club in the first place or tried to copy its name in the last.

Of course it is well known that there are other members belonging to the new club besides the so-called "Indians," but the subject which was very freely discussed at this meeting was, whether, under the existing circumstances of the way in which the club was formed and the reasons it was formed, it would be justice to the old organization for those members, either "Indians" or otherwise, to remain in the old club.

Until now the old organization has simply said nothing, but they feel as though it was time to say a little on their side as considerable comment has been already made in regards to the reasons for the forming of the new organization. "ROXBURY."

Cambridge Ordinance Passes.

BOTH branches of the Cambridge (Mass.) city council passed the bicycle ordinance on Tuesday evening, and henceforth no person will be allowed to ride a bicycle or tricycle in any street in Cambridge at a rate of speed over eight miles an hour, and unless there is a bell, horn or some other device of warning, which shall be sounded within twenty feet of a person or vehicle. Councilman Stewart introduced an order, which was adopted, instructing the city clerk to have proper notices posted conspicuously about the city relative to the bicycle ordinance, "out of courtesy to the riders."



Friendly Advice.

BY ROBERT BRUCE.

The roadway runs close to a dangerous spot
On thy journey from here to the sea;
And I would that its poor acquaintance
Might never be known to thee!

No obstacle lies in the well-shaded road,
While the pathway is plain as the day;
Its gravelly surface is perfectly smooth,
And straight as an arrow the way.

A tavern stands close to the roadway, my friend,
Just a furlong this side of the sea
The breath of the wine-glass is scented afar
And here there is danger for thee!

Turn not thou aside from the well-beaten track
'Till the ocean appeareth in sight;
And travel life's journey in just the same way.
But forget not to keep to the right!

Twenty-Four-Hour Record Broken.

A TWENTY-FOUR hour bicycle contest, open to representatives of all nations, ended at Paris the 17th inst. It was won by M. Lesna, the Swiss champion, who covered a distance of 496,568 Kilometers, or a fraction over 433 miles. This beats by about 7 3-4 miles the world's record of 433 miles, 426 yards in twenty-four hours, which was made by F. W. Shorland, the English rider. Shorland was entered for this contest, but he did not appear.

Ten-Mile Road Record Broken.

CHICAGO, Sept. 17—Knisely's record for the best time over ten miles of American road was lowered by one second to-day at the annual road race of the Columbia Wheelmen by William Bainbridge who covered the distance 27m. 54s.

Bainbridge had never won a race before or taken active part in an event of any importance. However, he had the reputation of being a hard road rider, and this led the handicappers to second mark, but he waived the privilege and started from scratch.

Send 50c. to us for copy "Zimmerman on Training." The book not only covers points on training, but points for tourists, care of wheels, records, and a host of valuable information.

26 Miles, 156 Yards in the Hour on a Tandem.

ON Friday, Sept. 1st, G. E. Osmond and J. W. Stocks had a cut at the hour record on the "Whitworth" tandem. Stocks, who rode behind, was unable to get far enough back, and his knees touched the front saddle. Osmond also suffered from saddle soreness, so after completing the hour they did not go on.

C. Wilson fired the pistol, G. Pembroke Coleman timed, and G. L. Hillier looked after the men. There were no pacemakers.

Times:

Miles.	M. S.	Previous Records M. S.
1	2 29 4-5	2 7 4-5
2	4 55 1-5	4 56 1-5
3	6 48 2-5	6 55 2-5
4	9 1 3-5	9 14 1-5
5	11 17 1-5	11 36 3-5
6	13 51 3-5	13 54 1-5
7	15 52 1-5	16 12
8	18 9 2-5	18 36
9	20 26 2-5	20 58 2-5
10	22 12 1-5	23 19 4-5
11	24 59 2-5	26 14 2-5
12	27 22 1-5	28 41 3-5
13	29 52 3-5	31 8 2-5
14	32 1 4-5	33 36 1-5
15	34 21 3-5	36 4 3-5
16	36 41 1-5	38 31 3-5
17	39 1 3-5	40 57 1-5
18	41 23 1-5	43 26 2-5
19	43 45 3-5	45 54 2-5
20	46 9 1-5	48 21 2-5
21	48 25 2-5	50 49 3-5
22	50 42 4-5	53 17
23	53 0 3-5	55 43
24	55 19 1-5	58 8 4-5
25	57 38 1-5	60 31 3-5
26	59 43 1-5	67 33 1-5
27	62 4 4-5	70 21 2-5

Distance in the hour, 26 miles, 156 yards. Distance in the hour, 24 miles, 1,360 yards.—R. J. and A. F. Disley.

The previous twenty-five miles record was beaten by 2.33 2-5, the twenty-six miles record by 7.41, and the twenty-seven miles time by 8.163-5. The previous tandem records were made with pacers; Osmond and Stocks were unassisted.—*Bi. News.*

THE eight mile road race of the Delta Wheel Club, of Lebanon, Pa., took place last week on the Berks and Dauphin turnpike.

Twenty-five minutes after the start, the the riders were sighted below the narrows, and in 25 minutes, 24 2-5 seconds, B. P. Wynings crossed the line, winning the race. His handicap was 70 seconds. Joseph Weaber, followed by Harry G. Louser with 1m. handicap. J. F. Collins, 45 seconds, was fourth in 27 minutes and 30 seconds, tying Weaber for time prize.

INVENTIONS.

Last Week's Patents.

A list of recent patents, reported specially for the Bi. World by W. E. Coughlin, patent attorney, Washington, D. C. Copies of these patents may be had of the above named attorney at twenty-five cents each.

503,179. Supplementary Seat for Bicycles. Morris S. Shipley, Cincinnati, Ohio. Filed Oct. 13, 1892.

503,185. Stand for Cycles. Edwin Wood, Warminster, England. Filed Mar. 17, 1893. Patented in England May 7, 1892, and France Nov. 9, 1892.

503,586. Bicycle Pedal. Arthur L. Garford, Elyria, Ohio. Filed Oct. 18, 1892.

503,693. Cycle Saddle. Thomas Guthrie and Wm. T. Ball, South Shields, England. Filed Mar. 16, 1893. Patented in England.

503,700. Valve for Pneumatic Tires. Charles R. Welsh, Coventry, England, assignor to the Pneumatic Tire and Booth's Cycle Agency, limited, Dublin Ireland. Filed May 2, 1893.

503,815. Gun Carrier for Bicycles. Peter Gendron, Toledo, Ohio. Filed Feb. 11, 1893.

503,895. Tire-Setting Apparatus. Patrick O'Brien, South Bend, Ind. Filed Dec. 30, 1892.

503,951. Cyclometer. Gustav E. Kuhn, Schmolln, Germany. Filed Feb. 23, 1893.

503,953. Bicycle. Henry S. Williams, Madeira, Cal. Filed Mar. 6, 1893.

503,954. Vehicle Wheel. Jesse G. Rosebourn, Cincinnati, Ohio. Filed Feb. 10, 1890.

503,960. Pneumatic Tire. George F. Callahan, Baltimore, Md., assignor of one-half to Edwin D. Durborow. Filed Mar. 25, 1893.

503,965. Pneumatic Wheel Tire. Otto F. Persson, Sangus, assignor of one-half to Helmar C. Schelin, Boston, Mass. Filed Apr. 12, 1893.

Designs. 22,713. Saddle Seat. Walter B. Jourdan and Jonathan A. Hunt, Westborough, Mass., assignors to the Hunt Manufacturing Company, same place. Filed June 22, 1893. Term of patent 14 years.

22,714. Saddle Post for Bicycles. Wm. Hillman, Coventry, England. Filed July 14, 1893. Term of patent 14 years. Patented in England, France and Germany.

22,715. Velocipede Frame. Wm. Hillman Coventry, England. Filed July, 14, 1893. Term of patent 14 years. Patented in England and France.

503,991. Tricycle. Waldo V. Snyder, Canton Ohio. Filed Sept. 30, 1892.

503,992. Tricycle. Waldo V. Snyder, Canton, Ohio. Filed Sept. 23, 1892.

504,017. Tire Clamps. James R. Anglers, Merchantsville, N. J. Filed Aug. 23, 1892.

504,081. Bicycle Bank Shield. George R. Cheeseman, Auburn, N. Y. Filed May 31, 1893.

504,111. Pneumatic Tire. Thomas J. Williams, London, England, assignor to Sidney Lee, same place. Filed April 17, 1893.

504,168. Adjustable Speed Bicycle. Joseph L. Morris, Lawrence, Kansas. Filed Dec. 23, 1892.

504,265. Ice Velocipede. William G. Bouse, Lorain, Ohio. Filed Feb. 1, 1893.

504,273. Pneumatic Vehicle Wheel. Jarvis D. Kelly, Chicopee, assignor to the Warwick Cycle Manufacturing Co., Springfield, Mass.

504,284. Fastening Device for Pneumatic Tires. John Samuel Smith, Christopher John Tate, and George Edward Tate, London, England. Tate and Tate, assignor to Smith. Filed Jan. 24, 1893.

Design 22,760. Velocipede Handle. Thomas B. Jeffreys, Chicago, Ill. Filed April 17, 1893.

"What Shall the Harvest Be?"

BY STERLING ELLIOTT

An Eastern Consul climbed an old man's neck,
Begged for a statement "Do Colonel, quick
Why are you backward? why are you slow?
Have you a secret? we want to know.
I had a scheme once back in Dunn's reign.
Where it is now, sir, I will explain.
List to the story, I'll tell it right,
I believe you'll see it after the fight."

CHORUS.

After the fight is over, after the men have gone,
After the voters leave it, after we all get home,
Many a heart'd be aching if they could see it right,
Many the hopes that will vanish after the fight.

Perhaps some new member of the wheelman's fold,
Thinks we are bankrupt as he's been told
Don't be distressed, boys, but wait and learn;
I'll make it plainer when it's my turn
If, when I've finished, there be a man
Who want's my office, as Consuls can,
Let him have it as I have it now,
If he still wants it—after the row.

CHORUS

After the row is over, after the deed is done,
After the statement's rendered, after we spike the gun,
Many a heart will lighten, though it be heavy now,
Many the doubts that will vanish after the row.

Pool bills may pass, but I'll ever stay,
True to the League what e'er they may say
I tried to fix it, tried to suggest,
They would not hear me, thought they knew best
Some day a meeting which I'll attend
Will prove than likely this matter mend
I've been trathced sir, what was it for?
That will be clearer after the war

CHORUS

After the war is over after the bills are paid,
After the junket's ended, after the Buffalo raid,
Many a man is thinking, if you should ask the lot,
Many a dollar it's cost us, and *what have we got?*

NEW YORK, Nov. 2, 1891.
Messrs. Adams & Sons Co., Brooklyn, N. Y.
Gentlemen: I have used your Pepsin Tutti Frutti chewing gum and find it a wonderful aid to digestion. On the road and path its use keeps the mouth and throat moist, and the stomach in perfect condition, counteracting the ill effects of bad water and indigestible food. Yours respectfully, A. C. BANKER.

Ride a New Wheel for $18.00,

For further particulars see H. W. Smith & Co's. ad on page 16.

Summer Homes.

A BEAUTIFULLY illustrated book—list of over 3000 summer hotels and boarding houses in Catskill Mountains and Central New York. Send six cents in stamps to B. B. Jagow, General Eastern Passenger Agent, West Shore Railroad, 363 Broadway, New York, or free upon application for your information.

NEW YORK, Oct. 24, 1891.
Messrs. Adams & Sons Co
Gentlemen Your "Pepsin Tutti Frutti" is away and far the best of all gums for trainers to give their men. Albert Schock, who I handled this week has used some all week with the best of results FRED E. MERRITT,
Trainer of Pedestrians.

Attractive Routes to the Great Fair.

Of the many routes entering for the World's Fair travel the Baltimore & Ohio Railroad, by combination with other, and in many cases competitive lines, presents the most attractive and varied routes yet offered and at very reasonable rates The route most in demand is that via Washington on the outward, and Niagara Falls on the return trip, price of which is $20.40, Boston to Chicago; and return. Other routes include Montreal, Thousand Islands, White Mountains, &c. Full information as to sleeping car accommodations, stop-over privileges, &c., can be obtained by addressing A. J. Simmons, New England Passenger Agent, 211 Washington Street, Boston, Mass. Send for World's Fair circular

If You Don't Watch Out

You will miss the greatest opportunity of your life to visit the World's Fair at the lowest prevailing rates, via the popular route, the Nickel Plate. The shortest, cheapest and best line between Buffalo and Chicago. Express trains, palace sleeping cars, and superb dining cars *Lowest rates.* Read the papers, call on nearest ticket agent for tickets, and take the popular line for Chicago. Address F. J. Moore, 23 Exchange street, Buffalo, N. Y., for map.

Wonders Upon Wonders.

ZIMMERMAN and a 2.05 3-4 mile record with no friction. Why? Because he uses Bicyline for his chain. If you desire to enjoy your wheel and fast riding use Bicyline. Ask "Zimmy." He will tell you all about it and its good qualities. See ad, page 11.

Send 50c. to us for copy "Zimmerman on Training." The book not only covers points on training, but points for tourists, care of wheels, records, and a host of valuable information.

TRADE NOTES

Two More Attachments.

Two more attachments have been served upon the real estate of the Beacon Cycle Manufacturing Co.'s factory at Westboro, Mass., for $500 and $1,000 respectively, at the instance of the Hunt Manufacturing Co. and Wyman & Gordon.

The McCune Co.

IT is a premature report to the effect that the McCune Cycle Co. have assigned. The facts are that for certain reasons which will be made plain to the creditors at the coming meeting, the Company decided to call a meeting of creditors and discuss the affairs of the Company, and a decision will be arrived at as to what is best to be done. From our present standpoint and information at hand we have faith that an arrangement will be made which will be satisfactory, and the McCune people will resume the even tenor of their way—"after the meeting is over."

Taylor Co. Go Under.

THE Taylor Cycle Company, doing business at No. 370 Wabash avenue, Chicago, assigned last week, following the Bidwell failure, with which house they were closely connected. No statement of assets or liabilities were filed.

The Hartford Concern Also Assigns.

As a result of the failure of the George R. Bidwell Cycle Company the Bidwell Manufacturing Company, of Hartford has made an assignment to Meigs H. Whaples. It is a co-partnership, the partners being George R. Bidwell and W. B. Krug of this city and W. H. McCormick, of Hartford, who is said to have invested $75,000 in the concern.

Still They Come.

GEORGE H. HARRIS, of Syracuse, N. Y., was closed up by the Sheriff last week on executions issued on two judgments in favor of Janette H. Harris for $1,906.71 and Attorney Wm. B. Fuller for $367.91. The judgments were secured through offer and acceptance.

Just before the judgments were filed at the County Clerk's office a mortgage for $2,000, dated May 10, 1893, was recorded. It is in favor of Janette H. Harris and is given by George H. Harris and his wife, Sarah Harris. It covers four lots in Hickory street.

Mr. Harris's liabilities are about $2,500 outside of the judgments, he says, and he estimates his assets at $4,500, including his equity in the real estate.

The League Chainless Safety.

ONE of our staff availed himself of an opportunity offered to ride one of the wheels made by the League Cycle Co., of Hartford, Conn. It was one of the chainless machines advertised in our pages. Although rather heavy it ran very easily, and it was really a pleasure to find that, after a dirty day's run, the machine ran as sweetly as upon starting in the morning.

We understand that this company are now turning out a cycle some fifteen pounds lighter than the sample used.

The machine was given an honest trial up hill and down, and we found it an easy matter to maintain a speed of from twelve to fourteen miles per hour. This wheel was used three days in succession, while on the recent "Wheel Around the Hub" and always retained its nicely running qualities. The mental relief of being free from anxiety about the chain is not the least pleasant feature of this mount.

A Boston Dealer Arrested.

GEORGE DARLOW has been arrested charged with concealing mortgaged property valued at $3080. The complainant in the case is William H. Mortimer.

Darlow, who is an Englishman, was engaged in the bicycle business on Tremont street, and, according to his story, disposed of a portion of his interest to William Carroll Pownall, also an Englishman recently landed in this country.

Pownall afterward purchased a bicycle store on Berkeley street from William H. Mortimer for $750. This he did after giving two checks in payment of the property, which were rejected at the banks on which they were drawn for the reason that there were no funds on deposit in Pownall's name.

Pownall explained this by stating that there was some difficulty in the cablegram which he had dispatched to his father for money. The mortgage on the property was recorded on the Saturday preceding Labor Day. On the following Tuesday Mortimer discovered that both stores had been looted of their contents, and Pownall was arrested in a hotel at New Bedford. He was brought back to Boston, given a preliminary trial and held for the grand jury.

Darlow went south to start a bicycle store in Atlanta, Ga. When he returned his part in the disappearance of the goods was inquired into, and it is said sufficient evidence was secured to justify the issuance of a warrant for his arrest.

Darlow maintains his innocence, and denies any complicity with Pownall.

The Puncture Proof Band.

WE said a few weeks ago on introducing the puncture proof bands to the notice of our readers that we were promised a set of tires fitted with this new device to put to a set of tests. We have had those tires placed at our disposal, and first of all we gave them a test as to the effect on resiliency. Two machines exactly the same as to weight and gear were fitted with G. & J. tires, one with and one without the bands, we not knowing which was which. We were unable to distinguish the difference, and several others tried them under the same circumstances and had to "guess." We then took the wheel which was designated as having the bands applied and with a hammer drove two 10 oz tacks *straight* into the front tire and two also into the rear tire, the tacks being 5-8 of an inch long and very sharp. One tack in each wheel was driven into the thickened part of the corrugation and one each into the creased or thin part of tire. We then took the wheel out and rode it over every kind of surface: pavement, asphalt, rough macadam and loose metal. We found a strip of loose metal on Commonwealth avenue and we rode the wheel over this several times. The wheel was then taken home and the tacks pulled out (they were all driven home clear to the head) and the tire showed no sign of deflation. Since then the tire has been ridden by several parties nearly 100 miles and the tire is intact. We give these facts without comment.

L. H. Johnson Talks — Premiers For 1894.

PRESIDENT L. H. JOHNSON, of the Premier Cycle Company returned from Europe last Friday, with Messrs. Harvey, Alf. and George du Cros and Mrs. du Cros. Our representative found him in his office disposing of a mass of business matter that had accumulated during his six weeks absence. Commenting on his bronzed complexion, Mr. Johnson replied: "Yes, I had a charming trip, bright sun and blue skies throughout. The Britishers have indeed had an American summer, with the advantage that the natural humidity of their climate has kept everything fresh and green."

"How did you find the cycle trade in England?"

"Never better. The long, dry summer has enabled manufacturers to clear their stocks of old patterns, while the demand for new models and ladies' machines has been excellent."

"What about novelties?"

"There is nothing startling. The front-driving safety has proved as unpopular in England as here, although I saw quite a number in use in London. The most remarkable thing I found was an Irish jaunting car, belonging to Arthur du Cros, which was fitted with four-inch detachable Dunlops. I had several rides on it and the motion was lovely while it fairly ran over the horse. It made the solid, rubber-tired hansoms of London, seem very poor things indeed."

"What was the state of the tire trade, Mr. Johnson?"

"As in past years, there is

ONLY ONE TIRE IN IT

and that, of course, is the Dunlop. The Pneumatic Tire Co. has done an enormous business this season, something over half a million tires I understand. Their new racing tire for 1894 is quite as ingenious as the 1893 detachable. It is held absolutely immovable by inflation only in a shallow rim and the makers claim that it is faster than their cemented 1892 tire and repairable in three minutes."

"Which of the other tires stands next, Mr. Johnson?"

"Well, I should say that the G. & J. type was meeting with favor over there. You know that it is an open device in England, Macintosh and Nedderman make it."

"What has been the result of your own business this season, Mr. Johnson?"

"Very satisfactory indeed. The American public is the quickest in the world to catch on to a good thing and Helical Tube has proved a winning card with us. Our sales have been three fold those of 1892, and our profits, while not as great as the cycle maker is popularly supposed to realize, have enabled the directors of our American company to declare a dividend of ten per cent on our capital, payable in cash, out of the trading of the first six months, besides passing a good sum to the reserve account."

"What will be your changes in patterns for 1894?"

Mr. Johnson smiled. "It is a little early to make public our specifications, but you may tell your readers that the new Premiers will be as much better than this year's as Helical tube is better than weldless or aluminium machines."

And Mr. Johnson seemed thoroughly satisfied with all the world and himself as he said good-by.

HARRY C. WHEELER, of the Cash Prize League, has accepted Mr. Rigby-Knowles' world's challenge to match Cassignard against any one at two miles for £100. Wheeler on receipt of a reply that a deposit has been paid to the editor of *Velocé Sport*, will sail for France with his pet Raleigh racer, prepared to race Cassignard on the Velodrome de la Seine.



A NEW RACING SHOE.

Weight 5 1-2 oz. All Solid Leather.

We will send a pair of these shoes, paying every express charge, C. O. D. at the regular retail price, $3.50. Send size of foot. Discount to Agents.

Detachable Cleat Co., Allston, Mass.

There Be Wrecks and Wrecks!

Have you noticed how many twisted frames, buckled wheels, broken parts, and worthless tires have showed up this year? Machines have constantly gone wrong under ordinary riding, and slight accidents have caused ruined wheels. By actual comparison OURS have proved to be the MOST RIGID wheels at their respective weights. We have had NO breakages except from outright accident. We DISTINCTLY CLAIM, without fear of just contradiction, that the PHOENIX has given more satisfaction to its riders, and less trouble to agents than ANY OTHER wheel in the market.



PHOENIX LIGHT ROADSTER.

PORTER & GILMOUR, 1773 Broadway, New York.

Eastern Branch of STOVER MI. MFG. CO., 579 Madison Ave., New York.

A New Handle-Bar.

A NORTH ADAMS, Mass., man has fitted his bicycle with a peculiar handle. Instead of the ordinary handle bar he has placed upon the top of the steering head an L rod and on it has fixed a handle which rises six inches above the frame. It is not at right angles to the frame as the ordinary handle bar, but forms a more acute angle. With this handle only one hand is used in steering and the other is free to carry a package. The practicability of this device has been severely tested on the road.

Saddle Men in Town.

MESSRS. J. H. Sager and C. J. Iven were in Boston this week showing samples of their '94 line to the trade. They have taken many orders, the West particularly having taken kindly to their goods, which embraces as complete a line of saddles as has yet been placed upon the market. Mr. Sager, who is one of the most original inventors in his line of business, has several new devices for his saddles that will without question take the public fancy, the slotted front clip providing for the instantaneous take-up of the stretch of the leather, being a particularly good feature. We hope to illustrate their new saddles shortly.

Keating Wheel Co. Consider Ways and Means.

THE stockholders of the Keating Wheel Company held a special meeting last Friday, at Holyoke, Mass., to talk over matters pertaining to the financial welfare of the corporation. The company is in debt on two mortgages amounting to about $28,000. The notes are due the first of next week and having been renewed the holders of the mortgages demanded payment or foreclosure.

A considerable sum of money was raised, the amount being sufficient to prevent any immediate trouble, and a committee consisting of M. H. Whitcomb, Thomas W. Doyle and Edwin Netherwood was appointed to look after the interests of the concern. They were ordered to make a report at a special meeting to be held this week.

The capital stock of the company is $250,000, of which Mr. Keating holds $60,000. Bills amounting to over $58,000 are owing the concern.

Geo. R. Bidwell Cycle Co. Assigns.

THE George R. Bidwell Cycle Company went into the hands of Theron G. Strong as receiver on Sept. 14.

The receivership was granted by Judge McAdam of the Superior Court, New York, on the application of the trustees of the company, George R. Bidwell, William R. King, George S. Adams, and Andrew C. D. Loucks, who among them own 55 per cent. of the capital stock of the company. The company was organized in February, 1891, with a capital stock of $100,000, of which $57,800 was paid in property and $12,200 in cash. The company's sales have been largely on the installment plan, and it was unable to collect outstanding debts. The direct liabilities are above $70,000, and there are contingent liabilities of $12,000 on bills receivable. The assets consist of a large stock of bicycles and materials, bills receivable, $11,283; accounts receivable, probably 300 in number, scattered all over the country; the leasehold of the factory, the building on West Fifty-ninth street, and some shares in other companies. The principal creditors are: Revere Rubber Company of Boston, $22,850; Bidwell Manufacturing Company of Hartford, $11,289; Russell Manufacturing Company of Middletown, Conn., $2,455; St. Nicholas Manufacturing Company of Chicago, $1,500; Francis P. Chambers of Philadelphia, $2,450; A. W. Thomas of Philadelphia, $1,500.

A MEETING of the Lynn (Mass.) Cycle Company creditors has been held, and there was some talk of offering fifty cents on the dollar. Secretary Cook has not been heard from yet.

L. H. JOHNSON, president of the Premier Cycle Co., has returned from his English trip, and the '94 sample wheels may be expected along shortly.

ROBERT GERWING, who was formerly manager of the Pueblo (Colorado) branch of the Overman Wheel Co., has now located in Denver, having been transferred to the O. W. Co.'s branch house there.

CHARLES SCHWALBACH of Brooklyn, who has been conducting three stores in that city, has given up business as a proprietor. All of his places have closed up excepting the big one at the Willink entrance to the Park, which will be controlled and owned by Gormully & Jeffery, with Schwalbach as manager.

THE GREATEST PLEASURE

Can be obtained from your bicycle only when the equipment is first-class. An oil can is the most important necessory, and the best oil can is the "PERFECT" POCKET OILER. This oiler does not leak, it also regulates the supply of oil to a nicety. Experience will convince you that the "Perfect" is without an equal.



One-Half Size.

Price 25 cents each. Handsomely nickeled. Be sure you have a "PERFECT." No other is "just as good."

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WILSON'S
WONDERFUL NICKEL AND ENAMEL
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Will Polish Nickel and Enamel. **Prevent** Nickel and Steel from Rusting.

DIRECTIONS.

Shake well before using. Saturate a piece of cotton-flannel with the solution, rub lightly, and finish with a clean, dry piece of cloth.

The solution leaves a fine coating, preventing the air from penetrating the nickel.

The solution is to be applied on good nickel. If such is the case, and done carefully, you will not be obliged to have the pedals or cranks re-nickeled.

If the nickel has already begun to peel off, the solution should be applied at once; by so doing it will prevent the rust from going any farther.

The solution is the best thing in the known world to prevent nickel from rusting and restoring the enamel. I make no claim to remove rust.

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500 Good Spring Back Lamps, reduced from $1.50 to $1.00

100 Powerful Lense Lamps, reduced from $8.00 to $5.00

100 Small Lense Lamps, reduced from $6.50 to $4.50

All new goods. All warranted. Cash with order. I will refund money if not satisfactory

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NOW, DO YOU NOT? YES?

We thought so. They all have to hunt around for a stick to clean the mud from their tires.



STOP IT IMMEDIATELY.

And send for one of our pneumatic tire cleaners. Hard rolled, polished brass, lacquered. Goes in any tool bag or in any pocket. Nice people. Sent post-paid to any address upon receipt of postal note or money.

PRICE. 25 CENTS.

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WITH POINTS FOR CYCLISTS,"

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A Valuable Work of Reference for All Riders.

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Scorcher Shoe, $2.00. **Detachable Cleat & Shoe Protector, $1.00.**



POST-PAID. *HORSEHIDE SHOE.*

Send Money and Size of Foot, and whether for Rat-Trap or Rubber Pedals.

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Is true of *only* the
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Racing Board Matters.

THE resignation of R. H. Polk, Savannah, Ga., from the position of handicapper is hereby accepted. Mr. W. E. Grady, Savannah, is hereby appointed in his place.

Mr. Guy H. Caswell, Lowell, Mass., Edward Sutter, Russell, Kan., and C. R. Culver, Springfield, Mass., are hereby declared professionals, violation of Clause A, Amateur Rule.

SANCTIONS GRANTED.

Sept. 9—I. O. O. F., Monmouth, Ore.
Sept. 13, 14—Barnstable Agl. So., Barnstable, Mass.
Sept. 27, 28, 29—Housatonic Agl. So., Great Barrington, Mass.
Sept 26—Westboro Agl. So., Westboro, Mass.
Oct. , , 5—Stafford Springs Agl. So., Stafford Springs, Conn.
Sept. 19, 20—Hoosack Agl. Society, Springfield, Mass.
Sept 26—New London Co. Agl. So., Norwich, Conn.
Oct. 4, 5, 6—Brockton Agl. So., Brockton, Mass.
Sept. 27—Bowling Green Cycling Club, Bowling Green, O.
Sept. 15—W. J. Elinge, Greenville, O.
Sept. 22—Raleigh Cycle Club, Raleigh, S. C.
Sept 28, 29—Vassar Cycle Club, Vassar, Mich.
Sept. 11—Riley Cycle Club, Greenfield, Ind.
Sept. 21, 22—Fulton Co. Fair Co., Wauseon, O.
Sept. 29—Portsmouth Wheel Club, Portsmouth, Ohio.
Oct. 5—R. D. Stocking C, Lowell, Mich.
Sept. 18—Norfolk Cycle Club, Norfolk, Va.
Aug. 31, Sept. 1—Painesville Bi. Club, Painesville, O.
Sept. 1—J. M. Wilson, Darlington, S. C.
Aug. 29—A. L. Donaldson, Mt. Clemens, Mich.
Aug. 31—Cleveland Wheel Club, Cleveland, O.
Sept. 4—Y. M. C. A., Cincinnati, O.
Sept. 21, Hicksville Fair Assn., Hicksville, O.
Sept. 19—Romeo Bi. Club, Romeo, Mich.
Sept. 16—Ovid Cycling Club, Ovid, Mich.
Sept. 9—Seneca Cyclers, Tiffin, O.
Sept. 7—Tuscarora Cycling Club, Wellsville, O.
Sept. 20, 21, 22—Erie Co. Agl. So., Sandusky, O.
Sept. 19, 20, 21—County Fair Assn., Clearfield, Pa.
Sept. 22—Clarion Cycle Club, Clarion, Pa.
Sept. 30—Penna. Bi. Club, Philadelphia, Pa.
Sept. 29—Edinsboro Agl. Assn., Edinsboro, Pa.
Sept. 16—Denver Cyclists Union, Denver, Col.
Oct. 4—Vernon Agl. So., Vernon N. Y.
Sept. 9—Humbolot Wheelmen, Eureka, Cal.
Sept. 19, 20, 21, 22, 23—Industrial Exhibition, Birmingham, N. Y.
Sept. 26, 27, 28, 29—Queens County Fair, Mineola, L. I.
Oct. 7—Queens Bi Club, Queens, L. I.
Sept. 14, 15—Altamont Driving Park, Albany, N. Y.
Sept. 28—Y. M. C. A., Lockport, N. Y.
Sept. 30—Woodbury Wheelmen, Woodbury, N. Y.
Sept. 15—Tompkins County Fair, Ithaca, N. Y.
Sept. 27, 28, 29—Franklin County Agricultural Society, Malone, N. Y.
Sept. 23—Hudson Bicycle Club, Hudson, N. Y.
Oct. 7—Reunion Athletic Club, Brooklyn, N. Y.
Sept. 30—Colorado Springs Wheelmen, Colorado Springs, Col.
Sept. 23—Denver Cyclists Union, Denver, Col.
Sept. 9—Jacksonville A. and B. Club, Jacksonville, Fla.
Sept. 22—Alamo Wheelmen, San Antonio, Tex.
Oct. 9—Capitol Cycle Club, Atlanta, Ga.
Sept. 27—Butte Bicycle Club, Butte City, Mont.
Sept. 28—W. J. Watson, Fulton, N. Y.
Sept. 20, 21—Genesee County Fair, Batavia, N. Y.
Sept. 30—New York Athletic Club, Travers Island, N. Y.
Sept. 27, 28—Delhi County Fair, Delhi, N. Y.
Sept. 18—O. A. Green, Troy, N. Y.

H. E. RAYMOND.

Special Meeting of the National Assembly.

L. A. W. headquarters on the occasion of the special meeting will be established at the Iroquois Hotel, and the meeting will probably be held in an assembly room in that hotel.

A Committee on Credentials to consist of the Membership Committee, Messrs. Pennell, Perkins and High, and W. S. Bull, of Buffalo, is hereby appointed. Credentials and proxies should be in the hands of the committee by 9 o'clock, Monday morning, 25th. Fraternally,

CHAS. L. BURDETT, President.

Massachusetts Board of Officers.

A regular quarterly meeting of the Board of Officers, Massachusetts Division L. A. W. was held in the office of the Chief Consul, 18 Bay street, Springfield, on Wednesday evening, Sept. 13, 1893.

Chief Consul Perkins presided and the following members of the Board were present: Vice Consul A. D. Peck, Representatives J. Fred Adams, W. S. Atwell, Chas. L. Barker, Abbot Bassett, A. B. Cooper, Henry Crowther, J. S. Dean, W. C. Dillingham, J. W. Brown, H. W. Dryden, Sterling Elliott, A. C. Fairbanks, G. F. Kelsew, J. C. Kerrison, D. E. Miller, F. H. Mercer, Geo. E. Patton, H. Schecner, J. R. Seward, Frank E. Shute, A. W. Swan, T. H. Williams, G. W. Hayward, Geo. L. Sullivan, H. W. Robinson, Spencer T. Williams, Edwin M. Taylor, W. C. Tappan, W. H. McGrath, Geo. H. Stevens, Frank G. Foster and Secretary-Treasurer Chas. S. Howard.

It was voted to dispense with the readings of the minutes of the last meeting.

The chief consul made a brief verbal report, telling of the work accomplished by the Division during the past three months.

The report of the Secretary-Treasurer showed that the receipts since last December had been $3503.34, the balance on hand at that time was $2629.22, making the total receipts during the nine months $6160.56. The total payments had been $4532.80, leaving a balance on hand Sept. 1, 1893, of $1627.75.

The chairman of the several standing committees reported progress in the discharge of their duties.

On motion of Mr. Dean it was voted that the committee in charge of the Springfield meet be allowed to expend a sum not exceeding $700 in addition to the amount already appropriated by the board of officers, if the expenses of the meet required such additional appropriation.

On motion, the chair appointed Messrs. Bassett, Miller and Kerrison a committee to present names of candidates for the committee on nominations for the Division board of officers. The committee presented the following who were unanimously elected: J. W. Brown, J. S. Dean, N. W. Starbird, A. O. Knight, Sterling Elliott.

The chair appointed Messrs. Schecner, Elliott and Dean, a committee to present names of candidates for the returning board. The following names were submitted and unanimously elected: Abbot Bassett, H. W. Robinson, F. H. Williams, H. Scherver, J. E. Tippett, A. J. Orde, A. W. Swan.

Mr. Dean moved that a committee be appointed to examine the laws governing the use of the bicycle on the highways of American and European cities, and from them prepare a set of regulations, which, when approved by the board, could be submitted for adoption by the towns and cities of Massachusetts. The motion was carried and the chair gave the work to the committee on rights and privileges.

After informally discussing the inconsistancy of the present Division law which makes it necessary for officers and committee to present reports to a board to which they may not be elected the meeting adjourned.

Chas. S. Howard, Sec'y-Treas.

New York Delegates.

MR. E. F. BRECHER, of Brooklyn, is hereby appointed delegate to the National Assembly in place of J. F. Dillon not reported.

Mr. T. A. Raisbeck, having resigned as an elected delegate to the National Assembly, he being Secretary-Treasurer of the Division, Mr. Clinton H. Smith, of New York is hereby appointed delegate in his place. C. H. LUSCOMB, Chief Consul.

New York, Sept. 16, 1893.

Missouri Prizes.

To Consuls and members:

Prizes for new members are still offered as follows:

Five new members, one year's subscription to any American cycle paper.

Ten new members, small gold L. A. W. pin.

Twenty-five new members, large gold L. A. W. pin.

Fifty new members, L. A. W. uniform.

One hundred new members, high-grade bicycle.

Conditions: All applications must be sent to Secretary E. S. Barnes, Mexico, Mo., before Dec. 1, 1893. Fraternally,

ROBT. HOLM, C. C.

800—Missouri Division—1000.

THE following cities of Missouri have ten or more League members at this date, Sept. 1, 1893.

RANK.		
1.	St. Louis	371
2.	Kansas City	82
3.	St. Joseph	28
4.	Springfield	20
5.	Sedalia	19
6.	Mexico	19
7.	Warrensburg	16
8.	Hannibal	14
9.	Chillicothe	13
10.	Lebanon	11
11.	Aurora	10
	Lexington	10
	Maryville	10
	Savannah	10

Fraternally yours,
EDGAR S. BARNES, Sec.-Treas.

Missouri Appointment.

H. J. ALMON has been appointed a representative of this Division, Vice H. A. Chamlee resigned. Fraternally,

ROBT. HOLM, C. C.

Montana Division Race Meet.

THERE will be three races given at Butte City, Montana, September 17, 1893, under auspices Butte Bicycle Club for the following distances: one-fourth, one-half and one mile Montana Division Championship's safety.

No entry fee will be charged and are open only to Montana resident League members. Entry blanks to be had of the undersigned.

H. G. DEPEMBERTON, Ch. Div. Racing Bd.

Helena, Mont., Sept. 10, 1893.

New Jersey Division, L. A. W.

NOMINATING committee for 1893—Chairman, Mr. F. G. Wiese, Jordenbrown.

Members of Nominating Committee—Mr. Wm. A. Drabble, 72 Broad street, Newark; Dr. C. B. Holmes, Railway; Mr. C. R. Zacharias, Asbury Park; Mr. A. S. Crane, Elizabeth.

Returning Board for 1894—Chairman, Mr. F. G. Wiese, Bordentown.

Members of Returning Board—Mr. Wm. A. Drabble, 72 Broad street, Newark; Mr. A. S. Crane, Elizabeth.

Georgia.

A SPECIAL meeting of this Division will be held at the office of the Chief Consul, 18 Bay street, Savannah, Tuesday, October 10, at eight o'clock sharp, to nominate a Chief Consul, vice Samuel M. Whiteside, the present nominee, withdrawn. C. W. RUSHING, Sec.-Treas.

Pennsylvania Division.

MR. A. M. VAN ZILE is appointed Local Consul at Osceola, Pa., vice Mr. M. F. Hammond, resigned. SAMUEL A. BOYLE, Chief Consul.

Philadelphia, Sept. 12, 1893.

Applications for Membership.

THE following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III. of the Constitution, which is as follows:

SECTION 1. Any amateur wheelman of good character, eighteen years of age or over, shall, with the endorsement of two League members, be eligible to membership in this League upon payment of the initiation fee and dues, as provided in this Constitution and By-Laws, and the By-Laws of his Division.

SEC. 3. The name of each applicant for membership must be published in the official organ, and unless within two weeks thereafter, a protest shall be filed with the Secretary, he shall become a member of the League.

Tickets will be issued fourteen days after the publication of names, and on the same date the name of applicant will be put on the mail list of this paper.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the Secretary. In order that no objection may be heard unlike with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week. (When a holiday falls on Monday the list is closed on Saturday preceding.)

BOSTON, Sept. 22, 1893.

Total 203—35350.

North California 6—671.

61262	McMullen, Elmer G.	Sacramento
263	McMullen, I. H.	"
264	Warren, Burt R.	Perkins
265	Warren, E.	"
266	Baker, A.	Stockton
267	Smith, H. A.	San Francisco

South California 3—283.

61268	Merrill, Carl C.	Riverside
269	Brandige, Louis	"
270	Munro, A. G.	"

Connecticut—12—2254.

61271	Wolcott, Frank M.	Manchester
272	Reed, Geo. S.	"
273	Goldsmith, I.	Hartford
274	Nees, Louis	New Haven
275	Smith, Chas. E.	"
276	Grumman, Fred B.	Norwalk
277	Choate, Chas. N.	Bridgeport
278	Homer, M. J.	Hartford
279	Lambert, B. L.	New Haven
280	Toelkin, Julius	Suffield
281	Toelkin, Henry	"
282	Guy, Clarence J.	Unionville

Illinois—1—2353.

61283	Redlinger, Matt	Freeport

Indiana—1—575.

61284	Harding, Lyster C.	Butler

Kansas—7—381.

61285	Bromelsick, W.	Lawrence
286	Bailey, Geo. C.	"
287	Field, S. T.	"
288	Gilman, Harry R.	"
289	Peairs, Howard A.	"
290	Sinclair, Wm. T.	"
291	Sicke, L. F. 1321	"

Kentucky—2—588.

61292	Yewell, Martin	Owensboro
293	Lynch, Wm.	Louisville

Maryland—1—632.

61294	Smith, Howard T.	Ridgely

Massachusetts—98—6103.

61295	Costello, James B.	Springfield
296	Cooke, Harold S.	"
297	Edgar, T. E.	"
298	Hitchcock, Harry	"
299	Ley, Harold A. M.	"
300	Kingsbury, G. E.	"
301	Ianelli, Chas. L.	"
302	Nooney, Homer C.	"
303	Murphy, Fred S.	"
304	Bryan, James A.	Springfield
305	Clarke, C. E.	"
306	Coe, Herbert S.	"
307	Hills, L. M.	"
308	Hardley, Chas. E.	"
309	Merrill, John P.	"
310	Miller, Chas. R.	"
311	MacKenzie, F. R.	"
312	Martin, Edw. G.	"
313	Pelham, Wm. F.	"
314	Skinner, A. J.	"
315	*Manning, Alice E.*	Lowell
316	*Manning, Florence A.*	"
317	Brown, J. S.	Cambridge
318	Crocker, C. S.	Amherst
319	Smith, Willie E.	Athol
320	Alexander, J. E.	Boston
321	Clarke, Wm. R.	"
322	Mears, Joseph G.	"
323	Rendick, H. E.	"
324	Walker, Wm. H.	Cambridgeport
325	Bird, W. G.	Chicopee
326	Kyle, Wm. E.	"
327	Temple, Oscar W.	"
328	Johnson, Geo. G.	Conway
329	Newton, Sidney S.	Greenfield
330	Weeks, Raymond G.	Holyoke
331	Prouty, J. W.	"
332	Newcomb, Chas. L.	Merrick
333	Brundrett, Wm.	Millbury
334	Brown, Wallace H.	Millmeague
335	Foley, John F.	Palmer
336	McGuire, W. H.	No. Wilbraham
337	Fletcher, C. E.	"
338	Dowlin, Ralph M.	No. Adams
339	Crooke, Bernard L.	Roxbury
340	Davis, Henry L.	South Lee
341	Fallon, Thomas	"
342	Adams, Frank H.	Somerville
343	Thompson, Benj. E.	So. Framingham
344	Allen, T. A.	Springfield
345	Adams, Wm. G.	"
346	Adkins, John H.	"
347	Aiken, W. C.	"
348	Bliss, Chas. F.	"
349	Converse, F. H.	"
350	Cornwell, Jno. B.	"
351	Childs, Robt. P.	"
352	Clough, Fred W.	"
353	Case, Fred H.	"
354	Dwelly, E. J.	"
355	Ewig, Jacob, Jr.,	"
356	Fletcher, M. D.	"
357	Farrar, Edward F.	"
358	Foster, F. H. Jr.	"
359	Fisher, Waldo J.	"
360	Flynn, Robt. E.	"
361	Grant, R. A.	"
362	Goward, A. R.	"
363	Heath, S. D.	"
364	Hitchcock, C. B.	"
365	Joslin, L. W.	"
366	Kinsman, H. L.	"
367	Kingsbury, G. O. Jr.	"
368	Lewis Arthur B.	"
369	Muir, Walter	"
370	Nichols, C. P.	"
371	Powell, Wm. C.	"
372	Perkins, Chas. H.	"
373	Phelps, Walter D.	"
374	Rass, Albert H.	"
375	Robertson, Andrew	"
376	Richards, L. H.	"
377	St John, Geo. H.	"
378	Sterling, John A.	"
379	Stebbins, Leonard S.	"
380	Young, Chas. L.	"
381	Young, Ernest P.	"
382	Vesper, Paul	"
383	Vining, A. E.	"
384	Witt, Ernest A.	"
385	Winter, L. T.	"
386	Wood, Edw. W.	"
387	Wilson, W. R.	"
388	Winter, T. F.	"
389	Wiesprecht, Carl	"
390	Pearl, E. E.	W. Boxford
391	Broad, Frank H.	Lynn
392	Shea, Wm.	"

Michigan—1—1105.

61393	Albrilton, P. E.	Detroit

Minnesota—2—391

61394	Holt, O. R	Austin
395	Hanson, J. E	"

Missouri—5—802

61396	Zork, David	St. Louis
397	Dameron, E. P.	Marionville
398	Hafford, Chas. E	"
399	Amos, Thos. E.	St. Louis
400	Malone, Clarence	"

Nebraska—1—302.

61401	Fritz, H. A.	Fremont

New Hampshire.—6—365.

61402	Kingsbury, R T	Keene
403	Gould, Chas. L.	"
404	Donahue, John J.	"
405	Walsh, R. E.	Manchester
406	Price, Samuel J.	"
407	Young, H. M.	"

New Jersey—8—1917.

61408	VanDyke, Carl H.	Borlentown
409	Seymour, Charles F.	Jersey City
410	Taylor, James E.	Camden
411	Jennings, Dr. Chas. H.	"
412	Tilton, J. R.	Forked River
413	Bernshouse, A. K.	Hammonton
414	Tuttle, A. H.	Newark
415	Oldham, James E.	Plainfield

New York—13—4293.

61416	Stampfer, Robert	New York
417	Obermayer, C. J.	Brooklyn
418	Sanders, Eugene	Albany
419	Childless, O. H.,	Mechanicsville
420	Benedict, C. F.	New York
421	Blake, T. S.	"
422	Kimball, J. N.	"
423	Jones, Robert J.	"
424	Purdy, Harry R.	"
425	Norden, Edward	"
426	Hutchins, R. W.	Ithaca
427	Hale, G. H.	Malone
428	Senton, W. C., Jr.,	Troy

Ohio—3—3172.

61429	Lester, Ed	Canton
430	Schmitt, Chas. B.	Cincinnati
431	Ralston, Robert B., Jr.	"

Pennsylvania—22—4333.

61432	Watkins, H. H., Jr.	Phila
433	Hartman, Chas. N.	Keesport
434	Hartman, Geo. W.	"
435	Noble C. L.	"
436	Unger, Geo. C.	Shamokin
437	Unger, Warren	"
438	Smink, Robert W.	"
439	Burk, Alfred G.	Philadelphia
440	Collins J. Clarence	"
441	Craig, Jas. G.	Philadelphia
442	Conlston, J. C	"
443	Rencnter, Geo. L.	"
444	Sterling, Lewis A	"
445	Semple, W. O.,	Easton
446	Topham, Wm. N.	Germantown
447	Shoemaker, J. R.	Harrisburg
448	Katz, Saml	Honesdale
449	Beech, Frank E.	Knoxville
450	Eastwick, J. J., Jr	Pittsburg
451	Trlol, Wm. H.	W. Philadelphia
452	Tolenic, Geo. M.	Scranton
453	Bailey, Wilson	"

Rhode Island—1—596.

61454	Richardson, Thos. A.	Providence

Texas—1—193

61455	Eberly, Ed S.	Dallas

Vermont—3—113.

61456	Seguin, Felix C.	Montpelier
457	Attwood, F. E.	Chelsea
458	Woodruff, H. G.	"

Virginia—1—146.

61459	Mayo, L. E.	Portsmouth

Wisconsin—1—487.

61460	Huntzicker, Fred	Nellsville

Utah—1—68.

61461	Fowler, Wm. P.	Ogden

So. Dakota—2—90.

61462	White, E. P	Sioux Falls
463	Hilligoss, O. R	Alexandria

Washington—1—112.

61464	*Jaeger, Miss Teda C.*	Seattle

HOW TO JOIN THE L. A. W.

Fill up the blank below, and, together with the sum required for Initiation Fee and Dues to April 30th, next ensuing (1894), send it to the Secretary of the League,

ABBOT BASSETT,
12 Pearl Street, - - Boston, Mass.

P. O. BOX, 5267.

Write your FULL NAME, your FULL ADDRESS, and your CLUB name in FULL.

Each applicant must give as references the names of two L. A. W. members.

The name of the applicant will be published in the L. A. W. BULLETIN as soon as possible after it is received, and after two weeks, if not protested, the ticket will be issued. This will consume in all about three weeks.

Stamps of a denomination above two cents will not be received.

If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cts. If you want your name in gold, stamped on the holder, send 50 cts.

MEMBERSHIP FEE

In April, May, June, July, August, September or October, enclose $2.00 with this blank. In November, December, January, February or March, enclose $1.50. These sums include the initiation fee and the annual dues.

The sum printed on the blank is the proper amount to send on even date with that of this copy of BULLETIN.

Application for Membership.

.....189

ABBOT BASSETT, Secretary:

Dear Sir,—Enclosed you will find $2.00 for Initiation Fee and Dues in the League of American Wheelmen to April 30, next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur. I refer to the two League members named below.

Name.....

Street or Box.....

City.....

State.....

References:.....

.....

.....

Club.....

Write plainly. Autograph signature not required. Printing preferred, or enclose personal card.

Change of Address.

Members desiring change of address will kindly use the form below and send same to the Secretary, Abbot Bassett, 12 Pearl Street, Boston, Mass.

No. .....

NAME.....

OLD ADDRESS.....

.....

NEW ADDRESS.....

.....

FOR SALE OR EXCHANGE.

In this department the prices are 20 cts. per line, 7 words per line, 12 lines per inch.

Stamps will NOT be taken in payment. Cash, check, money order, or postal note must accompany order, or no insertion.

GENTLEMEN! Ask your druggist for Elwell's Suspensory Bandages, or send 81 for Silk, 50 cents for thread. Stamps taken. Safely sent by mail. Small, medium or large.

G. W. ELAVELL & BRO.,
1005 Spring Garden St., Philadelphia, Pa.

$50 CASH buys 1893 Tourist, 63 gear, perfect condition, never punctured. STOKES, Box 167, North Bennington, Vt.

FOR SALE—An Ormonde safety, '92 pattern. Recently fit out with the detachable Dunlop tires, enamel and nickel somewhat worn, but bearings and running gear in perfect order, and tires practically new; will be sold cheap, as owner has no further use for it. WM. A. ANTHONY, Manchester, Conn.

$85 BUYS a brand new, Ladies' Phantom bicycle '93 pattern; Morgan & Wright Pneumatic tires. This is no line as used as is made; cost $160. LOCK BOX 362, Oregon, Ill.

RACER—Eagle-Altair twenty-four lb. track racer, strong enough for road riding; never been uncrated; factory guarantee, aluminum rims; Morgan & Wright tires. Forwarded for inspection for $10. Spot cash $95. Write promptly. NEW HAVEN CYCLE CO., 516 and 520 State St., New Haven, Conn.

Sundries For All.

Mail us your orders. Complete line. Pneumatic Tires patton, $26.00, by workmen of twenty years experience. Done quick and right. Bargains in wheels. Special lists free.

KNIGHT CYCLE CO.,
311 North 14th Street, - - St. Louis, Mo.

50 CENTS—Black Ribbed Bicycle Stockings, warranted not to crack, not to fade. Send 50 cts. for sample pair by return mail; sizes, 10, 10 1-2, 11. NEW HAVEN CYCLE CO., New Haven, Conn.

LATEST CYCLING PAPERS from all parts of the world received regularly and for sale. Send for list. FLETCHER & CO., 45 E. Van Buren Street, Chicago.

Ride a New Wheel for $18

Take out your wheels, crate securely and ship to us, express prepaid; we will apply *Standard Motor Pneumatic Tires*, either single or double tube, in A1 steel rims for $18 per pair, with a pump. Frame spreading and general repairing at the *Lowest Prices*. All of our work and tires guaranteed. H. W. SMITH & CO., 91 Marshall Street, Somerville, Mass.

RARE BARGAINS

in bicycles; a few left to be sold at agents' prices. Kenwoods, Sterlings, Unions, Arlels, Royals. Also shopworn 1893 Victors; 1 Cleveland 1893 just, $90. 1 Columbia Relay, 1893 pat. $100, also many other bargains.

RANDALL CYCLE CO.,
31 & 33 W. Berry St., - - Ft. Wayne, Ind.

PNEUMATIC TIRES, $17.

By taking out your wheels, crating and sending to us by express prepaid, we fit them with Pneumatic tires in best steel rims at the low price of $17 per pair to introduce our work. All repairs at very lowest prices. Wheels sold new and second-hand.

KRISTELLER BROS.,
1088 Bedford Ave., Brooklyn, N.Y.

Do You Want to Win a Race

We have discovered a remedy which will increase the powers of the lungs and numb the muscles of the legs so that a rider can do four times as much work, and faster, than he is naturally able to do. Our remedy.

CYCLOLA,

consists of leaves put up in a box. Those leaves are simply chewed like tobacco, and the juice is swallowed. It is wonderful how it makes you spurt without tiring yourself. We enclose a guarantee, and money will be refunded if not satisfactory. **Price, $2.00 per box.** Sample box $1.00 by mail. Address,

CYCLOLA CO.,
L.A.W. 53,114. 209 S. 3d St., Hamilton, Ohio.

RED CROSS
RUBBER CEMENT.



IN TUBES OR IN BULK.

Strongest and quickest drying cement ever compounded. A solution specially adapted for repairing Pneumatic Tires. No outfit is complete until it has a tube of Red Cross. These tubes are put up in neat and attractive cases containing one dozen tubes each. Ask your dealer for it. Price per tube, by mail, 25 cts. Write for catalogue of specialties manufactured by

ARLINGTON U. BETTS & CO., Toledo, O.

SCORCHER IMPROVED GRIP



$2.50
Postpaid.
C.O.D., with Privilege of Examination. All Charges Paid.

DUSTPROOF. WATERPROOF.

The only grip with **Aluminum Lock and Key.**

Above cut shows Grip fitted to Model 30 Columbia, and gives dimensions. Measure your frame, if this will not fit, send $3 and we'll make one to order. Tourists need it.

Tougher than Rawhide Enamelled Black.

No cardboard, canvas, or glue about this Grip. Made in one piece. Indestructible.

DISCOUNTS TO AGENTS.

Detachable Cleat Co., Allston, Mass.

..ADAMS'..
Pepsin Tutti Frutti
FOR THAT Full Feeling After Eating

For Baseball and Footballists, Athletes, Cyclists, Horseback Riders, Boxers and Oarsmen's use.

ANTI-STIFF.

PRICE, 20c. & 35c. Per Box.



Trainer's Size, $1.00.

STRENGTHENS THE MUSCLES.

E. FOUGERA & CO., Agents U. S.
30 N. William St., New York.

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Solicitor of U. S. and Foreign Patents.

ATLANTIC BLDG., WASHINGTON, D.C.

Send sketch of model for free examination as to patentability.

CYCLE RACE MEET!

Bristol County Agricultural Society,
Taunton, Mass.
FRIDAY, SEPT. 29, 1893.
Under auspices of the
B. C. Agricultural Society and Taunton Cycle Club.

Races to be held on the half-mile track at the B. C. A. Fair Grounds, Taunton, on the third day of the fair, from 10 A. M. to 4 P. M.

Official List of Races and Prizes.

1st Race. One-Mile Novice—1st prize, gold medal; 2d prize, silver medal.

2d Race. One-mile Handicap—1st prize, Fowler bicycle (donated by Hill Cycle Co., through Pierce Hardware Co., Agts.); 2d prize, Sideboard, $40; 3d prize, pearl opera glass, $10.

3d Race. Half-mile Dash—1st prize, gold Watch, $40; 2d prize, banquet lamp, $20.

4th Race. One-mile, Championship Bristol County—Diamond pin, $25.

5th Race. Two-mile, 5.50 Class—1st prize, silver tea set, $40; 2d prize, Household Range, $30 (donated by White, Warner & Co.), 3d prize, travelling bag, $8.

6th Race. Two-mile Club Team Race—Open to one team from a club, each team limited to three members. Attention is called to Rule 31 of the Racing Rules. Prize, French clock, $25.

7th Race. One-mile Open—1st prize, diamond, $100; 2d prize, gold watch, $40; 3d prize, diamond, $20.

NOTE—The value of these prizes have not been inflated, but are given at their actual value, and all racing men entering may be assured of receiving fair treatment

For entry blanks, address

J. P. WHITTEN,
19 Main St., Taunton, Mass.

KEYSER
Bicycle Clock.



GUARANTEED

To keep good time for one year. Sold by all dealers, or sent on receipt of price, $2.50.

A. S. KEYSER,
Patentee and manufacturer,
3220 Germantown Av., Philadelphia, Pa

Patented in United States and England.

SPECIAL.

In this Department, 25 cents a line. ☞*Cash must accompany the order.*☜

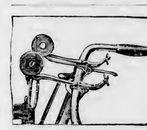
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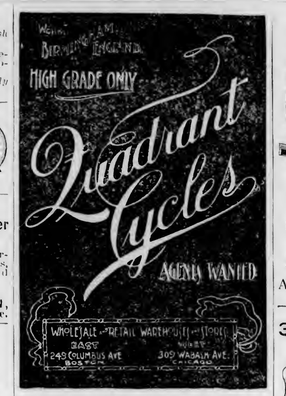
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Simplest, Cheapest, Neatest and Best.

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2500 Miles of Noiseless Comfort for 25 Cts.

Once on a chain, nothing but hot water and soap will faze it. It is unlike anything now in use and will make any chain run as though in a new case. Sent by mail to any part of the United States, upon receipt of 25 cents.

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The neatest, smallest, simplest and lightest horn on the market. The tone is very clear and distinct. Horn by mail, $1. Discounts to dealers and clubs. Address,

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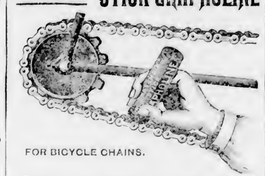
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FOR BICYCLE CHAINS.

The only chain lubricant that gathers no dust. It is easily applied, being manufactured in sticks three inches long. It protects the chain from rust, dust, mud and wear. Price 25 cents, by mail.

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Wheels for Safety Bicycles.

Old wheels made over, or new wheels to take their place. Rock bottom prices to suit the times.

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J. R. WATSON, General Pass. Agent.

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COLUMBIAS

Against the bicycles of the whole world and they will stand any test.

The reputation enjoyed by COLUMBIA BICYCLES has been well earned. The first American bicycle built was a COLUMBIA. That bicycle was built as well as the means at hand would permit, and from the first to the last, with constantly increasing experience and facilities, our effort has been to build every COLUMBIA BICYCLE as nearly right in design, construction, finish, and quality of materials as possible, regardless of expense, until today they not only lead in America, but enjoy the proud distinction of being absolutely the standard bicycles of the world.

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For **Bicycles**

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We manufacture a variety of high and medium grade single and inner tube tires for general sale.
Our tires are well constructed, thoroughly reliable, and, without doubt, are unequalled by any tires on the market for the price at which we offer them.
Correspondence solicited from manufacturers and large repairers.

HARTFORD RUBBER WORKS CO.,

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Hartfords

For **Touring.**

A little less than the highest in price but lacking no essential of a good, honest road wheel, they are worthy of your careful consideration.

THE HARTFORD CYCLE CO.,

HARTFORD, CONN.

The BICYCLING WORLD AND L.A.W. BULLETIN

Founded 1877

Volume XXVII. Number 4. BOSTON, FRIDAY, SEPTEMBER 29, 1893. 50 Cents a Year. 5 Cents a Copy.

Everlasting Truths.

I.

The Victor Pneumatic Tire is the only one having an inner tube removable through a hole in the rim.

This means that the tube is removable more quickly than any other; without the use of tools or profanity, in daylight or darkness, so that repairs are greatly facilitated.

Tire punctured—5 minutes' work—good as new.

Two of Them

And

What They Mean

Insure Against Accidents

By Buying

A

Victor Pneumatic.

II.

The Victor Pneumatic Tire is the only one in which no portion of the outer jacket is removed from the rim in order to get at the inner tube.

This means that the main tire remains fast and safe without the use of wire, lacing or odd shaped rims.

It also means that this tire cannot fly off the rim when deflated, and this removes one great danger to life and limb.

OVERMAN WHEEL CO.,

BOSTON. WASHINGTON. DENVER. SAN FRANCISCO.

HERE AND THERE.

Send 50c. to us for copy "Zimmerman on Training." The book not only covers points on training, but points for tourists, care of wheels, records, and a host of valuable information.

A MOVEMENT is on foot in Jacksonville, Fla., to build a quarter-mile bicycle track and organize a club.

THE Nassau Gaslight Company, of Brooklyn, N. Y., has decided to equip its inspectors with bicycles.

THE recent illuminated bicycle parade given by the Bloomington (Ill.) Bicycle Club was a handsome and unique affair.

THE Rev. D. Downie, of Philadelphia, is on a missionary trip to India and carries his safety with him. He expects to be gone five years.

R. S. BALL and H. Pfeiffer, Glenwood Springs, Col., have established a record as the first men who ever crossed the mountains from Meeker on bicycles.

THE black-skirted priests of the Continent have determined that they will not be left out of the hunt when it comes to cycling. A party of eleven were recently seen in Paris, all mounted on ladies' safeties, which did not interfere with their flowing draperies.

LAST week at Holter's Hall, 229 East Thirty-third street, the New York County Wheelmen and the Murray Hill Wheelmen consolidated. They will be known hereafter as the New York County Wheelmen.

THE bicycle for use in warfare is better thought of by the Germans than by the French authorities. The recent manœuvres of the wheelmen at Metz were very satisfactory to the German staff officers.

AT the last monthly meeting of the Olympic Amateur Athletic Club, of St. Louis, Mo., it was decided upon to organize a bicycle division. The captaincy was laid over until the next board meeting when a captain will be appointed.

ROBERT WILLIS, head of the Ormonde Cycle Company of London, arrived in New York last week. He reports the outlook for business in England is splendid. For the past two months his firm has done a more satisfactory trade than ever before.

THE opening of the rooms of the Everett (Mass.) Cycle Club took place last week, the occasion being ladies' night. There was a large attendance of the members and friends of the club, and no finer evening's entertainment has been given in Everett.

THIRTY members of the Atalanta Wheelmen rode to Union, N. J., on Thursday night of last week to participate in the club's annual clambake. "Ye Olde Meeker Inn" was gayly decorated for the occasion, and crabs and various concomitants disappeared with amazing rapidity.

IT is reported that Sir Arthur Sullivan has become a bicyclist, and that he "accomplishes great journeys with the enthusiastic earnestness of a neophyte."

THE much talked of "lazy man's" race of the Windsimmet Cycle Club of Chelsea took place Sept. 21st over a 12-mile course. The following were the winners and their time: A. Wilson, scratch, 39.6; F. Fisher, 4m., 41.11; Wm. Murray, 4m., 41.23; F. Fice, 3m., 41.09; H. Chick, 3m., 36.58.

CAPT. H. D. SPOONS, of Houston, Texas, has about twenty names enrolled for a bicycle corps for the First Regiment of the Texas Volunteer Guard, and as soon as organization is perfected Colonel Bettis will be tendered the services of the corps for such duty as can best be done by them.

THERE is no doubt that cycling has taken a marvellously strong hold among the upper classes in France. Among the latest-arrived novices in the Bois de Boulogne are Prince Poligniac, Counts Montesquieu, Maussabre and Villars, the Marquis of Sesmaisons and the Marquis of Modena; General Galliffet, and among the ladies, Countess Adhemar.

ON Thursday evening of last week the Century Cycling Club of Syracuse set the pace for a series of parlor entertainments to be given during the winter months in their club house on James street. E. M. Ford acted as pacemaker for the occasion and planned an entertainment which was not only enjoyable but one of the very best of the kind ever given in Syracuse.

LAST week the South End Wheelmen of Philadelphia held "open house" at their handsome quarters, at the south-east corner of Broad and Morris streets, in celebration of the completion of the asphalt paving on Broad street. Invitations were extended to every other cycling club, and also by members to personal friends, so that the visitors were many.

THE third annual lantern parade of the Yonkers (N. Y.) Bicycle Club took place in Yonkers last week. One hundred and fifty wheelmen, including members of Tarrytown, Mt. Vernon, Dobbs Ferry, Tremont, Kingsbridge, White Plains, Irvington, and New Rochelle clubs participated, and the event proved a brilliant spectacle. A reception to the visiting wheelmen was held in the club rooms after the parade.

THE Board of Trustees of New Brighton, S. I., has passed an ordinance requiring cyclers to carry alarm bells and at night lighted lamps, and regulating the speed of cyclers to ten miles an hour. Such an ordinance has been in force in Port Richmond for some months, and fully a score of visiting cyclers have been arrested and fined. The ordinances will be rigidly enforced, and cyclers who go to Staten Island should carry both bell and lamp.

ARRANGEMENTS are being made for a wheelmen's picnic in the near future that will double discount anything that has ever been given by the wheelmen of Council Bluffs and Omaha, Neb. Invitations are to be sent to the bicycle clubs of all the cities in the Missouri Valley to unite with the local clubs at Blair, Neb., Oct. 8. Plans have not been fully made, but they have progressed far enough already to insure the entertainment being a complete success.

Hickory TRADE MARK

Hickory TRADE MARK

SEVERAL weeks of the best riding season of the year remain, and you should make the most of them. If you cannot afford a new machine purchase a second-hand one, but be sure and select a machine that is strong, durable and easy running. You can get machines for less money, but none that will give the all-round satisfaction that the HICKORY will.

Send for a Catalogue of New Machines, or information and prices of our second-hand ones, as we have some bargains.

NOTE OUR CHANGE OF ADDRESS.

Hickory Wheel Co. South Framingham, Mass.

It Would be Preposterous

FOR US TO CLAIM OUR

30-POUND SYLPH WILL CARRY 3000 POUNDS.



However, with our method of Lap-Brazing by which we dispense with forgings,

Our Model D Sylph

Is the Strongest Cycle of its Weight on the Market.

By building the frame, front fork, fork crown, hubs, etc. of 18-gauge round tubing and of sizes exactly suited to the strain they are to bear, we have secured the best combination for strength and rigidity obtainable. The tool steel bearings, highly polished and tempered throughout, make "Sylph Cycles Run Easy," while the neat design and superior finish of the machines captivate everyone. Our cut shown herewith, represents the up curved handle bars, but down curved bars are furnished if desired. Catalogue free. Agents wanted in all unoccupied territory.

ROUSE-DURYEA CYCLE CO., 9 G Street, Peoria, Ill.

To Manufacturers:

During the past year we have very largely increased our facilities for the manufacture of . . . .

Pneumatic Tires

And are now ready to receive orders for 1894 delivery. We offer several different tires, both of the single and double tube styles, and invite correspondence from . . . . . .

Manufacturers and Dealers

Who can use large quantities. We are also large manufacturers of Pedal Rubbers and other Bicycle sundries.

BOSTON WOVEN HOSE AND RUBBER CO.,

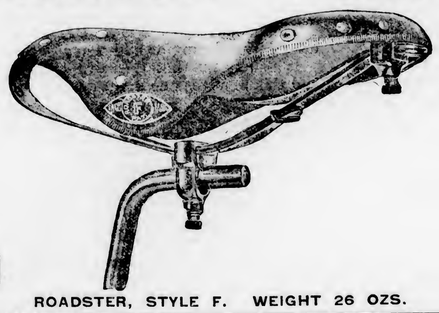
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Original in Design.

STRONG IN CONSTRUCTION.

Handsomely Finished



ROADSTER, STYLE F. WEIGHT 26 OZS.

Season of 1894

THE RICH & SAGER = CO. = Rochester, N. Y.

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Chainless Safeties.

"Others have built for the past:
We build for the future!"

BEVEL GEARS Finely cut and accurately adjusted on ball-bearings constantly running in oil. Requires no attention, and cannot soil the hands or tear the clothing.

50 per cent. less Friction. 90 per cent. less lost Motion.

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THE LEAGUE CYCLE CO.,

30 UNION PLACE, - HARTFORD, CONN.

Agent for Boston and Eastern Mass., F. W. HILL & Co., 19 High Street, Boston, Mass.

THE BICYCLING WORLD.

Published Every Friday

—BY—

THE WHEELMAN CO.

Incorporated under the Laws of Massachusetts.

167 OLIVER STREET,
BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as their new, and their League number.

TO OUR ADVERTISERS:

Copy for new advertisements must be handed in by Tuesday morning to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN CO.

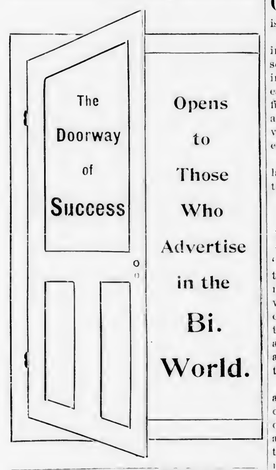
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C. W. FOURDRINIER, Editor and Manager.

EDITORIAL STAFF:

J. S. DEAN. JAS. W. CARTWRIGHT, JR.
H. CROWTHER.

BOSTON, SEPTEMBER 29, 1893.



It seems incredible that riders should endanger not only the lives of others but their own as well, and yet many accidents prove this to be so, and prompt and severely restrictive legislation, stringently enforced, will probably prove the only remedy, for precept and practice alike fail.

ARE we to be blessed—as in England—with two cycle shows this winter?

From New York comes the authoritative announcement that the Madison Square Garden Company is making a determined effort to have a show held in New York City, and that a large number of the tradesmen communicated with on the subject have expressed their approval of such an exhibition. It is now in order to hear from Philadelphia.

If the Quaker City can guarantee a suitable building for the purpose, she is entitled to the claim which priority gives; if not, New York which has had the exhibition bee in its bonnet ever since her rival demonstrated to the cycling world that she could initiate and run a National Show—will certainly capture the prize. Nor is it at all improbable that the latter city will at least attempt to hold an exhibition, whether Philadelphia does or not; but should she do so she must provide entertainment other than the mere show itself to draw the public, for the last Madison Square Garden fiasco clearly demonstrated that New Yorkers are not to be brought within doors solely by an array of machines and accessories.

OF more—or at least as much—importance to the general trade than the *place*, is the *time* at which the show is to be held.

The season gives evidence of opening much earlier than ever before. Already some of the '94 models have been shown, and in view of the present dullness of trade an early exhibition should prove of great benefit by bringing the manufacturers, jobbers and agents together as soon as could, conveniently and with a view to the best interests of both sellers and buyers, be done.

January, we are inclined to think, is too late; December would be much better—say the week ending the 16th.

What do the trade say?

NEVER was a truer word spoken than by Editor Barrett when he said last week: "Personal abuse is the only weapon left to the supporter of an unsupportable argument," and if those individuals and journals who are so persistently opposing Class B—or promoterism—can find no other means to bolster their cause than the personal abuse and vilification with which they are assailing all who dare to differ with them they are likely to gain few converts.

Weak indeed must be that cause whose adherents and friends find it necessary to descend to blackguardism, falsehood and detraction in order to silence the opposing arguments, and the friends and officers of the L. A. W. can have no greater compliment paid them than the character of some of those who are so studiously impugning their motives.

Meanwhile the grand old League moves along unconcernedly on the even tenor of its way, well-convinced that when the time comes for the National Assembly to convene its members will be found arrayed on the side of right, and prepared to give to the cycling world a fair, just and equitable racing law, so devoid of circumlocution and subterfuge as to insure the greatest good for the greatest number of its members, and utterly unconcerned as to the idle mouthings of those whose influence is confined outside the narrow circle of their own immediate and congenial sphere.

New Tandem 100 Mile Record.

LONDON, Sept. 21.—W. Burgess and F. Cole have broken the tandem safety record for 100 miles. They rode from Hitchin, County of Hertford, to Peterborough, County of Nottingham, a distance of 80 miles, and return, in 5.30.

The best previous record of the kind was made by Holbein and Brown, who covered 100 miles in 5.36.

Refused Licenses by the N. C. A.

RICHARD HOWELL and Alfred Robb, the two English professionals, who recently arrived in this country with the intention of riding in the Cash Prize League, submitted applications for membership to the association, but were refused licenses. The two men have appealed to President Powers for a reversal of the decision, and an investigation will be made into reasons for the refusal.

BUFFALO is over and like a tale that is told the story of the meeting passes into history.

The financial report showed a good balance in the treasury; the administration was sustained; and everybody is wondering why they went.

Room for the assembly of '94!

UNLESS all signs fail the bicycle is destined to play no unimportant part in the next great conflicts which will take place when next the issue is joined between civilized nations.

In the recent manœuvres of the German armies around Metz the tests made of the bicycle were so eminently satisfactory that it is probable they will be formally adopted as an auxiliary to the regular army, as has already been done in other European powers.

THE accident at Tompkinsville, Staten Island, last Saturday, whereby one wheelman was killed and another injured, points a moral that should serve as a warning to that class of riders who are accustomed to ride along the public highways at that high rate of speed which is technically termed "scorching." Through this careless or reckless riding—and it is open to either reproach—many accidents have already occurred all over the country, scarcely a day passing but that one or more of these deplorable occurrences is chronicled in the daily press, and that this disregard of the rights of others is bearing its legitimate fruit is evidenced by the local legislation which is being enacted by many municipal governments.

THE NATIONAL ASSEMBLY.

Buffalo's Meeting—The Administration Sustained—A Lively Debate.

THE special meeting of the League was held on Monday in the parlors of Hotel Iroquois, Buffalo. There were present personally 81 members and by proxy 92, making a total of 173. We noticed among the more prominent delegates Messrs. McBride, Van Nort, Bayle, Post, Mott, Perkins, Elliott, Peck, Seward, Dillingham, Geroud, Howard, Luscomb, Place, Drs. Blackham and Gray, and all the League officials, while the cycling press was well represented.

The meeting was called to order at 9.40 A. M. by President Burdett. The Secretary read the call and then Mr. A. C. Willison of Maryland moved that the meeting resolve itself into

A COMMITTEE OF THE WHOLE,

and take up the first and second paragraphs of the call, find out the facts and report. Mr. Perkins of Massachusetts objected, and argued that the amendments should be considered first. There was considerable discussion in which Dr. Gray, Mr. Luscomb, Dr. Blackham and Mr. McBride took part in favor of Mr. Willison's motion. Mr. Mott called for a proxy vote, during the taking of which Mr. Perkins asked leave to withdraw his motion, but Mr. Mott objected and the result was the unanimous vote against the motion of Mr. Perkins, and Mr. Willison's motion was adopted. The meeting then went into a committee of the whole, and Mr. Luscomb was called to the chair, and had he not proved a model chairman the meeting would probably still be in session.

WHAT THEY DID.

The committee then proceeded to take up the first paragraph of Mr. Willison's motion, which was to investigate the financial standing of the League. The President read a report as follows:

In hands of Treasurer	$6,026.18
In hands of Secretary	3,122.75
Assets of Road Improvement Bureau (not county membership subscription)	$8971.50
Liabilities	4845.06
Credit balance	$4,126.44
Amount due from Wheelmen Co	400.00
Two drafts for $500 each due and payable Oct. 15	$1000.00
Credit receipt on advertising account	1360.00
	360.00
Credit balance	$14,289.67

On motion of Mr. Mott the report was accepted

Mr. Perkins wished to inquire in regard to the statement of Col. Burdett that *Good Roads* was on a paying basis and that the receipts were sufficient to meet all the liabilities. Mr. Willison raised a point of law that it was not proper at this time and the chair sustained the point. Then the second paragraph was considered: "Whether or not money has been illegally expended or used," and President Burdett read a statement signed by the League officials, showing the method by which the money of the League is appropriated.

Mr. Perkins here took the floor and held it with numerous interruptions for about two hours and a half. Mr. Adams wanted to inquire about the 60 days' notes that he said were being hawked about Boston and New York at a large discount, and the Executive Committee were asked how it was that with $8000 in the treasury they gave notes. President Burdett replied that the notes were given to pay for advertising commissions of $1200.

Mr. Perkins took the ground that the Executive Committee had no right to give notes and appealed to the chairman as a lawyer to sustain him. This brought Mr. Luscomb to his feet, who said he could not agree, and Mr. Watts stated his view of the law, and all hands took part in a rambling discussion of the law, to the great edification and enlightenment of the meeting. Mr. Perkins had several other inquiries to make and several members had questions to ask him; so that it was question and counter-question, until it would take a Philadelphia lawyer to make out just what was being driven at.

After a while Mr. Perkins wanted time to collect his thoughts, so Mr. Tracy of Hartford took the floor and asked whether some sum should not be charged to profit and loss in the matter of the financial statement of *Good Roads* owing to the failure of advertisers to pay.

Mr. Potter answered after consulting his trial balance that about $900 was the sum lost. Then there was considerable discussion which was extremely confusing and unsatisfactory until somebody asked the question what the annual income of the League was. This caused a lull in the proceedings until the books could be consulted so that the committee adjourned for an hour.

In the

AFTERNOON SESSION

it was reported that the annual income for the year of ten months was $50,201.39; paid to the Divisions, $31,750.50, leaving the net income $18,550.89. That $2500 had been advanced to *Good Roads* and $1000 had been received from guarantees.

It was moved that there had been no money illegally expended or used by the Executive Committee. An hour or two was expended in discussing the matter, and oratorical pyrotechnics were indulged in.

Mr. McBride made an amendment that it be

"Resolved, That we do not find that money has been illegally expended or used by the Executive Committee," which was adopted.

Then the question came or the consideration of the method of keeping the accounts and it was voted that the committee do not find any inaccuracy in the method. The other matters referred to the committee were briefly discussed but no action was taken. The committee then adjourned and reported their action to the National Assembly, which adopted the first vote and rejected the second, and it was

"Resolved, That the method employed by Executive Committee of keeping the books is approved."

The Assembly then proceeded to consider the amendments. Mr. Perkins's amendment limiting the powers of the Executive Committee was rejected by a proxy vote.

Mr. Willison withdrew his amendments and adopted the one proposed by W. C. Harris, Jr., of Alabama, providing for the method of calling special business.

Mr. Potter took the floor and advocated his amendment that the magazine should be sent on payment of the sum of fifty cents.

The chair ruled that the amendment was out of order, but as an appeal from the decision the Assembly voted almost unanimously that the chair should not be sustained.

A resolution exonerating the Executive Committee from all blame was passed, as was also one that it was the sentiment of the Assembly that the sum of 25 cents for each member should be set aside to create a special fund for the maintenance of the Road Improvement Bureau.

During the afternoon President Burdett gave notice that he would appoint a special auditing committee, the chairmanship of which he gave to Mr. J. Fred Adams of Haverhill.

The last thing the Assembly did was to request the appointment of a committee to investigate the relations of the League with the Wheelman Company, and request that the League contract with the BICYCLING WORLD be published.

Boston Riders Must Use Lamps and Bells.

AN order was reported on Sept. 21, by the Boston Common Council Special Committee on the regulation of the use of bicycles in the streets to amend Sec. 32 of Chap. 43, Revised Ordinances of 1892, which relates to the use of streets, by inserting the words bicycle and tricycle, and adding the following new section:

"No person shall ride upon any bicycle or tricycle upon the sidewalks of any public street, nor allow such bicycle or tricycle to be or remain upon said sidewalks, except when necessary to cross a sidewalk from a building to the nearest roadway. Any person riding a bicycle or tricycle in any street shall have attached thereto a suitable gong, horn or bell that may be distinctly heard at a distance of twenty-five yards, and such person shall give suitable warning of the approach of said bicycle or tricycle at all times by using said gong, horn or bell, and at night shall have attached to said bicycle or tricycle a lighted lantern."

The rules were suspended and the order was passed.

Where Ignorance Is Bliss, Etc.

THE N. C. A. organ said recently: "Those who recall the Springfield days will remember that the L. A. W. did actually suspend Furnival and others after the tournament without any reference to the N. C. U.," and a Western supporter chimes in: "Yes, yes; but the L. A. W. did not invade the land of the Britons in following up the suspension."

So Furnival was suspended by the L. A. W. was he?

Coming from such high and undisputed authority this of course must be so, yet in our ignorance it was news to us.



GAD zooks, but this is too bad — too bad! Why can't the bloomin' Britishers let us alone in the serene and quiet enjoyment of the goods the gods have provided us with? What have we done to them that their prejudiced papers—the tools of a tyrannical despotism—should dare to lay low the hopes we have been cherishing for a long time past, and to puncture a suspicion that had almost grown to be a pleasing certainty, that from among us—in our midst—ay, even under the walls of the White City — had sprung up overnight, as it were, a pen whose brilliancy and originality was only equalled by the way it mixes things up when it attempts to talk about technical trade matters or ancient cycling history.

Alas, poor "Idler," 'tis indeed a pity! For hear what Tommy Edge, the envious, the purse-proud hireling of an effete monarchy has the audacity to give public utterance to in sizing up Chicago's young and budding genius:

"If 'The Idler' has met many ladies and gentlemen of rank and many other ladies and gentlemen of fine family but untitled, all we can say is he has profited little, if at all, from these associations. But we strongly suspect that his knowledge of polite English life has been gained chiefly from grooms of the lackeys and tax drivers of the stable and the scullery that when in England he was better acquainted with Whitechapel than Belgravia. The fact of the matter is, cycling is followed with more or less enthusiasm by all sorts and conditions of men—from costers to dukes, from members of her Majesty's Privy Council to professional democrats. "The Idler" has evidently met only the costers and corner men, and he has our sympathy. He has my sympathy, too, in his misfortune of being ignorant; but he deserves no sympathy for going to Seven Dials or Drury Lane, meeting a drunken Irish laborer, and then going to America and libelling Irish cyclists as a class on the strength of that acquaintance.

"I am not Irish; and until I visited Ireland I possessed no predilection in favor of Ireland or the Irish; I had, in fact, some of the orthodox Saxon dislike to the country and the people, begotten of ignorance and fostered in the British mind by the misrepresentations of politicians; and my own rapid conversion into an enthusiastic admirer of Ireland and the Irish may be set against the ignorant vaporings of 'The Idler.' American papers please quote."

Come, Mr. "Idler," own up; is it only high life below stairs that you are acquainted with?.

THE summer is dying; but we now enter upon one of the loveliest, most bewitching, and to the thoughtful man one of the most enjoyable seasons of the year. Our woods will soon put their glory-coats on, the multifarious tints casting for the time hallowed beauty o'er the landscape. Soon the mist of our Indian summer will fall upon us like a bridal veil on the face of fair nature. As yet joy abounds everywhere. Every member of the insect orchestra is now on hand playing his part. The meadow's pride and the hoarhound lift up tufted heads, the smokeweed puffs away in these last summer days, while still the yellow sunflower, the glory-colored golden rod and the purple aster nod to the wind, and the fringed gentian prepares to lift its blue eyes to the heavens. The winds and storms of winter are not far off; but these, to our philosophy, are prophets of another spring and another summer yet to smile upon us.—*Christian At Work.*

HOW would Louisville, Kentucky, do as the place for the next regular meeting of the National Assembly in February?

There are rumors in the air that a guess which named that city would not be far wrong.

THE guileless Jack Prince, who has been trying on the Englishmen the tactics he found so profitable among the verdant Southern papers on this side the water and getting himself interviewed at every possible chance, asked a *Bi. News* man whether he could not get pacers to assist in his proposed attempt on records, adding: "In America as long as no one pays to see, we may have amateurs to pace us."

I rather fancy Draper and Donnelly, of Philadelphia, could tell a different tale.

AND in their case it really is a pity.

Both the men are quiet gentlemanly riders, whose amateur status is far above that of a good many others among the racing contingent, and yet that will avail them little.

The rule was plain and distinct; they violated it clearly; and really, so far as the letter of the law goes the Racing Board has no recourse but to act. However, in case the Board does expel them from the amateur ranks I believe an appeal to the National Assembly would result in such a change in the rule as would reinstate them.

THE Philadelphia scribes who have been uncorking the vials of their wrath over the affair might just as well spare themselves the trouble. The Zimmerman record at Springfield was not a parallel case. Here again it has been stated by Philadelphia papers that two thousand people were present to witness the performance, when, as a matter of fact there were but a few persons at the park, the men having been simply on the track for their usual morning practice, and the record attempt being merely an impromptu ride against time, hastily gotten up on the spur of the moment under the stimulus of a perfect condition of the day and track, whereas Rich's ride was a prearranged affair, announced in advance, and which drew an audience for the sole purpose of witnessing it.

The cases are not parallel, and while I sympathize with Messrs. Draper and Donnelly it will be no advantage to them for disturbed Philadelphians to attempt to involve another man.

AMONG the visitors to Bostontown this week were two cycling press men, one being Mr. James R. Nisbet of the *Scottish Cyclist* who has been spending a fortnight with us, making many friends, who regret that Mr. Nisbet's time was so short as to prevent a longer stay; and the other, Mr. A. H. MacOwen, of Philadelphia, who has been enjoying a seven weeks' trip, combining business and pleasure. Poor Mac got into Boston three hours late Saturday week, thereby being deprived of the enjoyment of taking part in the "Wheel Around The Hub."

THE average writer on the daily paper who dishes up items in the cycle department never had a greater chance of writing himself down an ass than in connection with Zimmerman's defeat at Springfield in the mile open (where he finished fifth, Sanger, Tyler, Windle and Bliss coming in ahead of him in the order named) and handsomely has he improved the opportunity. Far and wide it has been heralded that Zimmerman raced all the way to the tape, the others beating him on their merits.

All of which is utter rot.

Zimmerman was at the tail end of the procession as the men entered the last quarter, and as the man does not live who can give Sanger ten yards' start in a quarter-mile dash or a mile for that matter—and beat him home, the Jersey rider had no more chance of overhauling him than he had of catching the wind when it is travelling at sixty miles an hour. Of course it is easy enough to say that it showed bad generalship on Zimmerman's part, the position he occupied at that point being entirely his own fault, and as this is something he has never yet been accused of, the general impression being that he has one of the longest heads on the path, his friends were puzzled to account for it; but now appears a statement to the effect that Meintjes was to have paced him up, but the latter, having been seized with cramps, could not let out when he was called on, and this of course, if true, would account for the whole affair. It certainly was curious to see Zim the worst placed man of the lot just at a time when he should have been up front.

THAT American riders are not up to date in pacemaking is an acknowledged fact nor is it any discredit to them that they should not have the experience of their English cousins who have so many more opportunities in this important aid to records. At Herne Hill's famous track there are always a dozen riders who can be drawn from a radius of a few miles, and thus, when weather and man are alike in condition, it is but a matter of a couple of hours to obtain the necessary assistance; while on the other hand, in this country the racing centres are separated by hundreds of miles, and therefore opportunities favoring our attempts on records are comparatively isolated, as at Springfield for example.

But it was at Springfield that an American audience had the chance of seeing the best pacing ever done on any American track, when Meintjes was paced to victory in the successful attempt by him on the twenty-six miles within the hour.

And some of the best expert testimony as to the excellence of that day's pacing comes from no less a personage than Mrs. Willie Windle, who knows more about racing, training, and pacemaking than a good many riders on the track, and who told me that that pacemaking was A1.

TO what can be attributed the tremendous reductions in time and records since records first began?

To the improvement in men, or the improvement in machines, or both? Counting from the dawn of racing we find the three-minute mark the vainly hoped for ideal, and then, as second by second the mile figures were lowered, the long distances began to be gathered in one by one, until it was a day that marked an era in cycling when the Long Wanderer—now sleeping his last sleep beneath the starry glories of the Southern Cross—covered the twenty miles within the hour, and set thereon a seal to the proud distinction by exclaiming, "Come what may, I was the first to do it!"

THE evolution of the bicycle of course was an important factor in the gradual lessening of the time in which it took to cover the miles, but certainly no less important was the improvement in the man, as the old idea of starving a man in training gradually fell into desuetude. From the parallel bearing to the ball was one important step, followed in its turn by many—if minor—improvements, each of which, however small, added its quota to the grand total, but it was not until 2.29 1-5 had stood for years as high water mark on the ordinary that the meek and lowly safety with its advantages of gearing stepped into view, and then down down went the distance tables with a crash, the pneumatic tire being the most important addition to the mechanical advantages of the bicycle since the ball bearing.

And shall two minutes be the limit for the mile mark this year of grace, or will it drop lower even than that figure—once looked upon as unattainable?

Meanwhile the trotting horse is distinctly not in it!

IN looking over the Sunday papers last week I wonder how many wheelmen, as they read the article "My Monkey Assistant," noticed the name of the author, "Dr. Eugene Murray Aaron," and, so noticing, remembered that this was he who once filled so large a portion of the view of the American cycling world?

And yet this is so.

Mr. Aaron, after his retirement from League politics, took up the study of lepidoptera, and allying himself with an academy of natural sciences, is in their service spending his years in long and lonely trips to South and Central America, gathering insect specimens of all sorts and kinds, the results which he ships home sometimes being a fearfully and wonderfully mixed array of flies, beetles, bugs and grasshoppers.

It is a far cry from running the secretary's office of the League and editing the official organ to mounting flies on pins, embalming beetles in alcohol, and packing bugs in sawdust and cork, but Mr. Aaron likes it and is doing well at it, and he is the same bright and chipper individual as of yore, if he does tack "Doctor" on to his name nowadays.

Ariel

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WESTERN WHEEL WORKS,
CHICAGO, ILL.

A Threatened Secession.

THE closing meet of the season in this city of the National Cycling Association, which was to have taken place at Tioga track yesterday, was postponed on account of the poor condition of the track. All the riders were present and were ready and willing to race on the track, and the news of the postponement of the meet created much dissatisfaction among the different men who claimed that they would receive no compensation whatever for their training and travelling expenses.

They also claimed that the Association had not lived up to its agreement and had not treated them fairly. Several riders mentioned the advisability of organizing for protection, but nothing definite was done.

It is possible that the men will get together next week and organize an association to protect themselves from what they term the disadvantages of the Cash Prize League.—*Philadelphia Inquirer.*

Cranky Councilmen Pass Ridiculous Laws.

AT a meeting of the City Council of Passaic, N. J., held last week, the ordinance committee introduced an ordinance against bicycle riding. It provides that all cyclists must go abroad at all times armed with either a bell or whistle, *and blow or ring when within fifty feet of a wagon;* that no cycler shall ride faster than eight miles an hour and that there shall be no riding on the sidewalks.

The penalty for violating this beautiful bit of cranky legislation is $5 for each offence. It was read twice and ordered published, with only two dissenting votes, those of Messrs. Hamilton and Roscoe.

Schofield and Wheeler Matched.

J. W. SCHOFIELD, of England, and Harry C. Wheeler, of ange, will take part in a professional match race shortly for $1,000 a side. They will probably ride on Manhattan Field on Oct. 7. The contest will be best three out of five races; one mile, scratch.

Imported Wheels Cannot Be Brought in Free Yet.

ASSISTANT Secretary Hamlin of the Treasury has thus far failed to put his signature to the circular announcing the decision allowing the free entry of bicycles. In view of the decision of the Board of General Appraisers some time ago, holding that duty should be exacted on bicycles on importation, Mr. Hamlin feels it would be desirable to have a consultation with the board before taking any further action. He will, therefore, make a trip to New York with this object in view, and pending that will let matters continue as they now are.

Wants $10,000 Damages.

C. M. BERRY, a St. Louis cyclist, has brought suit against Wm. Cronin and Joseph Temple for $10,000 damages for alleged injuries sustained by being thrown from his bicycle by the alleged careless driving of Cronin, an employ of Temple's, in August last.

They Were Disguised.

EDITOR BICYCLING WORLD: In reply to an article in your issue of September 8, in which "A Member" of the L. A. W. strongly condemns a race advertised by the Attleboro Wheel Club as a half mile ladies' race, local, I will offer the following explanation.

We advertised a "ladies' race" as our closing event in our tournament of Sept. 8th., and we gave a "ladies' race" as promised. But said "LADIES" were merely three of our club *men* dressed up in burlesque costume and the whole event was a farce and the comments of a pleased audience warrants my saying that "our ladies' race" proved a "howling success".

I am heartily in accord with the sentiments expressed by "Member" and beg to assure him that we Attleboro Wheelmen wish to aid cycling for women in every way in our power.

Hoping this explanation will correct any bad impression "Member" has been led to receive, I remain, Yours respectfully,

FRANCIS A. ADAMS,
Chairman Tournament Com.,
Attleboro Wheel Club, Attleboro, Mass.

ON THE CIRCUIT.

Wheels at Wheeling — Zimmerman Scores Three Wins Each Day and Cuts Track Record to 2.08 3-5.

WHEELING, W. VA., Sept. 19.—That no records were broken in to-day's contests on the half-mile track of the State Fair Grounds on the island was due to the high wind which swept up the stretch. It was Wheeling's first meet, and 3,000 people crossed the ferries to witness Zimmerman capture his eighty-ninth first prize of the season. Banker, Brown and Githens also rode finely. Zimmerman started in none of the handicaps, riding only in the scratch events.

G. A. Banker captured the mile and both of the two-mile handicaps, French second in one and Githens in the other two. The summary:

HALF-MILE OPEN — A. A. Zimmerman, first; G. A. Banker, second; H. A. Githens, third; A. I. Brown, fourth. Time 1.07 1-5.

TWO MILE HANDICAP — G. A. Banker, 125 yds., first; A. N. French, 100 yds., second; E. C. Johnson, 175 yds., third; A. L. Banker, 175 yds., fourth. Time 4.57 3-4.

ONE MILE OPEN—A. A. Zimmerman, first; A. I. Brown, second; H. A. Githens, third. Time 2.35 1-4. Last quarter 31 3-4.

QUARTER-MILE, STATE CHAMPIONSHIP — M. M. Mahlke, first; O. T. Smith, second; R. H. Mahlke, third. Time .37.

ONE MILE WEST VIRGINIA CHAMPIONSHIP —R. H. Mahlke, first; M. M. Mahlke, second; O. T. Smith, third; F. B. McNair, fourth. Time 2.39 3-4.

ONE MILE HANDICAP—G. A. Banker, 60 yds., first; H. A. Githens, 50 yds., second; A. N. French, 50 yds., third; E. C. Johnson, 90 yds., fourth. Time 2.47.

HALF MILE OPEN — A. A. Zimmerman, first; Brown, second; H. Smith, third. Time 1.18 1-4.

TWO MILE HANDICAP—G. A. Banker, 125 yds., first; H. A. Githens, 100 yds., second; E. C. Johnson, 175 yds., third; O. P. Bernhart, 175 yds., fourth. Time 5.25.

SECOND DAY, SEPT. 20.

The second day's races of the Wheeling Athletic Wheelmen were successfully run, there being little wind. The handicaps were all close and exceedingly finished. Brown of Cleveland defeated Banker in one, while Githens, who is yet very sore from frequent falls, pushed Zimmerman in the two mile open, landing only a foot ahead of A. L. Banker, Con Baker an equally close third. Thirteen men were in the one mile handicap, with French and Githens at 50 yards, Banker, 60 yards, and A. I. Brown, 65 yards. These four were bunched at the three-quarters, and down the stretch came neck and neck. Banker came away a hundred yards from home, and won in 2.19 by a length from French, with a foot ahead of Githens and Brown, almost a tie.

Zimmerman, Githens, Brown, George Banker and the Bakers started in the mile open. A. L. Baker took the special prizes at the quarters, and Zimmerman won the race, Con Baker defeating George Banker for second by a foot, Githens a close fourth. Brown and A. L. Banker second place in the quarter-mile open; Zimmerman won by a foot from Brown. Summary:

ONE MILE, HANDICAP, 13 starters—G. A. Banker, 60 yards, first; A. W. French, 50 yards, second; H. A. Githens, 50 yards, third; A. I. Brown, 65 yards, fourth. Time 2.19.

HALF MILE, 1.20 class—O. P. Bernhart, first; Clyde Quinby, second; J. M. Smith, third; H. Ribeldaffer, fourth. Time 1.00 1-2.

Bernhart disqualified for looking backward.

TWO MILE HANDICAP—G. A. Banker, 125 yards, first; A. W. French, 100 yards, second; Con Baker, 125 yards, third; A. L. Baker, 200 yards, fourth. Time 5.11 3-5.

ONE MILE, 2.40 class—O. P. Bernhart, first; H. Ribeldaffer, second. Time 2.47 4-5.

ONE MILE, OPEN—A. A. Zimmerman, first; Con Baker, second; George Banker, third; H. A. Githens, fourth. Time 2.30 3-5.

QUARTER MILE OPEN—A. A. Zimmerman, first; A. I. Brown, second; A. L. Banker, third; A. W. French, fourth. Time .36 3-5.

HALF MILE, DIVISION CHAMPIONSHIP—R. H. Mahlke, firs.; M. M. Mahlke, second. Time 1.14 4-5.

ONE MILE HANDICAP—A. I. Brown, first; G. A. Banker, second; H. A. Githens, third; A. L. Banker, fourth. Time 2.23 1-5.

TWO MILE DIVISION CHAMPIONSHIP—R.H. Mahlke, first; M. M. Mahlke, second. Time 6.05.

TWO MILE, OPEN—A. A. Zimmerman, first; H. A. Githens, second; A. L. Banker, third; Con Baker, fourth. Time 4.37 3-5.

Zimmerman made a mile against time, paced by Githens, George Banker and Con Baker, in 2.08 3-5; first half in 1.01 3-5.

MARYLAND'S MEET.

Sanger Wins at Baltimore — Zimmerman Knocked Out by a Fall on the Second Day.

BALTIMORE, Sept. 20. — Thirty-five hundred people witnessed the opening to-day of the fall tournament and international race meet on the Park Cycle Track, under the management of the Maryland Bicycle Club. Zimmerman and Meintjes were both absent, and telegraphed they would be in the races to-morrow. To-day's summaries:

ONE MILE, NOVICE, TIME LIMIT THREE MINUTES—H. B. Bornmann, first; Hardy Pritchard, second; E. C. Freberger, third. Time 2.50 2-5.

HALF MILE, 1.10 class—M. F. Dirnberger, first; E. C. Bald, second; F. J. Titus, third. Time 1.15 1-5.

TWO MILE HANDICAP—J. P. Bliss, 30 yds., first; R. H. Carr, Jr., 240 yds., second; F. J. Titus, 100 yds., third. Time 4.52 2-5.

ONE MILE, INTERNATIONAL—W. C. Sanger, first; Geo. F. Taylor, second; W. H. Mullikin, third. Time 2.21 2-5. Quarters :36, 1.10 4-5, 1.51 1-5, 2.21 2-5.

QUARTER MILE OPEN.—George F. Taylor, first; M. F. Dirnberger, second; George C. Smith, third. Time :33 3-5.

ONE MILE LAP—E. C. Bald, 14 points, first; M. F. Dirnberger, 9 points, second; W. H. Mullikin, 4 points, third. Time 2.39.

y THREE MILE HANDICAP — J. P. Bliss, 45 yds., first; Edwin E. Miller, 250 yds., second; F. J. Titus, 125 yards, third. Time 7.36 1-5.

Thursday, Sept. 21.

The tournament to-day was brought to a close in the presence of 3,000 persons, the racing being more spirited than yesterday, although the audience was greatly disappointed by the inability of Zimmerman to ride. While practicing on the track he fell, and was thereby prevented from racing.

O. S. Brandt made the fastest mile of meet, his time being 2.36 1-5.

The quarter-mile invitation brought Dirnberger, Taylor, Smith, and Bald to the scratch and was the prettiest race of the day. Smith protested the decision, but the protest was not sustained.

The half-mile international race had seven starters, Sanger running away from Bald and Mullikin on the home stretch, winning as he pleased, leaving Bald and Mullikin to fight it out for second place.

Summary:

QUARTER MILE, 2.32 CLASS — E. C. Bald, first; Walter Wilmer, second; E. E. Clapp, third. Time :30 4-5.

HALF MILE INTERNATIONAL TIME LIMIT 1.20.—W. C. Sanger, first; E. C. Bald, second; W. H. Mullikin, third. Time 1.16 4-5.

TWO MILE HANDICAP — S. M. White, 250 yards, first; E. F. Miller, 140 yards, second; H. C. Schumacher, 250 yards, third. Time 4.47 1-5.

ONE MILE HANDICAP—O. S. Brandt, 110 yards, first; M. F. Dirnberger, 25 yards, second; Charles F. Gauss, 150 yards, third. Time 2.16 4-5.

FOUR MILE, OPEN, TIME LIMIT 3.00 — Geo. F. Taylor, first; E. C. Bald, second; H. A. Githens, third. Time 2.21 3-5. Quarters :35, 1.10 1-5, 1.48 2.21 3-5.

ONE QUARTER MILE INVITATION — M. F. Dirnberger, first; George F. Taylor, second; George C. Smith, third. Time :33 2-5.

FOUR MILE HANDICAP—J. P. Bliss, 55 yds., first; H. A. Githens, 75 yds., second; H. C. Schumacher, 400 yds., third. Time 11.04 2-5.

PHILADELPHIA'S PRIDE.

The Most Successful Meet Ever Held There—Windle Wins from Sanger.

PHILADELPHIA, Sept. 23—The Associated Cycling Clubs of Philadelphia, to-day served up to an audience of nearly 8000 people, the most successful tournament ever held in the Quaker City; the committee in charge is to be congratulated, and it is to be hoped will net a handsome profit to the treasury of the Association.

Not only did the track record go when Windle won the mile international, making 2.18 2-5, knocking out Taxis' record by five seconds, but the Millbury wonder beat Sanger out in the finish of a race fought all the way to the tape, amid the cheers of the audience, who took kindly to Windle.

Owing to the shaking up from his fall in Baltimore, Arthur Augustus did not compete in any events save the two mile handicap, which he won handily, although he received quite an ovation from the audience, he being a great favorite in Philadelphia.

But one accident occurred and that in the third heat of the 2.30 class, when J. Lindley, of Trenton, N. J., was thrown violently, through the breakage of his machine. The force of the fall rendered him unconscious and he was removed to the Samaritan hospital with a severe concussion of the brain.

It was the first race meet of any importance held in Philadelphia for years past in which W. W. Taxis, the local favorite and champion, has not been able to take part. Taxis' recent expulsion from the amateur ranks prevented his riding, but he was an interested spectator.

In the one mile international Geo. Banker put on steam and gained a long lead before the rest of the men quickened. On the last lap Taylor spurted carrying Windle up with him, both pulling away from Sanger on the back stretch, and this was really why the Milwaukean was defeated, as he was unable to beat Windle out down the finish.

In the one-third mile international, Sanger went away on the back stretch and led into the straight, when Taylor and Dirnberger spurted desperately, the former getting across first by inches, Dirnberger and Bald also ahead of Sanger, who finished fourth. Summary:

ONE-THIRD MILE INTERNATIONAL CHAMPIONSHIP—Two trial heats and a final. *First heat*—H. C. Tyler, first; Ed. F. Dirnberger, second; G. A. Banker, third. Time :45 2-5. *Second heat*—Walter Sanger, first; George Taylor, second; E. C. Bald, third. Time :45 4-5. *Final heat*—H. C. Tyler, first; Dirnberger, second; E. C. Bald, third; W. C. Sanger, fourth. Time :33 2-5.

ONE MILE, 2.50 CLASS, four heats *First heat*—G. A. Coates, 3 :1; W. A. Wenzell, second; N. S. Conard, third. Time 2.50 4-5. *Second heat*—C. H. Measure, first; E. F. Mehaniell, second; D. C. Griffith, third. Time 2.52 1-5. *Third heat*—C. B. Tomlinson, first; L. J. Wycoff, second; F. L. Lemont, third. Time 2.59 1-5. *Final heat*—G. M. Coates, first; C. H. Measure, second; L. J. Wycoff, third. Time 2.57.

ONE MILE INVITATION HANDICAP, thirteen starters—G. F. Taylor, 26 yds., first; O. S. Brandt, 60 yds., second; F. J. Titus, 70 yds., third; E. C. Bald, 25 yds., fourth; H. C. Tyler, scratch, fifth. Time 2.36 1-5.

ONE MILE LOCAL HANDICAP for the *Record* trophy, three heats—*First heat*—H. T. Wunder, 20 yds., first; R. P. Rich, 80 yds., second; J. A. Mead, 80 yds., third; C. L. Lagen, 55 yds., fourth; C. H. Measure, 30 yds., fifth. Time 2.23. *Second heat*—J. J. Diver, 20 yds., first; D. C. Griffiths, 95 yds., second; F. B. Marriott, 35 yds., third; F. L. Lemont, 90 yds., fourth; H. Bulcher, 60 yds., fifth. Time 2.24 4-5. *Final heat*—R. P. Rich, first; H. T. Wunder, second; F. B. Marriott, third; J. A. Mead, fourth; C. L. Lagen, fifth; D. C. Griffiths, sixth. Time 2.29.

TWO MILE HANDICAP, three heats.—*First heat*—A. A. Zimmerman, scratch, first; W. H. Mulligan, 125 yds., second; J. P. Bliss, 30 yds., third; O. S. Brandt, 225 yds., fourth; George C. Smith, 120 yds., fifth. Time 5.07. *Second heat*—C. W. Krick, 190 yds., first; G. A. Banker, 90 yds., second; J. B. Pearson, 220 yds., third; E. F. Miller, 160 yds., fifth; Hoyland Smith, 120 yds., sixth. Time 4.40 3-5. *Final heat*—A. A. Zimmerman, first; C. W. Krick, second; F. J. Titus, third; J. P. Bliss, fourth. Time 4.29 1-5.

ONE MILE INTERNATIONAL CHAMPIONSHIP—W. W. Windle, first; W. C. Sanger, second; M. F. Dirnberger, third. Time 2.18 2-5.

SANGER VANQUISHED AGAIN.

Tyler takes a Hand at Scranton and Beats him in two Events.

SCRANTON, PA., Sept. 25.—In spite of a hard rain in the morning, the races of the Scranton Bicycle Club were held at the Driving Park on time this afternoon, and although the half-mile track was wet the men made good time.

Sanger rode twice, once in the half-mile and once in the mile, being beaten by Tyler each time.

In the half mile open a field of ten starters were up. Sanger rode in last place for the first quarter, and as the field bunched found it impossible to get through, Tyler coming away in a brilliant spurt, beating Taylor by a wheel, and won by a half-length from Taylor, G. C. Smith defeating E. C. Bald by six inches for third place.

In the mile international ten men started, G. C. Smith capturing the quarter and the half, Miller the three-quarters. The field was here in single file, riding on the outside of the track. Sanger had been last, but at the last quarter he went up and tied Tyler. The two fought a royal battle for the honors, Tyler winning by a close six inches, Dirnberger and Taylor rapidly closing a gap of 40 yards, and finishing only a yard behind the leaders, Taylor third, Bliss beating out Bald for fifth place. The time was excellent considering the track. Sanger was scratch in the mile handicap, with Bliss 75 yards, and Sanger succeeded in closing a gap of 50 yards in the last quarter, winning by a length from Miller, Bliss close up.

Sanger again started on scratch in the two mile, but was unable to overtake the 225 yard handicap of J. Willis, who won by 100 yards. Summary:

HALF MILE, OPEN—H. C. Tyler, first; G. F. Taylor, second; G. C. Smith, third; E. C. Bald, fourth; M. F. Dirnberger, fifth. Time 1.13.

TWO MILE, 5.10 CLASS—James Willis, first; F. J. Titus, second; E. C. Bald, third; R. P. Rich, fourth; C. W. Krick, fifth. Time 5.25 3-5.

ONE MILE INTERNATIONAL—H. C. Tyler, first; W. C. Sanger, second; G. F. Taylor, third; M. F. Dirnberger, fourth; J. P. Bliss, fifth; E. C. Bald, sixth. Time 2.25 3-4.

ONE MILE HANDICAP—W. C. Sanger, scratch, first; E. V. Miller, 100 yards, second; J. P. Bliss, 15 yards, third; G. C. Smith, 60 yards, fourth. Time 2.19 1-5.

ONE MILE, 2.35 CLASS—F. J. Titus, first; James Willis, second; O. S. Brandt, third; G. C. Gardner, fourth; R. A. Gregory, fifth. Time 2.51 1-5.

TWO MILE HANDICAP—James Willis, 225 yards, first; W. C. Sanger, second; F. J. Titus, 125 yards, third; E. N. Miller, 160 yards, fourth. Time 4.47 1-5.

Banker Wins at Home.

PITTSBURG, PA., Sept. 26—The one mile track at Homewood Driving Park was in miserable condition to-day and Taylor, Dirnberger, Bliss, Titus, Miller and Brandt refused to ride. The effort to put the track into condition had only been a success as far as the drying out process by pouring oil on it and setting it on fire was concerned.

George Banker with a pretty sprint won by a length from Zimmerman, who was a length ahead of Rhodes, John S. Johnson last. The summary:

One mile novice—R. J. Eckels, first; L. W. Kearns, second. Time 2.47 3-4.

Half mile handicap—G. A. Banker, 35 yds., first; W. A. Rhodes, 45 yds., second. Time 1.00 2-5.

One third mile open — A. A. Zimmerman, first; A. L. Banker, second; J. S. Johnson, third. Time .35 1-5.

One mile 2.30 class—F. A. Foell, first; L. W. Kearns, second. Time 2.48.

One mile handicap—G. A. Banker, 60 yds., first; A. L. Banker, 110 yds., second; W. A. Rhodes, 90 yds., third. Time 2.31 1-5.

One mile open—G. A. Banker, first; Zimmerman, second; W. A. Rhodes, third; A. L. Banker, fourth; J. S. Johnson, fifth. Time 2.57.

Two mile handicap—G. A. Banker, 120 yds., first; W. A. Rhodes, 180 yds., second. Time 5.35.

Five mile international—A. A. Zimmerman, first; J. S. Johnson, second; W. A. Rhodes, third; F. A. Foell, fourth; G. A. Banker, fifth. Time 15.07.

One mile, 2.20 class—A. L. Banker, first; F. A. Foell, second; P. Nelson, third. Time 3.06.

In the Old Dominion.

NORFOLK, VA., Sept. 18—The Norfolk Cycle Club's races were run to-day before a large audience. The results:

ONE MILE NOVICE—M. F. Carter, first; H. H. Lee, second; A. R. Knox, third. Time 2.47.

QUARTER MILE SAFETY, OPEN —E. E. Clapp, first; W. F. Robertson, second; W. Fred Sims, third. Time .35 2-5.

ONE MILE STATE CHAMPIONSHIP—F. A. L. Schade, first; J. T. Temple, second; L. S. Guy, third. Time 2.37 2-5.

HALF MILE, OPEN—E. C. Clapp, first; W. T. Robertson, second; Fred. Sims, third. Time 1.13 1-5.

ONE MILE, NORFOLK CYCLE CLUB CHAMPIONSHIP—W. F. Ferguson, first; W. H. Harrison, second; C. Wagner, third. Time 2.37 3-5.

ONE MILE SAFETY, OPEN —E. C. Clapp, first; W. T. Robertson, second; C. E. Ganse, third. Time 2.11.

THREE MILE STATE CHAMPIONSHIP—F. A. L. Schade, first; L. S. Guy, second; J. F. Temple, third. Time 9.10

On Long Island.

FLUSHING, L. I., Sept. 23.—At the tournament of the Mercury Wheel Club on the half-mile track of the Flushing Driving Club this afternoon, the principal races were the one mile handicap and the one mile race for the championship of Long Island.

Summary:

One mile scratch, *final heat*—E. L. Blauvelt, first; G. Fred Boyce, second; Paul Grosch, third. Time 2.35.

One mile, handicap, *final heat*—C. D. Cutter, 120 yards, first; George B. Waters, 85 yards, second. Time 2.22 3-5.

Two mile handicap, *final heat*—James Willis, 50 yards, first; George Bennett Smith, 110 yards, second. Time 5.10.

Half mile, scratch, *final heat*—G. Fred Royce, first; Paul Grosch, second; Raymond MacDonald, third. Time 1.08 2-5.

One mile, Championship of Long Island—E. L. Blauvelt, first; William F. Murphy, second; H. J. Hall, Jr., third. Time 2.34 1-5.

Canadian Records Go—J. S. Johnson Breaks the Quarter and the Mile.

TORONTO, Sept. 23—The annual meeting of the Wanderers Bicycle Club to-day was witnessed by 5000, who saw a number of Canadian records lowered by J. S Johnson. He broke the record of the quarter mile by one second, riding the distance in 33 1-5s., and he lowered the mile record by over five seconds. The summary:

One quarter mile, *first heat*, best two in three—J. S. Johnson, first; W. A. Rhodes, second. Time, 33 1-5s. *Second heat*—John-son, first; G. M. Wells, second. Time, 34 2-5s.

Half mile open—G. M. Wells, first; J. S. Johnson, second. Time 1.14 1-5.

Two mile Championship—Hyslop, first, in 6.00.

One mile open—J. S. Johnson, first; G. M. Wells, second; W. A. Rhodes, third. Time, 2.29 1-5

Lowell's Y. M. C. A.

LOWELL, MASS., Sept. 23—The Lowell Y. M. C. A. Athletic Club held its third meet of the season on the Riverside Oval this afternoon. The track was soft, especially at the turns, and mishaps were frequent in the two mile race, four riders being thrown and injured. Summary of principal events:

Half mile handicap—*Final*—H. J. Pote, 15 yds., first; C. E. Snyder, 15 yds., second. Time 2.11 3-5.

One mile handicap—*Final*—J. H. Dunham, 80 yds., first; E. O. Peabody, 100 yds., second. Time 2.31.

One mile, 2.40 class—Henry J. Pote, first; C. E. Snyder, second. Time 2.45.

Two mile handicap — Fred B. Emerson, scratch, first; E. O. Peabody, 75 yds., second. Time 5.30.

Rochester Races.

ROCHESTER, N. H., Sept. 23. — The races held at Cold Spring Park furnished lots of excitement to the spectators to-day. There were thirteen starters in the two mile race, and some lively brushes between Harry Hall, J. P. Clark and Hugh Robson. The former made a beautiful spurt on the last quarter and crossed first.

The five-mile proved to be the race of the day, and the struggle for first place between Clark, P. J. McDuffee and Merrill was hotly contested. The summary:

Novice race—John McLaughlin, first; H. A. Seavey, second; Herbert Sterling, third. Time 2.54 3-5.

Two mile handicap—H. Hall, first; J. P. Clark, second; Hugh Robson, third. Time 5.10.

One mile open—*First heat*—E. A. McDuffee, first; H. E. Caldwell, second; Hugh Robson, third. Time 3.14.

Second heat—Wm. M. Pettigrew, first; P. J. McDuffee, second; E. G. Merrill, third. Time 2.37 1-2.

Final heat—E. A. McDuffee, first; Hugh Robson, second; P. J. McDuffee, third. Time 2.54.

Two mile State championship — Chas. Moody, East Rochester, first; Joseph Gray, Dover, second. Time 5.51 1-4.

Five mile handicap—J. P. Clark, first; P. J. McDuffee, second; E. G. Merrill, third. Time 15.02 1-4.

An Association Tourney.

TAUNTON, MASS., Sept. 23—The Associated Cycling Clubs of Bristol County held their first annual meet here this afternoon, a large crowd being in attendance. At the conclusion of the races Nelson made a half-mile trial from a flying start against time. Warren paced him for a quarter and then Nelson spurted alone, finishing in 1.50 1-5.

The team race between three members each of the Fall River, New Bedford, Mansfield, and Taunton clubs was not decided owing to darkness. All the men finished, but, as their numbers could not be taken, the race will probably be repeated. Following is the summary:

One mile novice—E. H. Kirby, first; F. J. Henry, second; W. Fegan, third. Time 2.43.

One mile open—E. A. Nelson, first; A. W. Warren, second; M. Scott, third; J. Bianchi, fourth. Time 2.42.

One mile, 2.40—W. B. Rogers, first; R. T. Callowhill, second; W. Reynolds, third; J. C. Wettergreen, fourth. Time 2.45 1-4.

Half-mile open — M. Scott, first; E. A. Nelson, second; G. E. Rounds, third; W. Coleman, fourth. Time 1.08 3-4.

Two mile State championship—E. A. Nelson, first; A. W. Porter, second; D. Daley, third. Time 5.45 3-5.

One mile handicap—E. H. Snow, first; G. E. Rounds, second; A. W. Corbett, third. Time 2.17 1-2.

Ten Miles on the Road.

SOMERVILLE, MASS., Sept. 23.—The third annual 10-mile road race of the Somerville Cycle Club was run this afternoon and won by C. E. Record, who now holds the J. P. Lovell gold medal, which had to be won two consecutive years to be permanently held.

Gilman sq., where the start was made, was filled with people, and a dozen policemen were required to keep the crowd under control.

The starters were C. A. Collins, J. E. Steele, F. S. McCausland, Jr., Carroll Doubleday, C. E. Record, G. W. Harvey, G. J. Dunham, M. E. Merritt, A. M. Crowe, C. E. Cole, C. F. Grimes, G. B. Nason, F. E. Razoux, H. A. Libby, R. H. Farwell, G. L. Davis, E. S. Benson, A. C. Naugler, J. S. Cartwright, W. A. Wilkins, A. B. Mills.

The men got away well after one false start, and Record began to crawl up slowly from Clarendon hill. He won the lap prize, being closely pushed for it by Steele.

On the second time round the course Record, Steele, Harvey and Dunham took turns in making pace, and they came to the finish closely bunched and fighting up to the very last. Record barely won, with Steele second, Dunham third, Harvey fourth and the rest in this order: Cartwright, Farwell, Doubleday, Naugler, Nason, Collins, Davis, Cole, Mills, Benson, Crowe, Grimes, Wilkins, McCausland.

Record's time was 29m. 25s.

The last man to finish inside the 45-minute time limit, Fred McCausland Jr., won a leather medal and an order for a shave.

Milford Men Ride.

MILFORD, MASS., Sept. 23.—The cycling tournament under the auspices of the Milford Wheel Club at Charles River Driving Park this afternoon proved very successful. The events:

One mile novice, *final*—R. M. Ryder, first; C. J. Pope, second; G. S. Smith third. Time, 3.09.

One mile open—A. F. Wisner, first; C. O. Putnam, second; F. Stobbart, third. Time, 2.45.

One mile, 3-minute class—J. B. Dunn, first, C. O. Putnam, second; T. S. Carey, third. Time, 3.06

Three mile open—A. F. Wisner, first; C. O. Putnam, second; F. Stobbart, third. Time, 8. 28.

Schofield Runs Wheeler Close.

BROOKLYN, Sept. 23—At Eastern Park yesterday, Wheeler met Schofield in the final heat of the one mile race. In this heat Schofield was compelled to ride a machine to which he was not accustomed, and he was pocketed besides, yet Wheeler only won by a yard, after one of the best finishes ever seen at Eastern Park.

Another pretty race was the five mile handicap. In this event Wheeler only gained first place by two feet from C. W. Dorntge, who rode remarkably well.

The results:

One mile, scratch; heats. *Final heat*—H. C. Wheeler, first; J. W. Schofield, second. Time, 2.50 3-5.

One mile handicap *Final Heat*—J. E. Starbuck, 110 yds., first; Bartholomew, 80 yds., second. Time, 2.17.

Two mile handicap C. W. Price, 80 yds., first. Time, 4.56.

Five mile handicap—H. C. Wheeler, scratch, first; C. W. Dorntg, 50 yds., second. Time, 12.58.

24 Hour Record In Washington.

JOHN J. FISTER, of the Georgetown, D. C. Cycle Club, last week rode 279.7 miles, thus breaking the record recently made by L. C. Wahl, of the Washington Road Club, who covered 273.8 miles in the same time.

There was quite a strong wind at the time, which was somewhat against Fister. The course was on the Conduit road between the distributing reservoir and the Anglers' Club house, a distance of a little over ten miles each way, or twenty miles to the lap.

Fister's actual riding time was twenty-one hours and thirteen minutes.

Brockton Bicyclists Race on the Road.

BROCKTON MASS., Sept. 21, 1893.—A road race between teams of the Shoe City Wheelmen and the Campello Bicycle Club of this city took place this afternoon.

The start was at the entrance to Franklin Park, Boston, and the route via Mattapan, Canton, Stoughton, Brockton Heights and Pleasant street to the corner of Warren avenue, a distance of 21 miles.

The Shoe City club riders were: R. A. Perkins, W. H. Senter, Harry B. German, Fred Billings and Andrew Hall, and the Campello Club team Walter Pratt, Clinton Snow, Eli Millett, Herbert Tibbetts and Enos Winslow.

Perkins finished in 1h. 1m. with Senter only one second behind. The others: German, S. C. W., 1h. 1 3-4m.; Pratt, C. B. C., 1h. 1m. 46s.; Billings, S. C. W., 1h. 2m.; Hall, S. C. W., 1h. 4m.; Snow, C. B. C., 1h. 9 3-4m; Millett, C. B. C., 1h. 9m. 46s.; Tibbets, C. B. C., 1h. 13m.; Winslow, C. B. C., 1h. 25m. This gave the victory to the Shoe City Wheelmen, 38 points to 17.

A Buffalo 100-Miles Relay.

THE Comrades Cycle Club, of Buffalo, N. Y., ran off their 100-mile relay race, Sept. 17, from their club house on Best street to LeRoy and return. Roads were heavy and winds high.

The message was started off at 10 A. M., and was carried through the mud to Edward Scanlan, at LeRoy, in very fast time, reaching the turning-point at 12:20 o'clock. Fred Smith carried the message the last five miles going out. The return was necessarily slow, owing to the strong head wind, and it was not until 4 P. M. that Ridel Sliker delivered the message at the club rooms after its trip of one hundred miles. This made six hours and five minutes for the one hundred miles.

Covington's Century.

THE first annual road race of the Covington (Ky.) Century Cycle Club was run Sept. 17. The distance was 14 miles. Score:

	Handicap. Min.	Time.
1—Charles Houston	6.00	48.20
2—Herman Schinthelm	5.30	49.30
3—William Gliftlinge	2.30	47.50
4—C. E. Nadand	2.00	47.22
5—Ben Kemper	5.00	51.00
6—Ed. Cruninger	2.00	49.20
7—Al Roetken	7.00	54.30
8—H. M. Sidwell	Scratch	52.20
9—Carl May	5.00	60.40

Nadand won the time medal.

THE mile handicap race of the Duluth Cycle Club was run on Sept. 16, on London road. J. W. Trumble and O. F. Conrad were scratch men and Frank Hughes and Mellen started from the 100 yard mark. Hughes won by thirty yards with Conrad second, Trumble third and Mellen fourth. A quarter mile dash followed and was won by Conrad with Hughes second, Trumble third and Mellen fourth. Time .32 3-5. Conrad made a quarter mile dash against time in 32 1-2 seconds.

THE postponed five-mile handicap road race of the Post Office Wheelmen, Newark, N. J., was run over the Irvington-Millburn course last week, the start and finish being at Lockwood's Hotel. Hood, who had a 2 1-4 minute handicap, finished first in 17 minutes 18 seconds, and Jillson, 1 minute handicap, was second. Mayo and Baker, the scratch men, finished third and fourth, respectively, and Trunk finished fifth.

The Impossible Happens.

KAUFMANN and Barber, the rival trick bicycle riders, have at last got together, and will meet in a match in Rochester, N. Y., for the trick riding championship of the world Oct. 6. The agreement has been signed.

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P. S. We can't resist, we must tell of Rambler Prize Winnings since last report—JUST 100, an EVEN CENTURY. There were 42 Firsts, 31 Seconds, 25 Thirds, 2 Fourths. "We couldn't get many fourths (?)."

TELEMACHUS' TALKS.

The "Low-Down" Safety — Wooden Rims—A Vindication For Hickory—Light Wheels.

ONE of the happiest definitions of the safety bicycle I have seen is that of "X. C. C." in the *American Cyclist* who terms it a "low-down" wheel. No two words could more aptly describe it, or so condense the history of the sport since the introduction of the rear-driven wheel.

The whole history of the bicycle, from the time when, in the early eighties, the object aimed at was to ride as high a wheel as possible, emphasizes the fact that the nearer we get to the ground the better it is in every respect. It made no difference what type of wheel it was — whether a smaller ordinary, a front-wheel chain-driver, as the Kangaroo, or the final monarch of them all, the Rover type — the result was the same. This was the real secret of the ephemeral success of the Facile—the "low-down" part of it, and not in any way its somewhat eccentric driving gear. The same thing was true of the Star, and had the Smithville people brought out a 39 inch Pony Star half a dozen years before they did, the result of the battle between the "coffee-mill" and the ordinary might have had a very different result; at any rate, the Pony would have made a bound into popularity that could only have been checked by a smaller ordinary.

When the geared ordinary first appeared upon the scene its size corresponded with that of the old Facile—about 46 or 48 inches — but it was only a very short time before it was found that a drop of a few inches in size was desirable. This reduction, once begun, did not stop until a size of 36 or 38 inches was reached, and even then a sort of hybrid, called the front-driven safety, and having 30-inch wheels, found some favor. In this manner the advocates of the geared ordinary virtually acknowledged that the success of their movement would be a backward step, and that no matter how delightful it was to be up in the air, out of reach of the dust and able to enjoy beautiful views, yet the real, practical advantages derived from being near the ground far out-balanced them.

There can be but little doubt that it is to this "low-down" position that the safety owes its success, and the high wheel its want of success to just the opposite attribute.

For years past, ever since the decline of the ordinary, we have been told of the terrible onslaught the geared ordinary was going to make upon the safety, and just as often have we waited for it in vain. In England, where winter riding is much in vogue, and muddy roads quite a common occurrance all the year 'round, a certain class of riders have taken to the higher wheel, but the number of its users is being little augmented. In this country it has not even made a beginning, and there is little likelihood of its doing so. Here and there a manufacturer will make a bid for this trade, but soon finds that he has nothing but his trouble for his pains. The sagacious and the prosperous makers wisely steer clear of the whole thing, and go on making and selling safeties. The size of the wheels of the latter has also dwindled until 28 inch is now the standard, and it is quite within the bounds of possibility that we shall see 26-inch wheels before long. Crank hangers are made so low as to merely allow the pedals to clear the stones, ruts and other obstacles, and there is no doubt in the minds of those who have tried them that when the danger line is passed and the pedals come so low that there is constant danger of striking obstructions, the most comfortable riding wheel is made.

The success of the combination of wooden rims and Palmer tires still continues, much to the discomfort of many people in the trade. It is gone so far that no racing man considers himself properly mounted unless he has one or both of these speed-givers, and the unlucky mortal whose racing wheel is not equipped with them is both pitied and envied by his riva's; pitied because he is considered handicapped without them, and envied because he is supposed to be in receipt of a munificent sum the price of riding somebody else's tires and rims. As someone has very aptly put it, he is considered a fool if he is not being paid for riding the less speedy articles, while if he is paid he is violating the amateur rule, which he is supposed to observe most strictly.

While it is true that the racing men are like sheep, and follow where one or two lead, yet there is certainly something more than this lack of the boom the two articles above mentioned are enjoying. I have yet to find any one who has given wooden rims a fair trial who does not prefer them to steel rims. The racing men say that there is in them a life and spring which aid materially in enabling them to get over the ground quickly, and when to this is added the advantage of less weight and equal or greater strength it is not difficult to see why the teachings of Sterling Elliott are bearing fruit in this instance at least. It does not require much discernment to see that next year wooden rims will be used much more extensively, particularly on road wheels, and could they be used for the various clincher types of tires they would make still greater inroads on the steel rim.

The great success of the Palmer racing tire has been brought about by two things: Great shrewdness in getting the tire started; and the genuine merits of the tire itself, making it necessary only to have it tried. There were probably thousands of persons, like myself, who made a casual examination of the tire at the Cycle Show last winter, and listened to the learned discourse about the fabric, etc., without understanding it or taking much stock in it. It was all right to claim this, that or the other for it, but what was wanted was proof. When it was once demonstrated that the tire was fast, an interest was taken in it that could never have been aroused in any other way. As crack after crack succumbed to its fascinations, increased his speed and made records on it, its fame became more widespread, and to-day there is scarcely anyone on either side of the Atlantic who disputes its supremacy in the single item of speed.

It is readily admitted, even by its friends, that when it is said that it is speedy its claims to excellency almost end. Its liability to puncture is so great that the user is in constant fear and trembling, and at the mercy of anything sharp or pointed that may be on the track. A permanent repair is difficult once it has been punctured, and the provident racing man seldom fails to carry an extra tire along with him. As the tires frequently have to be renewed, and the cost is rather high, their use causes a pretty severe drain on the pocket of whomever provides the sinews of war.

It was a stroke of genius for the Palmer people to invade England, and it is no wonder, then, that the Dunlop people have sought a new tire, with which to renew the battle, and such a tire has been found, they think, and it is announced that it is as fast or faster than the Palmer, and much more easy to repair. If that is the case, Mr. Palmer will have to bestir himself, and invent some improvement with which to plague our British cousins.

The wooden rim and the Palmer tire are two distinctively American inventions, and it is gratifying to us to know that in the latter we have at last produced something that even the all-sufficient Englishmen must allow to be good. I am decidedly of the opinion that a second triumph awaits us in the matter of wooden rims, when they have been given a thorough trial on the other side.

There is considerable to rejoice in over the success of our inventive genius as displayed in these two things, but I am strongly of the opinion that we shall go still further before long, and turn out light wheels superior to anything seen on the other side. The present year is practically the first that our manufacturers have turned their attention to featherweights, and no greater change could be imagined than that in the product of makers who now turn out wheels weighing under thirty pounds for the use of the hardest road riders, whereas a couple of years ago they deemed a wheel perilously light unless it weighed fifty pounds or more. Forty pounders were put out as a feeler last year, and when the weight dropped to 28 or 30 pounds at the beginning of this, there were many predictions that they would go all to pieces. The importers of English wheels in particular, having in mind the years of hard work which had been necessary to enable them to turn out light wheels that would stand the racket, expected breakdowns by the wholesale, the outcome of which would be that the riders, their appetites once whetted by the taste of featherweights would have to turn to them for a Moses to lead them out of the wilderness.

Nothing of the kind has resulted, however, in spite of the fact that tens of thousands of American wheels, weighing under 30 pounds, are now being used by all kinds of riders on roads ranging from good to bad. Some weak points have been discovered, but not many; in proportion to the number of wheels in use they are propably even less than on English wheels. The latter only went into the hands of the select few, most of whom knew how to use a light wheel; while the American wheels are sold to nearly everyone, heavy as well as light men, novices as well as experts. The distinction between the light and full roadster is disappearing, as it is found that the light wheels are fully strong enough even for heavy riders, and this adds another burden to those the wheel is compelled to carry.

The life of the light wheel is, of course, much shorter than that of those formerly in vogue, is in somewhat greater danger of accidents, and must be ridden with more intelligent care; but beyond this its disadvantages do not go. It has been proved conclusively that it will stand up, and its good points are so manifold and apparent that nothing more is needed than this to cause its almost universal adoption. Not only is this true, but there is little doubt that next year we shall see a yet further reduction in weight—possibly even below the 25 pound mark. There is a limit to this somewhere, and it is possible that 25 pounds is the danger line, but experience alone will determine. Two years ago track racers weighed the same as the present road wheels, and when we drive the latter harder and faster than we ever did the ponderous ones of old, and without any dire results, it is not out of reason to imagine that we can go a little further still.

Whatever the weight shall turn out to be, it is almost certain that the American makers will be at the front. They always did make safeties that ran easily, and when the attempt was made to combine lightness with ease of running their success was even more striking. It is not many years since we were compelled to ride English wheels if we wanted even moderately light ones; but now, when we can get American wheels as light, as easy running, and fully equal to their rivals in standing the racket, we buy at home, and that is the reason we hear of an English house, established here for many years, closing out their business.

TELEMACHUS.

St. Louis County Tour.

THE date of this big event has been changed to Sunday, October 8 and the destination will be Upper Creve Cœur Lake, which has unrivalled facilities for handling a big crowd.

The start will be made from 19th and Locust streets, at 8 A. M. sharp, and the asphaltum streets will be kept dry till the parade passes. The photograph will be taken at Creve Cœur Lake and an excellent dinner will be provided for as well as a band of music. The grounds have bowling alleys, shooting gallery, gravity railway and a fine lake for boating and in addition a good quarter-mile track. Four races will be contested during the afternoon for which suitable prizes will be given.

Those who do not care to ride out can reach the grounds by the Missouri Pacific or Colorado railways, fare 50 cents for the round trip.

Grand Marshal Hildebrand especially invites every League member to be present and to bring his friends to make the affair a memorable one.

LINNEUS.

Meintjes Sails Away.

L. S. MEINTJES, the South African, sails for England to-morrow, September 30, where he will try for the English records before returning to South Africa.

Meintjes said in an interview with Boardman, of the *Recorder*: "I felt no ill effects and think I could have done better if pushed. The necessity of watching the pacemakers, who were not used to their work, caused me some bother. When I get to England the two Osmonds will use a tandem for pacing, and I will follow them to the finish."

Club Emblems Registered.

THE following club emblems have been registered at this office:

Campbello Bi. C.,	Campbello, Mass.
Centaur Road C.,	Portsmouth, N. H.
East Orange Cyclers,	E. Orange, N. J.
Lock Haven C. C.,	Lock Haven, Pa.
Manomonack Whelmen,	Winchendon, Mass.
Olympic Club Wheelmen,	San Francisco, Cal.
Orient C. C.,	Orient Heights, Mass.
Saco C. C.,	Saco, Me.

Address all communications to Emblem Bureau, BICYCLING WORLD, 167 Oliver street, Boston, Mass.

Morgan & Wright.

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Are Record Breakers.

Are Tires That Cause no Trouble.

Are in Fact, the Embodiment of All That is Excellent in the Tire Line.

H. H. Wylie breaks the record from NEW YORK to CHICAGO. He rode a Sterling Special, fitted with our

Racing Tires.

NOT A Puncture. A Burst. A Scratch. A Moment's Delay.

Frank Waller paced Tom Roe from New York to Chicago, using an Arrow fitted with MORGAN & WRIGHT tires; did not use a pump the entire distance; experienced NO TROUBLE from BEGINNING TO END. The Tires do not show even an ABRASION of ANY SORT.

The most SERVICEABLE, LESS COSTLY and BEST MADE tires of the era are

Morgan & Wright's

PATENT PNEUMATIC TIRES

They Are What YOU Want

See that our firm name is in raised letters on the side of tire when purchasing.

Catalogue gives a World of Information.

Morgan & Wright.

331-339 West Lake St.,

CHICAGO, ILL.

[Mention BICYCLING WORLD.]

TO OUR CUSTOMERS:

WE are beseiged with letters from all of you asking anxiously about the LU MI NUM machine you have ordered, and which you want quick.

We know you want them, and your impatience is natural. We want you to have them soon, but more than that we want you to have them **right.** We might have rushed through a lot of hand fitted machines and sent them out to you, but we do not do business that way. We have spent much time getting our tools in **exactly** correct shape. We are all right now, and are bringing through a large lot of machines which we shall be shipping by the time this appears in type. We have orders on our books from every part of every State in the Union, and are filling them in the order in which they came in. Kindly be patient with us for just a few days more and after that we shall try your temper no longer. After once getting a fair start we shall keep up with the pace.

The second edition of our catalog has just been issued, and is ready for all who wish it.

ST. LOUIS REFRIGERATOR & WOODEN GUTTER CO.,

Incorporated 1873. ST. LOUIS, MO. Capital $500,000.00

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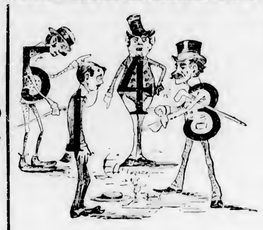
FOR 1894

WILL BE READY BY AUGUST 1ST.

Correspondence with manufacturers solicited.

THE GARFORD MFG. CO.,

ELYRIA, O.



Figures Talk.

The DUNLOP TIRES sold up to May 15th, 1893, number

505,000.

You can't go wrong in getting a DUNLOP.

They Cost a Little More, but——

The American Dunlop Tire Company,

160 FIFTH AVENUE, NEW YORK.

HIGHEST GRADE

EXCELSIORS

Prices maintained.
Agents fully protected.



Machines Guaranteed Absolutely.

Road Scorchers Light Roadsters. Full Roadsters. Ladies'.

Weights, 30, 35, and 40 lbs.

BICYCLE SUNDRIES.

ACKNOWLEDGED LARGEST SUNDRY HOUSE IN THE UNITED STATES.

Z. & S. Hose Supporters, Belt Hose Supporters, Hip Hose Supporters, Z. & S. Bundle Carriers, Wrenches, Spoke Grips, Locks, Clocks, Cyclometers, Badges, Tire Tape, Rubber Solution, Cement, Plumbago, Graphite, Chain Lightning, Bicyline, Auto. Chain Cleaner, Repair Outfits, Oilers, Oils, Enamel, Tool Bags, Belts, Saddles, Bells, Lamps, Whistles, Pumps, Pants Guards, Toe Clips, Foot Rests, Safety Stands, Lamp Brackets, Eton Caps, Cork Handles, Rims, Nipples, Spokes, Balls, Tires, Etc.

SEND STAMP FOR ENCYCLOPEDIA NOW READY TO MAIL.

HOWARD A. SMITH & CO., NEWARK, N. J.

"Did Not Touch It the Entire Distance With Wrench or Pump."

So says Arthur F. Ferris of Utica, N. Y., who on Sept. 11th rode 350 miles in 24 hours, beating the New York State Record by 128 miles. His mount was a . . . . .

25 LB. HELICAL

PREMIER ROAD RACER

FITTED WITH

DUNLOP DETACHABLE TIRES.

Ferris was thrown to the track by collision with a pacemaker and severely shaken up and bruised, **but his wheel was unimpaired.**

PREMIERS ARE THE ACME OF RELIABILITY. WE STILL HAVE A FEW LEFT.

THE FINEST WHEELS IN THE WORLD FOR FALL AND WINTER RIDING.

PREMIER CYCLE CO.,

Nos. 844 and 846 Eighth Ave., = = = = New York City.

Sued for Assault and Battery—A Warning to Reckless Riders.

AT Portland, Oregon, H. L. Kent, bookkeeper for Fred Merrill, pleaded not guilty to the charge of assault and battery brought against him by Frank Campbell, a newsboy. The evidence showed that Kent was riding on his bicycle up Washington street between a team of horses standing by the curbing and the street car track, when Campbell ran in front of the horses into the street and collided with Kent's bicycle.

Deputy District Attorney Malarkey submitted authorities to show if there was carelessness on the part of the rider the offence constituted assault and battery. This is the first arrest for an offence of this kind, although there have been several accidents resulting from the reckless riding of wheelmen. Acting Judge Williams held that the offence constituted assault and battery and fined Kent five dollars, remarking that while he did not believe he had been grossly negligent, he thought there had been a degree of carelessness on his part and hoped his conviction on this charge would have a salutary effect on cyclists, some of whom he said appeared to have very little respect for the rights or safety of pedestrians.

The Bicycle In War—Significant Signs of the Times.

ACCORDING to statements in a Paris paper, two new converts have recently been made to the cult of the cycle in the persons of no less important military men than General Loizillon, the present Minister of War, and General deGalliffet, who is one of the most distinguished of living cavalry commanders. "It appears," says the London *Daily Graphic*, "that the Minister of War, fearing to compromise his official dignity by appearing in the Bois on his new steed, has caused a special track to be constructed for him in the grounds of the Ministry of War whereupon he takes daily exercise between one and two o'clock in the afternoon.

"General deGalliffet is said to have taken to cycling from a sense of professional duty. Now that a cyclist corps forms a recognized part of every army the General thinks it is high time that commanding officers should know from personal experience what can and what cannot be done with a cycle as well as with a horse. Besides, there are about half a dozen more general officers in the French army who occasionally mount the "high metalled" charger which goes on two wheels instead of upon four legs. Who knows? When the next great war comes the world may gaze in awe stricken admiration upon a Balaclava on bicycles."

BICYCLISTS IN THE GERMAN ARMY.

In the German manœuvres around Metz certain innovations have been tested this year for the first time. The most interesting was the use of cyclists for despatch duty. The Berlin correspondent of the London *Standard* says: "It was found that this means of transport for the conveyance of despatches was very useful, especially at night time. Owing to the successful experiments made within the last few days it is more than probable that cycles will be generally adopted in the German army. The rider is armed with a revolver and a bayonet, the latter being fixed to the machine, while his despatch bag is hung loosely round the body. Each cyclist brought his own machine with him, and will receive twenty-five shillings for its use in the service of the army.

A New Brake.

MR. R. E. HAMMER, of the Pennsylvania Bicycle Club, Philadelphia, has invented a neat and novel brake for bicycles, which differs from anything now in use. The device is worked entirely without a brake lever, a rod running down the centre of the handle bar which by releasing a spring attachment and placing the weight on the handles, presses the brake on the front, back or both wheels if desired. Patents have been taken out covering the device for several different methods, including the band brake style. When the brake is not in use the handle bar is rigid. There is no rattling or anything to get out of order, and is no more expensive to make than any brake work now used on any first-class machines.

A Milwaukee Failure.

THE Roth-Kasten Cycle Company, of Milwaukee, have made a voluntary assignment. William Lachmeier was appointed assignee under a bond for $26,000, with Otto Strlissguth and James Gilowsky as sureties.

Edward W. Roth obtained judgment and execution against the Roth-Kasten Cycle Company on a note for $219.95 dated Sept. 9, 1893, payable on demand.

Query—Are Runaway Bikes a Necessity?

THE secular press, of late, has teemed with accidents caused by loss of control of bicycles while coasting, or else it has been my lot to light on these special items more frequently than usual and to be especially impressed by it. And yet they are so utterly unnecessary. Can it be that a wheelman in average health is not prepared to encounter an emergency without losing his head? The very fact that he is a wheelman ought to be a certificate of mental alertness and readiness of resource. However, I have come to the conclusion that in the multitude there are many who "meant well but they didn't know."

Now, my dear brothers—and sisters too—if your brake breaks, or goes on a strike at a critical moment while indulging in rapid transit down a hill, perhaps with an electric car or a coal cart squarely across the way what should you do? Roll off? If you do you'll sing barearoles directly. Keep on? Then there is bound to be a smash—unless you keep your head and bear in mind words of wisdom.

In the first place, look at your riding shoes now. Are there nails in their soles? Drive them in. That done, you have two brakes ready for instant use, by foot power. If you are coasting and a collision looms up in prospect, put your best foot foremost around the front of your machine and bear down on the tire of the front wheel, hard. If need be, get there with both feet. You can stop your wheel so suddenly as to

MAKE YOU STAND UP ON END,

or you can do it more gracefully and slow down to a safety pitch. I have seen this done by placing the toe in between tire and fork, but in my opinion this is unsafe. The toe might be carried in too far, catch, stop the wheel dead and leave you hopping in mid air on one foot with a 50 pound wheel hitched to the other. The sole is the best I recall well the day I learned the trick. I was winding down Scarboro' hill, and two teams hove in sight abreast. A book strap blew into my brake bar and clogged it, and I had about three seconds to invent a new system, since I had no collision bulkhead. I'm proud to say that two seconds sufficed, after which I said a few things to those sociable drivers and persuaded them to move on their divers ways. Of course it is a simple device, probably told of before; but the existence of accidents indicates that some do not know of it.

But won't it wear the tire? you ask. Of course it will! So will the brake. It is for emergency use, not for daily wear; and even if it does wear it, the net damage is less costly than a collision would be; only yesterday I passed a disconsolate wheelman with his front shaft broken short off just above the fork, due to trying to ride over a hydrant. I have used it perhaps more frequently than necessary, not liking the strain on the hand in applying brakes in the usual way, and I admit that there is a temptation to rely on it almost altogether.

But then, there are tires and tires, and all might not stand it. Last April another mournful brother told me he had repaired his tire already fourteen times this season; I won't say what make it was for I don't know; it wasn't like mine. On the other hand, I've now run nearly two years on the same set of hosepipe tires, which have had all of the wear referred to above and have needed repairing but once, when I ran over a barbed wire in the dark about a year ago. So it can't be very destructive, though it has saved me hospital bills. *Vive le hosepipe!*

I had a chance to make an exceedingly brief trial of the new coffee-mill wheel—the League Chainless—the other day. It ran very easily, and with rubber pedals I should imagine it might be a comfortable thing. With rat-traps, however, the gride of the cogs was annoying. The owner claimed that one would get used to it as one does to the "elliptic," to which I assented offhand, and just then it struck me that for the past two months I had forgotten that I had a squatted sprocket anyway. My toes keep down automatically and the ankle motion is as natural as breathing.

If you will keep an eye on my line of march, o'nights, you'll see another wheelman who rides upright. I never felt so rainbowy in my life as when I dropped into the Dahomey Village at the White City, and saw what plumb-lines those fellows were. The girls too! It was easy to see that they did not wait for wheel days in which to leave off corsets. It was worth the price of admission to see them walk across the yard! It made me straighten up about seven degrees from sheer unconscious imitation.

J. PARKE STREET.

A Tour for Pleasure and Not for Mileage.

A TRIP that I do not remember having read of in the BICYCLING WORLD has just been enjoyed by two "Leaguers" and in that fraternal spirit which is so predominant among wheelmen, will outline the route for the benefit of those who have discovered the best way to thoroughly enjoy a vacation.

Our start was made from Montclair, N. J., —six miles from Newark—at 8.15 A. M. We pedaled along at an easy pace to Little Falls, and thence on the splendid macadam road to Pompton, where we turned westward to Bloomingdale. From this point on we encountered the hills of Northern New Jersey, but which, however, were easy and rideable. At Stockholm, 30 miles away, we stopped for dinner. Our route in the afternoon was a mistake, for instead of following our excellent road book's direction, we were persuaded by some of the "natives" to take "the short cut," and not pass through Franklin Furnace. Well, the next time we go *over* the Hamburgh Mountains, I'm quite sure we'll go *around* them, for they are just about unrideable. From Hamburgh to Deckertown, Coleville and the east side of the Kittatinny Mountains the roads were fine, unusually so. From this point, although the upward grade was severe, the road was as smooth and hard as a billiard table. At High Point, 1960 feet skyward, we stopped for the night, completing the first day's run of fifty miles, and being within a six miles' coast from Port Jervis, N. Y. The view from High Point is magnificent. To the south and down the Delaware River and Valley, the famous Water Gap is clearly seen; to the West, the grand old Kittatinny Mountains in Pennsylvania, while northward we behold the continuation of this range called the Strawangunt, in New York, with the Delaware River winding in between them.

On the second day, we started off with a glorious coast into Port Jervis, from whence we pushed along at a moderate pace over the famous ride, so often described in these columns, to the Water Gap, stopping at Dingman's for the mid-day provender. At the Kittatinny House we closed our eyes to the magnificent scenery surrounding us on every side and were soon dreaming of the ninety-nine miles of touring we had enjoyed in the two days.

Over the mountains, on good roads and easy grades, on the third day we ran into Scrudsburg, Pa., four miles from the Gap. The views from these Pennsylvania hilltops were glorious beyond description, and when it is known that they may be obtained without having to push your wheel over rocks or through miles of soft road the attraction is greatly increased.

A slight

"CLIMATIC DEPRESSION"

in one of our tires induced us to stop over at Stroudsburg until after dinner. Our pneumatician found the cavity and did the needful, while we did the town, so about three o'clock we were in the saddle and on the way to Mauch Chunk. The road, which was somewhat hilly, but surprisingly good, took us through Scioto, Brodheadsville and Kugelsville. From this place on to Weissport, fourteen miles, we enjoyed as fine a ride as it seemed possible to obtain anywhere. Road hard and smooth, with just sufficient down grade to make your wheel run itself; great overtowering mountains on your right, with a gorgeous glen and river opposite. Indeed, we looked upon the stretch as in many respects far superior to anything on the Port Jervis-Bushkill road. At Weissport we concluded to call it a "day," with 36 miles to our credit, and rather than climb a heavy mountain road took the train for Mauch Chunk—four miles away.

On the fourth day we used up the morning by a trip on the well-known Switch Back Railroad to Mt. Pisgah and Mt. Jefferson, and a ride around this beautiful Swiss-American town on the Trolley. A little before noon we were again in the saddle at Weissport, having come by train from Mauch Chunk, and on our way south-eastward. Our road book, an old one, advised the tow-path, but the canal keepers assured us that, from a financial point of view, the road would be the more preferable, so we pushed on over as good roads as could be desired, through Bowmans and the beautiful Lehigh Gap, with a stop at Slatington for dinner. In the afternoon our route took us through Unionville, Schnecksville, Siegfriersville and Hamburg to Allentown on most excellent roads, at the foot of the mountains, the entire distance. Our run for this day covered 31 miles.

We left Allentown immediately after breakfast on the fifth day of our outing, a quick spin of six miles bringing us into the pretty town of Bethlehem, where without stop we pushed on at an easy pace through Farmersville to Easton, nineteen miles from our last resting place. We "did" the town, getting a glimpse of the college buildings, running out to Paxinosa Inn and return, and then crossing the river we found ourselves once more wheeling in Jersey. Getting out of Phillipsburg at a rapid pace, we reached Bloomsburg over roads about A3, in time for dinner.

NATIVE JERSEY ADVICE

as to a "short cut" over the Musconetcong Mountain was not acted upon this time, and we turned our wheels towards Riegelsville. Following the Musconetcong River until we reached the Delaware, over a fairly good road, we crossed the river and were once more in Pennsylvania and on, what we suppose is, a well known and oft-described route i. e. the Delaware River. Running through Milford, New Jersey, we "day to" for the night at Frenchtown with 47 miles to our credit.

The sixth day's ride took us down the same fine river road through Lambertville to Trenton—31 miles—where we refreshed and nourished the inner man and had ample time in the afternoon to inspect the town, including the State buildings, etc. Leaving at five o'clock, we took the road through Lawrenceville to Princeton, our putting-up place for the day, after having ridden 42 miles since breakfast. The last day's run took us over a route too well known to need any description further than a mere outline. We struck a lively pace to Rocky Hill, across the Millstone River to Washington's headquarters, and our wheels fairly flew over the fine State road to East Millstone; and then on to Bound Brook following the Telford macadam to Plainfield, Springfield, Milburn, Orange and home, 48 miles for the day, and a total for the week of 303.

The trip was one of the most enjoyable the writer has had and is highly recommended not alone for the places of interest to be seen and the grand mountain views, but also from the fact of the remarkably fine roads in such altitudes, making the route an easy one, even for young riders.

Surely the wheel is an important factor in the better development of our great country when we find such good roads among the mountains. L. A. W. 26,869.

They Went A-Fishing.

THE Lynn (Mass.) Wheel Club went on its annual outing last week and had a very successful day's fishing.

The party boarded the schooner "Gertie Smith" at Swampscott and sailed out about seven miles off Egg Rock casting their lines into the briny deep. They brought home a barrel of fine specimens of the finny tribe. The largest fish was caught by Albert Wiswell, and weighed 16 pounds, while Charlie Whitten landed a 15-pounder.

He Wants to Know.

EDITOR BICYCLING WORLD: Has Mr. O. S. Bunnell, Referee of the N. C. A., resigned his office as a representative of the Pennsylvania Division of the League of American Wheelmen?

Has Mr. S. Wallis Merrihew, Official Handicapper of the N. C. A., resigned his office as Chief Consul of the Delaware Division of the L. A. W?

Yours for Information,

MEMBER PENNSYLVANIA DIVISION.

Killed on Staten Island.

HENRY B. WALKER, a music teacher, aged 15, of Brooklyn, met with a fatal accident at Tompkinsville, Staten Island, last Saturday. A friend was with him when he left St. George shortly after 7 o'clock. The two rode down Central Avenue to Tompkinsville, and then started down Bay street. They were going at a rapid pace and were talking to each other, their wheels being side by side. At Bay and Swan streets there was a rope strung across the road and a sign which read, "Road Closed," was fastened to a post in the centre of the thoroughfare. The two wheelmen apparently did not see the sign, for they went into the rope at their rapid speed. It was just high enough to catch them under the chin, and they were both thrown from their wheels with great violence, Walker landing on the back of his head, causing concussion of the brain, while his companion was only slightly cut. Walker was sent to the Infirmary where he died.

Along the Ocean Front.

NEWPORT, R. I., Sept. 23—The Aquidneck Bicycle Club held a race meeting this afternoon on Ocean avenue, which was in fair condition. August Swenson covered ten miles in 38.10.

Racing Men Who Enter Should Ride.

EDITOR BICYCLING WORLD: I desire to heartily second two editorial suggestions in the September 15 issue of the WORLD.

The first is in regard to competitors in a race wearing registered colors; the second is in regard to crack racing men promising to attend race meets, and then disregarding their engagement without notifying the race promoters.

The international tournament at Minneapolis is another case in point where the management drew out a crowd to see Zimmerman and Johnson compete, by advertising Zimmerman on the strength of his special personal promise to be present, resulting in a disappointed crowd and unjust censure of the management.

Consider the feelings of the expectant maidens who sought to compete with the Ripon girls for the smiles of the great racing men, and were not given a chance so to do. Great men should remember that they have great responsibilities. Men who become great suddenly, sometimes forget to discard habits which, while they accorded very well with their former positions do not set well upon them in their new spheres.

Seriously, can not the Racing Board do something to protect the promoters of race meets from unjust censure arising from dealings with irresponsible racing men?

A. B. CHOATE.

Minneapolis.

LATE OFFICIAL NEWS

Pennsylvania Division.

The following committee to nominate a Chief Consul, Vice Consul, Secretary-Treasurer and twenty-one representatives to constitute the Board of Officers of this Division has been appointed. Members are requested to make any suggestions desired to any member of the committee preferably to the one nearest:

Thos. Hare, 1006 N. Broad street, Philadelphia.
P. S. Collins, 455 Arch street, Philadelphia.
W. M. Imhoff, Central Stock Yards, Pittsburg.
Frank Dietrich City Clerk's Office, Wilkesbarre.
Geo. T. Bush, Bellefonte, Pa.

The nominations must be closed by the 15th of October, 1893, under the Constitution.

SAMUEL A. BOYLE, Chief Consul.
Philadelphia, Sept. 25, 1893.

Illinois Division.

In accordance with Art. 3, Sect. 7 of the Illinois Constitution, the Secretary has divided the representatives to which our Division is entitled among the Districts as follows:

First—Cook County, 1,268 members, 4 representatives to be elected.

Second—Lake, DeKalb, Kane, Kendall, Will, DuPage, Ogle, McHenry, Lee, Whiteside, Carroll, Boone, Winnebago, Stephenson, and Jo Daviess Counties, 188 members, 1 representative.

Third—Livingston, Kankakee, McLean, Ford, Iroquois, Champaign, Vermillion, Douglass and Edgar Counties, 156 members, 1 representative.

Fourth—Bureau, La Salle, Grundy, Putnam, Stark, Marshall, Knox, Woodford and Tazewell Counties, 123 members, 1 representative.

Fifth—Peoria County, 188 members, 1 representative.

Sixth—Mason, Logan, DeWitt, Cass, Menard and Sangamon Counties, 89 members, 1 representative.

Seventh—Hancock, McDonough, Fulton, Adams, Brown, Schuyler, Pike, Green, Jersey, Calhoun, Scott, Rock Island, Henry, Mercer, Henderson and Warren Counties, 170 members, 1 representative.

Eighth—Macon, Piatt, Christian, Shelby, Montgomery, Coles, Cumberland, Clark, Jasper, Crawford, Richland, Lawrence, Edwards, Wabash, White, Gallatin, Hardin, Fayette, Effingham, Marion, Clay, Jefferson, Wayne, Hamilton, Franklin, Alexander, Pulaski, Massac, Union, Johnson, Pope, Williamson and Saline Counties, 87 members, 1 representative.

Ninth—Morgan, Macoupin, Montgomery, Madison, Bond, Clinton, St. Clair, Washington, Monroe, Randolph, Perry and Jackson Counties, 121 members, 1 representative.

NOMINATIONS.

Art. 3, Sect. 5. Candidates for Chief Consul, Vice Consul and Secretary-Treasurer must be nominated in writing to the Secretary-Treasurer by at least 30 members, not less than 10 from each of three districts.

Candidates for representatives must be nominated in writing to the Secretary-Treasurer by ten or more members residing in their respective districts.

Sec. 6. All nominations must be filed with the Secretary-Treasurer not later than the 15th day of October, and he shall publish all said nominations in the official organ on or before the 25th day of October.

BURTON F. WHITE, Sec.-Treas.
Chicago, Sept. 21, 1893.

In the Newtons.

NEWTON, Mass., Sept. 23—The first of a series of bicycle races under the auspices of the Newton Athletic Club took place this afternoon. The course was ten miles from the corner of Center and Homer streets, Newton Center, to Wellesley Hills and return. There were nineteen entries and the winner was F. S. Pottler, his time being 32 minutes.



A NEW RACING SHOE.

Weight 5 1-2 oz. All Solid Leather.

We will send a pair of these shoes, paying every express charge, C. O. D., at the regular retail price, $3.50. Send size of foot. Discount to Agents.

Detachable Cleat Co., Alliston, Mass.

IT HAS MANY FRIENDS.

CALL'S No 5 SUPPORTER

With Lace Front and Adjustable Back Straps.

No. 5, same as cut, 75c.; No. 6, pockets each side of lacing, $1.00; No. 7, hose supporters attached to sides (no pockets), $1.00; No. 8, with pockets and hose supporter, $1.25. Postpaid on receipt of price. Send light waist measure. Illustrated Catalogue Free.


FRONT VIEW


BACK VIEW

S. B. CALL, 229 Main St., Springfield, Mass.



The Billings' Bicycle Wrench.

Adopted by the Pope Mfg. Co., and pronounced by them the Best Bicycle Wrench in the Market.

THE BILLINGS & SPENCER CO., HARTFORD CONN.

There Be Wrecks AND Wrecks!

Have you noticed how many twisted frames, buckled wheels, broken parts, and worthless tires have showed up this year? Machines have constantly gone wrong under ordinary riding, and slight accidents have caused ruined wheels. By actual comparison OURS have proved to be the MOST RIGID wheels at their respective weights. We have had NO breakages except from outright accident. We DISTINCTLY CLAIM, without fear of just contradiction, that the PHOENIX has given more satisfaction to its riders, and less trouble to agents than ANY OTHER wheel in the market.

PHOENIX



LIGHT ROADSTER.

PORTER & GILMOUR, 1773 Broadway, New York.

Eastern Branch of STOVER MF. MFG. CO., 579 Madison Ave., New York.

Fair Tourists Come Home.

AMONG the passengers on board the Cunarder Bothnia, which arrived on the 17th, from Liverpool, were two young ladies who made a summer trip on bicycles through the British Isles. They are Miss Edith M. Keinston and Cerrie L. Hodsdon, and both are newspaper women, Miss Hodsdon being connected with the Lawrence *Eagle*. The young ladies left Boston early in the summer and visited all the important places of interest in England, Scotland and Ireland. Everywhere they received courteous treatment and made many friends. During her trip Miss Hodsdon made arrangements to do considerable work for English papers, beginning with an account of the mill operatives at Fall River for a trade journal.

Massachusetts Winds Up Ladies' Runs for the Season.

THE last ladies' run of the season by the Massachusetts Bicycle Club was held last week, under command of Captain Peck. Eighteen women and eleven men rode.

Out through the Back Bay Fens, Beacon street to Coolidge Corner, Oak square, through the Cambridge cantons to Waltham, and the Norumbega tower.

At the stop in Waltham, the party stopped at the residence of Miss Eppler, where a luncheon was served and pictures taken. Pictures were also taken at Norumbega tower. Then the wheels were mounted again and dinner was eaten in Auburndale.

After dinner dancing was indulged in, and a pleasant entertainment furnished. At 3 o'clock they started home, coming in by way of Echo bridge and the reservoir, reaching the clubhouse.

CHAIRMAN MUELLER, of the road board of the Atlantic Wheelmen of Newark, N. J., sailed for Germany yesterday, and will be away until the first of January. He tendered a farewell "spread" to his clubmates at the Hilton Hall on Thursday night.

THE electric cars in Woonsocket, R. I., have taken to racing with bicyclists. It may afford great pleasure to the "careful motorman" to engage in these contests, but it necessarily endangers the life of passengers who are unfortunate enough to be on the cars when the racing fever strikes the motorman.

IN the case of Douglass against the Bedford Bicycle Club, which came up in Brooklyn, N. Y., the complaint charging the club with being a public nuisance was dismissed. President Tims produced a petition signed by over fifty residents near the clubhouse in favor of the wheelmen.

BOSTON, Nov. 27, 1891.

Messrs. Adams & Sons Co.

Gentlemen: I have used your Adams' Pepsin Tutti Frutti and find it an invaluable aid to any Athlete or distance Racer, as it prevents the throat parching and keeps the stomach in good condition. Truly yours,

(Signed) GUS GERBERO.

Ride a New Wheel for $18.00.

For further particulars see H. W. Smith & Co's. ad. on page 62.

Attractive Routes to the Great Fair.

Of the many routes catering for the World's Fair travel the Baltimore & Ohio Railroad, by combination with other, and in many cases competitive lines, presents the most attractive and varied routes yet offered and at very reasonable rates. The route most in demand is that via Washington on the outward, and Niagara Falls on the return trip, price of which is $30.00, Boston to Chicago and return. Other routes include Montreal, Thousand Islands, White Mountains, &c. Full information as to sleeping car accommodations, stop-over privileges, &c., can be obtained by addressing A. J. SIMMONS, New England Passenger Agent, 211 Washington street, Boston, Mass. Send for World's Fair circular. *

BOSTON, Nov. 28, 1891.

Adams & Sons Co.

Gentlemen: Your Pepsin Tutti Frutti is just the thing for any Cyclist or Athlete to use, as it keeps the throat and stomach in perfect order.

Truly yours,

(Signed) ROB'T. A. NEILSON.

If You Don't Watch Out

You will miss the greatest opportunity of your life to visit the World's Fair at the lowest prevailing rates, via the popular route, the Nickel Plate. The shortest, cheapest and best line between Buffalo and Chicago. Express trains, palace sleeping cars, and superb dining cars. *Lowest rates.* Read the papers, call on nearest ticket agent for tickets, and take the popular line for Chicago. Address F. J. Moore, 23 Exchange street, Buffalo, N. Y., for map. *

BOSTON, Nov. 28, 1891.

Adams & Sons Co.

Gentlemen: I have used your Pepsin Tutti Frutti, and think it is what every Cyclist and Athlete should use. It is indispensable. I use it in all my races. Truly yours,

(Signed) T. RELPH.

Amateur Midland Safety Champion of England.

Send 50c. to us for copy "Zimmerman on Training." The book not only covers points on training, but points for tourists, care of wheels, records, and a host of valuable information.

The "PERFECT" POCKET OILER

(IMPROVED PATTERN)

Is the result of evolution. It is the outcome of 5 years' experience in making oilers and is to-day the tightest and cleanest oil can in the world. Does not leak. Regulates the supply of oil to a nicety. Look out for imitations.



Price 25c. each. Handsomely nickeled.



PUMP AND OILER HOLDERS.

We make a small size holder to carry above oiler on your wheel. Also a larger size holder to carry your pneumatic pump. Easily attached to any wheel.

Price 25c. each. Handsomely nickeled.

CUSHMAN & DENISON,

172 9th Avenue, - New York.



WILSON'S

WONDERFUL NICKEL AND ENAMEL

PRESERVER.

Will Polish Nickel and Enamel. **Prevent** Nickel and Steel from Rusting.

DIRECTIONS.

Shake well before using. Saturate a piece of cotton flannel with the solution, rub lightly, and finish with a clean, dry piece of cloth.

The solution leaves a fine coating, preventing the air from penetrating the nickel.

The solution is to be applied on good nickel. If such is the case, and done carefully, you will not be obliged to have the pedals or cranks re-nickeled.

If the nickel has already begun to peel off, the solution should be applied at once; by so doing it will prevent the rust from going any further.

This solution is the best thing in the known world to prevent nickel from rusting and redoubling the enamel. I make no claim to remove rust.

MANUFACTURED BY

JOHN W. WILSON, 14-15 Tremont Row, Boston, Mass., U. S. A.

PRICE 50 CENTS.

FOR SALE EVERYWHERE.

Bicycle Manufacturers and Repairers



Can obtain everything required in Bicycle construction and repair, including Bown's & Perry's goods, Weldless and Credenda Tubes, Rims, Forksides and Forgings, both rough and finished, at rock bottom prices, of

W. W. WHITTEN,

118, 120, 122 & 124 So. Main St., Providence, R. I.

Manufacturer and Importer.

USE A STICK

NOW, DO YOU NOT? YES?

We thought so. They all have to hunt around for a stick to clean the mud from their tires.

PURITAN SPECIALTY CO

P O 1239 BOSTON MASS

PATENT APPLIED FOR.

STOP IT IMMEDIATELY,

And send for one of our pneumatic tire cleaners. Hard rolled, polished brass, lacquered. Goes in any tool bag or in any pocket. Nice people. Sent post-paid to any address upon receipt of postal note or money.

PRICE, 25 CENTS.

PURITAN SPECIALTY CO.,

Discount to Trade. P. O. Box 1239, Boston, Mass.

"ZIMMERMAN on Training

WITH POINTS FOR CYCLISTS,"

NOW READY.

Price 50 Cents, Handsomely Bound in Cloth.

A Valuable Work of Reference for All Riders.

Sent postpaid on receipt of price.

WHEELMAN CO., 167 Oliver St., Boston.

Scorcher Shoe, $2.00. **Detachable Cleat & Shoe Protector, $1.00.**

POST-PAID.



HORSEHIDE SHOE.

Send Money and Size of Foot, and whether for Rat-Trap or Rubber Pedals.

DETACHABLE CLEAT CO.,

383 Cambridge Street, - - ALLSTON, MASS.

No Hooks—Yet never slip their hold is true of *only* the

"FAULTLESS" TROUSER GUARDS.

Price by mail, 15 cts.

CHAS. SULZNER, Sole Manf'r. 1030 So. 4th Ave. Phila.

Biggest discounts known to the Trade.



AGENTS $50 to $100 a week. Ladies or Gents. Best article ever sold. Needed in every house, placed handsome sample free to every reader. Write Home Manufacturing Co., 140 Nassau St., New York. Chicago, Ill.

AGENTS $50 to $100 a week. Ladies or Gents. Best article ever sold. Needed in every house, placed handsome sample free to every reader. Write Home Manufacturing Co., 140 Nassau St., New York. Chicago, Ill.

C. P. HARRISON & CO., N. Columbus, O.

WELL CONSTRUCTED! are the words you always hear coupled with

WARWICK BICYCLES.

They have always stood for all that is best in the way of MATERIAL and WORKMANSHIP, and we mean they always shall. LIGHT, HANDSOME, DURABLE, SWIFT. They give satisfaction. All of our wheels are GUARANTEED FOR ONE YEAR. We want you with us, and once mounted on a WARWICK, we believe you will find satisfaction. Send for book that tells about our wheels.

WARWICK CYCLE MFG. CO., = Springfield, Mass.

SINGER CYCLES.

NO CHANGE IN PRICE

The Only Wheels Absolutely Guaranteed.

The Only Wheels Fitted with 1893 Improvements.

Our prices correspond with the value of the articles furnished, and in the future, as in the past, will be maintained in all countries, against the inflated prices of goods of inferior make.

SINGER & CO., 6 and 8 Berkeley St., and 2 Warren Avenue, BOSTON, MASS.

LIBERAL DISCOUNTS TO RELIABLE AGENTS.

L. A. W. LEAGUE OF AMERICAN WHEELMEN.

OFFICIAL DEPARTMENT.

Boston, Mass., September 29, 1893.

LEAGUE HEADQUARTERS:

12 PEARL STREET, ROOM 20, - - BOSTON, MASS.

Officers for 1892 and 1893.

PRESIDENT,
COLONEL CHAS. L. BURDETT,
Hartford, Conn.

FIRST VICE PRESIDENT,
THOS. F. SHERIDAN,
Lock Box 951, Chicago, Ill.

SECOND VICE PRESIDENT,
DR. G. CARLETON BROWN,
88 Broad St., Elizabeth, N. J.

TREASURER,
W. M. BREWSTER,
411 Francis St., St. Joseph, Mo.

SECRETARY,
ABBOT BASSETT,
12 Pearl St., Boston, Mass.

The President and Vice-Presidents constitute the Executive and Finance Committee. Dr. G. Carleton Brown is Secretary of this committee, and all correspondence with the committee must be addressed to him.

Standing Committees.

MEMBERSHIP COMMITTEE.

George C. Pennell, 318 West 109th St., New York City
Howard L. Perkins, P. O. Box 193, Providence, R. I.
M. A. High, ... Cincinnati, Ohio.

COMMITTEE ON IMPROVEMENT OF HIGHWAYS.

Isaac B. Potter, ..Potter Bldg., New York, N. Y.
A. B. Choate, 120 Temple Ct., Minneapolis, Minn.

COMMITTEE ON RIGHTS AND PRIVILEGES.

Charles F. Cossum, ... Poughkeepsie, N. Y.
Winfield S. Slocum, 257 Washington St., Boston, Mass.
F. W. Tracy, ... Bridgeport.

COMMITTEE ON RULES AND REGULATIONS.

J. Wade McGowin, ... 123 Wood street, Pittsburgh, Penn.
A. C. Willison, ... Cumberland, Md.
W. C. Harris, Jr., ... Birmingham, Ala.

RACING BOARD.

H. E. Raymond, Chairman, 215 Flatbush Ave., Brooklyn, N. Y.
Lewis A. Miller, ... Meriden, Conn.
Ed. Meglemry, 216 W. Jefferson st., Louisville, Ky.
Geo. D. Gideon, 17 No. 7th St., Philadelphia, Penn.
J. M. Erwin, ... Nyes Record, Chicago, Ill.
John T. Huntington, 585 Arcade, Cleveland, O.

TRANSPORTATION COMMITTEE.

Albert Mott, Chairman, 2234 Madison ave., Baltimore, Md.
John O. Blake, ... 85 Madison St., Chicago, Ill.
H. C. Nickerson, ... 211 Washington St., Boston
J. D. W. King, 181 Potter Bldg, New York City.

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

ALABAMA—Chief Consul, Wm. C. Harris, Jr., Box 246, Birmingham. Secretary-Treasurer, John A. Snider, 117 North 20, Birmingham.

ARIZONA—Chief Consul, A.W. Gallun, Phoenix.

ARKANSAS—Chief Consul, F. D. Nichols, Fort Smith.

CALIFORNIA—Chief Consul, Geo. H. Strong, 220 Market, San Francisco. Secretary-Treasurer, Lamon W. Ripley, 714 Ninth street, Sacramento.

SOUTH CALIFORNIA—Chief Consul, J. S. Thayer, Box 3116, Los Angeles; Secretary-Treasurer, Ben C. Jordan, Box 828, Los Angeles.

COLORADO—Chief Consul, Chas. A. Hackney, Box 1127, Denver. Secretary-Treasurer, Harry M. Booth, 816 24th street, Denver.

CONNECTICUT—Chief Consul, A. H. Schumacher, Box 962, Hartford. Secretary-Treasurer, P. W. Westlake, 91 Lewis Street, Bridgeport.

DELAWARE—Chief Consul, S. Wallis Merrinew, 906 Jackson street, Wilmington. Secretary-Treasurer, Chas. S. Wilson, 814 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, Samuel W. Simonetz, 1257 Pa. Ave., Washington. Secretary-Treasurer, W. H. Stearns, 719 13th street, N. W., Washington.

FLORIDA—Chief Consul, S. A. Adams, 46 Main street, Jacksonville.

GEORGIA—Chief Consul, Samuel M. Whiteside, Box 76, Savannah. Secretary-Treasurer, C. M. Rubling, Savannah.

ILLINOIS—Chief Consul, Frank W. Gerould, 308 Madison street, Chicago. Secretary-Treasurer, Burton F. White, 382 Washington Boulevard, Chicago.

INDIANA—Chief Consul, Thomas Hay, 70 North Pennsylvania street, Indianapolis. Secretary-Treasurer, E. V. Miner, Room 22, Board of Trade, Indianapolis.

IOWA—Chief Consul, Fred H. Beach, 111 West 8th St., Muscatine. Secretary-Treasurer, Geo. W. Tones, care Fred Beach, Muscatine.

KANSAS—Chief Consul, W. C. F. Reichenbach, Box 265, Topeka. Secretary-Treasurer, Austin Hawley, Girard.

KENTUCKY—Chief Consul, W. W. Watts, 548 West Jefferson, Louisville. Secretary-Treasurer, Orville W. Lawson 2510 West Jefferson, Louisville.

LOUISIANA—Chief Consul, W. C. Grivot, 110 Gravier street, New Orleans. Secretary-Treasurer, S. H. Grice, cor. St. Charles and Washington avenue, New Orleans.

MAINE—Chief Consul, Chas. L. Batchelder, Saco. Secretary-Treasurer, Chas. A. Litchfield, Lewiston.

MARYLAND—Chief Consul, Albert Mott, 2234 Madison ave., Baltimore. Sec.-Treasurer, Wm. J. Unverzagt, Box 206, Baltimore.

MASSACHUSETTS—Chief Consul, George A. Perkins, 15 Court square, Boston. Secretary-Treasurer, Chas. S. Howard, Globe office, Boston.

MICHIGAN—Chief Consul, Joseph M. Bresler, 22 Lafayette avenue, Detroit. Secretary-Treasurer, A. R. Baker, Bay City.

MINNESOTA—Chief Consul, A. B. Choate, 430 Temple court, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI—Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, Edgar S. Barnes, Mexico.

MONTANA—Chief Consul, Dr. D. J. Walt, Helena. Secretary-Treasurer, Lewis A. Crull, Anaconda.

NEBRASKA—Chief Consul, A. H. Perrigo, 1315 Dodge street, Omaha. Secretary-Treasurer, C. B. Nicodemus, Fremont.

NEW HAMPSHIRE—Chief Consul, Geo. A. Place, American House, Concord. Secretary-Treasurer, Frank E. Gale, 30 So. State street, Concord.

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OHIO—Chief Consul, Andrew E. Mergenthaler, Fostoria. Secretary-Treasurer, S. L. Chaster, Fostoria.

OREGON—Chief Consul, C. L. Howe, 326 Washington street, Portland, Oregon.

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RHODE ISLAND—Chief Consul, H. L. Perkins, Box 167, Providence. Secretary-Treasurer, Nelson H. Gibbs, 288 Westminster street, Providence.

SOUTH CAROLINA—Chief Consul, James M. Wilson, 4 Wragge street, Charleston.

SOUTH DAKOTA—Chief Consul, W. J. Healey, Mitchell. Secretary-Treasurer, Hal C. Clark, Mitchell.

TENNESSEE—Chief Consul, T. J. Dempsey, 488 Front street, Memphis. Secretary-Treasurer, Geo. T. Broadnax, 280 Main street, Memphis.

TEXAS—Chief Consul, F. W. Hope, Sherman. Secretary-Treasurer, G. W. Hubbard, Sherman.

UTAH—Chief Consul, C. A. Emlen, 272 State street, Salt Lake City. Secretary-Treasurer, A. W. Caine, 529 E. So. Temple street, Salt Lake City.

VERMONT—Chief Consul, F. W. Sherburne, Barre. Secretary-Treasurer, Geo. D. Wheeler, Barre.

VIRGINIA—Vice Consul, D. K. Ammen, box 122, Roanoke, Va. Secretary-Treasurer, J. Hugh Henry, 140 Bute street, Norfolk.

WEST VIRGINIA—Chief Consul, Jason C. Stamp, 1214 Market street, Wheeling. Secretary-Treasurer, H. Ribeldaffer, 11 S. York St., Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 352 East Water street, Milwaukee. Secretary-Treasurer, F. J. Morawetz, 1049 Wells street, Milwaukee.

WYOMING—Chief Consul, Frank Vreeland, Cheyenne.

WASHINGTON—Chief Consul, W. A. Van Eaps, Helena. Secretary-Treasurer, J. A. Dean, Spokane.

MARITIME PROVINCES—Chief Consul, Fred L. Temple, 128 Prince William street, St. John, N. B.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C., England.

The Annual Election.

THE annual election of Division and Sub-division Officers is provided for in the following extracts from the Constitution.

ART. V, SEC. 1. Each Division shall elect annually a Chief Consul, Vice Consul and Secretary-Treasurer; and shall also elect one Representative for each 200 league members on its roll Oct. 1.

SEC. 2. Each Sub-Division shall elect annually a Chief Consul and Secretary-Treasurer.

SEC. 3. Each Consulate shall elect annually a Chief Consul.

SEC. 4. These officers shall constitute the Division, Sub-Division and Consulate Boards of Officers, and shall be elected annually between the 15th day of October and the 15th day of November, at such time and place, and in such manner as is provided by the Constition and By-Laws of the Division and the Rules and Regulations of the Sub-Division and Consulate.

Applicants published in issue of Sept. 15 will qualify Sept. 29, and applicants of later dates cannot be considered in making up the basis of representation for the election since the number of Representatives is based on membership October 1. Renewals received up to September 30 can be counted.

DIVISIONS.

A State or Territory having two hundred members or more shall organize a Division, and may elect in its own way a Chief Consul, Vice-Consul, Secretary-Treasurer, and one Representative for each 500 resident League members.

Each Division must make its own rules for the canvass, casting and counting of votes. Chief Consuls should take immediate steps preparatory to the election and should publish in the BULLETIN the rules of their respective Divisions, and the full plan of election at as early a date as possible.

Below we publish a table showing the membership by States. The Secretary will provide mail lists to Division officers for the conduct of the vote, but these mail lists should not be used as check-lists at the time of counting, since they are not and cannot be so accurate as the list of Division members kept by the Secretary-Treasurer.

Below we give a list of Divisions and the number of Representatives each is entitled to:

Alabama,	1	Michigan,	5
North California,	3	Minnesota,	1
South California,	1	Missouri,	4
Colorado,	2	Nebraska,	1
Connecticut,	11	New Hampshire,	1
Delaware,	1	New Jersey,	9
Dist. Columbia,	1	New York,	21
Illinois,	11	Ohio,	15
Indiana,	2	Pennsylvania,	21
Iowa,	2	Rhode Island,	3
Kansas,	1	Tennessee,	..
Kentucky,	2	Texas,	..
Louisiana,	..	Vermont,	..
Maine,	2	Virginia,	..
Maryland,	3	West Virginia,	..
Massachusetts,	20	Wisconsin,	2

Sub-Divisions.

STATE having less than two hundred and not less than one hundred resident League members are called sub-divisions.

Sub-divisions may elect a Chief Consul and Secretary-Treasurer. Blank ballots with full instruction for voting same and a list of nominations will be sent to each member on or about Oct. 15. Nominations for officers of sub-Divisions may be sent to the Secretary, and all such will be published in the BULLETIN. These nominations may be made by any 5 cycle clubs or by any five members. Below we give a list of sub-Divisions:

Texas, Vermont, Virginia, West Virginia, Georgia, Montana, Washington.

CONSULATES.

A State or territory having 25 members and less than 100 is recognized as a Consulate. Consulates may elect a Chief Consul after the manner provided for sub-Divisions. (See rules above.) The following is a list of the Consulates:

Delaware, Tennessee, North Carolina, Utah, Arkansas, North Dakota, South Dakota, Florida, New Mexico, Oregon, So. Carolina, Maratime Provinces.

Racing Board Matters.

The following are suspended for thirty days from Sept. 25th: Emery Soule, J. J. Vinel, Andrew Murray, J. L. Anderson, J. L. Dempsey, Lowell, Mass. The following are suspended from Sept. 21st: Geo. Martz, Mulberry, Ind.; Grant Rothenberger, Frank Geiger, Harry Carter, Frankfort, Ind., and J. Hamilton, Cambria, Ind. Completing of unsanctioned races.

Each week brings to the chairman of the board anonymous letters making charges against racing men. To the writers of all such letters it must be said, that no attention will be paid to charges that are not over the signature of the one making them. Anyone having good ground upon which to base a charge, will have it attended to at once by signing their letters and giving address where they can be reached by letter.

SANCTIONS GRANTED.

Oct. 7.—Col. Springs Wheelmen, Col. Springs, Col.

Sept. 27.—H. L. Burlingham, Sherburne, N. Y.

Nov. 7.—Washington Wheelmen, Berkley Oval, N. Y.

Oct. 7.—Mechanicsville Bi. Club, Mechanicsville N. Y.

Oct. 7.—Ithaca Cycle Club, Ithaca, N. Y.

Sept. 18, 19—Spokane Wheelmen, Spokane, Wash.

H. E. RAYMOND.

Ohio Division.

All Local Consuls in Ohio will greatly aid the cause and do much toward increasing our membership by at once forwarding the names and addresses of all bicycle dealers in their vicinity.

It is also important that I have, before Oct. 1st that means right away, the address of every bicycle racer in this State, 18 years old or over, who could make an excellent L. A. W. member. Remember, a reward of $5.00 is paid for the conviction of the thief who steals the wheel of an Ohio Division member.

SAML. L. CHASTER, Sec'y.-Treas.

Fostoria, O., Sept. 21, 1893.

Georgia Division.

I have this day appointed the Transportation Committee of this Division consisting of Messrs. D. B. Osborne, Chairman; S. H. Meyers and A. F. Austin, of Augusta.

The resignation of Dr. J. G. Hopkins, Local Consul at Thomasville, has been tendered me and accepted; there is now no Local Consul at Thomasville. Fraternally,

SAMUEL M. WHITSIDE, C. C.

Savannah, Ga., Sept. 21, 1893.

South Dakota Division.

The first annual meeting of the South Dakota Division will take place October 30, 1893, 9 A. M., at the Alex. Mitchell Hotel.

W. J. HEALEY, Chief Consul.

Mitchell, S. D., Sept. 19, 1893.

Kansas Division.

I have appointed the following Local Consuls:

Topeka,	J. M. Hill.
Pittsburg,	A. E. Maxwell.
Great Bend,	C. L. Zunavern.
Lecil,	T. H. Kinley.
Walnut,	Geo. Goff

and have appointed the Morrison Hotel a League hotel for Great Bend. Rates: Meals and lodging each 35 cents.

W. C. F. REICHENBACH, Chief Consul.

Topeka, Kans., Sept. 22, 1893.

Renewals in September.

North California,	2	Ohio,	3
South California,	1	Pennsylvania,	2
Connecticut,	12	Rhode Island,	20
Illinois,	31	Virginia,	1
Massachusetts,	16	Wisconsin,	1
Michigan,	2	New Mexico,	1
Missouri,	2	South Carolina,	1
Nebraska,	1	Canada,	1
New Jersey,	12		
New York,	11		120

Applications in September.

North California	36	Vermont	1
Colorado	8	Virginia	27
Connecticut	70	West Virginia	1
Delaware	1	Wisconsin	1
District Columbia	1	Georgia	3
Illinois	61	Montana	1
Indiana	4	North Carolina	1
Iowa	16	Utah	1
Kansas	8	Alabama	
Kentucky	16	Arizona	
Louisiana		Arkansas	
Maine	2	North Dakota	
Maryland	6	South Dakota	15
Massachusetts	151	Florida	
Michigan	18	Idaho	
Minnesota	3	Mississippi	
Missouri	7	Nevada	
Nebraska	2	New Mexico	
New Hampshire	8	Oregon	1
New Jersey	38	South Carolina	
New York	86	Washington	6
Ohio	33	Wyoming	
Pennsylvania	115	Mar Provinces	1
Rhode Island	18	South California	9
Tennessee	3	Canada	
Texas	3	England	
Nova Scotia			
			797
Applications Sept. 20,			740
Applications Sept. 22			756
Applications Sept. 23			797

Applications for Membership.

THE following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III. of the Constitution, which is as follows:

SECTION 1. Any amateur who is man of good character, eighteen years of age or over, shall, with the endorsement of two League members be eligible to membership in this League upon payment of the initiation fee and dues, as prescribed in this Constitution and By-Laws, and the By-Laws of his Division.

SEC. 4. The name of each applicant for membership must be published in the official organ, and unless within two weeks thereafter, a protest shall be filed with the Secretary, he shall become a member of the League.

Tickets will be issued fourteen days after the publication of names, and on the same date the name of applicant will be put on the mail list of this paper.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week. (When a holiday falls on Monday the list is closed on Saturday preceding.)

BOSTON, Sept. 29, 1893.

Total 123—35502.

North California—5—682.

61465	Crouch, C. W.	Calistoga
466	*Crouch, Mrs. C. W.*	"
467	Harlow, Wm. S.	Sacramento
468	Little, Robt. A.	Napa
469	Gardiner, Alfred A.	"

South California—1—285.

61470	Green, M. P.	Pasadena

Colorado—1—533.

61471	Carlile, Chas. B.	Pueblo

Illinois—31—2415.

61472	Riggsbee, Lee	Gillespie
473	Hallenberg, Chas.	Quincy
474	Evans, Wm. W.	Chicago
475	Greenleaf, Geo. T. M.D.	"
476	Armstrong, C. W.	Decatur
477	Curtis, Otto E.	"
478	Crane, J. C.	"
479	Dodd, James M.	"
480	Donahue, Jerry	"
481	Eckels, Ed H.	"
482	Goodman, P. J.	"
483	Hiekisch, Paul	"
484	Hurst, Chas. M.	"
485	Johnson Milton, Jr.	"
486	King, L. C.	"
487	Mueller, Fred B.	"
488	Mellows, Wm.	"
489	Nesbitt, S. P.	"
490	Powers, O. M.	"
491	Powers, Edward G.	"
492	Pringle, C. H.	Deer Cr
493	Post, Geo.	"
494	Pahmeyer, Frank	"
495	Shull, Frank R.	"
496	Shellabarger, L. C.	"
497	Stevenson, F. L.	"
498	Sauser, John W.	"
499	Traver, C. S.	Fraternally,
500	Weaver, Geo. L.	"
501	Gotlie, Jordan B.	Elkhart
502	Rauh, Mathilde C.	Springfield

Indiana—2—577.

61503	Black, Jackson D.	Alfdon
504	Bongle, Arthur H.	Fort Wayne

Iowa—5—601.

61505	Bowser, M. W.	Sioux City
506	Brooks, G. W.	"
507	Duncan, W. H.	"
508	Ellis, C. E.	"
509	Raymond, A. J.	"

Kentucky—1—592.

61510	Skillman, Jas. R.	Cloverport
511	Ledigh, S.	Louisville
512	Thatcher, M. H.	organtown
513	Adams, Robert	Somerset

Maryland—1—633.

61514	Schloer, Robt S.	Baltimore

Massachusetts—1—6130.

61515	Howe, W. B.	Hyde Park
516	Ganeh, H. Frank	Springfield
517	Mayers, Frank W.	Worcester
518	Penrose, G. E.	Boston
519	Wentworth, Thomas	"
520	King, Chas. W.	Chicopee Falls
521	Delano, Edward H.	Dorchester
522	Malone, J. H.	Fall River
523	Clark, George A.	Lowell
524	Fuller, Harold P.	Mansfield
525	Williams, Isaac A.	Boston

Michigan—4—1110.

61526	Lloyd, Chas. W.	Detroit
527	Rudy, Dr. R. C.	"
528	Crooks, Wm. T.	"
529	Moreton, Foster,	"

Minnesota—1—392

61530	Manuel, A. W.	Minneapolis

Missouri—1—805

61531	Head, Frank G.	Mexico

New Hampshire.—1—366.

61532	Holden, A. W.	West Concord

New Jersey—7—1936.

61533	Felix, J. Sanford	Passaic
534	Fishbough, R. H.	Cherry Hill
535	Unkart, E.	Tenafly
536	Jones, Frederick	Cramer Hill
537	Morris, Wm. F.	Jersey City
538	Weller, Wm.	Newark
539	Winn, L. M.	Passaic

New York—16—1318.

61540	Piecaver, F. H.	Albany
541	Travers, John C.	"
542	Boecker, Edward L.	Hudson
543	Plass, Charles E.	"
544	Booker, N. A.	New York
545	Hubert, Xavlar	Bainbridge
546	Riley, Geo. A.	Brooklyn
547	Southwick, Frank A.	Brooklyn
548	Kelley, Geo. W.	Haleottville
549	*Hitt, Miss Jessie*	Margaretville
550	Jackson, F. P.	Schenectady
551	Simmons, W. C.	Troy
552	Stanton, Will	Whitney's Point
553	Colvin, M. E.	Woodhull
554	Smith, Asa T.	"
555	Wilcox, Nelson	"

Ohio—2—3177.

61556	Mack, John J.	Cleveland
557	Rushmeyer, H.	Cincinnati

Pennsylvania—15—4350.

61558	Ferguson, Chas. C.	Philadelphia
559	*Roney, Martha S.*	Philadelphia
560	Sword, J. A. C.	McKeesport
561	Wilson, D. H.	Philadelphia
562	Clark, Dan'	Williamsport
563	Cassel, H. E.	Philadelphia
564	Ganisch, Arthur	"
565	Menowe, Chas. R.	Philadelphia
566	Spaeth, Louis	"
567	Steel, Clarence E.	"
568	White, Geo. P.	"
569	Ragor, G. W.	Enon Valley
570	Lanson, P. R.	Tionesta
571	Clark, S. Q.	"
572	Ladd, Sam'l.	West Chester

Tennessee—1—98.

61573	Potter, W. J. Jr.	Nashville

Texas—1—194.

61574	Babb, Fred O.	Dallas

Virginia—1—148.

61575	Adams, Radford C.	Radford

West Virginia—4—121.

61576	Husemon, Louis E.	Wheeling
577	Mitchell, Galia	"
578	Dodd, Alex C.	Wellsburg
579	McNear, Frank B.	"

North Carolina—1—66.

61580	Field, Arthur W.	Asheville

Utah—1—69.

61581	Weiler, Geo. L.	Salt Lake City

So. Dakota—5—95.

61582	Riblet, R. N.	Aberdeen
583	Gale, H. R.	Clark
584	Falgatter, W. A.	Emery
585	Sloan, John	"
586	Truax, John F.	"

Maritime Provinces—1—32.

61587	Hart, H. L.	Halifax N. S.

HOW TO JOIN THE L. A. W.

Fill up the blank below, and, together with the sum required for Initiation Fee and Dues to April 30th, next ensuing (1894), sent it to the Secretary of the League,

ABBOT BASSETT,

12 Pearl Street, - - Boston, Mass.

P. O. BOX, 5267.

Write your FULL NAME, your FULL ADDRESS, and your CLUB name in FULL.

Each applicant must give as references the names of two L. A. W. members.

The name of the applicant will be published in the L. A. W. BULLETIN as soon as possible after it is received, and after two weeks, if protested, the ticket will be issued. This will consume in all about three weeks.

Stamps of a denomination above two cents will not be received.

☞If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cts. If you want your name in gold, stamped on the holder, send 50 cts.

MEMBERSHIP FEE.

In April, May, June, July, August, September or October, enclose $2.00 with this blank. In November, December, January, February or March, enclose $1.50. These sums include the initiation fee and the annual dues.

The sum printed on the blank is the proper amount to send on even date with that of this copy of BULLETIN.

Application for Membership.

.....189

ABBOT BASSETT, Secretary:

Dear Sir,—Enclosed you will find $2.00 for Initiation Fee and Dues in the League of American Wheelmen to April 30, next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur. I refer to the two League members named below.

Name,.....

Street or Box,.....

City,.....

State,.....

References:.....

.....

.....

Club,.....

Write plainly. Autograph signature not required. Printing preferred, or enclose personal card.

Change of Address.

Members desiring change of address will kindly use the form below and send same to the Secretary, Abbot Bassett, 12 Pearl Street, Boston, Mass.

No. .....

Name.....

Old Address.....

.....

New Address.....

.....



A Hickory Rim.

THE Hickory Wheel Co. are experimenting with a hickory rim which they will use on next year's wheels in place of the combination steel and hickory one on their wheels at present. The new rims lighten the wheels by several pounds, and with the other reductions in weight which they have in view accomplished, the '94 Hickory will weigh no more than thirty-three pounds for road use.

McCune Cycle Company's Affairs.

THE creditors of the McCune Cycle Company met last week at the office of the Company in this city, and heard a report from the company. The assets consist of machinery which stands on the books at $5,000, special tools $7,000, factory fixtures $1,700, office fixtures $1,800, general merchandise $3,000, wheels in bonded warehouse $5,808, and other items, making a total of $34,806.71. The liabilities foot up $27,092.

Keating Co.'s Stockholders Meet.

AT the meeting of the stockholders of the Keating Wheel Co., at Holyoke, on Sept. 21, a proposition was made by L. E. Moore to pay off the debts of the Company and furnish money sufficient to place the concern on a sound financial basis in consideration of his receiving a majority of the stock. P. M. Keating, the vice president, who has a controlling interest in the corporation, offered to allow Mr. Moore one-half his stock, while the ninety other stockholders will be asked to give him 25 per cent. of their interests.

The company at present has a capital stock of $250,000 and this will be increased to $350,000 and possibly to $500,000. No objection from any of the stockholders is expected.

The works will start up at once with increased help. The new Keating model for 1894 will be ready shortly. It is expected that about 250 hands will be employed.

Bidwell-Tinkham Co. Not Affected.

THE suspension of the George R. Bidwell Cycle Co. has no effect on the Bidwell-Tinkham Cycle Co., which is an entirely separate and distinct concern, although having its business, which will be carried on as heretofore, at the same address, 306-310 W. 59th street, New York city.

British Bicycle Exports.

THE bicycle trade has too recently attained large proportions to have given existence to any trustworthy source of statistics relating to the extent of production. Rubber-men will be interested, however, to know that the volume of official statistics relating to British trade for 1892, recently issued, reports the total value of bicycles manufactured in the United Kingdom for export during the year at just £1,000,000.

By far the largest buyers of these machines have been the United States and France, following which, in the order of their importance as buyers, were Belgium, Denmark, Germany and Canada. Bicycle manufacturers may be able from these figures to make some estimate of the amount of rubber used for tires, for Britain's export trade, at least.—*India Rubber World.*

Solid Comfort Saddles.

THE trade will no doubt be glad to hear that the Solid Comfort Saddle "Barker," Wm. Montague Perrett, is about to start out again, after a serious illness of five weeks. He came up from his seashore resting place a few days ago to go over the details of an extended trip, and after a trip to New England will go West.

The line of Solid Comfort Saddles offered by the Bretz & Curtis Mfg. Co., of Philadelphia, consists of eight distinct patterns of various weights, ranging from 9 ounces to 28 ounces, and as most of the designs are new, we predict a very excellent season for them. The new steel saddle is a novelty and if it proves equal to expectations will undoubtedly be sold in large quantities. Manufacturers will be favorably impressed with the Solid Comfort line and might find it worth their while to communicate with the Bretz & Curtis Mfg. Co. before placing orders for 1894.

The Busby Tire.

THE distinguishing features of this new tire, the invention of a Glasgow gentleman, are the material of which the outer cover is composed and the method of fixing to the rim. An ordinary rubber air tube is used, but the cover is made of leather, and is divided into several sections, which are sewn together, so that in the event of a very bad cut the damaged portion can be removed and a new part substituted. The tread is double, the sides overlapping each other, and being stitched together near the rim. The tire is fastened to the rim by means of rivets, the bolts passing through the rim at intervals of 2 1-2 inches, and being fastened on the inside with flat-headed rivets.

The inventor claims for the tire that it is not liable to sideslip, that it is practically unpuncturable, that it will wear longer than rubber, and that it is much stronger than any other form of pneumatic tire extant, this latter quality making it eminently suitable for the wheels of heavy vehicles.—*Scottish Cyclist.*

THE Beauty Child's Seats have an international as well as a national demand. The Boston store of Gormully & Jeffery recently shipped one of these delightful conveyances to a missionary in the eastern part of Japan, while a few days later the Rich & Sager Company, makers of the seat, filled an order from a wheelman at Papeeta, Tahiti Island.

A. L. THOMA, of Piqua, O., dealer in bicycles and supplies has made an assignment to Lewis G. Davis for the benefit of his creditors. The assets are estimated at $4000 and the liabilities $6000.

W. W. QUACKENBUSH, of Penn Yan, N. Y., weighing 334 pounds, writes the Rich & Sager Co., Rochester, that the Sager Scorcher has carried him comfortably hundreds of miles since he put it on his bicycle last February.



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In this department the prices are 20 cts. per line, 7 words per line, 12 lines per inch.

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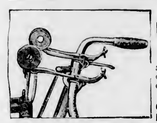
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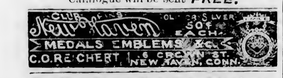
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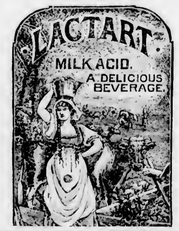
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Founded 1877

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STANDARD

VALUE

HERE AND THERE.

Send 50c. to us for copy "Zimmerman on Training." The book not only covers points on training, but points for tourists, care of wheels, records, and a host of valuable information.

THE Cohoes (N. Y.) Wheelmen have voted to become an incorporated club, and have elected trustees.

THE bicyclists of Oshkosh, Wis., propose to build a race track next spring, and to obtain funds for the same a series of dances and entertainments will be given during the winter.

THE Rovers Club, of New Haven, Ct., will hold a fair at the new polo rink for ten days, beginning November 3. There will be exhibitions of fancy riding and dancing during the evenings of the fair.

THE Wappingers (N. Y.) Wheel Club gave a progressive euchre party last week. Vocal and instrumental music enlivened the hours, refreshments were served, and at two A. M. the members and guests departed for their homes.

IT is rumored that about ten Wheeling, W. Va., bicyclists are so stuck on racing since the recent meet that they intend going into training for the spring meet, if they have one. There are lots of budding Zimmermans in Wheeling.

THE Massasoit Cycle Club, of Springfield, Mass., gave an enjoyable entertainment at its rooms last week. Dancing furnished the chief feature of the evening, but the refreshments added not a little to the pleasure of the company.

THE West Side Women's Cycling Club, of Chicago, gave a picnic at Douglas Park, which was attended by feminine cyclists from all over the city. The picnickers met in Garfield Park early in the afternoon and proceeded to Douglas Park in a body.

THE Spinning Wheel Club, composed of the lady riders of Newport, R. I., entertained their male friends at dinner last week. It was the intention to have a short run before the spread, but the rain prevented that part of the programme from being carried out.

C. V. DASEY, of Chicago, Ill., has adopted as his racing colors a complete suit of brilliant emerald green, cap, shirt, trunks and stockings, even the cork handles of his wheel being the same color. At a recent meet some wag pinned a sign on his back, "Keep off the grass," and the spectators whistled "Annie Rooney."

THE tournament held at Kansas City on September 1 and 2 was so successful that the Kansas City Athletic Club has decided to close the season with a big two days' meet on Oct. 11 and 12. As these dates follow Chicago's and a first-class prize list will be offered, the attendance of a number of the cracks is looked upon as certain.

THE Pawtuxet Valley Wheelmen, of Riverpoint, R. I., took possession of their new rooms last Monday. The rooms are a great improvement over their old quarters, not only being elegantly furnished but also heated by steam and lighted by electricity. The club is just beginning its fourth year of existance.

BEARS don't like bicycles any better than horses. Miss Nell Hammond, of Chopin, Mex., encountered a big bear the other evening, just at twilight on his way to a sheep pasture. When the bear saw the bicycle he stopped and not liking the looks of it commenced to retreat. Miss Hammond followed, and putting on speed rushed by him and got home safely.

IT was voted at the last meeting of the Suffolk (Mass.) Bicycle Club to hold its first annual open century run Oct. 22. The entry fee is $1.00, and to those finishing a handsome souvenir will be given. Entries can be made with J. Stearns, 28 Chauncy street, or with F. W. Anderson, 2115 Washington street or at the club room, 1141 Tremont street, on or before Oct. 19.

THE social committee of the Pennsylvania Bicycle Club, of Philadelphia, are making arrangements for their indoor entertainments this winter. The weekly dances and euchre parties which have been the custom for several seasons past will still be continued. The opening event has not as yet been decided upon, but a complete programme for the winter entertainments will probably be announced at the regular monthly meeting on October 15.

THE banquet given to John T. Burns by the Leominster (Mass.) Cycle Club last week was attended by about thirty members including officers from the Rollstone Cycle Club of Fitchburg. After the banquet the members adjourned to the club rooms where there was speechmaking by several members of both clubs. A very enjoyable evening was spent.

THE Alpha Wheelmen of Philadelphia are now at home in their new club house, 1628 Diamond street. The work of renovation and refurnishing will commence this week, and in less than a month the house committee expect to have everything arranged for the comfort of the members. After the club house is put in order, the club propose giving an "open house."

THREE Philadelphia wheelmen were arrested last week by Constables Johnson and Thompson, of Stockton township, Pa., for violating the bicycle ordinance by riding on the sidewalk. The costs, amounting to $10, were imposed by Justice Plum. Justice Ristine, a member of the Township Committee, which body passed the ordinance, refused to try the case, claiming the ordinance to be illegal.

A NUMBER of sculptors in the Italian colony at the World's Fair are enthusiastic cyclers. One of them—Louis Mazzetti—set out from Milan, Italy, on July 15 on his wheel and reached Chicago on Sept. 15. He passed through Switzerland, Germany, Belgium, and England before taking the steamer for that city. He is a newspaper man and sends a weekly letter to a Rome newspaper.

Hickory TRADE MARK

Delighted With It.

Hickory TRADE MARK

OFFICE OF

A. CLEMENT SHUTE, M. D., Homeopathist,

715 Pittsburgh Street,

Connellsville, Penn., Sept. 12, 1893.

Hickory Wheel Co., Gentlemen.—Your HICKORY "A" has been receiving the hardest possible usage a machine could have, for six months, having ridden mountain roads and cinders by the mile, yet not a puncture, and the wheel to-day is as sound as when bought—not a loose spoke or nut to be found, and I am delighted with it, as well as many others who at first were inclined to think it a novelty, but now regard it as the best, after seeing what it has stood by my daily use of same in practice. The spoon brake is perfect.

Respectfully, (Signed) A. CLEMENT SHUTE, M. D.

Hickory Wheel Co. South Framingham, Mass.

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Garford Saddles

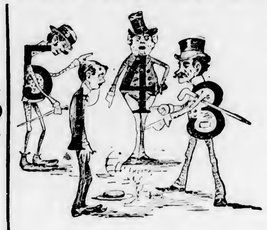
FOR 1894

WILL BE READY BY AUGUST 1ST.

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THE GARFORD MFG. CO.,

ELYRIA, O.



Figures Talk.

The DUNLOP TIRES sold up to May 15th, 1893, number

505,000.

You can't go wrong in getting a DUNLOP.

They Cost a Little More, but——

The American Dunlop Tire Company,

160 FIFTH AVENUE, NEW YORK.

To Our Customers

WE are beseiged with letters from all of you asking anxiously about the LU MI NUM machine you have ordered, and which you want quick.

We know you want them, and your impatience is natural. We want you to have them soon, but more than that we want you to have them **right.** We might have rushed through a lot of hand fitted machines and sent them out to you, but we do not do business that way. We have spent much time getting our tools in **exactly** correct shape. We are all right now, and are bringing through a large lot of machines which we shall be shipping by the time this appears in type. We have orders on our books from every part of every State in the Union, and are filling them in the order in which they came in. Kindly be patient with us for just a few days more and after that we shall try your temper no longer. After once getting a fair start we shall keep up with the pace.

The second edition of our catalog has just been issued, and is ready for all who wish it.

ST. LOUIS REFRIGERATOR & WOODEN GUTTER CO.,

Incorporated 1873. ST. LOUIS, MO. Capital $500,000.00



Chainless Safeties.

"Others have built for the past:
We build for the future!"

BEVEL GEARS Finely cut and accurately adjusted on ball-bearings constantly running in oil. Requires no attention, and cannot soil the hands or tear the clothing.

50 per cent. less Friction. 90 per cent. less lost Motion.

HIGH GRADE IN EVERY RESPECT, AND THE WHEEL OF THE LATTER NINETEENTH CENTURY.

THE LEAGUE CYCLE Co.,

30 UNION PLACE, - HARTFORD, CONN.

Agent for Boston and Eastern Mass., F. W. HILL & Co., 19 High Street, Boston, Mass.

THE

BICYCLING WORLD.

Published Every Friday

—BY—

THE WHEELMAN CO.

Incorporated under the Laws of Massachusetts.

167 OLIVER STREET,

BOSTON, MASS., U. S. A.

☞Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as their new, and their League number.

TO OUR ADVERTISERS:

Copy for new advertisements must be handed in by Tuesday morning to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday to insure attention for the following issue.

☞All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN Co. All communications should also be addressed to the Company instead of to individuals.

☞*Postage stamps will not be accepted hereafter in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken.* ☜

C. W. FOURDRINIER, Manager.

EDITORS:

C. W. FOURDRINIER. H. CROWTHER.

BOSTON, OCTOBER 6, 1893.

Of Course It Was!

Says a recent letter from the League Cycle Company:

HARTFORD, CONN., 9-23-'93.

The Wheelman Co.:

Gentlemen—We are pleased to note the very nice article in the current issue of your publication in regard to our wheel. Such a notice in the BICYCLING WORLD will prove a drawing card, and it certainly brings the "Chainless" before the public in a very prominent way.

We again thank you for your kindness, and assure you that we shall continue to favor you with our ads, as our correspondence has taught us that in almost every instance it was our advertisement in the columns of the BICYCLING WORLD that first attracted the inquirers' attention.

Yours truly,

THE LEAGUE CYCLE CO.,
Per A. H. Parker, Mgr.

FOR more than a decade the name of J. S. Dean has been publicly identified with this paper, and since 1880 he has been a contributor, so that it is with regret that we announce his retirement from our staff. For several years the cares of his legal business have prevented his contributing much to our columns, though we have had the benefit of his advice and assistance at all times. Having accepted the nomination for the office of Chief Consul of Massachusetts, he immediately decided that he must sever his connection with this paper and has done so.

There is no wheelman in the United States who is better and more favorably known than Mr. Dean. For fifteen years he has been an active rider, and has held many positions of trust and honor. He is still secretary and treasurer of the Boston Bicycle Club, is President of the Associated Cycling Clubs of Boston and vicinity, is now and has been for several years a representative and delegate from the (Massachusetts Division, and last year was chairman of National Committee on Rights and Privileges. For two years he was a member of Boston's Common Council and has recently been honored by Governor Russell by an appointment as associate judge of one of Boston's municipal courts, a position esteemed hereabouts as one of much honor. Is one of the incorporators of the South Boston Savings Bank, and is a director in the D. S. Smith Company, one of our largest tanning corporations. The position of Chief Consul is not of his own seeking, but it was at the more earnest solicitation of the Nominating Committee that he allowed his name to be used. He is a skilful presiding officer and well versed in parliamentary law; is dignified, and will help to place the Division in its proper place in the national body. It is with pleasure, mingled with regret, that we learn of his nomination. We trust that League members of this State will place Mr. Dean at the head of their Division by an overwhelming majority.

THE other candidates chosen are most excellent. Mr. Miller of Springfield is a gentleman who has made a record in his own city, and no one that we know of is better equipped for the office.

Mr. F. S. McCausland of the Somerville Club is equally well fitted for the place of Secretary-Treasurer. He is careful, painstaking and methodical; is a practical wheelman and is very popular where known. Altogether the ticket is a strong one and should receive the unanimous support of the Division.

AFTER a connection with the BICYCLING WORLD of two years past, Mr. James W. Cartwright, Jr., has resigned from its service to devote his time to his private business.

While this is but another of the inevitable changes which Time, the changeless one, brings in his train, it is but natural that we should express our sincere regret at parting from a congenial friend and helper. We feel sure that we but voice the sentiment of all who know him when we wish Mr. Cartwright the fullest measure of success and happiness throughout the future.

THE air is full of rumors and predictions on the Presidential succession for next year, but at best the most sanguine prophecy is little but guess work, frail as the baseless fabric of a dream.

There are several possibilities but no certainties, the names of Messrs. Luscomb and Gerould being about the only ones worthy of serious consideration at this stage of the game.

Meanwhile, boil the political pot never so fiercely, it is in no danger of boiling over just yet.

AT last the mile in less than two minutes! And to Willie W. Windle, America's premier record breaker, falls the coveted honor.

It could repose on no worthier shoulders and fitly crowns his long series of racing honors.

Cassagnard Killed.

PARIS, Sept. 28, 1893.—M. Cassagnard, the champion French cyclist, of Paris, was thrown from his horse on the outskirts of the city to-day. He struck on his head, fractured his skull and died an hour afterward.

The untimely death of the champion puts an end to the meeting talked about between him and Harry C. Wheeler, the American professional. Only recently Rigby-Knowles, a wealthy patron of sports, of this city, offered to back Cassagnard against any cyclist in the world for $2,000 a side, and Wheeler had accepted this challenge. Cassagnard won the championship of France for the second time this year.

4.15 3-5.

The Two-Mile Record Lowered Nine Seconds by Tyler.

HARRY C. TYLER brought another world's record, the two mile, to the Hampden Park track Sept. 28, and by a margin sufficient to insure its remaining here for a reasonable length of time. The previous record was an English one, made by G. E. Osmond last August, 4.24 3-5, and Tyler has lowered it to 4.15 3-5, nine seconds. The weather during the afternoon was a little fitful, cloudy and sunny, calm and windy by turns, but it was almost perfect for racing when the trial was finally begun.

At the start the Nelson brothers with Harry Arnold were fifty yards behind, astride a triplet, and E. T. Lombard, with the pistol, stood between. The pistol failed to go off on the first attempt and the triplet went clear around the track into position again. At 4.07 o'clock the successful start was made. Willie Windle broke the wind for the champion until the triplet overtook him on the first turn. Tyler hugged the rear wheel closely and they covered the half-mile without a break. Here he was taken by another triplet, ridden by Olmsted, Measure and Broadhead. The way for the third half was led by E. A. McDuffee and James Clark riding a tandem, and the pace for the last half was set by Windle, who a year ago held the record, which he was now helping to break. Tyler finished the last few yards of the journey alone. The time of the eight quarters was as follows: Quarter, 35; half, 1.05; three-quarters, 1.37; mile, 2.08 4-5; mile and a quarter, 2.39; mile and a half, 3.11; mile and three-quarters, 3.43 4-5; two miles, 4.15 3-5.

Knisely's and Bainbridge's Times Were Not American Record.

KNISELY'S time of 27.53 and Bainbridge's 27.54, made recently in Chicago road races, are not record.

In the ten mile road race of the Associated Cycling Clubs of New Jersey, held on Sept. 9th, James Willis, Elizabeth Wheelmen, won the race in 27.25 4-5, which is

THE AMERICAN RECORD,

and had it not been for a fall at the finish the time would have been much less.

Records at Herne Hill.

ON Wednesday last week, September 23, A. W. Harris had another try at the English half-mile record of 1m. 3 1-5s., held by both himself and F. G. Bradbury. He practically had the record at his mercy until 440 yards from home, when, after slipping his pacemakers, he all but eased up, but nevertheless reached home in 1m. 3 1-5s., thereby again tying the record referred to above. On Thursday Harris made another attempt on the same record, and this time covered the distance in 1m. 1 3-5s. His first quarter occupied 32s. Later on G. E. Osmond and R. G. Merry went for their own world's tandem record of 2m. 7 3-5s. recently accomplished on the same track. They succeeded splendidly by covering their first quarter in 34s.; half-mile in 1m. 2 1-5s.; three-quarter in 1m. 35 2-5s (a world's record, beating their own previous best by 1-5s.), and the mile in 2m. 6 4-5s.—another world's record, their own recent record of 2m. 7 4-5s. being the previous best.—*Bi. News.*

433 Miles, 472 Yards in 24 Hours—A Wonderful Ride.

THE cable gave us the meagre announcement that on Sept. 16 the Velodrome Buffalo, Paris, was the scene of the breaking of Shorland's recent record and *Bi. News* of Sept. 23, just to hand, gives the following details:

"After the first hour the leaders were Lumsden, Lesna, Lewis and Meyer. The Welshman evidently very soon found himself in difficulties, for he stopped twice during the first three hours, and lost several laps. This left the Scotchman, Swiss and Frenchman with a good lead. At midnight Meyer, the favorite, had dropped behind, and the third position was taken by Corre, who was five laps to the bad. Several riders fell. Tissot seemed at first to be badly hurt and was laid out upon the grass, but upon examination it was found that he had only grazed his ankle. De Baeder fell for the second time, and had to give up, while Rivierre had lost a good deal of ground through a fall. It was then the turn of Lesna and Lumsden, the two leaders, who came an awful crash. Lumsden was up in a moment, and by a magnificent sprint gained a lap before the Swiss could get on his machine. It seemed now a good thing for Lumsden. The Scotchman, however, soon afterwards stopped a little while, during which time Lesna got a lead of six laps. Lumsden continued riding somewhat heavily, and it was obvious that he was suffering badly. At the end of 13 1-2 hours he stopped, complaining of severe pains. Upon examination it was found that Lumsden had in his fall broken his collar bone, and that a gaping wound had been inflicted above his thigh. It required a good deal of care to remove his clothes, which were saturated with blood. The force of will and the stoicism which he displayed were, says a French journal,

'SIMPLY FRIGHTFUL.'

While suffering so badly Lumsden had ridden no less than 50 miles. But for this deplorable accident, it is nearly certain that he would have won the race, and the first prize of £20. Relieved of his formidable adversary, Lesna continued to add to his lead, and began his onslaught upon the records at 16 hours, when he had covered 473 kiloms. 876m. This was the signal for a wild outburst of enthusiasm. Lesna beat Dubois' 500 kiloms. by 8 min. by riding that distance in 17h. 2m., and the record for 350 miles was beaten by 6 min. At 21 hours Lesna was 12 kiloms. in advance of Shorland; at 22 hours the advance was 16 kiloms. 217m.; while the 400 miles were covered in 22h. 11m. 34s. Well paced by Stephane and Dubois on a tandem, Lesna equalled Shorland's 24 hours' record at 22h. 38m. 52s. This success was greeted with loud cheers by the excited spectators, while the band played the "Marseillaise" and the Russian hymn. Lesna was loaded with flowers, and made a triumphal finish to his ride by covering 696 kilom. 518m.—433 miles 472 yards—beating the record by nearly seven miles. Rivierre was second, with 654 kilom. 373m.; Corre third, 624 kilom. 825m.; Feunel fourth, and Dan fifth. Lewis and Delaney Dodd had given up. During the whole of the 24 hours Lesna only stopped two minutes. Lesna is a Swiss by birth, but is naturalized French, [illegible] record is supposed to be held by a French rider.

Death of Mrs. Wainwright.

MRS. L. M. WAINWRIGHT, wife of the President of the Central Cycle Co., of Indianapolis, died Thursday, Sept. 28 after a protracted illness of nine months.

The funeral took place Sunday, Oct. 1, 1893 at Noblesville, Ind. Her husband and family have our sincere sympathy.

WINDLE DOES IT.

Rides In 1.58 1-5 At Springfield—A Wonderful Mile.

SPRINGFIELD, Oct. 3.—W. W. Windle, against time, from a flying start, to-day broke the world's records for the half, three-quarters, and mile.

The first attempt made was against the record for the half. In this trial Sanger and Tyler acted as pacers, and the distance was finished in .56 3-5, breaking by a fifth of a second the record previously held by Tyler, and made at Detroit July 31 last.

Later in the afternoon Windle appeared to do the mile. In this event he was paced for the first third by Olmstead, Measure and Brodhead on a triplet; for the second third by Clark and Arnold on a tandem, and for the last third by Sanger. The mile was ridden in 1.58 1-5, breaking Windle's own record of 2.02 3-5, made by him here Oct. 7, 1892.

In this mile trial Windle also broke the record for the three-quarters, doing it in 1.29 3-5 as against his own previous record of 1.30 4-5, made Oct. 7 of last year.

The time by quarters was as follows: In the half mile trial, .27 3-5, .56 3-5; in the mile .30 1-5, 1.00 3-5, 1.30 3-5, 1.58 1-5.

The day was a perfect one for the trial, and the pacing was almost faultless.

Philadelphia Will Have a Cycle Show Despite Opposition.

A LETTER was sent out yesterday by the committee in charge of the National Cycle Show to be given under the auspices of the Associated Cycling Clubs, stating positively that a show will be given in Philadelphia and asking for the co-operation of manufacturers and dealers.

The exhibition will be held in either the First or Third Regiment Armory, either of which is admirably adapted for the purpose, and far superior in every respect to any of the buildings in which the shows have been given in previous years.

Quite a number of assurances of support were received yesterday by mail, in addition to those already given, including several firms who it was previously claimed had promised to advocate the show being held in New York.

Unless a majority of the exhibitors ask for another date the exhibition will be given during the early part of January.—*Philadelphia Ledger.*

LATER—A telegram just received from O. S. Bunnell states that the A. C. C. have secured the Third Regiment Armory, at Broad and Callowhill streets (near the centre of the city), with 25,000 square feet of floor surface.—ED.)

Time Wheelmen's Century Run.

THE first annual inter-club century run of the Time Wheelmen, of Philadelphia, was held on Saturday. One hundred and forty-eight men registered at the first checking place, composed principally of members of the Time Wheelmen, West Philadelphia Wheelmen, Eagle Wheelmen and Columbia Cyclers, though nearly every local club was represented by from two to a dozen riders. The route was by way of the Lancaster Pike to Paoli, and from thence to West Chester and Wilmington, over the Brandywine road. The return was made over the same course.

The Time Wheelmen secured the Geo. W. Childs cup offered to the club having the greatest number of men to finish the entire distance. This cup must be won three times to become the individual property of any one club. The second prize will go to the West Philadelphia Club. One of the participants was Martha Brown, a girl thirteen years of age, who rode the entire distance and was heartily cheered by the spectators along the route.

Sued The Club.

THE *Wisconsin* of Milwaukee is authority for the statement that suits have been entered against individual members of the [illegible] Telegram Cycle Club, for prizes [illegible] at for the recent joint tournament. The men sued claim that they have paid all that they contracted for and they will fight the case, some of the defendants not even knowing that the prizes had been ordered.

Send 50c. to us for copy "Zimmerman on Training." The book not only covers points on training, but points for tourists, care of wheels, records, and a host of valuable information.



A NEW use has been discovered for petroleum and it is now in order for the price of that product of the globe's interior economy to take a jump.

At the Pittsburgh races last week the track was in a very wet and soggy condition, due to the heavy rains they had had (the club having neglected to "fix" "Old Probs"), and the bright idea occurred to some one to deluge the track with oil, set fire to it, and thus endeavor to dry the surface by means of the heat. The idea had the merit of originality at all events and although it did not put the track in first-class condition it is stated that the surface was improved to some extent.

It will now be the thing for track owners and builders to have an oil reservoir built on the grounds as a part of the regular equipment.

How would the plan work on a board track?

THE Dirnberger decision at Reading's races last week, aptly emphasizes the need at all race meets for competent officials who are thoroughly conversant with the rules.

In the case in point, if the account is correct, one of the starters fell from his wheel forty feet from the tape and the men were all called back, but not hearing the call rode the race out, Dirnberger finishing in first place. It was decided (by whom is not stated, but presumably by the referee, as he alone had the right to order this) to run the race over again—for the third time according to the account—and in this final run-off Bald won, Dirnberger protesting and declaring he would carry the case to the Racing Board.

If the facts are as stated Mr. Dirnberger's protest was a just one and should be sustained.

The rule says: "In case of a fall within thirty feet of the scratch line, the contestants shall be recalled by the *ringing of a bell* and the race started over again." (Italics mine.)

Observe: "In case of a fall within thirty feet." Any fall occurring outside that limit—which should, of course, be clearly marked out by a second tape across the track—has no effect whatever, no more so than if the rider were to fall on the backstretch, and the men should not have been recalled.

I do not know who the officials were (I was to have been one of the judges myself but imperative and sudden business rendered it impossible for me to accept the club's kind invitation, greatly to my regret, for Reading is a charming place and the Penn Wheelmen are delightful hosts) but there can be no question but that Dirnberger has a clear case under the rules.

ONE of the incidents in connection with this tournament was the announcement of the permanent retirement from the path of Mr. W. I. Wilhelm, the old war horse who for so long a time held the proud position of being the fastest man in his own State as well as one of the speediest in the country, many a time giving the best of them all they wanted to do to beat him on the old Star which he so often pushed to victory. Wilhelm's contests with Crist, Halsted and Taxis were especially exciting from the great rivalry for path honors existing between the men, and are remembered with interest to-day by those who had the pleasure of seeing them.

Of late years the increasing pressure of important business cares (irv has been engaged, in connection with his father, in the bicycle manufacturing business for seven years, and is, I am glad to say, meeting with great success) has caused his retirement from the path, and while it was of course but a matter of time the announcement that he will no more face the starter is a matter for genuine regret.

It is now in order for Van Sicklen, Burnham and Pop Worden to hand in their final and authoritative resignations from the path. Come gentlemen, don't be selfish; give the rising generation a show.

HERBERT OSBORNE, of a certain Massachusetts town, is "a bit of a taff, in his best togs," and thereby hangs a narrative.

Herbert was well dressed the other day, so feeling satisfied with himself and the world in general he stood upon the curb languidly eyeing the pretty maidens in the passing crowd, a watch chain of ample dimensions sportively reflecting the rays of the setting sun which shone on his waistcoat.

A sharp thief here appeared upon the scene.

Astride of a bicycle as he passed Herbert he made a neat cross-cut for the watch which presumably anchored one end of the chain. But we cannot sometimes always tell and in this particular instance the chain parted without the timepiece, and the would-be thief stood not upon the order of his going but drifted off rapidly before the wind and never came back.

Osborne now wears a chain that glitters but is not gold, a shirt stud that sparkles brilliantly but is only paste, and as it is "hard times" he yet presses brick for a living and holds curbings in place with his patent leathers that glisten and are leather.

The new role of cycle-thief is not likely to bring much additional credit upon the sport and he should be promptly discouraged.

Good scratch men will be in demand for such handicap chases.

IS there no manner of means by which a stop can be put to this incessant breaking of records?

With a monotony that is getting to be dreadfully wearisome and a persistency that is positively appalling, down, down go the figures day by day, and ere the ink has had time to dry on the previous entry along comes a new crop of changes whose continually recurring corrections require that one's tabulations be kept ready for use at a moment's notice.

Seriously, the present season is a wonderful one. Scarcely a day passes but along comes the news of this record going and that coveted distance being captured; and the worst of it is that it is not confined to America alone, the cable bringing us plenty of news of world's records done in England, which are, however, principally the long distance ones. Long distance or short distance, though, it is just the same, and the man who attends to the record tables is in a bad way just now.

WE all remember "Griff" (and the Detroit meet of the L. A. W.) and although he no longer takes the active part in cycling he once did, he gets around to see the boys periodically.

Mr. Griffith's name was recently recalled to me, not only by my having been nicely looked after by him on the occasion of the visit of Mr. Sterling Elliott and myself to the Detroit race meet last month, but also by the fact that he has been giving lectures in the Detroit Art Museum (of which he is director), which have been largely attended, the free admission proving a direct benefactor and educator in that city as well as in other places blessed with similar institutions.

GEORGE JONES is a street car driver on the Walnut street live stock line in the tournament city of Springfield, Mass., and one day last week he attempted to board a west-bound coach at the Jefferson street crossing with his dinner bucket loaded to the gunwales, when a bicycle with a full head of steam on came whizzing down the grade, taking Mr. Jones in the caboose seat: coat him around promiscuously and with a parting kick rolled over upon his *debris*. The wreckage was composed of Jones, bicycle, dinner and the engineer of the bicycle and the panorama took on a lurid hue through the amount of dust that was engendered, says the Springfield account of the affair. A careful review of the situation showed that while the engineer and the dinner were spilled and Jones and the bicycle thrown temporarily out of plumb as to running gear, no serious damage was sustained and both car and bicycle will proceed on schedule time as heretofore with the same crews in charge.

IT is a grave mistake for riders to take the brake off of their machines. Of course I refer to the various bicycles intended for road work, pleasure or business purposes, and not racing wheels.

Many of the accidents which have been chronicled throughout the country of late, where wheels have come into collision with pedestrians, teams and each other, could have been avoided by the timely application of a good brake. Going at a high rate of speed it is impossible to check the momentum of the wheel within a short distance by back pedaling, and inasmuch as so many men will persist in getting over the ground at a greater rate of speed than is safe upon the streets of cities and towns, it would seem that regard for their own limbs should induce them to retain the brake upon their wheels; yet in the majority of cases no sooner is the machine purchased than off come the brake fittings, while some machines are bought which have no provision whatever for the brake.

The Rochester *Post Express* of a recent date has some sound and timely advice on this subject when it says:

"No rider, however much experience he may have, or however expert he may be, can stop a bicycle as quickly by back pedaling or by jumping off, or by any other means as he can by the use of a brake, and when a brake is used in combination with back pedaling he can stop so quickly that an accident is almost impossible. * * *

"It is a duty that every wheelman owes to the public to take every possible precaution he can to avoid a collision or to even touch a pedestrian with his wheel. It is a duty that he owes to his fellow wheelmen, because every time a rider makes himself obnoxious in any way he injures the whole fraternity in the estimation of the public."

MESSRS. C. VERNON PUGH, managing director of the Whitworth Cycle Co., and L. S. Meintjes, the South African long distance champion, sailed last Saturday for England on the steamer Campania.

Mr. Pugh has arranged for the representation of the Whitworth in this country and claims that, the reductions in prices for next year's goods notwithstanding, his company will be prepared to secure their share of business in the American market, which Mr. Pugh, contrary to many other Englishmen, justly considers to be a market of great and ever increasing value.

Ariel.

QUERIES.

Under this head the BICYCLING WORLD *will be pleased to answer all questions bearing on cycling, so far as it may be possessed of the information. Address all communications, Editor* BICYCLING WORLD.

L. A. W. 28295, St. Louis.—The two men named are both of German *descent*, but the Eastern man's parents are of American birth, while the Westerner's are Germans themselves.

L. A. W. 45929, Savannah.—The winner of a prize in a boys' track race is not eligible to a novice race. The rule very clearly says: "A novice race is open only to those who up to date of event have never won a prize in a *track* race."

D. W. Vedder, Schenectady.—SIX seconds is the time in which 100 yards have been run on the Springfield track, but probably the most absolutely correct record is that made by George C. Smith at the Waltham (Mass.) meet, Sept. 9, he doing the distance in 6 4-60 seconds, both start and finish being automatically registered by Sterling Elliott's electric tape and Electric Chronograph, which is, of course, absolutely instantaneous. In an earlier unofficial trial on the same day Sanger rode in a little better than this.

L. A. W. 30928, Jersey City.—The fastest mile standing start, is Windle's 2.05 2-5, made at Springfield, Oct. 8, 1892.

L. L. Yarbrough, Holgate.—There is no official record for the class of race you name, although the time has been run close to 2.30.

Two lads of Muncie, Ind., had a narrow escape from death in a curious manner the other day. The boys were enjoying a ride on their bicycles, three miles or more from the city, when they heard an unearthly scream in the rear. Turning quickly the lads saw to their horror a magnificent black stallion running toward them, the animal having become enraged at the sight of the bicycles. Thoroughly frightened, the boys bent forward and began riding as they never rode before. The maddened stallion gained on them, and in order to escape injury the boys rode into a farmyard, through the open door of a bank barn and closed the door just as the stallion was about to enter. The equine discovering that his game was lost trotted down the road and was soon captured by his owner, from whom he had escaped.

Close..

Your Left Eye and Think!

Two Miles in 4.15 3-5 SEC. Standing Start.

Half Mile, Competition, 1.01 2-5 SEC.

Quarter Mile, Flying Start, 25 4-5 SEC.

The above World's records were made on

Unions

Don't be influenced by this advertisement, but buy and ride a UNION BICYCLE, and we will guarantee you entire satisfaction.

We build the

Strongest and Fastest Roadster

on earth, and the fastest and strongest racer.

Union Cycle Mfg. Co.,

HIGHLANDVILLE, MASS.

BRANCHES.

BOSTON. PHILADELPHIA.
SPRINGFIELD. CHICAGO.

Cut Prices!

WHY?

Why are some bicycles sold under list? There is but one **honest** answer i. e. **they** are **not worth** the list price.

"Fine Finish"

of their bicycles seems to be **all** some manufacturers have attempted to perfect—but what is **under** the enamel? What quality of tubing? What kind of workmanship?

A Gang

of counterfeiters have been operating for the past 18 months in Jersey City. They passed their money easily because it was "finished nicely," but it **did not "wear."** If it had stood the test of **use**, they would no doubt be out of jail to-day.

Our Wheels

bring list price, for **one** reason only, i. e. they **are worth** it. We make medium-priced bicycles, and they stand the best test-use.

The Result

is the best proof. We make more bicycles (and they are sold at list) than any other manufacturer in America. We are not bragging, but the public appreciate our efforts, by buying our output.

We will continue to make the best bicycle that can be made for the money. They **will wear.**

R. L. Coleman Co.,

Sole Eastern Agents,

35 Barclay Street, New York.

WESTERN WHEEL WORKS.
CHICAGO, ILL.

Purely A Question of Cash.

EDITOR BICYCLING WORLD: The discussion that is cropping up just now as to whether or not women shall race seems to me to be carried on rather blindly. I use the word "shall" on purpose because I have seen it several times in this connection and it sounds funny.

Fortunately whether women shall race or not depends on what they think of it themselves, only, of course, their views are liable to modification from contact with the opinions of the public and the press.

Apart from the question of the healthfulness or otherwise of women indulging in racing, all that is said about the entire propriety of their doing so if it pleases them is quite true, but where the argument is aside from the point is in omitting to consider that races are usually conducted under the eye of a multitude whose sole qualification for the purpose in hand is that they shall possess the requisite quarter. If this aspect of the case does not, as soon as it is stated, strike one as involving a certain falling away from thorough feminine modesty, either the person is lacking in a kind of perception, which if he has not now he never will have or else the writer is more of a stickler than he thinks.

Yours truly,
L. A. W. 54,747.
Ottawa, Ont., Sept. 25, 1896.

For Sweet Charity's Sake.

THE cyclists of St. Louis have planned a racing tournament to be held on October 22, on the quarter mile track at New Sportsman's Park for the benefit of the fund now being raised by the St. Louis *Republic* to feed the hungry school children throughout the city.

The events which have been decided upon are: One mile novice, quarter mile dash, one mile handicap, one mile 3.20 class, one mile open, one-half mile handicap, one-half mile boys' race (under 14), two mile team race, one mile championship of St. Louis.

This is a noble charity and should receive the support of every rider in St. Louis and adjacent towns.

Female Pedestrian and Cycling Racers.

EDITOR BICYCLING WORLD: I recall a summer I spent a dozen years ago at Rocky Point, the Narragansett Bay summer resort. A walking match was advertised and a female racer was mentioned as one of the attractions. We had our eyes out for the article with considerable wonder as to its looks. It is needless to relate that we were not "attracted" to attend that race. However, the herd of hoodlums and plug-uglies did attend, and of course added to the gate receipts and what matter (to the managers) if the crowd did leer and hoot and jeer at the misguided woman. And yet those of us with gentle mothers and womanly sisters felt deeply ashamed.

I have always felt that wheelmen as a class are generous and gentlemanly. Permit an humble wheelman of this mountain city to protest with all his heart against any brother wheelman inducing any wheelwoman, friend or stranger, to debase her sex by entering for a public race. Yours for womanliness,
H.
Altoona, Penn.

A Cycling Editor Weds.

ON next Wednesday evening, Oct. 11th, occurs the marriage of Mr. Joseph Goodman, editor of the Hartford *Cyclist*, and Miss Rosie Stern, the ceremony taking place at the residence of the bride's parents in Hartford, Ct.

Best wishes and congratulations!

Sixteen Hours Is The Century Limit.

EDITOR BICYCLING WORLD: In your issue of Sept. 22 you state that the Century Road Club of America places a limit of 14 hours on centuries. Our limit is 16 hours as you will see by rules enclosed. Please make correction and oblige.

Yours truly, JOHN F. TEMPLETON.
Sec. Century Road Club of America.
Chicago, Sept. 30.

RULES FOR RIDING CENTURIES.

Actual elapsed time allowed—16 hours. No track or asphalt permitted. Entire distance must be made awheel or on foot; no taking of trains between points. Centuries must be made in company where possible. When made alone, application for bar must be attested by Notary Public.

WINDLE WINS.

At the Waltham Meet He Bests Sanger and Tyler—Zimmerman Rides an Exhibition Mile In 2.07, and Tyler Creates a World's Record

THE track racing season in Boston was closed last Monday by the tournament held on the Waltham track, and it was a fitting climax to the season's work that all the fast men were in evidence, Zimmerman, Sanger, Windle, Tyler, Johnson, Taylor, Bliss, Bald, Banker, Rhodes, McDuffee and Nelson being present.

As Zimmerman—who is a tired out man and badly in need of rest—did not compete in any of the races being content with riding a mile against time—Windle, Tyler, Sanger, and Taylor had it out between themselves, Windle capturing the one mile invitation in a magnificent finish.

This race was one of the hardest fought of the many contests held this season, it being any man's race until the tape was actually crossed. Sanger, Tyler, Windle and Bliss were up and as they went off, Bliss started out in pacing doing all of the work until they neared the last quarter, when, on the back stretch, as the pace quickened, he dropped out having carried the men along in fine form so as to get within the limit of 2.25. At the quarter-post the three men were racing, Tyler having the pole, Windle at his rear wheel and Sanger coming on the upper part of the banking. As they swung around the last corner the positions were the same and the three wheels came down the stretch nearly level, Windle being the last man if anything. But a dozen lengths from the tape he put on one of the tremendous rushes for which he is so famous, and respond the others never so strongly they could not hold that wild spurt. It was all over in a second, the Millbury wonder getting his wheel across a foot ahead of Tyler, Sanger third by inches.

A MORE THRILLING STRUGGLE

has never rewarded an audience.

In the third-mile open Tyler beat Taylor with Bald, Banker, Rhodes and Geo. Smith all close up, the event being a race from start to finish.

Taylor captured his heat and the final in the one mile 2.15 class, although Bald, Nelson and Bliss were so close in the final that it required careful judging to place them properly. This was Taylor's last win for the season, as he retires from the track to resume the study of dentistry. Nor was this the only close race. The two-third mile handicap and the one mile handicap were both productive of hair-raising finishes, the men sprinting down the straight almost in line from the pole to the outer edge of the track.

Altogether, even apart from the time trials, the races were exciting and well run, the afternoon's sport being worthy of a much larger audience than attended, no more than 1500 people being present. This was undoubtedly due to the fact of the cold weather and the day itself, Monday being a bad day to choose, but even then with such attractions any other place besides Boston would have thronged the grounds.

There were several assaults on the track and world's records, Tyler doing 38 1-5 seconds for the one-third mile with a flying start, Windle pacing him into the straight when he came away by himself in a fine finish. Tyler's time was a world's record, the best previous being Tuttle's figures on the Chicago track, which were in the neighborhood of 39 seconds. Johnson—who did not ride in any of the races—rode two-thirds of a mile in 1.24 2-5, the first lap being covered in 41 seconds. J. P. Clark and E. A. McDuffee on the tandem rode with him for records themselves and to assist in pacing and their time was 1.25 4-5, Johnson cutting loose from them on the last hundred yards and beating them by a couple of lengths.

Zimmerman went a mile against time to beat the track record of 2.15 4-5, which was made in the one mile invitation earlier in the afternoon, and was paced by Taylor for the first quarter, Titus to the half, and Clark and McDuffee on the tandem in the last half, and he succeeded in doing 2.07 flat, which is a splendid performance considering the chilly atmosphere and the wind. Even this could have been bettered by a couple of seconds had he been picked up a little quicker by his pacemakers, who perceptibly slowed him a couple of times.

Summary:

One-third mile open—*Final heat*—H. C. Tyler, first; G. F. Taylor, second; E. C. Bald, third. Time, .42 2-5.

One mile, 2.15 class—*First heat*—C. A. Nelson, firs ; J. P. Bliss, second; F. J. Titus, third; G. A. Banker, fourth. Time, 3.03. *Second heat*—George F. Taylor, first; E. C. Bald, second; W. A. Rhodes, third; E. A. McDuffee, fourth. Time, 3.45. *Final heat*—Taylor, first; Bald, s cond; Nelson, third. Time, 2.11 2-5.

One mile invitation—W. W. Windle, first; H. C. Tyler, second, W. C. Sanger, third. Time, 2.15 4-5.

Two-thirds mile handicap—*Final heat*—G. A. Banker, 10 yds., first; E. C. Bald, scratch, s cond; F. J. Titus, 45 yds., third; A. W. Porter, 25 yds., fourth. Time, 1.31.

One mile handicap—E. A. McDuffee, scratch, first; J. C. Wettergreen, 80 yds., second; James Clack, scratch, third; F. S. Elliott, 105 yds., fourth. Time, 2.21 2-5.

KING'S COUNTY.

Sanger Did Not Ride—Johnson Captures the Plums.

BROOKLYN, N. Y., Sept. 30, 1892.—The Kings County Wheelmen's international meet at Eastern Park this afternoon recalled the meet of the cash prize league on the previous Saturday—it was so different. A crowd of 4000 turned out to-day, and it was a gala occasion. Quite a number of accidents occurred on the quarter of a mile track but fortunately no one was seriously injured. The lower turns of the Eastern Park track are dangerous and in the half mile race Dirnberger had a hard fall, while in the final heat of the one mile handicap, Blauvelt, Grosch and Brandt fell on the upper turn, and in the five mile international race Rhodes and Dirnberger went down. The former remounted, but was unable to catch his field.

Johnson, Banker, Titus, Blauvelt and McDonald rode in good form, the former capturing the first prize in the five mile international, while Taylor gave Titus a great race for second place.

Zimmerman did not ride. He was unable to get down from Travers Island after participating in the N. Y. A. C. games.

The 2.10 class race was a lo.g, and the men were compelled to run a second trial.

Summaries:

One mile novice—H. M. Cole, first; E. Bollinger, second; Samuel Johnston, third. Time 2.45.

Two-mile handicap—Ray Dawson, 300 yds., first; E. F. Miller, 120 yds., second; Geo. A. Banker, 55 yds., third. Time 5.10 4-5.

One mile handicap F. J. Titus, 50 yds., first; Ray Dawson, 100 yds., second; F. W. Mosher, 90 yds., third. Time 2.21 4-5.

One mile 2.10 class—F. W. Mosher, first; C. H. Coffin, second; W. L. Darner, third. Time 2.34 2-5.

Half mile scratch—John S. Johnson, first; R. McDonald, second; O. S. Brandt, third. Time 1.18.

Ten mile international race—J. S. Johnson, first; F. J. Titus, second; G. F. Taylor, third; E. L. Blauvelt, fourth; R. McDonald, fifth. Time 14.02.

READING'S RIDERS.

Bald and Taylor Beat Sanger in the Mile Open—A Protested Decision—Wilhelm Will Ride No More.

READING, PA., Sept. 27.—The annual meet of the Pennsylvania Wheelmen to-day at Agricultural Park was very successful, the entries numbering upwards of 175, and over 3500 people being present. The race of the day was the mile open, among its starters being G. C. Smith, Taylor, Bliss, Brandt, Titus, Miller, Sanger and Rhodes. The racing was all done on the last quarter, when Taylor cut loose and by a fine spurt got to the front, Sanger after him, the two neck and neck down the straight. On the last hundred yards Bald came out from behind and drew past in a desperate struggle all the way to the tape, Taylor taking second a foot ahead of Sanger, with Titus a close fourth and Bliss fifth. Sanger afterward claimed that he slipped a pedal in striking a rut. He did not ride again.

In the quarter-mile a large field of starters caused a false start, and the men were called back. Again they got away and a pretty contest resulted, which Dirnberger won by a foot from G. C. Smith, who, in slipping his pedal, prevented Bald passing into second place. But it was decided to run it over again, a man riding at the rear having fallen off his wheel 40 feet from the start.

The men not hearing the call back, and as the ten yard limit had been passed, Dirnberger will protest the decision and carry it to the Racing Board. In the final run over race Bald won by a length from Dirnberger.

Taylor and Bald, in a fine struggle in the half mile open, were nearly brought to grief by Smith, who swerved several feet and in regaining his balance all but fell. The mile handicap was handsomely won by Titus, Miller second, Bliss third, the latter passing and running a ray from Rhodes. John S. Johnson made a very poor showing.

The day marked the retirement of W. Irving Wilhelm, Reading's champion, who won the one mile club championship, and has positively announced that he will ride no more. The summaries:

One mile, novice—W. B. Fitchthorn, first; Samuel Siegel, second; R. P. Wynings, third. Time 2.17 3-5.

One mile open—E. C. Bald, first; George F. Taylor, second; W. C. Sanger, third; F. J. Titus, fourth. Time 2.29.

One mile, club championship—W. I. Wilhelm, first; W. B. Riegel, second. Time 2.52 3-5.

Half mile open, flying start—M. F. Dirnberger, first; E. C. Bald, second; J. S. Johnson, third. Time 1.10 2-5.

One mile handicap—F. J. Titus, 70 yards, first; E. P. Miller, 25 yards, second; J. P. Bliss, third; C. W. Krick, 110 yards, fourth. Time 2.17.

One mile safety, championship of Berks County—C. W. Krick, first; W. B. Riegel, second. Time 2.38.

Half mile open—G. F. Taylor, first; E. C Bald, second; George C. Smith, third. Time 1.28 1-5.

One mile, 2.40 class—R. P. Rich, first; W. B. Riegel, second; E. F. Oberholzer, third. Time 2.48 2-5.

Quarter mile, open—E. C. Bald, first; M. F. Dirnberger, second; G. C. Smith, third. Time .34.

A QUAKER INTER-CLUB MEET.

Old "Pennsy" Joins With the Wissahickon and Eclipse Wheelmen In a Tournament—They Paid For the Supper.

PHILADELPHIA, Sept. 30—The joint meet of the Pennsylvania Bicycle Club, Eclipse, and Wissahickon Wheelmen at Tioga this afternoon was attended by several hundred people. Nearly all of the events were closely contested. In the handicap races, the handicapper had been so liberal that the scratch men had to do their best in order to get up.

In the one mile inter-club team lap race the conditions were that the losing clubs were to furnish a supper for the winner. The Pennsylvania Bicycle Club's representatives—G. B. Mershon, Jr., F. Nelms, and E. L. Lemont—were considered almost certain winners, but an unfortunate accident deprived them of whatever chance they might have had. On the finish of the first lap Lemont fell, and C. Miller, of the Eclipse Wheelmen, ran over him. Mershon and Nelms stopped riding, and a pretty race ensued between the others, the Wissahickon Wheelmen winning the race. Summary:

One mile, championship Pennsylvania Bicycle Club—G. B. Mershon, Jr., first; F. Nelms, second; E. L. Lemont, third. Time 2.46.

One mile, championship, Eclipse Wheelmen—H. Butscher, first; W. Flenard, second; C. Miller, third. Time 2.44.

One mile, championship, Wissahickon Wheelmen—D. W. C. Griffiths, first; B. M. Keyser, second; J. J. Gessleman, third. Time 2.43.

One-third mile handicap, Pennsylvania Bicycle Club—G. B. Mershon, Jr., scratch, first; F. Nelms, scratch, second; W. F. Kunzig, third. Time .40.

Half mile handicap, Eclipse Wheelmen—C. Simpson, first; W. Flenard, second; H. Butscher, third. Time 1.15 1-4.

One mile handicap, Wissahickon Wheelmen—A. Matthews, 150 yards, first; P. Ashmead, 170 yards, second; H. Greenwood, 20 yards, third. Time 2.37 1-2.

One mile handicap, Pennsylvania Bicycle Club—G. B. Mershon, Jr., scratch, first; F. L. Lemont, scratch, second; F. Nelms, scratch, third. Time 2.47 1-2.

One mile handicap, Eclipse Wheelmen—H. Butscher, scratch, first; C. Miller, 25 yards, second; W. Flenard, scratch, third. Time 2.41 1-2.

Two mile handicap—Pennsylvania Bicycle Club—G. B. Mershon, Jr., scratch, first; F. Nelms, scratch, second; T. S. J. Byrne, 250 yards, third. Time 6.23 3-4.

One mile team lap race—Won by Wissahickon Wheelmen, 16 points; Eclipse Wheelmen, 3 points, second. Time 2.49.

N. Y. A. C. Games.

NEW YORK, Sept. 30.—An ideal afternoon greeted the New York Athletic Club for its annual fall games at Travers Island. There were two cycle races on the programme, the one and the two mile, and Mr. Arthur A. Zimmerman, by placing both to his credit, brought his total number of firsts this season up to ninety-nine. He proposes to make it the century mark in the Freehold races next week. Summary:

One mile, scratch—A. A. Zimmerman, first; H. Smith, second; G. C. Smith, third. Time 2.39 4-5.

Two mile handicap—A. A. Zimmerman, scratch, first; H. Smith, 80 yards, second; W. F. Murphy, 120 yards, third. Time 5.33 1-5.

On the Old Glenmere Track.

LAST Saturday afternoon the once famous track at Lynn was the scene of an afternoon's racing, although the weather was so cold that the audience was small.

A couple of accidents occurred, two or three men riding over the embankment at the eastern end of the track where Rowe took his tumble years ago—but none of these resulted seriously. It was in the one mile handicap that the worst spill occurred, C. G. Williams, of Waltham, having his wheel break down under him on the first heat and the fall caused a fracture of the collar bone, while L. P. Savett, of Norway, Me., who ran into him was also injured, both men being taken to the hospital in the ambulance.

E. A. McDuffee captured all the events in which he was entered, his closest competitors being Porter, P. J. McDuffee and Robson. Summary:

One mile novice—*Final*—E. N. Garrett, first; E. E. Ramsell, second. Time 2.36 2-5.

One-third mile dash—Eddie McDuffee, first; H. Robson, second; J. A. Farrell, third. Time 48 2-5s.

One mile open—*Final*—E. A. McDuffee, first; H. Robson, second; P. J. McDuffee, third. Time 2.30 2-5.

One mile handicap. *Final*—E. A. McDuffee, scratch, first; J. C. Wettergreen, 160 yds., second; F. S. Elliott, 160 yds., third. Time 2.22.

In the 2.10 class the men did not come in inside the time limit, 2.45, and it was decided no race. W. F. Saunders, first; F. S. Elliott, second; J. C. Wettergreen, third. Time 2.50. No run over.

An Island Tourney.

HARRISBURG, Sept. 30.—There was some excellent racing at the meet of the Susquehanna Wheel Club, on Island Park this afternoon. The principal events:

Fifteen mile road race—C. W. Krick, first; D. A. Fornwalt, second; J. A. Kline, third. Time 48.30.

One mile, championship Central Pennsylvania—C. W. Krick, first; D. A. Fornwalt, second. Time 2.46.

One mile open—D. A. Fornwalt, first; Blanden Stevens, second. Time 2.59.

One quarter mile open—D. A. Fornwalt, first; W. F. Wilhelm, second; C. W. Krick, third. Time .37.

Half mile open—C. W. Krick, first; W. I. Wilhelm, second; D. A. Fornwalt, third. Time 1.24.

Fifteen Miles in Colorado.

THE Denver, Col., Wheel Club team race from Sand Creek to Brighton, fifteen miles, was won by McGuire on Sept. 25, in 49.23. Hemstreet, of Cheyenne, finished second, with Sylvester and McCarthy close behind. Captain Price's team was declared to be the winners by a tally of 191 to Bennett's 157.

A 25-Mile Track Contest.

NORWALK, CONN., Sept. 30—The 25-mile race of the Alpha Wheel Club was held on the half-mile track this afternoon, and was won by Thomas L. Walsh in 1.21.03, with Wm. Gauther and Eugene R. Benedict a close second and third. A strong adverse wind prevented fast time.

E. O. C.

ORANGE, N. J., Oct. 1—The East Orange Cyclers' 26-mile handicap road race was won by A. E. Bedden, (six minutes). Time 1.28.49. James E. Berry (16 minutes) was second. Time 1.39.50. E. W. Ketcham, Jr., (12 minutes), was third. Time 1.35.56.

Merrihew's Men.

WILMINGTON, Sept. 30—The Wilmington Wheel Club held its annual 25-mile road race and tournament to-day.

The summary:

Twenty-five mile road race—J. W. Davidson, 3m. handicap, first; Chas. L. Thompson, 6m., second; S. F. Thompson, 8m., third. Time 1.20.05.

One mile, 2.50 class—Sylvester Courtney, first; B. F. McDaniel, second. Time 2.46.

Half-mile handicap—R. P. Rich, 25 yds., first. Time 1.08 2-5.

One mile open—J. J. Diver, first; F. B. Marriott, second. Time 2.45 1-2.

One mile handicap—F. B. Marriott, 25 yds., first. Time 2.30 4-5.

One mile State championship—C. B. Jack, first; W. C. Seeds, second; B. F. McDaniel, third. Time 3.06 3-5.

The Danbury Fair.

DANBURY, Ct., Oct. 3.—Six thousand persons witnessed the races in connection with the fair this afternoon. The principal results:

Half mile open—A. W. Warren, first; Charles Nelson, second; E. A. Nelson, third. Time 1.11 4-5.

One mile open—E. A. Nelson, first; A. W. Warren, second; C. T. Nelson, third. Time 2.32 1-5.

Two mile, Division championship—A. W. Warren, first; E. H. Heyer, second. Time 5.31.

Two mile handicap, open—E. A. Nelson, scratch, first; James Lango, 230 yards, second. Time 4.52.

WHAT RAMBLER BICYCLES DO--

AND WHERE THEY DID IT.

EAST.

	Prizes.	Firsts.		Prizes.	Firsts.
Waverly, N. J.	9	4	Wallingford, Conn.	7	4
Baltimore, Md.	22	8	Cortland, N. Y.	4	3
Philadelphia, Pa.	10 out of 30		Islip, L. I.	2	2
Norfolk, Va.	11	3	Wilmantic, Conn.	3	2
Wheeling, W. Va. 13 Unlucky Number (?)			Palmer, Mass.	2	2
Reading, Pa.	11 1-3 of total.		Syracuse, N. Y.	2	
Scranton, Pa. 13 Another hoodoo number.					

SOUTH.

	Prizes.	Firsts.
Columbia, S. C.	8	3
Augusta, Ga.	8	3
Raleigh, N. C.	4	4

MEXICO.

At the race meet given in the City of Mexico, by the Governor of the State, the CHAMPION OF MEXICO on a Copper Rim Rambler took 4 First Prizes. A Rambler rider also took a good second prize.

CENTRAL.

	Prizes.	Firsts.		Prizes.	Firsts.
Romeo, Mich.	11	5	Cascade, Iowa.	1	1
Mt. Clemens, Mich.	10	3	Howard City, Mich.	3	1
Grand Rapids, Mich.	7	1	Kendallville, Ind.	3	
Carthage, Ill.	5	1	Grand Rapids, Mich.	2	
Ionia, Mich.	5	1	Fremont, O.	2	
St. Louis, Mo.	2	2	Carrollton, O.	1	
Adrian, Mich.	1	1	Peru, Ind.	1	
West Union, Iowa.	1	1			

The above list of Rambler Winnings since our last report pleases us immensely, and is such a one as carries weight with people who buy fast, light running bicycles. It represents the good work of many good men on good wheels—at 32 different race meets, in EIGHTEEN DIFFERENT STATES. The Rambler field is not a local one—Ramblers are known and ridden in almost every country of the whole world.

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Adrian Amateurs.

ADRIAN, Sept. 26.—At the sixteenth annual meeting of the agricultural society in the afternoon an immense throng gathered to witness the bicycle races. Summaries:

One mile novice—W. D. Schoolcraft, first; J. A. Worden, second; Kimball, third.

One mile open—*Final heat*, in which eight started and finished in the following order: Steele, Van Tyne, Bernhart and Evans. Time 2.46.

One mile open—Rowley, first; Mathes, second. Time 2.52.

Half-mile open—Van Tine, first; Steele, second; Bernhart, third. Time 1.13. A strong wind faced them on the home stretch.

Half-mile Adrian Bicycle Club championship—Fred Mathes, first; W. C. Ackley, second. Time 1.20.

One mile handicap—E. W. Ballard was the only scratch starter. Will Evans, Lansing, 80 yards handicap, first; Van Tine, second; O. L. Brailey, third. Time 2.24 3-5.

Three mile lap, open to the county—Rowley, 13 points, first; D. S. Randolph, 9 points, second; Wm. Wallace, 8 points, third. Time 9.26 4-5.

Rovers Ride.

NEW HAVEN, CT., Sept. 27—The road race of the Rovers' Bicycle Club, over the Pequot Club course yesterday afternoon was remarkable from the fact that the previous records on the course for both five and ten miles were broken. Fred T. Catlin won the race in 32.22 1-8. The record was 33.03. Catlin also lowered the five mile record of 16.23 to an even 16 minutes, with a wind blowing strongly against him. Wm. Babcock, two minutes' handicap, came in second in 35.12; Edward Coxeter, 2 minutes handicap, third, 35.12 1-2; Wm. Palmer, 1 1-2 minutes' handicap, fourth, 36.31; Beryonn Prescott, scratch, fifth, 31.18; Mansfield, 4 minutes' handicap, sixth, 38.20; Campbell, 3 minutes' handicap, seventh, 38.08. Two of the contestants failed to finish.

Last evening the Rovers held a reception and had a sociable time at their club rooms on Elm street.

Maine Meet.

GARDINER, ME, Oct. 3—The first annual meet of the Gardiner Cycle Club, which was postponed from last Friday, was held under very favorable circumstances to-day.

In the evening the clubs had a lantern parade, followed by a supper at the Johnson house, where the prizes were awarded and speeches made.

Summary of leading races:

Road race to Augusta and return, over 12 miles, won by Dyer in 52 minutes and 55 seconds; Gardiner, second; Calway, third; Pealee, fourth.

Half-mile open, best two in three—Dyer won both heats. Time, first heat, 1. 16 1-5; second heat, 1.16 4-5.

One mile open—Dyer, first; Fogwill, second. Time, 2.45 4-5.

Ran Their Races On the Road.

THE South Framingham (Mass.) Cycle Club held their first annual field day last week on the road near that town, the races being preceded by a parade. In addition to several club contests an open race was held which was won from a field of eleven starters by H. Lindley Crowther, in 6.38, the distance being upwards of 2 1-2 miles, against a strong head wind. H. E. Fay was second by four seconds.

Down South.

AUGUSTA, GA., Sept. 20.—The races to-day under the auspices of the Augusta Wheelmen's Association at the Athletic Park, were interesting. Summary:

One mile novice—J. T. Cheekly, first; M. Duval, second. Time, 2.51 1-2.

One-quarter mile—E. W. Harker, first. Time, 36 1-5.

One mile—H. W. Clark, first; H. Godin, second; F. A. Robbe, third. Time, 3.07 1-5.

One-quarter mile open—H. L. Gibson, first; J. S. Hook, second. Time, 35 2-5.

One mile open—John S. Hook, first; W. F. Nixon, second; R. S. Roach, third. Time, 2.50 4-5.

Three mile open—R. S. Roach, first; W. F. Nixon, second. Time, 9.36.

By Electric Light In Kansas City.

KANSAS CITY, Mo., Sept. 27.—The electric light bicycle races at Fairmount Park last night drew a good attendance. Summary:

One mile handicap—Fred Campbell, 100 yds., first; H. C. Wood, 30 yds., second; Frank Furgason, 90 yds., third. Time, 2.29 3-5.

Half-mile open—C. Kindevatter, first; A. R. Warren, second; H. C. Wood, third. Time 1.27 1-5.

One mile team race—Won by the Kansas City Cyclists by a score of 54 to 20.

One mile 3-minute class—Fred Campbell, first; Rebenscheid, second; A. T. Hillyard, third. Time, 3.11 2-5.

Three mile handicap—H. C. Wood, scratch, first; C. Kindevatter, second, Hillyard, third.

Buffalo To Pittsburg.

PITTSBURG, Sept. 30.—L. H. Bannister won the road race from Buffalo to this city. He came in at 3.58 P. M., or in two minutes less than twenty-four hours after leaving Buffalo. The distance is 234 miles.

In the Land of Flowers.

JACKSONVILLE, FLA., Sept. 21.—Some very pretty races were run at the bicycle park yesterday afternoon. Summary:

Quarter-mile open—Won by Menanger in 35 1-4; Caldwell second and Adams third.

One mile three-minute class—Won by Welch, 2.56 3-4; Patterson second; Lloyd third.

Half-mile 1.30 class—Won by Welch.

The run and ride race was captured by Welch.

Adams then rode a mile in 2.19 3-5 with a flying start.

Mt. Washingtons On The Road.

THE second annual road race of the Mt. Washington Bicycle Club was held last Saturday, the start being made from the Back Bay fens. The finish of first five men was as follows: L. A. C. Kelly, scratch, first; time 33.30; L. E. Foster, 3 1-2, second; time 37.35; H. B. Mann, 3, third; time 39.57; W. A. Wheater, 4 1-2, fourth; time 35.48; H. W. Ridings, 5, fifth; time 38.22.

L. A. C. Kelley won the time prize also and the championship of the club.

Hartford Hustlers.

HARTFORD, Ct., Sept. 23.—The annual road race of the Colt Bicycle Club was run this morning over the Albany avenue and West Hartford course. The course is nearly if not quite twelve miles. Finish of the first five was as follows: R. H. Beamish, first; time, 39.51; J. J. Adams, second; time, 35.41; R. B. Tracy, third; time, 37.25; F. G. Hudson, fourth; time, 40.40; L. J. Gremmo, fifth; time, 42.22.

A Boston Road Race.

THE Jamaica Plain Cycle Club held its first ten-mile road race last Saturday, starting at 4.05 P. M. from Roslindale.

E. Lambert came in first in 30m. 28s., and the others in the following order: Peterson, Johnson, McKim, Bonneau, Rupert, Kennedy, Odell, Cole, Palener, Kennedy, Valentine.

THE annual nineteen-mile road race, under the auspices of H. K. Smith, Osborn, Ohio, was run September 22, with results as follows: Bernard Fishback, handicap 5.00, first. Time 58.35 O. W. Nisewonger, handicap 5.00, second. Time 58.53. E. H. Kiser, handicap 6.00, third. Time 1.00.07.

AT the Ariel Cycling Club's annual meet held at Glen Falls, N. Y., Sept 21st, on the new mile track of the Warren County Agricultural Society, the 6000 people present were treated to some very fine racing. H. C. Tyler of Springfield captured all the open events, and placed to his credit an exhibition quarter-mile in 26 1-4 seconds. J. W. Linneman of Buffalo also did some fast work. With 50 yards he defeated Tyler in the mile handicap in : very hot finish, leading him over the tape by a wheel's length, in the good time of 2.18.

THE Philadelphia clubs are preparing for the football season, and many of them will have strong teams this year. The Century Wheelmen promise to have one of the strongest, as some or the old material reinforced by new and promising men have been in practice for the past three weeks. The Century and Park Avenue teams played a tie game at Philadelphia Ball Park last fall, and some time this month they will meet again and decide matters.

INVENTIONS.

Last Week's Patents.

A LIST of recent patents, reported specially for the BI. WORLD by W. E. Anghinbaugh, patent attorney, Washington, D. C. Copies of these patents may be had of the above named attorney at twenty-five cents each.

503,238. Gear-Casing. William H. Forle's and George B. Shepley, Brooklyn, N. Y. Filed Nov. 24, 1892.

503,436. Vehicle-Wheel. John E. Frist, Baltimore, Md. Filed Oct. 31, 1892.

504,013. Wheel for Cycles. Alfred C. Brown, London, England. Filed Feb. 9, 1893. Patented in England Sept. 26, 1890.

504,160. Vehicle-Wheel. Harry Moore, Wellingborough, England. Filed March 15, 1892. Patented in England Aug. 17, 1891.

504,468. Pneumatic Tire. Douglas Dobbin and Richard McKinney, Franklin, Ind., assignors of two-thirds to John C. Bennett, Thomas J. Coyle, and William B. Jennings, same place, and Thomas Taggart, Indianapolis, Ind. Filed Dec. 31, 1892.

504,486. Sprocket-Wheel. Victor Belanger, Boston, assignor of one-half to Josiah Quincy, Quincy, Mass. Filed April 29, 1893.

504,491. Drive-Chain. William H. Hart, New Britain, Conn., assignor to the Stanley Works, same place. Filed May 2, 1892.

504,553. Vehicle-Wheel. John E. Frist, Baltimore, Md. Filed Dec. 7, 1892.

504,625. Ice-Velocipede. Jonas Semid, Mill Creek, Pa. Filed March 3, 1893.

504,635. Bicycle. Orland W. Squires New York, N. Y. Filed March 23, 1893.

504,805. Vehicle-Wheel. Robert Steel, Philadelphia, Pa., assignor to William J. Moore, same place. Filed Sept. 9, 1892.

504,870. Tire-Marks. 23,504. Bicycles, Tricycles, and Velocipedes. The Stover Bicycle Manufacturing Company, Freeport, Ill. Filed Aug. 7, 1893. Essential feature: the representation of a phenix and the word "Phoenix."

504,921. Pneumatic Tire. Frederick H. Sprang London, England. Filed May 16, 1893.

504,939. Vehicle-Tire. Albert E. Spangler, Syracuse, N. Y. Filed May 15, 1893.

504,954. Pump for Pneumatic Tires. Friedrich Vieth, Gelsbansen, Germany. Filed April 3, 1893. Patented in Germany, England and France.

504,970. Adjusting Device for Chain-Wheels of Bicycles. Alfred Featherstone, Chicago, Ill. Filed Jan. 9, 1891.

504,988. Hub for Bicycle-Wheels. Fred Nessel and Frank McIlish, Chicago, Ill. Filed Dec. 19, 1892.

504,990. Canopy for Bicycles. John S. Barnes, Detroit, Mich., assignor of one-half to John S. Ellis, same place. Filed Aug. 28, 1892.

504,992. Bicycle-Bell. Oliver B. Beach, Stony Creek, Conn. Filed Jan. 9, 1893.

505,162. Bicycle-Support. Max E. Hertel and August Beck, Chicago, Ill.; said Hertel assignor to said Beck. Filed April 3, 1893.

505,255. Pneumatic Tire. John S. Smith, London, England. Filed Jan. 24, 1893.

505,278. Adjustable Handle for Bicycles. Walter Lamb, Memphis, Tenn. Filed May 27, 1893.

505,284. Bell. Irvin H. Abee, East Hampton, Conn., assignor to the East Hampton Bell Company, same place. Filed March 31, 1893.

505,290. Mud-Guard for Cycles. John Gardner and Dale Marshall, Cheltenham, England, assignors to the Overman Wheel Company, Chicopee Falls, Mass. Filed Feb. 20, 1893. Patented in England.

505,292. Lock for Bicycle-Chains. William H. Hart, Jr., Philadelphia, Pa. Filed Oct. 6, 1892.

505,294. Woven Fabric for Wheel-Tires. James Lyall, New York, N. Y. Filed Feb. 9, 1893.

505,335. Bicycle-Gear. Ezekiel J. Swedlund, Atwater, Minn. Filed Aug. 30, 1892.

505,373. Velocipede. Albert Sanford, Galena, Mo. Filed Feb. 17, 1893.

Kentucky.

John Seibert and M. D. Offutt have withdrawn their names as candidates for Vice-Consul of this Division. Fraternally, W. W. WATTS, Chief Consul.

TELEMACHUS' TALKS.

Is Official Sanction for Race Meets Worth Anything or Not?—The Cycle Show—New York vs. Philadelphia.

THE policy of the L. A. W. in assuming sole jurisdiction over all amateur racing, and in declaring that no race meet or race can be held without its sanction, is one that has not been discussed much, although the necessity of a sanction has been ignored in many cases. It is, of course, desirable that the District Member of the Racing Board should have cognizance of each and every race run in his district, but it is not infrequently the case that he does not. This is especially true about the time when country fairs are being held and when bicycle races are run by people who know little and care less about the L. A. W. and its sanction.

I have in mind a case of a country fair which wanted to give some races last year, but was unable to procure the desired sanction from the Racing Board, owing to there being another meet scheduled for the same day in another State. This failure angered them considerably, so much so that this year they took the matter into their own hands and ran their races without asking for a sanction.

A majority of the men who competed either did not know or did not care about the sanction. Others did know, and raced in defiance of the threatened suspension of the Racing Board, either not caring for the suspension or relying on the insignificance of the races to escape notice. Other men, willing and anxious to race, were deterred by fear of expulsion, and stayed out, thus foregoing what seemed to be almost certain victory. The men who did race gave assumed names to the local reporters, expecting thus to escape if there was any danger, but the Associated Press got their correct names and published them.

Several weeks has elapsed since then, and the Racing Board has taken no action. The men who raced are having a good laugh at the expense of the men who would not race, and exulting over the supineness or indifference of the L. A. W., which takes no action in their cases.

This is not as it should be; the League should either enforce this rule strictly, or, probably the more sensible course, make it apply only where important meets are concerned. By taking this course it would attain the object desired—prevent confliction—and avoid endless bother in trying to live up to the present rule, as well as the ridicule which falls upon it where its rule is successfully evaded.

I came across an item the other day concerning C. E. Zacharias, of Asbury Park, N. J., who is trying to abate a nuisance in the shape of some stupid freeholders in his county who oppose good roads. How many people are there, I wonder, who know that Mr. Zacharias was once the senior member of the firm of Zacharias & Smith, now Howard A. Smith & Co., the large sundry house? Such is the case, and it is not many years since he was known by all cyclers, but becoming discouraged by the slow progress made by bicycle houses in those days he withdrew and went into the electrical business. He still retains his interest in cycling and is quite prominent at Asbury Park.

At the present time it looks very much as if an attempt would be made to oblige the trade to support two shows this winter—one at Philadelphia and one at New York, but I am strongly of the opinion that matters will so shape themselves before long that there will be only one.

Being an admirer of the public spirited policy which has actuated the Philadelphia A. C. C. in originating and carrying to a successful issue the cycle shows, my heartiest sympathies went out to the Philadelphia men at the first intimation that the New York people were endeavoring to secure it. In this case, it was genuine pure amateurism, as exemplified by the A. C. C. of Philadelphia, against a money making enterprise of the Madison Square Garden people, and there could be no question as to which side I was arrayed on.

Since then, however, I have become convinced that it would be a wise act to let the show go to New York this year, and thus please the makers, who desire, almost unanimously, so they tell us, to see it located in the metropolis.

The want of a suitable building in the heart of the city is one of the chief drawbacks to its continuance in Philadelphia, and the prospect of an unprecedentedly hard winter among that portion of the trade from which the show receives its chief support, is another reason almost equally potent.

It will hardly be disputed that it is from the smaller makers and dealers in specialties and sundries that the promoters of a cycle show must receive the greater part of their support. It is they, and not the big makers, who are most anxious for the show, and would be most injured by its discontinuance. It is they who wish to become better known, and to procure more agents, whether it be the agents of other firms or otherwise. It is they, too, who are most affected by the present stringency, and least liable to be in a position to incur the expenses of a show, especially in mid-winter, thus making it almost certain that there will be a falling off in the number of exhibitors.

For these reasons I think it would be well for the Philadelphians to go slowly in the matter, and to consider whether it will not be better for them to let the show go this year, and see what the New Yorkers can make out of it. If the latter can conduct it more economically than the Philadelphians, and can get more people there to look at the goods exhibited—not to partake of the entertainment provided—they will be doing very well. Let us see if they can do it.

There is one curious thing about the efforts of New York to obtain the show, and that is the prominent part taken by New York's cycle journal. To read that paper one would suppose that it is the M. A. C. C. which has conceived the idea of holding the show there, has written to all the prominent people in the trade, and proposes to run it in much the same manner that the A. C. C. did in Philadelphia. From what can be learned from other sources, however, it is the Madison Square Garden Company, which proposes to go into it as a purely business enterprise, and has, in furtherance of that project, written around among the trade to get their views.

It is a fact, too, that the names of the most prominent firms are absent from those named as favoring the New York enterprise, and that not a few have desired to learn the intentions of the Philadelphia A. C. C. in regard to holding a show before replying to the letter of the Madison Square Garden Company.

If Philadelphia does give up its claim on this year's show, it will be because it prefers to do so, and not because it has not an excellent chance of carrying to a successful conclusion the Fourth Annual Cycle Show.

TELEMACHUS.

Genus Homo; Species Bicyclist.

For many centuries man's only method of transit, other than through the tedious, natural process of walking or running, was by means of the larger and stronger of the four-footed animals around him. He travelled personally on the backs of these, or trained them to draw him, with his personal possessions, over long distances. But in the last century he devised a method of harnessing steam, instead of animals, and making it haul men and things in great numbers, and at a high rate of speed. At the present time even electricity is thus made to serve man's purposes.

In all these processes man's natural organs of locomotion remain at rest. The machinery conveys him bodily, without any exertion on his part; something else does the work for him.

Civilization depends upon ease of communication with one's neighbors, or other communities and countries; but its advancement is toward the end of the complete training and development of individual capacity, both physical and mental. The real aim of every mechanical device is to increase the individual man's natural powers—to give him greater opportunity and scope in the exercise of his own peculiar gifts. Accordingly, the invention of what might be called a walking-machine, which has many-fold increased the value of man's natural locomotive apparatus, followed as a matter of course in this era of writing machines, talking machines, hearing machines, seeing machines, etc., etc. By means of this added physical power, as it were, man has become independent. He needs not mount a horse, or seek place in a vehicle or car, but simply, by machinery, to set his own organic functions at work, and he may travel with ease over miles of territory.

THE OLD ORDER GIVETH WAY TO THE NEW.

Thus an order of beings, called bicycle riders, has recently arisen, somewhat suggesting the Centaurs of old, which combined the brain of a man with the body of a horse. Like those fabulous beings, it is capable of the speed of a horse, while at the same time (in many cases, at least), it possesses the intellect of a human being; though the modern Centaurs are a combination of man and two wheels, instead of a man and four legs, and the wheels, unlike the legs, may be discarded at his will. This *genus bicyclist* has, at the present time, spread itself over all the countries of the civilized world, and includes several distinct species, of which the rarest and most generally interesting is that of the professional racer. His fame is world wide, and he is the centre of an admiring circle of "sports" and those of sporting proclivities. Many of his achievements are really wonderful, and his most ardent admirer, who is also his imitator, might be termed the Nathaniel Winkle of the species,—the young, new "scorcher," who tries to do what he can't. This individual literally lays himself out to attain phenomenal speed. He uses the common thoroughfares for his training-course, and woe to the unlucky pedestrians who get in his way! According to the daily press his route is marked by their prostrate forms. He is, indeed, the fiercest and most dangerous of all the cycling tribe, and the effort to check his ravages painfully exercises the brains of the city fathers, resulting in spasmodic attempts at preventive legislation. But, in spite of lantern and bell and sidewalk and seven-mile-an-hour laws, he is still irrepressible. In regard to this Winkle type, the sentiment of the public is that of the immortal Pickwick, "You're a humbug, sir." Many of this sporting species are gregarious in their habits. They go in flocks on long "club runs." Their appearance varies slightly each successive season. One year, their peculiar, crouching attitude, combined with a skin-fitting garment which apparently considerably elongated their lower limbs, caused them to resemble a large, over-grown modification of the *genus batrachia*; while this season the addition of a long bill, together with the gliding motion of the wheel and the favorite white upper garment, reminds one of a school of creatures belonging to the *anserine* family; though, it is said by certain local officials who have tried, they are not easily "made game" of. They are conviviality disposed individuals, being said to have imbibed two or three gallons of liquid in the course of a run. Their habits are studied and their wants attended to by the proprietors of numerous "wayside inns" which, it is said, have grown up along their routes; and on the unquestionable authority of certain of these it may be added that they have also an undisputed capacity for nutriment of a solid sort. This species, though the wildest and most ferocious of all, is not utterly incapable of domestication. Individual specimens have actually been tamed and educated, and have finally become useful members of society.

OF MANY KINDS.

There is another species of which the members go usually in pairs. The male of this class rides erect, looks pleasant and happy, beams generally on all, and touches his hat to every lady rider he meets. He loves cycling for outing's sake. He is fond of exploring, and a "blind" go-as-you-please run with wife or friend, is to him delightful. He "coaches" beginners—new lady riders—suiting his speed to theirs, walking with them up hills, frequently dismounting to rest, soothing wounded feelings, and always considerate and helpful in case of accident. He is, in short, the consummation of excellence, the *beau ideal*, of the entire cycling family. May his tribe increase!

Another species is composed of those who seek at the same time to cultivate themselves both physically and mentally. Sir John Lubbock, enumerating the principal "Pleasures of Life," in an article on "Books," says, "So delightful indeed are our books that we must be careful not to neglect other duties for them; in cultivating the mind we must not neglect the body * * * To the lover of literature or science exercise often presents itself as an irksome duty." Sir John wrote his helpful book before the "safety" bicycle became popular. Should he write now he would hardly need to utter his plea for exercise due to health, for he would mention cycling the most healthful of all exercise, as also influencing greatly certain "pleasures" which he specifies, if he did not class it by itself as a distinct pleasure. The student of to-day may mount his wheel with his book, and seek afar some "shady nook" where he may read or study "all at his ease," thus deriving additional pleasure and benefit out of what would otherwise be an "irksome duty."

We also notice, now and then, certain excessively corpulent bicycle riders, who, while not necessarily disagreeing with the opinion of Mr. Tony Weller, that "width and wisdom always go together," still propose by the regular use of the wheel to reduce their superfluous avoirdupois, while at the same time enjoying themselves. Like all very fat people, a bicyclist of this description is constitutionally lazy, and one cannot but admire that strength of will which, so bravely resists the flesh, which, in his case, shows small indication of "weakness." Another solitary specimen is he who loves wheeling better than company, who is not a club man, and finds his "guide, philosopher and friend" in the shape of his faithful cyclometer, which tells him of the distance he has covered and warns him when he had better turn homeward.

These are some of the numerous varieties of the genus bicyclist. Feminine cyclists are not yet, perhaps, sufficiently numerous to be classified; still there is much that might be said of them; though not just now.

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HOWARD A. SMITH & CO., NEWARK, N. J.

WHAT STEERS A BICYCLE?

Mr. Duryea gets some Points on the Subject from Mr. D'Ancona—Are they Correct?

EDITOR BICYCLING WORLD: In your issue of August 4 I find an article written by Chas. E. Duryea, in which he disputes the correctness of my explanation of how a bicycle is steered "hands off," and cites a few facts which he states "rather knock the explanation to the ground." I have carefully examined all these "facts," and find that they do not do anything of the kind. With your permission I would like to explain his errors, and in doing so, I will discuss each of his "facts" separately.

First—In the Eagle and Star bicycles there is no weight in front of the centre line of the head, and yet they steer themselves to perfection. Very true, but this fact instead of disproving my explanation, on the contrary supports it. I stated that the reason why a *safety* steers itself is as follows: The part of the "front portion" which is in *front* of a line drawn between the "head" and the point of contact of the front wheel with the ground is heavier than that part which is *behind* this line; consequently, when the bicycle is inclined *say*, to the right, the heavier front part falls, the front wheel therefore turns to the right, and as a result the whole bicycle turns in that direction. Mr. Duryea's mistake was in not noting the fact that the *converse* of this proposition is necessarily true, namely: If the part which is *behind* the said line is heavier than the part *in front*, when the bicycle is inclined to the right, the heavier *rear* portion will fall, causing the front wheel to turn to the *left*, and consequently making the whole bicycle turn to the *left*, instead of the right as in the former case. That is the condition of affairs in Stars and Eagles, and that is the explanation of how *they* are steered. In riding either of them "hands off," the rider must incline his body to the *left* if he wishes to turn to the *right*, and to the right if he wishes to turn to the left. That is the result of my "theory;" as to how the "fact" is I do not know, as I never rode one of these wheels. Do the theory and the fact agree, Mr. Duryea?

Right here let me say that in one respect Mr. Duryea misunderstands my position. He speaks about "the centre line of the head." The line that I referred to is the line drawn from the centre of the head to the centre of the place of contact between the front wheel and the ground. The front portion of the bicycle, when on the ground, is balanced about this line, which for convenience I will call the "line of support."

This line will sometimes almost coincide with the centre line of the head, but in others they will be very different, as in the Star and Eagle. No *very* le could be made in which there would be no weight in front or behind the "line of support."

Second—My critic says that if a Star or Eagle rider changes to a bicycle in which the line above mentioned strikes the ground behind the point where the front wheel rests (i. e. a safety) he has to relearn the art of riding "hands off." Of course he does, and I have already explained why this is so in answer to his first objection. He has been accustomed to lean his body in the *opposite* direction to that in which he wanted to turn, leaning to the right in order to turn to the left and vice versa. Now he has to lean in the *same* direction as he wishes to turn. Of course this requires relearning.

Third—Many cycles have a brake lever weighing a pound at an average distance of six or eight inches from the head, and therefore would exert as much influence as the whole weight of the wheel, but nevertheless does not interfere with the riding. He is

"AWAY OFF"

in this statement, as both theory and experiment will prove. First as to theory. Conceding that the brake lever weighs a pound and is applied at an average distance of six or eight inches, it would have an influence equal to six or eight pounds applied at a distance of one inch. Now what is the influence of the wheel? In a 28-inch wheel the front portion is 14 inches in front of the axle, and perhaps 15 or 16 inches in front of the "line of support." Call it 16, and we see that the weight of the front of the wheel is applied at an average distance of about eight inches, so that every pound of difference in weight would have an influence equal to eight pounds applied at a distance of one inch. One pound difference in the wheel therefore has an influence equal to or greater than the brake lever. The weight of the wheel really has a much greater influence than this, because while the weight of the front is applied at an average distance of eight inches, the weight of the back portion (including of course the handle bars, which are a *very short* distance back of the said line) is applied at a much smaller average distance, probably not over four or five inches. If the front weighs five pounds and the average distance is eight inches, it has an influence of 8×5 or 40 pounds; if the rear weighs three pounds, and the average distance is five inches, its influence is only 5×3 or 15 pounds, giving the front 25 pounds more than the rear, as against six or eight pounds for the brake lever.

Experiment shows the same thing. I found that it required a weight of 2 1-2 pounds applied to the handle bar 12 inches from the bend to balance the front wheel of my Columbia (an old-fashioned one weighing 54 pounds). This is equal to 30 pounds at one inch, and is about five pounds as influential as Mr. Duryea's lever of one pound at a distance of six inches. And the simple experiment of inclining any bicycle provided with a brake will show that the front wheel will turn or fall, and is therefore not balanced by the brake lever, as Mr. D. thinks.

Fourth.—His fourth objection is that "cycles refuse to steer themselves when backpedaling is indulged in." I do not see how this disproves my explanation, nor what bearing it has on the matter, any more than the fact that they will not steer themselves when riding up a steep hill. Moreover, it labors under the rather serious objection of *not being true*. I tried the experiment last Saturday while riding down the hills of our Golden Gate Park, and found that although I could not manage my wheel at first, I soon learned to do so, and afterwards back-pedalled hands-off down all the grades, except the very steepest ones. I also spoke of the matter to a cyclist, and he informed me that he could do so.

BACK PEDALING HANDS OFF

is therefore not impossible, as Mr. Duryea states, but it is difficult and for a very simple reason, as follows: Riding hands off consists in throwing the weight of the body to one side or the other as required. Back pedaling consists in throwing a part or all of the weight alternately on to the right and left pedals. When the weight is being thrown on to the pedals, it can not be used in guiding the wheel. Therefore, in back pedaling down a steep hill, where all the weight is required for that purpose, riding hands off is impossible; and in riding down a moderate grade, where only a part of the weight is used for back pedaling, riding hands off is possible, but difficult, because only a portion of the weight of the body is at one's command for that purpose. For the same reason one can ride hands off *up* a slight grade, but not up a steep one.

Mr. Duryea then concludes that it is "not gravity," that guides the wheel, and proceeds to name a number of conditions that affect the steering. An examination of these "conditions" will show that *every* one of them is the result of gravity. First: Length of base. The longer the base, the further the front wheel is in front of the line above referred to, and therefore the greater the unevenness in the weight of the back and front portions of the wheel, to be acted upon by *gravity*. Second: Weight of rider. The heavier the rider, the more the influence will be when he bends to the right or left, in other words the greater the force of *gravity*. Third: The angle of head. The greater this angle the larger the portion of the front wheel in front of the line above mentioned and the less the portion behind it. *Gravity* again. Fourth: Relation of centre line to point of contact. Of course a change in this relation changes the position or direction of the line of support, consequently a difference in the balancing of the wheel, etc., with reference to this line. *Gravity* again. Fifth: Position of weight as to distance from the ground. The higher or lower the weight, the greater or less the leverage of this weight, and the greater or less its influence (that is, its gravity) when inclined to the right or left, in making the cycle tip that way. Sixth: Whether weight is carried mostly by front or rear wheel. If the point of contact of the front wheel and the ground were in fact a *point*, a perfect pivot, and there were no friction or resistance between the wheel and the ground, the wheel would move freely around this point without any interference. But, as a matter of fact, it is *not* a point, because in consequence of the flattening of the tire it is in contact with the ground over several square inches. This causes a resistance to the action of gravity in turning the wheel around this "point." Now, it is evident that the more weight rests on the front wheel the more resistance there will be between the ground and the tire, and the less easily the wheel will turn. That is why a cycle guided while walking is much more sensitive than one guided with a man's weight on it, part of which rests on the front wheel. That is also one reason why a safety is more sensitive in its steering than the old-fashioned ordinary, most of the rider's weight resting on the front wheel in the latter, making the said resistance great, while in the former only a part of the weight is on the front wheel, and the resistance is less. Seventh: Whether the centre line lies in the same plane as the wheel base. This also depends on gravity. If this line does not lie in the plane of the wheel base, it must necessarily follow that the front wheel is not evenly balanced to the right and left of the "line of support." This will have the same effect as an uneven balancing in front and behind this line, and *gravity* will act in just the same way.

WHAT IS CASTERING?

I cannot answer Mr. Duryea in regard to what he says about the effect of different ways of building Stars and Eagles, as I am not familiar with them. Nor can I answer what he says about "castering," for the reason that I do not know what "castering" means. I do not know the word, cannot find it in the dictionary nor in any work on natural philosophy that I have. I presume it is a technical word in the bicycle trade. I can however answer the proof he gives that castering is an active force, namely, that by adjusting the steering wheel so that it nearly rubs one side of the fork the machine will run in a circle in a direction opposite to what would be expected. He does not say which way he would expect it to run, but I should expect it (as a result of my theory of gravity) to run as follows: in a safety I should expect it to run in the direction *towards* which the wheel was adjusted, and in a Star or Eagle I should expect it to run in the opposite direction; this would result from gravity acting upon the unevenly balanced wheel, the heavy side falling in both cases, making the wheel of the safety turn in the direction of the falling, and making the wheel of the Star, etc., turn in the opposite direction to that of the falling. Do they act in accordance with my expectations, Mr. Duryea?

As a last argument against me, Mr. D. says that if the handle bars are removed, the machine does not lend as well as before (i. e. when pushed from the ground) whereas being more free to respond to gravity it should lend better. Not at all. Because a small dose of arsenic is a good nerve tonic, it does not follow that a pound of arsenic is better. There is such a thing as having "too much of a good thing." The wheel should fall *slightly* to the side, in order that we may be able to stop the falling easily and make it fall in the opposite direction. Therefore one portion of the wheel must be only a *little* heavier than the other. If the handle bars are taken off, the difference of weight is *too* great, and the wheel falls too quickly and with too much force for us to be able to stop it. Likewise, it is easier to ride hands off than to push the machine, for in the former case the weight of the rider increases the resistance between the ground and the tire of the front wheel (as explained above) and therefore prevents the wheel from falling too far and too fast, which it does when the machine is "pushed."

I have therefore maintained the correctness of my theory by arguments, which to my mind sustain it, but fortunately it is susceptible of *absolute* proof or disproof by an experiment. My theory is that that part of the bicycle is the difference in weight between that portion of the front wheel (including forks, handle bars, etc.) which is in front of the "line of support" and that portion which is behind this line. It must follow from this, if I am correct, that if the weight of these two portions is made exactly equal, the machine cannot be ridden hands off. Try the experiment, Mr. Duryea, and let us know the result. I have tried it, and found the result as I expected. I removed my luggage carrier, and fastened it *behind* the handle instead of in front. I then strapped a heavy block of wood (of the right weight) back of the bars. I ascertained the proper weight required by strapping on different blocks, until I found that the front wheel, etc., was evenly balanced when I inclined the bicycle (resting on the ground) to one side. I then mounted the bicycle, and tried to ride it hands off, but found myself absolutely unable to control it in that way. It would not "steer" without the use of my hands.

In conclusion, Mr. Editor, permit me to say that although this matter may seem to most of your readers of no practical value, it is nevertheless of considerable importance. The matter of "steady steering" and "sensitive steering" is intimately connected with it. If the theory which I have explained is correct, it will only be necessary for bicycle makers to construct their wheels in such a way that the "front portion," as I have called it, shall be evenly balanced about the "line of support." A cycle so constructed would possess the very perfection of steady steering, provided that at the same time this line of support were made so nearly vertical that irregularities in the surface of the ground would have no tendency to throw the front wheel to one side.

San Francisco. R. D. D'ANCONA.

"We Drank from the Same Canteen!"

ON the eighteenth of September the survivors of the fighting Thirty-fifth Massachusetts Regiment enjoyed an ideal reunion at Cohasset, where they were entertained by Colonel Albert A. Pope at his beautiful place on the Jerusalem Road.

About one hundred and fifty veterans with the Weymouth Band arriving by trains and the morning boat were driven to the entrance of the grounds, where they were drawn up in order and marched into the spacious hall of the mansion. Colonel Pope standing on the main stairway, surrounded by his family, friends and neighbors, welcomed his old comrades in the following expressive words:

"Comrades of the Thirty-fifth:

I most heartily welcome you to my home. The shelter-tent of war time has expanded into a covering large enough for you all. My wife, my children and my neighbors and friends here join me in this welcome.

You may see in the features of my son, who stands by my side, a resemblance to the boy lieutenant who joined you at Arlington Heights. Albert, born seven years after the war, is to-day older than I was then, and as old as when I had the honor to lead you into Petersburg.

I am very grateful for this opportunity of receiving you in my own camp—the mists of thirty-one years roll away, and I see you as you crossed the bridge and fought on the field of Antietam that terrible September day. You remember—oh, who can forget!—the hill on which were the Confederate batteries, the fields of corn where their infantry was concealed, and the long lines of the Thirty-fifth stemming heroically the tide of battle and holding the position to which it was assigned. You hear the thunder of those batteries, the crash of their volleys, and the crack of your defiant rifles, the shrieking shells and whistling bullets. Comrades fall around us, guns from repeated discharges become hot, and fouled by the rapid firing, you snatch the rifles that have fallen from the hands of the dead or dying to keep up the fight. Ammunition gives out but the cartridge boxes of the killed and wounded furnish a supply. Night comes on and the battle is over. To sixty-nine of our regiment who fought so nobly, there will be no awakening in this world. One hundred and fifty are wounded and missing. Such is the report of loyalty, devotion and heroism that we are proud to hand down to our children as a legacy more precious than jewels or fine gold. This was the beginning of the three years' service that made veterans of the survivors and heroes of the dead, and depleted our ranks so that of the original thirty-nine officers only four were left to be mustered out at Readville at the close of the war, and of those I alone remain.

Comrades, every reunion finds our ranks growing thinner. Soon the summons will come to call us to a higher service, but while we are here let us do what we can to keep alive those soldierly virtues and patriotic sentiments upon which the safety of

THIS GREAT REPUBLIC

depends.

Children, friends and neighbors! These men are my old comrades-in-arms, brave soldiers of honorable record, with whom I have stood shoulder to shoulder on many battle fields and endured with them the hardships and privations of bivouac and campaign. To these soldiers and their comrades we owe the preservation of the Union, and the firm establishment of freedom. In the grim logic of events it seems as if the emancipation of slavery could not have been accomplished unless 'Every drop of blood drawn by the lash was repaid by one drawn by the sword.' To the volunteers of the war for the Union, a war for human rights and freedom everywhere, the people of the world owe a debt that they can never repay.

And now, my friends, I ask you to join me in giving to these veterans the welcome to which their courage, loyalty and devotion to liberty and union so richly entitle them. Let us hope for many returns of this anniversary, and when the last call has sounded may we all gather with our comrades who have gone before around the camp fires in the great eternity, victorious as we have been here."

The heroes greeted this speech with nine cheers which made the house resound with their sincerity, and proved to the lookers-on that the many years of peace and separation had not changed that warm fellow feeling that the experience of war had engendered in their breasts.

At twelve o'clock a business meeting was held and officers of the association elected for the ensuing year.

They then entered upon a very interesting discussion on the advisability of erecting a monument at the famous bridge of Antietam. As Colonel Pope volunteered to stand the expense and thus easily settled the financial part of the question, it was voted to erect in honor of the gallant Thirty-fifth a memorial similar to the one placed there by the Fifty-first Regiment of Pennsylvania.

A collation was served by Weber, after which the veterans enjoyed the war songs and music of the band. The balance of the afternoon was pleasantly filled in with boating, bowling, billiards, pool and a pleasant stroll through the grounds of this well-known estate.

The Lady of the Wheel.

BY MARY SARGENT HOPKINS.

On magic wheels
She swiftly steals,
With glances bright and laughing;
Beware the maid,
Thus early strayed,
While the cup of health she's quaffing.

As on she whirls,
This queen of girls,
The rosy light is gleaming;
O'er face so bright,
A tempting sight,
'Twould set a hermit dreaming.

The morning mist
The wild rose kissed
And sweet its perfume rising;
Her light wheels sweep
'Gainst flowers asleep
That wake with sweet surprising.

'Twas chance no doubt,
That brought you out,
For early morning stealing;
A march on Fate
(You'd best be late)
When my lady goes a-wheeling.

A Protest From The Premier Company.

EDITOR BICYCLING WORLD: We regret to note that Miss Tissy Reynolds, who on the 10th ult. rode one of our Helical Ladies' machines from London to Brighton and back, a distance of 104 miles, in eight hours and thirteen minutes, is coming in for considerable abuse from certain members of the cycling press as well as from prudish (and probably envious) correspondents. Now, of course, we feel friendly towards Miss Reynolds, because she has demonstrated that a ladies' wheel constructed of Helical Tubing and weighing 27 lbs. is not only wonderfully fast and easy running, but perfectly durable for a long ride at high speed. But aside from these points, we wish to protest against the cry of "immodesty" and vulgarity that has been hurled against her. A girl can go into the tennis court and the harder and faster game she plays the more credit she gets for it; let her follow the hounds, and if she makes the highest and most daring jumps and is in at the death, she is overwhelmed with congratulations. Miss Reynolds rode a ladies' machine, and in a modest and becoming costume, and her ability to achieve this performance is a credit to her, which we would like to see more of our less robust American girls able to obtain.

Without taking too much of your space, please allow us this opportunity to go on record as firmly opposed to any form of abbreviated skirts for lady cyclists. To render the sport a popular one with gentlewomen the most desirable quality is inconspicuousness, and this can only be obtained by a conventional costume of the most modest pattern and coloring. The girls who fly around in flimsy and highly ornamented clothing and hats, have done more to injure the sport in this country than any other one cause.

We regret to be compelled to mention still another phase of this subject, but we feel it our duty to warn retail cycle dealers against supplying or in any way encouraging negroes to cycle. We are strong Northerners and Abolitionists, and firm friends of the colored race, but the fact cannot be ignored that a strong prejudice exists at the present day, and that nothing can be more fatal to the adoption of the wheel by ladies than its use by colored women.

Yours truly,
PREMIER CYCLE COMPANY.

New York, Oct. 1, 1893.

THE attempt of John C. Wood, of the Washington (D. C.) Cycle Club, to lower the record of 280 miles on the road in 24 hours may result fatally. Wood had covered 230 miles in 21 hours, when overcome by the heat and exertion he became delirious and fell from his wheel. He is in a critical condition.

OUTING for October opens with an interesting article, "Sketching Among the Sioux," descriptive of the life and methods of the brown nomads of the great plains, as seen by a party of artists. The illustrations are numerous and good. Other notable features of an excellent number are: "Antæus," by Frank M. Bicknell; "A Century Ride," by Grace E. Denison; "A Mixed Bag," by Ed. W. Sandys, and "A Deer Hunt in Old Virginia," by Alex. Hunter. The frontispiece, illustrating "A Mixed Bag," is more than a capital picture—it is a silent sermon in favor of women sharing in men's sports afield, and finding that glorious health which Diana of to-day is sure to enjoy.

COMING EVENTS.

Clubs desirous of booming their race meets will be quoted special advertising rates upon application. You reach everybody in the Bicycling World.

Fixtures.

OCTOBER.

6-7.—Chicago. Race Meet.
6-7.—Salt Lake City, Utah Division Meet.
7.—Queens (L. I.) B. C. Race Meet.
8.—Milwaukee. South Side C. C.'s Open Road Race.
9.—Fairburn, Ga., Road Race.
9-10.—Atlanta, Ga. Capital C. C. Meet.
11-12.—Kansas City, Mo.
14.—Boston A. A.'s 25 Mile Road Race.
17-18.—Savannah (Ga.) Wheelmen Fall Tournament.

NOVEMBER.

7.—Berkeley Oval, Washington Wheelmen's Race Meet.
17-25.—London. Stanley Show, Agricultural Hall.
30.—Stockton, Cal. Oak Leaf Wheelmen's Meet.

DECEMBER.

1-8.—London. National Cycle Exhibition, Crystal Palace.

Ride a New Wheel for $18.00.

For further particulars see H. W. Smith & Co's. ad. on page 78.

BOSTON, Nov. 27, 1891.

Messrs. Adams & Sons Co.

Gentlemen: I have used your Adams' Pepsin Tutti Frutti and find it an invaluable aid to any Athlete or distance Racer, as it prevents the throat parching, and keeps the stomach in good condition. Truly yours,

(Signed) GUS GUERRERO.

Attractive Routes to the Great Fair.

Of the many routes entering for the World's Fair travel the Baltimore & Ohio Railroad, by combination with other, and in many cases competitive lines, presents the most attractive and varied routes yet offered and at very reasonable rates. The route most in demand is that via Washington on the outward, and Niagara Falls on the return trip, price of which is $20.40. Boston to Chicago and return. Other routes include Montreal, Thousand Islands, White Mountains, &c. Full information as to sleeping car accommodations, stop-over privileges, &c., can be obtained by addressing A. J. Simmons, New England Passenger Agent, 201 Washington street, Boston, Mass. Send for World's Fair circular.

BOSTON, Nov. 28, 1891.

Adams & Sons Co.

Gentlemen: Your Pepsin Tutti Frutti is just the thing for any Cyclist or Athlete to use, as it Keeps the throat and stomach in perfect order.

Truly yours,
(Signed) ROB'T. A. NELSON.

If You Don't Watch Out

You will miss the greatest opportunity of your life to visit the World's Fair at the lowest prevailing rates, via the popular route, the Nickel Plate. The shortest, cheapest and best line between Buffalo and Chicago. Express trains, palace sleeping cars, and superb dining cars. *Lowest rates.* Read the papers, call on nearest ticket agent for tickets, and take the popular line for Chicago. Address F. J. Moore, 291 Exchange street, Buffalo, N. Y., for map.

BOSTON, Nov. 28, 1891.

Adams & Sons Co.

Gentlemen: I have used your Pepsin Tutti Frutti, and think it is what every Cyclist and Athlete should use. It is indispensable. I use it in all my races. Truly yours,

(Signed) T. RETTIG,
Amateur Midland Safety Champion of England.

Send 50c. to us for copy "Zimmerman on Training." The book not only covers points on training, but points for tourists, care of wheels, records, and a host of valuable information.



The St. Louis Refrigerator and Wooden Gutter Co. Name Their Judges.

MESSRS. E. C. STEARNS & CO., SYRACUSE, N. Y.:

Gentlemen: We were gratified to receive your favor of September 19th and to note that you had forwarded your check to the Wheelman Co.

As, of course, the only tests which can in any way clearly demonstrate the differences between the frames are those which can be measured and the results accurately determined, we propose a thorough and comprehensive series of scientific tests at the Washington University, St. Louis, Mo., and to the end that they may be made by men whose ability and integrity may be beyond question, we have pleasure in naming as our judges Messrs. Edward Faid, C. E., Member of the American Society of Civil Engineers and the American Society of Mechanical Engineers, 118 Laclede Building, City, and Robert Moore, C. E., Member of the Institution Civil Engineers, Director of the American Society Civil Engineers, late Chief Engineer of the St. Louis Merchants' Bridge, Terminal Railway.

If you will give us the names of your two judges and also put them in communication with the above gentlemen with instructions to proceed to the selection of the fifth judge and arrangements for an early test we shall be obliged.

We have in our correspondence made a proposition to you that the loser of this test should pay all expenses for the test. This point you have ignored and before proceeding further we shall be glad to have your specific agreement to pay all these expenses in case you are declared the loser. We, of course, voluntarily make the same agreement.

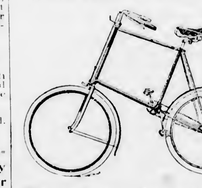
As a matter of interest to you and to expedite arrangements we can inform you that about fifteen or more frames will be required for the tests and we may add (what you very likely are aware of however) that as we have so far made only regular road machines, we shall come to the competition with frames of this class and shall expect to meet the frames of your regular roadster.

Yours truly,
ST. LOUIS REFRIGERATOR AND WOODEN GUTTER CO.
By L. W. Conkling, Manager.

Aluminum in Bicycles.

THE Eagle Bicycle Mfg. Co., of Torrington, Conn., make a specialty of light-weight road bicycles, in which aluminum is used in the rims. The rims are referred to as being made under special process and as not only standing a vast amount of rough usage on the road by strong riders, but as being superior to hollow or crescent steel rims. In case of a collision or indentation of section, it is stated that the aluminum is easily brought back into place, rideable as before, thus avoiding the necessity of new rims, as with the ordinary wheel under the same circumstances. The manufacturers make the point that the rim of reduced weight—the revolving portion of a bicycle, and at a point so far distant from its axis produces lightness of running in a bicycle to a greater extent than several times that amount reduced from frame or handle bar parts. As a result of this construction it is claimed that less propelling power is required and a quick increase of speed can be obtained by a rider with less muscular exertion. This company have also experimented with complete aluminum frames, but they advise us that they are not ready to supersede their ordinary steel tube frames with cast aluminum, though their experiments have proven fairly successful.—*The Iron Age.*

A New Mount for Winter Work.



WE have recently been testing the first specimen of a new pattern rear-driving bicycle which Messrs. J. K. Starley & Co., Ltd., propose to build for those riders who, desiring to be high up out of the mud and to be able to see over the hedges the country through which they are passing, have hastened to adopt the geared ordinary as their favorite mount. From our illustration it will be seen that, by lengthening the head and back stays and taking the lower part of the frame direct from the head to the axle of the back wheel, the rider is raised some ten inches higher than when on a safety of the usual pattern. In practice the machine is a distinct success. It is fast, and quite fulfils the special purposes for which it is built. Uphill it is delightfully steady, and on greasy roads there is not, so far as we have been able to ascertain, the slightest tendency to side-slip. Better than all, the position is such that it leaves the arms and shoulders of the rider comparatively free, and the steering greatly resembles that of the ordinary. It is possible that with advantage the frame might be slightly lengthened. But this is a minor point which the makers will no doubt take into consideration. The machine, fitted with 28 inch wheels and a brake, weighs just 35 pounds.—*Bicycling News.*

Rich & Sager Racing Saddle, 94 Model.



No rags, waste, or any kind of stuffing are needed to make the Rich & Sager Racing Saddle comfortable. Pure genius makes the saddle easy riding, dressy on a wheel, and insures the rider against that discomfort experienced when one has the chilblains.

Herewith is shown the style of the saddle, and its simplicity of construction will be readily perceived. Weighing only 15 ounces it has the strength of any style of saddle on the market, so scientific and careful is its make-up. The leather is of first-class quality and the shape is excellent. The steel brace running from pommel to cantel is square instead of flat, and is made of the best Jessup steel. It is instantly detachable from the leather. In the pommel frame are two holes for adjustment. It is a neat and brilliant idea. Tilting and adjustment of the saddle are absolutely perfect, in fact the only complete one in the American or English market. Tyler, Taylor, Dirnberger, Bliss, Gilliens, Crooks, Linneman, Kennedy, Warren, Walker, Ewell, and many noted cracks unanimously say that this little gem of a saddle is the best they ever rode. Also for road riding it has no equal. Centurions will testify to this.

On Full Time.

THE Yost Manufacturing Company, of Toledo, commenced operating their factory on full time Monday last. Notice was given to all the old hands to this effect and it is very gratifying to the company as well as the employes that their business is in such a condition as to allow the works to commence operations in full.

A Prosperous Louisville Firm.

THE Jefferis Brothers, who located in Louisville, Ky., two or three years back, having come there from Wilmington, Del., have been so successful in their new venture that they last week opened a handsome new store on Third and Chestnut streets, the room being 45 feet front by 100 feet back, rendering it one of the finest cycling agencies in the South.

A CHAIN IS ONLY AS STRONG AS ITS WEAKEST link. A bicycle is only as good as its poorest part. One of the most important parts of a bicycle is the oiler. The best oiler in the world is the

"PERFECT POCKET OILER"

This oiler is tight and clean. Regulates supply of oil to a nicety. Does not leak. Do not take an imitation, but see that the word "Perfect" is stamped on your oiler.



One-Half Size.

Price 25c. each. Handsomely nickeled.

CUSHMAN & DENISON,
172 NINTH AVE., N. Y.

HAVING traded some goods for a few bicycles, I am prepared to sell a Victor for $120, Flyer or Model 17 the Crescenda for $95. Remember the wheels have never been uncrated. Write quick, for this chance will not remain long. Address for full particulars, N. G. FREEMAN, 336 Broadway, Saratoga Springs, N. Y.

Burleigh's Bicycle Watch Carrier.



Made of best Steel Wire and covered with Linen Thread, fully protects watch from jar by pressing lower corners; will take 16 or 18 size watch or watch clock; easily attached to frame or handle bars. For Chronograph put near handle so it can be operated with thumb and finger. Speed table with every carrier. Sent post-paid on receipt of 75 cents. Sold by all agents. GEO. K BURLEIGH, Tilton, N. H.

IT HAS MANY FRIENDS.

CALL'S No 5 SUPPORTER

With Lace Front and Adjustable Back Straps.

No. 5, same as cut, 75c.; No. 6, pockets each side of facing, $1.00; No. 7, hose supporters attached to sides (no pockets), $1.00; No. 8, with pockets and hose supporter, $1.25. Postpaid on receipt of price. Send tight waist measure. Illustrated Catalogue Free.


FRONT VIEW

S. B. CALL, 229 Main St., Springfield, Mass.


BACK VIEW

A G. & J. Lamp.



This lamp was awarded the Medal of Merit at the World's Columbian Exposition. The Parabolic No. 2 throws a strong, clear light, is very compact, and has the most sensitive springs of any lamp made. The joints on which it is supported are noiseless and very durable. It has a full-size wick (three-quarters of an inch wide) and an oil reservoir—as large as any generally used in lamps of double the size—which holds sufficient oil to burn constantly for ten hours. The light cannot jar out, as the hinged bar on which the lamp is supported is more than twice the length such bars are usually made, allowing the wheel to rise and fall double the usual distance before communicating any vibration to the lamp. The reflector is of true parabolic form, like that of a locomotive headlight, and is removable when required to be cleaned. The oil reservoir is removable, as shown in right-hand cut. The ruby side glasses are of large size, and one of them is hinged to be conveniently opened. The lamp has all known improvements which can be applied to a lamp for cyclists' use and weighs but fourteen ounces. The Gormully & Jeffery Mfg. Co., have sold them in large quantities this season.

Nineteen Pound Wheels on the Road.

THE Premier Cycle Company have just received the following letter from Mr. Withers, their Paterson agent, in relation to McMahon's record-breaking performance from Greenwood Lake to Paterson.

PATERSON, N. J., Sept. 29, 1893.

PREMIER CYCLE CO., NEW YORK:

Gentlemen: The ride made by F. J. McMahon of this city on a nineteen pound Helical Racer certainly shows the wonderful strength of the Helical Tubing when one takes into consideration the weight of the rider, 145 pounds, and the roads some parts of which were covered with loose stone and had been ploughed up on either side and the dirt thrown in the centre of the road. Under such unfavorable conditions the Bible wheel came through the 26 miles without a scratch, not even a broken or loosened spoke. This ride you will find is the best ride ever made between Greenwood Lake and Paterson City. Actual riding time one hour and twenty minutes. Timers in this ride were: Charles Cooper, Neil Brinkerhoff, H. Tatersall, John Ewell. Dunlop detachable tires were used and required no attention throughout the performance. Yours truly, [Signed] A. L. WITHERS.

A New Company Will Be Formed.

MR. BOLTE, of the defunct Sercombe-Bolte Company, is authority for the statement that a new concern will soon be formed. At the present time the Sercombe-Bolte factory is being run by the receiver, fifteen hands being the force at work.

THERE is no move toward starting up the Sidwell & Saben cycle factory at Waltham, though the firm will start up as soon as the financial difficulties can be arranged. A little work has been done in the factory in finishing up stock, but no new work has been commenced.

OF the 66 starters at the Buffalo to Pittsburg race, 243 miles, last Friday, nearly fifty per cent. were seated on Sager saddles.

AMONG the recent victories of the Premier are the one mile 2.40 class by Saunders at Lynn last Saturday, beating Elliot of Harvard and others. Also all the events of the Century Cycling Club's meet on same date, comprising a half, one and ten mile handicap.

THE Rich & Sager Beauty Child's Seat has been awarded the World's Fair prize for that style of a conveyance. These seats are being daily shipped from the Rochester factory to every part of the civilized world.

THE Peninsular Cycle Co., of Detroit, Mich., has filed articles of association. The capital stock is $10,000, half of which has been paid in, and the stockholders are Charles W. Lloyd, John H. Gould and Kittie H. Gould.

ORDERS for Sager saddles are rapidly pouring in to the Rich & Sager Co., Rochester, from all sections of the United States and Canada. Next year's style are a revelation to all makers of '93.

IN Denver, Col., last week the Sperry Cycle Co.'s stock was sold at sheriff's sale. The wheels were disposed of singly to individual purchasers.



WILSON'S
WONDERFUL NICKEL AND ENAMEL
PRESERVER.

Will Polish Nickel and Enamel, Prevent Nickel and Steel from Rusting.

DIRECTIONS.

Shake well before using. Saturate a piece of cotton flannel with the solution, rub lightly, and finish with a clean, dry piece of cloth.

The solution leaves a fine coating, preventing the air from penetrating the nickel.

The solution is to be applied on good nickel. If such is the case, and done carefully, you will not be obliged to have the pedals or cranks re-nickeled.

If the nickel has already begun to peel off, the solution should be applied at once; by so doing it will prevent the rust from going any further.

The solution is the best thing in the known world to prevent nickel from rusting and retarding the enamel. I make no claims to remove rust.

MANUFACTURED BY
JOHN W. WILSON, 14-15 Tremont Row, Boston, Mass., U. S. A.

PRICE 50 CENTS.

FOR SALE EVERYWHERE.

BARGAINS IN LAMPS.



500 Good Spring Back Lamps, reduced from $1.50 to $1.00.

100 Powerful Lense Lamps, reduced from $8.00 to $5.00.

150 Small Lense Lamps, reduced from $6.50 to $4.50.

All new goods. All warranted. Cash with order. I will refund money if not satisfactory.

W. W. WHITTEN,
118, 120, 122 & 124 So. Main St., Providence, R. I.
Discount to the regular trade.

For Baseball and Footballists. Athletes. Cyclists. Horseback Riders. Boxers and Oarsmen's use.

ANTI-STIFF.

PRICE, 20c. & 35c. Per Box.



Trainer's Size, $1.00.

STRENGTHENS THE MUSCLES.

E. FOUGERA & CO., Agents U. S.
30 N. William St., New York.

THE GREATEST
ROAD RACE

Of the season will take place
SUNDAY, OCT. 8, 1893,
Under the management of the
North Side Cycling Club
Of Milwaukee.

This is a race open to the world. The course is a distance of thirteen miles from Thiensville to the Athletic Park, finishing on the track.

The first prize is a piano, the actual value of which is $250. Thirty prizes are guaranteed for the road race, the value of which is $500.

Probably more prizes will be secured. There will also be other amusements, such as ball games, foot races and boy's races. The park amusements will be under the management of Mr. H. D. Quin.

This race is sanctioned by the L. A. W.

Entry blank can be had by applying to

J. E. REITER,
339 Third St., Milwaukee, Wis.



A NEW RACING SHOE.

Weight 5 1-2 oz. All Solid Leather.

We will send a pair of these shoes, paying every express charge, C. O. D., at the regular retail price, $3.50. Send size of foot. Discount to Agents.

Detachable Cleat Co., Alston, Mass.

BICYCLE FORGINGS

WE ARE PREPARED TO QUOTE PRICES FOR FIRST-CLASS DROP FORGINGS OF ALL DESCRIPTIONS IN

Iron, Steel, Copper, Bronze AND Aluminum.

We make this class of work TO ORDER ONLY, and carry no forgings in stock. Upon receipt of drawings, or full-sized models and quantity, we will make estimates on anything desired. We now have in daily operation

FIFTY HAMMERS,

And have the largest and best equipped establishment in the world for the manufacture of these goods. Being pioneers in the making of DROP FORGINGS, our long experience enables us to turn out the best quality of work in the shortest time consistent with the high standard which we have always maintained.

THE BILLINGS & SPENCER CO., - HARTFORD, CONN.

We Make One Quality Only—THE BEST.

WELL CONSTRUCTED! are the words you always hear coupled with

WARWICK BICYCLES.

They have always stood for all that is best in the way of MATERIAL and WORKMANSHIP, and we mean they always shall. LIGHT, HANDSOME, DURABLE, SWIFT. They give satisfaction. All of our wheels are GUARANTEED FOR ONE YEAR. We want you with us, and once mounted on a WARWICK, we believe you will find satisfaction. Send for book that tells about our wheels.

WARWICK CYCLE MFG. CO., - Springfield, Mass.

SINGER CYCLES.

NO CHANGE IN PRICE

The Only Wheels Absolutely Guaranteed.

The Only Wheels Fitted with 1893 Improvements.

Our prices correspond with the value of the articles furnished, and in the future, as in the past, will be maintained in all countries, against the inflated prices of goods of inferior make.

SINGER & CO., 6 and 8 Berkeley St., and 2 Warren Avenue, BOSTON, MASS.

LIBERAL DISCOUNTS TO RELIABLE AGENTS.

L. A. W. LEAGUE OF AMERICAN WHEELMEN

OFFICIAL DEPARTMENT.

Boston, Mass., October 6, 1893.

LEAGUE HEADQUARTERS:

12 PEARL STREET, ROOM 20, - - BOSTON, MASS.

Officers for 1892 and 1893.

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Hartford, Conn.

FIRST VICE PRESIDENT,
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SECOND VICE PRESIDENT,
DR. G. CARLETON BROWN,
88 Broad St., Elizabeth, N. J.

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W. M. BREWSTER,
Box 155, St. Joseph, Mo.

SECRETARY,
ABBOTT BASSETT,
12 Pearl St., Boston, Mass.

The President and Vice-Presidents constitute the Executive and Finance Committee. Dr. G. Carleton Brown is Secretary of this committee, and all correspondence with the committee must be addressed to him.

Standing Committees.

MEMBERSHIP COMMITTEE.

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Howard L. Perkins, P. O. Bx 102, Providence, R. I.
M. A. High, Cincinnati, Ohio.

COMMITTEE ON IMPROVEMENT OF HIGHWAYS.

Isaac B. Potter, Potter Bldg., New York, N. Y.
A. B. Choate, 430 Temple Ct., Minneapolis, Minn.

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Charles F. Cossum, Poughkeepsie, N. Y.
Winfield S. Slocum, 257 Washington St., Boston, Mass.
F. W. Tracy, Bridgeport.

COMMITTEE ON RULES AND REGULATIONS.

J. Wade McGowin, 423 Wood street, Pittsburgh, Penn.
A. C. Willson, Cumberland, Md.
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Lewis A. Miller, Meriden, Conn.
Ed. Mcgleary, 236 W. Jefferson st., Louisville, Ky.
Geo. D. Gideon, 17 No. 7th St., Philadelphia, Penn.
J. M. Erwin, Keys-Record, Chicago, Ill.
John T. Huntington, 585 Arcade, Cleveland, O.

TRANSPORTATION COMMITTEE.

Albert Mott, Chairman, 2234 Madison ave., Baltimore, Md
John O. Blake, 85 Madison St., Chicago, Ill.
R. C. Nickerson, 241 Washington St., Boston.
J. D. W. King, 181 Potter Bldg, New York City.

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

ALABAMA—Chief Consul, Wm. C. Harris, Jr., Box 88, Birmingham. Secretary-Treasurer, John A. Sabler, 117 North 20, Birmingham.

ARIZONA—Chief Consul, A.W. Gallun, Phoenix.

ARKANSAS—Chief Consul, F. D. Nichols, Fort Smith.

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SOUTH CALIFORNIA—Chief Consul, J. S. Thayer Box 3154, Los Angeles. Secretary-Treasurer, Ben C. Jordan, Box 828, Los Angeles.

COLORADO—Chief Consul, Chas. A. Hackney, Box 1425, Denver. Secretary-Treasurer, Harry M. Booth, 816 32d street, Denver.

CONNECTICUT—Chief Consul, A. H. Schumacher, Box 952, Hartford. Secretary-Treasurer, P. W. Westlake 21 Lewis Street, Bridgeport

DELAWARE—Chief Consul, S. Willis Worthley, 906 Jackson street, Wilmington. Secretary-Treasurer, Chas. S. Wilson, 813 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, Samuel W. Simmons, 1257 Pa. Ave., Washington. Secretary-Treasurer, W. H. Stearns, 719 13th street, N. W., Washington.

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IOWA—Chief Consul, Fred H. Beach, 111 West 8th st., Muscatine. Secretary-Treasurer, Geo. W. Tones, Box 1075, Des Moines.

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NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 88 Broad street, Elizabeth. Secretary-Treasurer, Theo. F. Mersedes, Jr., 66 Montclair Ave., Jersey City.

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WEST VIRGINIA—Chief Consul, Jason C. Stamp, 1311 Market street, Wheeling. Secretary-Treasurer, H. Rhodaffer, U. S. York Sts., Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 382 East Water street, Milwaukee. Secretary-Treasurer, F. J. Benwaren, 169 Wells street Milwaukee.

WYOMING—Chief Consul, Frank Vrecland, Cheyenne.

WASHINGTON—Chief Consul, W. A. Van Epps, Olympia. Secretary-Treasurer, J. A. Drain, Spokane.

MARITIME PROVINCES—Chief Consul, Fred L. Temple, 128 Prince William street, St. John, N. B.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C., England.

Racing Board Matters.

THE following are suspended for two weeks from Oct. 1: Messrs. W. N. Wiley, Guy Loomis, Ed. Wills, Ward Stewart, R. Fergeson, James Havener, Ft. Collins, Col.; Frank DeVotie, Geo. House, Bruce Eaton, Greeley, Col.; Chas. Bamford, W. C. Mills, Cheyenne, Wy. Competing at unsanctioned meet at Ft. Collins, Sept. 12, 14, 15.

The following for thirty days from Sept. 28: W. S. Smiley, G. J. Beam, G. L. Davis, Philadelphia, Pa.; A. N. Davis, L. S. Williamson, Wilmington, Del. Unsanctioned races at Philadelphia, Sept. 21.

For competing at Mt. Clemens, Mich., on Sept. 14, under the name of Eichholz, and entering from Warren when really from Detroit Mr. M. W. Roller, 83 Columbia St., Detroit, is hereby suspended from all track racing for one year. For entering from Warren when really from Detroit at the same meet, T. J. Beamblen, Jr., 252 Park St., Detroit, for six months. All amateur wheelmen are cautioned against recognizing with them on the track during this suspension.

For competing in unsanctioned races at Smithfield Fair, Jefferson Co., Ohio, Clyde Quimby and Charles Beans are suspended for thirty days.

SANCTIONS GRANTED.

Sept. 21—Wm. A. Shriver, Windon, Ill.
Sept. 21—Kansas City Cyclists, Kansas City, Mo.
Sept. 19 to 22—Territorial Fair Assn., Albuquerque, N. M.
Sept. 21-22—Oshkosh Fair Assn., Oshkosh, Wis.
Sept. 22—Viroqua Cycle Club, Viroqua, Wis.
Sept. 26 to 28—Fair Association, Zumbrota, Minn.
Sept. 27—Peoria Bicycle Club, Peoria, Ill.
Sept. 27—Stone City Cycling Club, Joliet, Ill.
Sept. 27—Mason City Cycle Club, Mason City, Iowa.
Sept. 19 to 23—W. W. Vance, Kearney, Neb.
Sept. 25 to 28—Agricultural Society, W. Salem, Wis.
Sept. 28-29—Newton Bicycle Club, Newton, Iowa.
Sept. 28-29—Driving Associati on, Quincy, Ill.
Sept. 28-29—Fair Association, Beaver Dam, Wis.
Sept. 28 to 30—Wausau Wheelmen, Wausau, Wis.
Sept. 29-30—Pontiac Wheelmen, Pontiac, Ill.
Oct. 3-4—Wisconsin Valley Cycling Circuit, Stephens Point, Wis.
Sept. 28—Multnomah Amateur Athletes, Portland, Ore.
Sept. 30—Multnomah Amateur Athletes, Portland, Ore.
Oct. 7—Metropolitan Assn. A. A. U., New Jersey A. C., N. J.
Oct. 3—Benefit Race Meet, Utica, N. Y.
Oct. 11—Medina Cyclers, Medina, N. Y.
Sept. 21—Flint Wheelmen, Flint, Mich.
Oct. 12-13—Charlevoix Cycle Club, Charlevoix, Mich.
Sept. 28-29—G. H. Mclaine, North Branch, Mich.
Sept. 21—Petoskey Wheelmen, Petoskey, Mich.
Sept. 28—Ottawa Fair Association, Berlin, Mich.
Oct. 12—Union Co. Agl. Soc., Marysville, O.
Oct. 9-14, Walter Scott, Lafayette, Ind.
Sept. 24—Butte Bicycle Club, Butte City, Mont.
Sept. 30—C. P. Adams, manager, Lynn, Mass.
Sept. 30—Alpha Wheel Club, Norwalk, Conn.
Sept 27—W. H. Foster, Princeton, Maine.
Oct. 2—Wm. D. Bradstreet, Waltham, Mass.
Sept. 30—J. E. Cumis, Milford, Mass.
Sept. 29—Gardiner Cycle Club, Gardiner, Me.
Sept. 27—Pequot Wheel Club, New London, Conn.
Oct. 5—Freehold Cyclers, Freehold, N. J.
Oct. 6—Utah Div., L. A. W., Salt Lake, Utah.
Oct. 7—Utah Div., L. A. W., Salt Lake, Utah.
Sept. 30—Sus. Wheelmen, Harrisburg, Pa.
Oct. 10—F. A. R. Society, Westchester, Pa.
Oct. 6—Y. M. Hebrew Assn., Philadelphia, Pa.
Oct. 4-5—Nazareth Wheel Club, Nazareth, Pa.
Oct. 20—High School A. A., Philadelphia, Pa.

H. E. RAYMOND.

Massachusetts Division.

REPORT OF NOMINATING COMMITTEE.

The nominating committee append a list of nominees in accordance with the by-laws. The names of several of our most active and attentive representatives are left off as they will undoubtedly continue to represent their clubs in the future as they have in the past.

JOHN W. BROWN, Chairman.
STERLING ELLIOTT, Secretary.

Nominations.

Chief Consul, Josiah S. Dean of Boston.
Vice Consul, D. Edward Milner of Springfield.
Secy-Treas., F. S. McCausland, Jr. of Somerville.

Representatives.

J. Fred Adams, Haverhill.
R. H. Allen, Fitchburg.
B. A. Barber, Worcester.
Charles L. Barker, Pittsfield.
Stephen P. Burns, Springfield.
Paul Butler, Lowell.
Howard L. Coburn, Boston.
A. E. Cooper, Boston.
Henry Crowther, New onville.
W. S. Deane, Arlington.
C. Dillingham, Everett.
Sterling Elliott, Newton.
J. J. Ewell, Roxbury.
William T. Gill, Waltham.
F. L. Gorton, Nor. Attleboro.
F. L. Hassenfelder, Taunton.
E. B. Hutchinson, Andover.
W. G. Kendall, Quincy.
J. C. Kerrison, Winthrop.
Arthur G. Knight, Worcester.
Edward C. Lincoln, Dorchester.
J. S. Linscott, Chelsea.
F. H. McKee, North Adams.
A. J. Oehs, Boston.
A. D. Peck, Boston.
L. W. Piper, Newburyport.
E. Elmer Reneles, Fall River.
J. E. Seward, Revere.
Frank E. Shute, Gloucester.
P. C. Spring, Cambridgeport.
N. W. Stanford, Malden.
Geo. L. Sullivan, Boston.
A. W. Swan, New Bedford.
Charles F. Tucker, Hudson.
F. F. Valentine, So. Framingham
C. E. Whitten, Lynn.
F. H. Williams, Springfield.
Spencer P. Williams, Malden.
T. S. Webb, Lawrence.

Special Meeting.

Failure to receive stenographic notes of meeting causes a postponement of the official reports of the Special Meeting at Buffalo. The news columns of the BULLETIN gave a digest of the business done and an official report can add little more than a certain report of the motions and resolutions. We hope to be able to present the report next week.

New League Clubs.

549—Officer Wheelmen, Balto., Md.
541—Rockville Wheel Club, Conn.
542—Owl Cycle Club, Springfield, Mo.

Illinois Division.

I have this day appointed Mr. Chas. S. Clayton Local Consul at Stillman Valley.

E. W. GRISCOM, Chief Consul.

Chicago, Sept. 11, 1893.

Missouri Division.

To the Members of the Missouri Division, L. A. W.

Owing to the fact that I have recently engaged in a business pursuit which will occupy my entire attention, and that the hours of the same are particularly confining, I should not have the time to devote to the office of Secretary-Treasurer, even if fortunate enough to be honored by election to it.

I, therefore, desire to withdraw my name as a candidate for the office of Secretary-Treasurer of the Missouri Division.

Respectfully,
DOUGLAS W. ROBERT.

St. Louis, Sept. 28, 1893.

Minnesota.

I have been authorized by the State Board of Officers to distribute twenty dollars ($20) in payment for pictures of Minnesota roads. I have decided to make the following offer, to wit:

For the best lot of not less than three pictures, $10.

For the second best lot of not less than three pictures, $6.

For the third best lot of not less than three pictures, $4.

All pictures sent to me at 430 Temple Court before the first day of September will be submitted for an impartial committee who will act as judges. The object of the pictures is to illustrate the importance of more intelligent highway work.

Since the publication of the foregoing offer the roads have been excellent comparatively, and but few responses have been made. With a view to securing some pictures of roads in bad condition which is likely to exist this fall, I have concluded to extend the time of receiving pictures until the first of December. Every member of the League is urged to send in pictures from his locality.

Yours truly,
A. B. CHOATE.

Minneapolis, Minn., Sept. 29, 1893.

Ohio.

The following list includes all localities having ten or more members on Oct. 1, 1893.

Cleveland,	416	Fremont,	24
Cincinnati,	382	Chillicothe,	23
Columbus,	150	Upper Sandusky	22
Dayton,	137	Lorain	21
Toledo,	124	Wyoming	20
Canton	108	Toronto	20
Springfield	83	Marion	18
Norwalk	67	Medina	18
Fostoria,	65	Ravenna	18
Steubenville,	64	Youngstown	18
Sandusky,	60	Massillon,	16
Akron,	51	Prairie Depot	15
Wellsville,	43	Piqua	15
Newark,	42	Bellefontaine,	15
Zanesville,	45	New Philadelphia	14
Lima,	37	Cleveland,	14
Hamilton,	31	Hillsboro	14
Mt. Vernon,	29	Orville	13
Portsmouth,	29	Delta,	12
Findlay,	28	Galion,	11
Defiance,	27	New Richmond,	11
Logan,	27	Wellington,	11
Tiffin,	26	Archbold,	10
Mansfield,	25	Ashland,	10
Alliance,	24	Gibsonburg,	10

Fraternally,
S. L. GHASTER,
Fostoria, Ohio, Sept. 30, 1893. Sec.-Treas.

Colorado Division.

The following nominations have been made by the Nominating Committee:

Chief Consul—J. A. McGuire, Denver.
Vice Consul—C. C. Perry, Pueblo.
Secretary-Treasurer—Harry M. Booth, Denver.

Representatives at Large—F. L. Cuddeback, Pueblo; Wylie Catlett, Trinidad; F. L. Williamson, Boulder; D. L. McConaughy, Greeley, H. Weber, Colorado Springs.

Any ten L. A. W. members or any League club have the privilege of putting a Ticket in the field, but all nominations must be sent to W. E. Miles (Manager Overman Wheel Co., Denver) chairman of the Nominating Committee before October 15th.

Ballots will be mailed to members October 30th and same must be received by the Chairman of the Returning Board, not later than Nov. 15th.

An envelope addressed to the Chairman of said Board will accompany each ballot.

Fraternally,
HENRY M. BOOTH, Sec.-Treas.

Denver, Sept. 26, 1893.

Pennsylvania Division.

Mr. Geo. F. Boyd is hereby appointed Local Consul of the Division for Indiana.

Yours Fraternally,
SAMUEL A. BOYLE, Chief Consul.

Philadelphia, Sept. 25, 1893.

Rhode Island.

I HAVE appointed as committee for counting the ballots for the coming election, Wm. D. Barton, chairman, Wm. A. Reynolds, Wm. B. Beach.

Yours fraternally,
HOWARD L. PERKINS, Chief Consul R. I.

Providence, R. I., Oct. 2, 1893.

Maritime Provinces.

I hereby appoint H. L. Hart (Box 291, Halifax) Local Consul for Halifax.

Yours Fraternally,
FRED L. TEMPLE, Chief Consul.

St. John, N. B., Sept. 25, 1893.

Montana Division Meet.

THE annual meeting of Montana Division, L. A. W. was held at Butte City, Montana, Sept. 17, 1893.

The wheelmen assembled at "The Butte" and the meeting was called to order at eight o'clock P. M., by Chief Consul D. J. Wall. The following members responded to roll call: Dr. D. J. Wall, Helena; W. A. Robbins, Missoula; T. H. Linney, E. L. Swendeman, Fred W. Sterling, Helena; E. E. Dobreuil, L. A. Crull, Anaconda; C. H. Cooper, C. E. Mangan, Butte City; Fred L. Temple, Halifax; W. L. Faut, W. F. Guyette, Frank Nelson, Butte City; Charley Shultz, Anaconda; Chas. O. Pierce, Butte City; Thos. Hall, Butte City; G. F. Martin, Missoula. The minutes of the previous meeting were read and approved as read. The business next in order was the reading of the

REPORT OF THE CHIEF CONSUL.

To the officers and members of the Montana Division, L. A. W.:

Ladies and Gentlemen—It is with a feeling of pleasure that we greet each other this evening at this our first annual meet, and notwithstanding the many difficulties we have had to overcome it is with no little pride that we review the past record of our work. From the insignificant number of one regularly admitted member of the League of American Wheelmen in Montana four years ago we are now represented in nearly every city, town and hamlet in the State, and judging from the past and present, our future outlook is bright indeed.

The population of the State is largely scattered and the towns being far distant from each other is a serious impediment to our growth and fraternal development. Notwithstanding this, with true Montana energy and enthusiasm we show a percentage of increase in proportion to the population that many of the older States might well be proud, and all working together with a harmony and unity of purpose that cannot be surpassed.

While we are unfortunately compelled to postpone our Division and other races to-day, on account of the weather it is nothing that will be seriously detrimental in the end, and we will as soon as practicable call another meet for the completion of the races.

We cannot too strongly approve the efforts of the Butte Cyclers in their efforts to promote the success of our Division meet, and the Division desires me to thank you, one and all for your labors in that direction and promise you their hearty support at the time appointed for the completion of the programme laid out for to-day.

Personally I wish to thank the officers who have so ably assisted me in the discharge of the duties pertaining to the Division, the Racing Board, Standing Committee, Local Consuls and members have never failed to promptly and faithfully perform the duties required of them, and whatever difficulties or obstructions may have fallen in the way have been promptly and

anically settled, and I can safely state that there is not an officer or member dissatisfied with the workings of the organization since its beginning as a Consulate with Mr. H. G. Duerfeldt at its head up to the present time.

It is with no little pride that we point to this and it is the earnest wish of your humble servant that this condition may continue. Our Division being in its infancy and the different committees aside from the Racing Board having little to do the reports deemed necessary to furnish the desired information are all embodied in the report of the Secretary-Treasurer.

Yours fraternally,
D. J. WATT, Chief Consul.

After the Chief Consul's report came the

REPORT OF THE SECRETARY-TREASURER.

To the officers and members of Montana Division, L. A. W.:

Gentlemen—I beg leave to offer the following as a report from your humble servant.

One year ago the 13th of last August the Montana Division, League of American Wheelmen, sprung into existence, and after taking everything into consideration I think we can safely say it has been prosperous. As this is our first year we have no data for comparison. However, I have prepared the following to give you an idea of the growth of the Montana Division.

April 1, 1892, we had a membership of 30 in the Consulate.

April 1, 1893, we had a membership of 123 in the Division.

September 1, 1893, we had a membership of 116, 64 being by renewals, 4 by transfers from other Divisions, and 48 new members.

The following table will show the increase or decrease in the various localities.

	Sept. 1, 1892.	Sept. 1, 1893.
Anaconda	7	22
Billings	0	2
Boulder	5	0
Bozeman	2	13
Butte City	3	10
Chotean	1	0
Deer Lodge	7	5
Elliston	0	2
Great Falls	21	14
Helena	53	27
Kalispell	1	1
Lewistown	0	1
Marysville	0	1
Missoula	3	1
White Sulphur Springs	10	17
Total	113	116

This shows an increase of three members over last year at the same time. Had all our members renewed we would have had 181 League members in Montana. As far as I can learn the Division has suffered the loss of only one member by death, viz.: Mr. F. R. Shaffer of Helena, a member of the Helena Wheelmen, who took his departure from our midst in November last. Several, I believe, have left the State and I trust have become members of other Divisions, while the majority of our missing ones have grown cold in their interest for our sport. I trust, gentlemen, that another year will see our number at least doubled, if not more than doubled. We have the wheelmen in Montana to do it with; the main point is for each member to get our brother wheelmen, who are not League members, interested in our work for the advancement of cycling. Asking each and all of you to enter heart and hand in the work of increasing and advancing the Montana Division L. A. W., I remain Yours fraternally,

LEWIS A. CRULL, Sec.-Treas.

FINANCIAL STATEMENT.

Lewis A. Crull, Secretary-Treasury in account with Montana Division, L. A. W., from Aug. 23, 1892, to Sept. 16, 1893.

1892. RECEIPTS.

Aug. 23.	To balance as per report of H. G. Duerfeldt, C. C.	$ 73.80
Oct. 1.	To Abbot Bassett, dues to date	15.00
1893.		
Jan. 1.	To Abbot Bassett, dues to date	8.00
March 1.	To Abbot Bassett, dues to date	2.00
May 11.	To H. Raymond, rebate on racing rules	1.25
July 1.	To Abbot Bassett, dues and renewals to date	72.00
	Total	$202.05

DISBURSEMENTS.

By express charges as per bills	$ 9.10
By printing as per bills	28.45
By postage and envelopes	19.20
By supplies, paper etc	8.20
By racing rules	5.00
By Constitution and By-Laws	16.30
By sundries and exchange	5.05
By balance on hand	109.55
Total	$202.05

It is due the members that they be informed that the cash on hand does not represent all the assets of the Division, as there is now in the hands of the National Secretary to our credit, and to become due Oct. 1, 1893, $51.00. Making a cash total of $145.55.

LEWIS A. CRULL, Sec.-Treas.

The Chief Consul then appointed the following as an Auditing Committee to audit the report of the Secretary-Treasurer: C. K. Anderson, Chas. N. Reinig and C. O. Pierce.

Mr. T. H. Emery then read the

REPORT OF THE RACING COMMITTEE

To the Chief Consul and Members of the Montana Division, L. A. W.:—

In submitting to you a report of the Racing Committee, we having up to the present meet very little to dwell upon, excepting the "rows" more clearly defining the Racing Rules to both race promoters and racing men, with these necessary precautions we have heard of no meets unsanctioned nor riders racing illegally.

We have been granted for the first time, a sanction to give horse vs. bicycle race. This in particular we do not approve of as we do not think it is very elevating for our side of the sport.

Bicycle riding is one class of pastime, while bicycle racing is still another, the sport in the latter is for the benefit of the public, and it surely is not advancing cycling to place its riders on an equal footing with horses, even though it has been proven that the cycle rider is superior in long distances.

We would also call attention to lady races, of which we also do not approve. It has been but a very short time since lady riders were unmolested or received the staring look of vulgar eyes. Even to-day we have hundreds of young ladies who are anxious to ride a wheel, but for the frequent comments of the daily press, and in our own opinion it is lowering the sport for our lady riders instead of advancing it. We do not wish to be understood that we do not approve of lady cyclists, for we would be the first to induce a lady to ride. We cite medical authority in saying that it is the most healthy and exhilarating sport our feminine sex can participate in and in which every muscle of the body is called upon.

We therefore think that it is abusing the sport for our weaker sex, which needs our utmost assistance to build up.

We need to be cautious, as our sport in general is often abused in the minds of a great many people, by some hoodlum's action.

We do not wish to disapprove or direct this to any one race promoter, as our opinion was formed on the foregoing long ago, and contemplated including it in our first report.

We regret we cannot include our first meet, but have acted to the best of our judgement and hope for the best results. We have up to date received seven entries for one-fourth and one-half mile and six for one mile. We hope all will qualify, for the winner will be rewarded with the undisputed right as champion in the shape of gold medals, which shall become the property of the winner.

Hoping our best efforts to fulfill our duty will be supported as it has been in the past we beg to remain your obedient servants

H. G. DUERFELDT,
T. H. EMERY,
O. C. KIRKWOLD,
Racing Committee

Helena, Mont., Sept. 14, 1893.

Nominations of candidates for the various offices were then made as follows:

For Chief Consul—W. L. Faut, of Butte City; Fred A. Fielding, of Bozeman.

For Vice Consul—W. A. Hoblitzell, of Missoula.

For Secretary-Treasurer—C. H. Pierce, of Butte City; Chas. N. Reinig, of Helena.

For Representative—Lewis A. Crull, of Anaconda.

Mr. H. G. Duerfeldt proposed the following amendments and additions to the By-Laws which were adopted with out opposition:

Amend Article VII, Section 1 by striking out the word "two" and inserting the word "one" making it read: "The annual dues of each member shall be one dollar and shall be payable on or before May 1 to the Secretary of the League of American Wheelmen."

Addition to Article V creating Section IV as follows:

"The nominee receiving the highest number of votes shall be declared elected. In case of a tie the two or more tied shall be voted upon again by mail vote, the one receiving the highest number then shall be declared elected.

On motion of Mr. C. H. Cooper, the action of the Division Board of Officers, in reducing the annual dues to one dollar, was approved unanimously.

On motion of Mr. C. H. Cooper, the actual expenses of the Officers in attendance at the meeting were ordered to be paid.

On motion of Mr. Emery, a vote of thanks was tendered the retiring officers, the Butte Bicycle Club, and the genial manager of the Butte Hotel for his courtesy in providing a room in the hotel for the meeting.

REPORT OF THE AUDITING COMMITTEE.

We the undersigned members of the Auditing Committee beg leave to report that we have examined the books and vouchers of the Secretary-Treasurer, and have found them correct.

C. K. ANDERSON,
C. N. REINIG,
C. O. PIERCE,
Auditing Committee.

There being no further business to transact the meeting adjourned. Yours fraternally,
LEWIS A. CRULL, Secretary-Treasurer Montana Division.

Applications for Membership.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III, of the Constitution, which is as follows:

SECTION 1. Any amateur wheelman of good character, eighteen years of age or over, shall, with the endorsement of two League members be eligible to membership in this League upon payment of the initiation fee and dues, as provided in this Constitution and By-Laws, and the By-Laws of his Division.

SEC. 3. The name of each applicant for membership must be published in the official organ, and unless within two weeks thereafter a protest shall be filed with the Secretary, he shall become a member of the League.

Tickets will be issued fourteen days after the publication of names, and on the same date the name of applicant will be put on the mail list of this paper.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week. When a holiday falls on Monday the list is closed on Saturday preceding.)

Boston, Oct. 6, 1893.

Total 61—35560.

North California—3—685.

61588	Humphrey, A. B.	Mayhews
589	Alexander, Howard A.	San Jose
590	Butler, Robt. J.	"

South California—2—287.

61591	Alter, Frank E.	Los Angeles
592	McCauley, Frank M.	"

Colorado—1—531.

61593	Darnell, Dr. W. L.	Denver

Connecticut—3—2269.

61594	Perrigo, Earnest	New Haven
595	Winchell, Frank	Rockville
596	Stevenson, Wm. H.	Buckland

Illinois—3—2418.

61597	Foster, Legh W.	Chicago
598	Davis, Geo. L.	"
599	Dougherty, George	Otterville

Kansas—1—332.

61600	Farrell, Robin	Leavenworth

Kentucky—3—595.

61601	Robinson, A. H.	Louisville
602	Richardson, Lee H.	Bardstown
603	Wilson, Jas. M.	"

Maine—1—426.

61604	McLeod, W.	Calais

Maryland—1—631.

61605	Knabe, Wm.	Baltimore

Massachusetts—8—6138.

61606	Cummings, C. B.	Boston
607	Cole, Perry W.	Bradford
608	Bilgood, E. J.	Agawam
609	Coombs, Chas. E.	Boston
610	Murphy, W. Bowen	"
611	McFarland, Fred	Cambridge
612	McFarland, Melvin	"
613	Rice, Edwin I.	Springfield

Missouri—1—806

61614	Bothwell, George	Breckinridge

New Hampshire.—1—367.

61615	Sanborn, Fred	Fremont

New Jersey—2—1938.

61616	McLean, Geo. F.	Butler
617	Wood, Alfred,	Island Heights

New York—12—4327.

61618	Dressel, J. A. H.	New York
619	Wray, A. H.	New York
620	Norton, Roscoe G.	Boonville
621	Squires, N. C.	Mechanicsville
622	Stephens, G. M. W.	Yonkers
623	Carpenter, J. Herbert	New York
624	Halsey, Francis W.	New York
625	Skaats, David S.	"
626	Ryan, Thos. P.	Brooklyn
627	Jones, Richard W.	"
628	*McCaffrey, Mary E.*	"
629	Fountaine, Clark G.	Sherbune

Ohio—6—3183.

61630	Kahn, Sol G.	Cincinnati
631	Murphy, Thos. J.	Columbus
632	Emerson, L. F.	Alliance
633	Reilly, John G.	Cincinnati
634	Mitchell, Chas. A.	Mt. Vernon
635	Snyder, B. R.	Shelby

Pennsylvania—3—4353.

61636	Marshall, Rush P.	Philadelphia
637	McGerrin, Jeromia D.	Philadelphia
638	Hodgee, Richard M.	Wallingford

Rhode Island—1—621.

61639	Gladding, Benj. T.	Newport
640	Parrott, Geo.	"
641	Kenyon, Edwin J.	Providence
642	Shirley, Adolphe	"

Utah—1—70.

61643	Samuels, Sam	Salt Lake City

So. Dakota—3—98.

61644	Peckham, Bert	Alexandria
645	Peckham, John W.	Clark
646	Arpin, W. M.	"

Mississippi—1—8.

61647	White, Thos. J	Vicksburg

Oregon—1—42.

61648	Trimble, R. P.	Portland

HOW TO JOIN THE L. A. W.

Fill up the blank below, and, together with the sum required for Initiation Fee and Dues to April 30th, next ensuing (1894), send it to the Secretary of the League,

ABBOT BASSETT,
12 Pearl Street, - - Boston, Mass.
P. O. BOX, 5267.

Write your FULL NAME, your FULL ADDRESS, and your CLUB name in FULL.

Each applicant must give as references the names of two L. A. W. members.

The name of the applicant will be published in the L. A. W. BULLETIN as soon as possible after it is received, and after two weeks, if not protested, the ticket will be issued. This will consume in all about three weeks.

Stamps of a denomination above two cents will not be received.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cts. If you want your name in gold, stamped on the holder, send 50 cts.

MEMBERSHIP FEE.

In April, May, June, July, August, September or October, enclose $2.00 with this blank. In November, December, January, February or March, enclose $1.50. These sums include the initiation fee and the annual dues.

The sum printed on the blank is the proper amount to send on even date with that of this copy of BULLETIN.

Application for Membership.

....., 189

ABBOT BASSETT, Secretary:

Dear Sir.—Enclosed you will find $2.00 for Initiation Fee and Dues in the League of American Wheelmen to April 30, next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur. I refer to the two League members named below.

Name.....

Street or Box.....

City.....

State.....

References:.....

.....

.....

Club.....

Write plainly. Autograph signature not required. Printing preferred, or enclose personal card.

Change of Address.

Members desiring change of address will kindly use the form below and send same to the Secretary, Abbot Bassett, 12 Pearl Street, Boston, Mass.

No. .....

Name.....

Old Address.....

.....

New Address.....

.....

FOR SALE OR EXCHANGE.

In this department the prices are 20 cts. per line, 7 words per line, 12 lines per inch.

Stamps will NOT be taken in payment. Cash, check, money order, or postal note must accompany order, or no insertion.

GENTLEMEN! Ask your druggist for Flavell's Suspensory Bandages, or send $1 for 88c, 50 cents for thread. Stamps taken. Safely sent by mail. Small, medium or large.
G. W. FLAVELL & BRO.,
1005 Spring Garden St., Philadelphia, Pa.

DON'T MISS THIS!

2 inch, Enwers, new, $85, now $60; 1 inch, Rob Roy, 28-in., new, $85, now $55; 1 inch, Waverly, used but little, good as new, $100, now $70; 1 inch, pat. C Hartford, shopworn, $105, now $75; 1 inch, ladies' Hartford, 32 inch, new, $90, now $50; 1 inch, Rob Roy, 26-in., new, $70, now $42; 1 inch, Combination Junior, 26-in., new, $45, now $30; 1 inch, 26-in. Boy's Diamond, $25, now $17.50.
F. COLSON, Norwalk, Ohio.

WANTED—A ladies' pneumatic safety bicycle, 1893 pattern, second-hand, in good order, Columbia preferred; state condition, make, weight and price. Address L. G. W., 52 Fort Greene Place, Brooklyn, N. Y.

$95 WILL buy a new $140 pneumatic with 2 Morgan & Wright tires. BOX 172, Ashland, Pa.

STOLEN—Lovell Diamond bicycle, Model 10; No. 12,869; Hartford Rubber Works' pneumatic tires; gear 63; cork handles; seat pod; scorcher saddle; dent in front rim; small bell attached; suitable reward will be paid by returning to H. W. SAWIN, Southboro, Mass. Repairers and agents please take notice.

$100 A Diamond Rambler No. 1, pneumatic, newly used only as sample in window and on floor; sent C.O.D. by express on receipt of $10. H. C. GUTHRIE, Fox Van, N. Y.

COLUMBIA TANDEM, G. & J. tires; nearly new; $100. DARPMAN, 262 N. Broad street, Philadelphia, Pa.

RARE BARGAIN—$110 buys Cleveland No. 6; in every particular this wheel is as good as new; ridden but three weeks. Address S. H. ROWLAND, Marengo, Iowa.

$25 REWARD for the return of Victor Bicycle, 1893 No. 26,590, Model D, '93 pattern; virtually new; three months out of store. H. C. KELLER, 711 Hamilton Street, Allentown, Pa.

$50 CLOSING '93 wheels at $50; latest pattern: Morgan & Wright tires; send $5 for express. D. W. PFAUTZ, Lititz, Pa.

RACER—Eagle-Altair, twenty-four lb. track wheel, very strong enough for road riding; never been uncrated; factory guarantee; aluminum rims; Morgan & Wright tires. Forwarded for inspection for $10, if not cash $95. Write promptly. NEW HAVEN CYCLE CO., 516 and 520 State St., New Haven, Conn.

Sundries For All.

Mail us your orders. Complete line, Pneumatic Tires put on, $20.00, by workmen of twenty years experience. Send wrench and right. Bargains in wheels. Special list free.

KNIGHT CYCLE CO.,
311 North 11th Street, - - St. Louis, Mo.

50 CENTS—Black Ribbed Bicycle Stockings, warranted not to crock, not to fade. Send 50 cts. for sample pair by return mail; sizes, 10, 10 1-2, 11. NEW HAVEN CYCLE CO., New Haven, Conn.

LATEST CYCLING PAPERS from all parts of the world received regularly and for sale. Send for list. FLETCHER & CO., 43 E. Van Buren Street, Chicago.

Ride a New Wheel for $18

Take out your wheels, crate securely and ship to us, express prepaid; we will apply *Standard Make Pneumatic Tires*, either single or double tube, in A1 steel rims for $18 per pair, with a pump. Frame spreading and general repairing at the *Lowest Prices*. All of our work and tires guaranteed. H. W. SMITH & CO., 91 Marshall Street, Somerville, Mass.

GROW HEAVY HAIR. MUSTACHE AND BEARD. Smith Mfg. Co., Palatine, Ills.

A Bargain.

Quadrant Safety, fitted with new Burris-Michelin rims and tires. First-class condition.

$65 TAKES IT.
T. T., care Bi. World.

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FOR THAT **Full Feeling** After Eating

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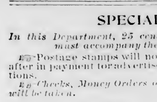
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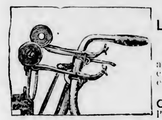
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☞ *Checks, Money Orders or Postal Notes only will be taken.*

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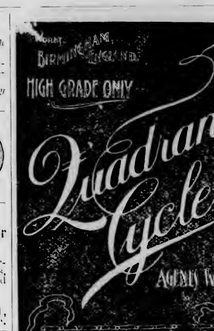
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90S, Rolled Gold, - 1.25
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PRICE 50 CENTS.
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OUTING can be furnished all League members (new subscriptions, not renewals,) for

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None but League Members can get OUTING for the price we can furnish it. Send in your order at once, as the

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167 Oliver Street, - Boston, Mass.
(Postage stamps will NOT be received in payment.)



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Simplest, Cheapest, Neatest and Best.
For Carrying Children on Ordinary Safety Bicycles.
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30,000 SOLD LAST YEAR



Lockard & Oswald's Satchel and Bicycle Lock, Bloomsburg, Pa., U.S.A.
[Patented Aug. 4, 1891.]
KEY IS HELD FAST WHEN UNLOCKED.
Sent to any address upon receipt of price, 50 cts.

GREASOLENE
For Bicycle Chains.
2500 Miles of Noiseless Comfort for 25 Cts.
Once on a chain, nothing but hot water and soap will faze it. It is unlike anything now in use and will make any chain run as smoothly in a dear cage. Sent by mail to any part of the United States, upon receipt of 25 cents.
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The Chicago Cycling Horn

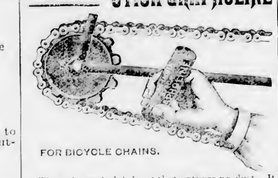


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HERMANN METZGER,
1222 Seminary Place, - - Chicago, Ill.
[Pat. June 27, 1893.]



LEVY'S
Cycle Clock
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Speed Calculator.
Warranted good Time Keepers. Price $2.25 from cycle dealers or
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USE EAST INDIA STICK GRAPHICLINE



FOR BICYCLE CHAINS.
The only cycle lubricant that gathers no dust. It is easily applied, being manufactured in sticks three inches long. It protects the chain from rust, dust, mud and wear. Price 25 cents, by mail.

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KENTUCKY BICYCLE AGENCY,
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FOR SALE BY ALL
CYCLE DEALERS.

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Wheels for Safety Bicycles.
Old wheels made over, or new wheels to take their place. Rock bottom prices to suit the times.

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THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Northwest and Northwest.
FAST EXPRESS TRAINS
With elegant PALACE PARLOR and SLEEPING CARS to and from
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THE POPULAR ROUTE for all points in Northern New York, Vermont and Canada.
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For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad and at
250 Washington Street, or
Fitchburg Railroad Passenger Station, BOSTON.
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COLUMBIAS

Against the bicycles of the whole world and they will stand any test.

The reputation enjoyed by COLUMBIA BICYCLES has been well earned. The first American bicycle built was a COLUMBIA. That bicycle was built as well as the means at hand would permit, and from the first to the last, with constantly increasing experience and facilities, our effort has been to build every COLUMBIA BICYCLE as nearly right in design, construction, finish, and quality of materials as possible, regardless of expense, until today they not only lead in America, but enjoy the proud distinction of being absolutely the standard bicycles of the world.

BOSTON. NEW YORK. **POPE MFG. CO.** CHICAGO. HARTFORD.

PNEUMATIC TIRES

For **Bicycles**
And **Carriages.**

We manufacture a variety of high and medium grade single and inner tube tires for general sale.
Our tires are well constructed, thoroughly reliable, and, without doubt, are unequalled by any tires on the market for the price at which we offer them.
Correspondence solicited from manufacturers and large repairers.

HARTFORD RUBBER WORKS CO.,
HARTFORD, CONN.

Hartfords

For **Touring.**

A little less than the highest in price but lacking no essential of a good, honest road wheel, they are worthy of your careful consideration.

THE HARTFORD CYCLE CO.,
HARTFORD, CONN.

The Bicycling World and L. A. W. Bulletin

Founded 1877

Volume XXVII. Number 6. BOSTON, FRIDAY, OCTOBER 13, 1893. 50 Cents a Year. 5 Cents a Copy.

Don't Forget

That the best of the riding season is yet to come. Cool days and great enjoyment—when you ride a Victor.

When you want a cheaper wheel buy a second-hand Victor. Always good value, and you can sell at any time for a suitable price.

An Insurance Against Puncture Goes With Every Victor Pneumatic==An Inner Tube Removable Through the Rim, the Only Best Way.

And there's a general guarantee, besides, which means something.

OVERMAN WHEEL CO.,

BOSTON. WASHINGTON. DENVER. SAN FRANCISCO.

HERE AND THERE.

Send 50c. to us for copy "Zimmerman on Training." The book not only covers points on training, but points for tourists, care of wheels, records, and a host of valuable information.

THE Philadelphia Park Avenue Wheelmen contemplate giving a mammoth theatre party shortly.

THE Atalanta Wheelmen, of Newark, N. J., have decided to give monthly entertainments throughout the winter.

ON Saturday, Oct. 28, the Gramercy Wheelman of New York city, will give a stag entertainment at their club room, 23 St. Mark's place.

THE West Philadelphia (Pa.) Cyclers have presented to Mark Meredith of that club a very handsome gold badge for lowering the five mile road record.

THE Time Wheelmen, of Philadelphia, will celebrate their third anniversary Wednesday evening, Oct. 18, and the club will spare no pains to make it a success.

THE new York Bicycle Club, of York, Me., is prospering, a number of new members having been admitted recently, and a pleasant and well located club room secured.

L. H. BANNISTER, who won the recent road race from Buffalo to Pittsburgh, was banqueted by the Mahoning Cycle Club, Youngstown, Ohio, of which he is a member, last week.

THE first annual dinner of the Y. M. C. A. Wheelmen of New Brunswick, N. J., was held at the Albion last week. Thirty-eight members were present and a royal good time was had.

THE West Philadelphia (Pa.) cyclers celebrated their first anniversary Thursday evening of last week, the occasion being made one of great interest to the members of the club and its friends.

MR. A. C. ATKINS carries around with him during his travels upon the racing circuit, a neat little camp stool upon which he reposes during the waits between races. We shall soon see each racing man with his own cot.

THE five-mile bicycle race on Charles River Driving Park at Milford, Mass., last Saturday afternoon between Daniel O'Connell and Edwin Parsons of Hopedale, for a purse of $100, resulted in favor of O'Connell. Time 16m.

A MEETING of the stockholders of the Wheeling (W. Va.) Athletic Wheelmen Company was held last week, at which it was decided to apply for admission to the international bicycle racing circuit next year. Should the application of Wheeling be favorably received, there will be two meets next season. The spring meet will probably be but one day, while the one later in the season will be a two-day affair, like the recent tournament.

THE entertainment of the Century Cycling Club of Syracuse, N. Y., at their house in James street last week was, as is usual with Century entertainments a great success. They had secured a fine array of talent and all did themselves justice.

THE Park Avenue Wheelmen, of Philadelphia, celebrated their anniversary on Tuesday evening by giving a supper at Boothby's cafe. The club's Midway Plaisance smoker, which was to have taken place this month, has been postponed until November.

THE Passaic (N. J.) city councils last week considered a proposed ordinance regulating bicycle riding in that city. Numberless amendments were suggested, until it was motioned to lay the whole subject over until some future time, which practically ended it.

AT the last regular meeting of the Somerville Cycle Club the nomination of J. S. Dean as Chief Consul, D. E. Miller as Vice Consul, and T. S. McCausland, Jr., as Secretary-Treasurer, were unanimously indorsed by vote of the club. D. B. Darcey was unanimously nominated as a delegate.

THE Hudson County (N. J.) Jockey Club are negotiating for a match race between Harry Wheeler and a race horse, to take place over their track at Guttenberg. The club offers to donate a $500 purse, Wheeler says that he will accept, provided the club will furnish him with a wooden surface against the regular track for the horse.

AT a meeting of the Ladies' Bicycle Club last evening a committee, consisting of Miss L. Bowden, Miss V. Hepburn, Mrs. Coe, Miss Cowles and Mrs. A. R. Andrews, was appointed to arrange a programme for the club for the fair of the Rover Wheel Club which is to be opened soon.

THE bicycle has become so popular in France that the railroads are making special accommodations for carrying the machines and storing them at the stations for the use of travelers seeking the country roads. Patrons of the wheel would welcome such an arrangement in this country.

THE Wissahickon and Park Avenue Wheelmen of Philadelphia held a Hard Times Smoker last week at the club house of the former, during which the prize winners in the club race held at Tioga were awarded their prizes. Previous to assembling in the club house, the entire party made a parade through Main street, Germantown, provoking much merriment among the spectators

THE directors of the West Michigan Fair society are so well pleased with their experiment in cycling tournaments this year that next year they will in all probability give a much more extensive programme. The Grand Rapids Bicycle Club is quietly at work on a project to build a bicycle track at the fair grounds, the idea being to build the track one-third of a mile in circumference inside the mile track, with the finish on the home stretch.

Hickory TRADE MARK

Delighted With It.

Hickory TRADE MARK

OFFICE OF

A. CLEMENT SHUTE, M. D., Homeopathist,

715 Pittsburgh Street,

Connellsville, Penn., Sept. 12, 1893.

Hickory Wheel Co., Gentlemen.—Your HICKORY "A" has been receiving the hardest possible usage a machine could have, for six months, having ridden mountain roads and cinders by the mile, yet not a puncture, and the wheel to-day is as sound as when bought—not a loose spoke or nut to be found, and I am delighted with it, as well as many others who at first were inclined to think it a novelty, but now regard it as the best, after seeing what it has stood by my daily use of same in practice. The spoon brake is perfect.

Respectfully, (Signed) A. CLEMENT SHUTE, M. D.

Hickory Wheel Co. South Framingham, Mass.

.... Samples of the ....

Garford Saddles

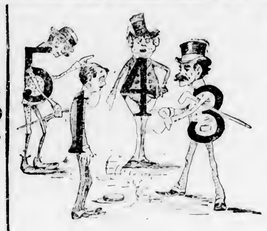
FOR 1894

WILL BE READY BY AUGUST 1ST.

Correspondence with manufacturers solicited.

THE GARFORD MFG. CO.,

ELYRIA, O.



Figures Talk.

The DUNLOP TIRES sold up to May 15th, 1893, number

505,000.

You can't go wrong in getting a DUNLOP.

They Cost a Little More, but——

The American Dunlop Tire Company,

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To Our Customers

WE are beseiged with letters from all of you asking anxiously about the LU MI NUM machine you have ordered, and which you want quick.

We know you want them, and your impatience is natural. We want you to have them soon, but more than that we want you to have them **right**. We might have rushed through a lot of hand fitted machines and sent them out to you, but we do not do business that way. We have spent much time getting our tools in **exactly** correct shape. We are all right now, and are bringing through a large lot of machines which we shall be shipping by the time this appears in type. We have orders on our books from every part of every State in the Union, and are filling them in the order in which they came in. Kindly be patient with us for just a few days more and after that we shall try your temper no longer. After once getting a fair start we shall keep up with the pace.

The second edition of our catalog has just been issued, and is ready for all who wish it.

ST. LOUIS REFRIGERATOR & WOODEN GUTTER CO.,

Incorporated 1873. ST. LOUIS, MO. Capital $500,000.00

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We Cannot Make LEAGUE WHEELS Fast Enough to Satisfy the Public.

THEY HAVE COMMENCED TO STEAL THEM.

But it is certain c nviction to steal the CHAINLESS. Their identity cannot be concealed, for they always attract attention.

How is This for a Record

Wheel stolen at 7 P. M., the thief arrested in an adjoining city at 7.30 A. M. following morning, examined and bound over to the Superior Court the next day under $500 bonds. The thief could only plead the unusual temptation to which he was subjected by reason of the remarkable beauty of the LEAGUE CHAINLESS.

The League Cycle Co. will spare no expense to effect the conviction of thieves of LEAGUE CHAINLESS WHEELS for the protection of their customers.

THE LEAGUE CYCLE CO., HARTFORD, CONN.

THE BICYCLING WORLD.

Published Every Friday

—BY—

THE WHEELMAN CO.

Incorporated under the Laws of Massachusetts.

167 OLIVER STREET,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5,85, Boston, sending their old address as well as their new, and their League number.

TO OUR ADVERTISERS:

Copy for new advertisements must be handed in by Tuesday morning to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN Co. All communications should also be addressed to the Company instead of to individuals.

☞ *Postage stamps will not be accepted hereafter in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken.* ☜

C. W. FOURDRINIER, Manager.

EDITORS:

C. W. FOURDRINIER. H. CROWTHER.

BOSTON, OCTOBER 13, 1893.

You Exhibit

At the Cycle Show to show your wares. The

Bicycling World

Can place them before

100,000 Readers.

You want to try it.

IN two of the last issues of *Harper's Weekly* Mr. Caspar W. Whitney arraigns the L. A. W. Racing Board for not expelling the racing cracks from the amateur ranks, as well as the League of American Wheelmen itself for upholding Class B, and while the justice of some of the things Mr. Whitney says are freely admitted, he must not be taken seriously at all times. Not that he is not sincere and honest, for he is thoroughly so. Moreover it is a principle that Mr. Whitney is contending for—the principle of truth and honor—and it is most unfortunate that he should have confounded its application to the proposed changes in the L. A. W. Racing Rules, which, if they mean anything at all, mean a declaration for honesty and candor and the obliteration of the old hypocrisies that have been a reproach for many years. But Mr. Whitney has been so long a staunch adherent of college amateurism and is so thoroughly tinctured with its views that he mistakes the shadow for the substance and would force upon a progressive work-a-day world the retention of a sentimental definition that, as a British class distinction alone, should be distasteful to American republicanism.

For the times have changed; the old order of things is giving place to the new; men can no longer be cajoled by a fetich, and the time has come to apply to the government of the League of American Wheelmen those broad principles of business, which, joined to the fraternal sentiment underlying its foundation, shall continue it as the foremost athletic association of the world—a law unto itself and a tower of strength to its adherents.

Yet sweet are the uses of adversity and Mr. Whitney, in delivering several telling blows 'twixt wind and water, may have done us good, even though he but emphasizes what has been said many times before.

That the present absurd Amateur Rule is worse than none at all is freely admitted. Yet how unfair to blame the Racing Board? As was said in the WORLD of July 28, "The trouble lies not with the Racing Board, but with the stupid and shortsighted legislation that enacted such a farcical, contradictory and hypocritical law as the Amateur Rule."

THE article goes on to say: "By forcing Class B the Racing Board tacitly acknowledges that there are men riding now who are paid."

Why of course there are, and what is more the L. A. W. wants these men and *wants more of them!*

To what is the success of the present season of racing to be attributed a success that is unprecedented in both the number of race meets and the enthusiastic attendance thereat—but to the fast racing men—the stars of the path?

Ask any tournament manager what drew those audiences, and he will tell you, without a moment's hesitation, "the Zimmermans, the Sangers, the Windles, the Tylers, the Taylors and the Johnsons."

They it is alone—or the racing possibilities of which they are but the incarnation—who make the success or failure of these meets; whose presence means financial loss or a handsome profit to the club.

And yet Mr. Whitney would have us deliberately throw aside all this enthusiasm and success for—what?

For a whim—a fantasy.

The 40,000 members of the L. A. W. do *not* prefer "legalized rotten amateurism" and Mr. Whitney hits the nail on the head when he says that it is the *honesty* of the situation which should be considered. This is the very thing which the BICYCLING WORLD, in common with all sincere well wishers of the L. A. W., is contending for. Promoterism, as represented by Class B, is *not* amateurism and if the National Assembly reconstructs the Amateur Rule so that it will provide very clearly and explicitly for the two classes of amateurs and promoters, surely such legislation at once strips the veil of hypocrisy from the law and leaves it so plain that all who run may read.

WHY, we would ask Mr. Whitney, should there be any disgrace or dishonesty in a rider's having his expenses paid by a manufacturer instead of his club or if he be so fortunate as to be born with a silver spoon in his mouth—by his father? A man must ride to win; he must give us close and hard-fought races, and this is what draws the audiences—and the consequent profits.

For it simply is idle folly to say that money is not what the clubs must have in order to enable them to run their tournaments. Money is—whether unfortunately or not is not now to the point—the standard of success nowadays, and nowhere is this more true than in the amusement line, to which race tournaments belong.

Besides, lest Mr. Whitney lose sight of the fact that the amateur will be properly provided for, we would call his attention to the proposed distinction between amateurs and promoters as embodied in the two classes, in the former of which the amateur can always find his level if he so elect and compete with only his own kind.

If this open declaration that the L. A. W. will no longer condone semi-professionalism masquerading as pure amateurism be not honesty then we know not the meaning of the term.

Dare all the other amateur and collegiate associations do as much?

Will Build Good Roads.

NORTHAMPTON, MASS., Oct. 4.—For some time it has been said that the city was about to undertake public improvements to keep the idle busy.

The Highway Committee has voted to build macadam roads for this purpose on West, Bridge and King streets. The following resolution was passed by a unanimous vote:

Voted, that for the purpose of giving work to the unemployed laboring men of the city, the superintendent of streets is hereby instructed to macadamize West street, the upper end of Bridge and North streets, provided that he can employ teams at a price not to exceed $3.50 a day and men at a price not to exceed $1.50 a day.

This vote has created a very lively debate, many of the city officials claiming it to be illegal.

TYLER AGAIN!

The Standing Quarter Cut To 20 1-5—At Hampden Park Of Course.

SPRINGFIELD, Oct. 9—Harry C. Tyler has finally brought to Hampden Park's famous track every record for all distances from the quarter mile to twenty-six miles. Up to to-day the quarter mile was the only one which was not held here, Hartford holding it, but to-day Tyler, on the second attempt, lowered the world's record a full second for this distance. The wind, which was in the north, blew a gale down the stretch, but he had to face it from the pole until he was well around the turn.

At the first attempt he rode the distance in 30 2-5s., and after a short rest he made the second trial succeeding in reaching the tape in 29 1-5s., a full second below Nelson, who made the best previous record at Hartford, Sept. 4, with the wind blowing at his back for the entire distance.

Tyler rode the distance alone from the push-off without any pacing.

In spite of Tyler's approaching nuptials, he will not stop racing trials, and it is confidently expected that before the season closes he will have ridden the mile in less than two minutes.

2.01 3-5.

Tyler Rides a Phenomenal Mile at Hampden Park—The Tandem Mile Goes to 2.01 1-5.

SPRINGFIELD, Oct. 5—To-day at Hampden Park Harry C. Tyler broke the world's record for the half, three-quarters and mile from standing start, and McDuffee and Clark broke the world's record for one mile for tandem with flying start.

The day was perfect with not a breath of wind stirring.

The first effort was made by Tyler. He was paced to the quarter pole by Windle, to the half by E. A. Nelson, and for the rest of the mile by McDuffee and Clark on the tandem, Windle racing the last eighth for the finish. The mile was made in 2m. 1 3-5s., breaking the world's record for the distance 3 4-5s., the best previous effort having been made by Windle Oct. 8, 1892, when he covered the distance in 2m. 5 1-5s.

Tyler broke the records for the half and three-quarters, doing 1.02 and 1.30 3-5, respectively. Tyler's time for the quarters was 32s., 1m. 2s. 1m. 30 3-5s., 2m. 1 3-5s.

In the trial for the mile tandem, E. A. McDuffee and James Clark appeared with E. A. Nelson, who announced that he would try to follow them for the mile. The start was a flying one, the tandem riders being paced by Olmstead, Measure and Broadhead on a triplet. At the end of the first half "Club" Nelson tried to pick up the pace, but made a poor attempt and they passed him. H. B. Arnold then took them at the three-quarters. Nelson succeeded in doing 2.01 2-5.

The time for the tandem mile was 2m. 1 1-5s., beating the world's record four seconds. The time for the quarters were: 29 2-5s., 1m. 1-5s., 1m. 30 1-5s., 2m. 1 1-5s. the half and three-quarters being also world's records.

Cycling Ruffianism.

THE Washington (D. C.) *Post* comments upon a recent incident in that city in which a ten-year-old child was knocked down by a wheelman who was riding at a rapid pace without either bell or lantern, although it was after nightfall, the little victim having his leg broken so badly as to force the bones through the flesh, and yet in spite of the fact that the boy lay shrieking upon the street directly in the way of teams, the fellow paid no attention whatever to his cries but mounted and rode off rapidly, disappearing in the darkness. While no one but a brute could be capable of a dastardly action of this kind it is none the less true that wheelmen everywhere suffer by it. The many accidents occasioned by recklessness are creating a feeling throughout the country that promises ere long to cause severely restrictive methods being adopted in regard to speed, and the better class of wheelmen everywhere should lend their assistance toward the detection and punishment of the violators.

New Twelve-Hour Record.

LONDON, Oct. 7.—In the twelve hour 240-mile bicycle race at Herne Hill to-day Wridgeway came in first, winning by two laps. Horton came in second and Linton third.

This breaks the world's record for that distance.

Johnson Confesses It Was A Fake.

A QUESTION which has for more than a year troubled the entire bicycling fraternity was settled this afternoon by the announcement by E. C. Dumbleton that, in the presence of Tom Eck, Billy Rhodes and himself, John S. Johnson confessed that he did not ride the fast miles which have been credited to him as being made on a kite track. While this has been generally thought to be the case, this is the first statement from Johnson himself that the records are not entitled to consideration.—*Springfield dispatch to Boston Herald.*

Denied.

INDEPENDENCE, Iowa, Oct. 7. The dispatch from Springfield, Mass., detailing the particulars of an alleged confession in which the bicyclist, John S. Johnson, of Minneapolis, admitted that he did not ride in the time reported on the kite track at this place a year ago, was not true. There are over a score of the most reputable citizens of this city who held stop watches on Johnson on the several occasions when he started here, and who will swear that he made the time credited to him. Among these is C. W. Williams, as competent a man to handle a chronograph as there is in the country. There were also a dozen or more prominent trotting horse drivers who timed Johnson. It is impossible that there could have been any collusion to make the records faster than they actually were.

[Eck, interviewed at Chicago, last Saturday, also denies the charge most strenuously, together with Rhodes. Johnson was not present.—ED.]

Philadelphia Talks Out!

ASSOCIATED CYCLING CLUBS OF PHILADELPHIA.
Office, 101 So. 5th St.,
Philadelphia, Oct. 6th, 1893.

Editor BICYCLING WORLD: Relative to the National Cycle Show of 1894, the Associated Cycling Clubs of Philadelphia beg to state that we have received assurances from a large number of the leading people in the trade that they will support and exhibit at our show, which will be held in the First Regiment Armory, Broad and Callowhill streets, and we can confidently say that the show at Philadelphia will be the representative show of the year.

We desire also to say that the statements that have gone out from certain sources, that a large portion of the trade have indicated a preference for New York, misrepresent the facts and are misleading. Prominent manufacturers who have been quoted as favoring New York, have written us that they have a decided preference for Philadelphia.

Before announcing the date of the show, we are awaiting some further information from the trade, but in a few days we shall make a definite selection of date. In the meantime we wish to impress upon you the fact that the National Cycle Show will be held in Philadelphia, and that the use of the name by any other association is an unwarranted presumption.

Respectfully yours,

THOS. HARE, Chair. Com.

[*By Wire.*—January 15 to 21 has been selected as the date.]

Another Richmond In The Field.

GEORGE A. PERKINS and Charles S. Howard have decided to run again for the positions of Chief Consul and Secretary-Treasurer of the Massachusetts Division, L. A. W. Mr. A. D. Peck, the present Vice Consul is not a candidate for re-election.

Both the regular and the independent nominees have received the endorsement of a number of the clubs, some organizations favoring one and some the other.

Springfield Endorses The Regular Nominees.

SPRINGFIELD, MASS., Oct. 10, 1893.

EDITOR BICYCLING WORLD: We as a club endorse the ticket as presented by the nominating committee of the Massachusetts Division of the L. A. W.

SPRINGFIELD BICYCLE CLUB,
A. S. HASKINS, Sec'y.

The Somerville Club also endorse the regular ticket and have nominated Mr. David R. Harvey as Representative.

Send 50c. to us for copy "Zimmerman on Training." The book not only covers points on training, but points for tourists, care of wheels, records, and a host of valuable information.



IF there is any more burning question among the trade at this present time of writing than that of next year's prices I do not know it. Secondary is even the troublesome cycle show problem or that of next year's models; for while all of the trade will most certainly not attend *two* shows, they are quite content—the majority of them—to let things drift for the present without committing themselves to either New York or Philadelphia; and as for models—well, I fancy the buyers are going to see very few radical changes in either design or construction, the changes in contemplation being mainly of detail.

But when you come to talk of prices—well, now!

There have been lots of interviews written up and much space wasted by each one of the cycling papers in endeavors to make the trade believe that it alone knew it all and had hit the nail on the head in its prophecies, and the latest of these stories came by way of Chicago last week, through the columns of one of the Chicago papers.

After putting itself on record as saying that "The Pope Manufacturing Company, the Overman Wheel Company and the Gormully & Jeffery Manufacturing Company will list their best 1894 machines at $150," it goes on to say: "Negotiation are afoot between two and I think three of the largest manufacturers relative to the adoption of a list price of $100," this statement being based upon the strength of an interview said to have been had by a Western agent of the Pope Company with Colonel Pope himself during a visit to Boston, the interview having been entertaining and instructive inferentially from a free discussion on the price question.

All of which is odd, as I said before, when I recall an interview had with the Colonel last week on this very subject.

"WHAT!" said the Colonel; "Give you a scoop on '91 prices? Well, that is cool!"

"I'll tell you what it is, Mr. Ariel, you go and talk to Pattison or E. W. and you'll find they know more about '91 prices than I do, for I really haven't given the subject much *serious* thought as yet. When the time comes our heads of departments will come together, and then, and not till then, will the price for next season's goods be settled."

"Of one thing you can be sure: We shall give, as heretofore, the best value possible for the price we ask, but what that price will be, no one—not even I, myself knows."

"When our catalogue appears the figure decided on will be made public; until that time we know nothing. In fact, as I said before, I really don't know myself."

I presume this is final.

NEVERTHELESS I will hazard a guess as to the prices of the leading firms:

High grade road wheels for next year, about $135.

High grade light special mounts, about $150.

And there are always those who demand and will have the best.

THERE is one point, however, which I believe will be retained on Columbia road machines next season, and that is the band brake.

Introduced on this year's mount it was with considerable misgiving that I proceeded to trust myself entirely to its efficacy on some long and dangerous hills, but as time went on and it never failed me once, I began to have a degree of confidence in it that would have surprised myself a short time before.

While it is somewhat more complicated than the front brake—all rear brakes are, so far as that goes—it is one of the most thoroughly reliable checks to the speed of a machine that a man could wish. On the steepest grades, and at the highest rate of speed, its prompt application will check the momentum of the wheel within twice its own length, and as the value of such a reliable device must be self evident it is no wonder that the Columbia band brake is to be a feature on the new Columbias.

The proper place for a brake—whether for a bicycle or a locomotive—is on the driving wheel. More than one header have I seen taken from safeties which had the brake in front, caused by its too sudden application, and while the front brake is very much the cheaper method of construction and possesses some advantages over the rear one, the power and control over a machine afforded by the latter will always be a strong argument in its favor.

SANGER'S repeated defeats during the past fortnight, at Philadelphia, Scranton, Reading and Waltham are easily accounted for when one knows the man.

Of all the first-class racing men the Milwaukean is the one who probably requires the hardest work to get and keep in condition. He puts on flesh very rapidly and unless the weather is hot he must be kept hard at work to keep his weight down. With the advent of cold weather he at once begins gaining and it is said that he will do a great deal of gymnastic work throughout the winter so as to be in condition when the season opens next year.

And I am inclined to think that 1894 will be Sanger's year.

"TELEMACHUS" gave utterance to a heresy week before last which I cannot permit to pass unchallenged.

In speaking of the construction of the safety he said, substantially, that the lower the crank hanger the more comfortable the wheel. Now as a matter of fact, the first safeties had the crank hangers built so low that the pedals frequently struck the ground when riding over uneven surfaces, and as time went on and makers learned better the crank hanger was gradually raised until now it is on a level with the axle of the rear wheel; and it has been found that this has brought about greater steadiness of steering as well as less liability to skid. Not only this but the latest development in the bicycle (which was depicted in the BICYCLING WORLD last week) is a new model just brought out by several firms in England, in which the lower tubes run direct from the rear axle to the bottom of the steering head, in a straight line, the usual diamond frame being built above this, and of course this method of construction raises the pedals and the rider some ten inches or so higher than in the present models, the advantages claimed being a higher elevation from the road, yielding that greater freedom from dust and dirt which has been one of the drawbacks of the low wheel, and also increased steadiness of steering, this latter being, it is claimed, more nearly like the old "ordinary" steering than anything yet put out in the safety line. One of its best points moreover is the fact that it is said to be entirely free from side skidding, the machine running steadily and smoothly through mud and greasy setts.

All of which goes to show that the tendency in the model of the future will be toward an elevation of frame instead of a decrease in height.

STARTED by the hand of some irresponsible scribbler the story has gone the rounds of the daily press, and in many instances has been copied into the cycling papers, that Meintjes' five mile record ride at Springfield was futile because of Mr. Culver, who acted as referee on that occasion, being, as they claimed, a professional, and therefore the record was not allowable under the rules of the L. A. W.

While it would be a useless task to even attempt to set right the thousands of errors and misstatements which originate in the minds and at the hands of the space writer, in this particular instance a correction is necessary owing to the importance of the matter. While Mr. Culver, who is a paid trainer, was technically a professional, he had never been so officially declared, and owing to this oversight had renewed his membership in the L. A. W. and was a member in good standing at the time the record was made, his expulsion from the ranks not occurring until a fortnight afterwards when official attention had been called to the matter. Under these circumstances therefore, Mr. Meintjes' records will stand, for it will be accepted by the Racing Board if all the requirements as to signatures and details have been complied with. And Springfield knows its business too well not to have seen to all this, and therefore that record is as good as on file.

AS it turns out, the Associated Cycling Clubs of Philadelphia have determined to run their Cycle Show, New York to the contrary notwithstanding.

Mr. Thomas Hare, who, as in years past, is chairman of the Cycle Show Committee, was in Boston last Monday interviewing the more prominent manufacturers, and from the assurances of support which he received he was enabled to declare positively that Philadelphia would hold a Show, the date being the only unknown quantity.

The smaller makers, particularly, appear to prefer an early show—sometime in December, say about the 11th—while the large manufacturers say that January would suit them better. In fact several of the largest houses will not exhibit if the show is held in the early part of December, for it is shrewdly surmised that the smaller concerns wish for the early date simply and solely in order to force the arbiters of the trade into showing their hands and fixing the prices for next season. Which it is safe to say will not be done.

Meanwhile the New Yorkers are also on exhibition purposes bent, but it is not likely that two shows will, or can be, successfully run, and whichever place secures the big fish will have *the* exhibition of the season.

AND so Johnson has made a clean breast of it (I must confess that it seems almost incredible that he should have done this!), and after a year's time we find out that the famous L56 3-5 was nothing but a fake, a pure unadulterated every-day fake, conceived in the fertile mind of Tom Eck, and born of the plastic Mr. Johnson and the willing assistants who acted as officials.

While this mile—which paralyzed the entire cycling world when its announcement first flashed along the wires—always was received with a very large grain of doubt by the well-posted, and never was accepted by the L. A. W. Racing Board as a record, it has been uniformly claimed by the Johnson-Eck combination as genuine, yet their very failure to submit the necessary signatures to the form required by the League in claiming records was in itself more significantly suspicious than anything else connected with the affair. For that record, if a genuine one, possessed a commercial value of great importance from an advertiser's standpoint, and that it should not have been insisted on was more than calculated to create a large and well-defined doubt.

At the fall meeting of the Racing Board, held in Chicago last year, the claim for the performance came before that body in typewritten form, with typewritten signatures, and (being of course promptly rejected although it was immediately returned to the sender with advice that it would be duly considered when properly attested by the written signatures of the referee, judges and timers, nothing further was ever heard from it, and the failure to comply with the simple requirements of the board was the strongest reason which served to cast discredit upon it.

And now comes the news that Johnson has confirmed the popular opinion.

Curious!

It might be of exceeding interest if one could only find out the why and wherefore of Johnson's talking at this time!

[*Later.*—Since this was written Messrs. Eck and Rhodes deny the truth of the reported interview with Johnson.—ED.]

Ariel

Send 50c. to us for copy "Zimmerman on Training." The book not only covers points on training, but points for tourists, care of wheels, records, and a host of valuable information.

LIKE AUTUMN LEAVES

The Records Fall.

AND THE

Union

Gathers Them In.

Hold your breath and read this colossal list of World's Records.

DATE.	DISTANCE.	START.	TIME.
Sept. 4, 1893.	1-4 mile.	flying,	25 4-5s
Oct. 3, 1893.	1-2 mile.	flying,	56 3-5s
Oct. 3, 1893.	1-2 mile.	competition,	1 m 00 2-5s
Oct. 3, 1893.	3-4 mile.	flying,	1 m 29 3-5s
Oct. 5, 1893.	3-4 mile.	standing,	1 m 30 3-5s
Oct. 3, 1893.	1 mile.	flying,	1 m 58 1-5s
Oct. 5, 1893.	1 mile.	standing.	2 m 1 3-5s
Sept. 28, 1893.	2 miles.	standing,	4 m 15 3-5s

These records were made by Willie Windle and Harry Tyler on the fastest wheels ever built, the

UNION.

Union Cycle Mfg. Co.,

HIGHLANDVILLE, MASS.

BRANCHES.

BOSTON. PHILADELPHIA.
SPRINGFIELD. CHICAGO.

Cut Prices!

WHY?

Why are some bicycles sold under list? There is but one **honest** answer i. e. **they** are **not worth** the list price.

"Fine Finish"

of their bicycles seems to be **all** some manufacturers have attempted to perfect—but what is **under** the enamel? What quality of rubbing? What kind of workmanship?

A Gang

of counterfeiters have been operating for the past 18 months in Jersey City. They passed their money easily because it was "finished nicely," but it **did not wear.** If it had stood the test of **use**, they would no doubt be out of jail to-day.

Our Wheels

bring list price, for **one** reason only, i. e. they **are worth** it. We make medium-priced bicycles, and they stand the best test-use.

The Result

is the best proof. We make more bicycles (and they are sold at list) than any other manufacturer in America. We are not bragging, but the public appreciate our efforts, by buying our output.

We will continue to make the best bicycle that can be made for the money. They **will wear.**

R. L. Coleman Co.,

Sole Eastern Agents,

35 Barclay Street, New York.

WESTERN WHEEL WORKS,
CHICAGO, ILL.

PRICES OF BICYCLES.

L. A. W. 33032 Sings An Old, Old Song—Won't Some Manufacturer Who Knows Talk?

EDITOR BICYCLING WORLD: The League organ has been accused repeatedly of favoring the manufacturers rather than the members of the League, of being the organ of the trade supported by the riders. You yourself came very near admitting this to be true. I think, however, this may be, as the organ of the riders of this country your constant discouragement of any discussion of prices and profit and editorial opposition of reduction of prices comes with a bad grace.

[Our correspondent is mistaken. We never have opposed a reduction in prices. On the contrary we have stated it as our belief that the prices would come down next season. What we have said is that neither now, nor at any future day, can a $150—or whatever the retail price is—bicycle be bought for $75. It is unnecessary and worse than useless to repeat arguments to those whose minds are already made up, and it is therefore enough when we reiterate that when a dollar's worth of gold can be purchased for fifty cents, then will it be possible to get a first-class machine for the price of a third rate one. Why do not these buyers invest in the $75 wheels; they are not compelled to buy $150 mounts if they don't want to?—ED.]

That the bicycle business is in a bad way goes without saying. Many large concerns have closed. One has only to walk along bicycle row in Chicago to see that more than one-half of its stores have closed and I have yet to meet a dealer who claimed to be making any money.

There are numerous reasons for this, but one is that the prices charged have been extravagant, deterring new riders from taking to the sport. I want to say that we older riders are capable of taking care of ourselves. Our wheels never cost us the full price. [What kind of machine does L. A.W. 33032 buy below list price? Certainly none of a number of the oldest and best-known makes in the country which we could mine. ED.] The price at which all standard wheels are listed and ordered sold—$150—is too high, giving

AN ENORMOUS PROFIT

to every one handling them. It is the truth absolutely, that of the wheels sold at this price none cost the retailer or agent over $110 and many of them of the highest type not to exceed $95. One company manufacturing excellent wheels listed at the beginning of the season at $150 reduced its retail price to $95, its wholesale price or better its agents' price being $75, still undoubtedly leaving a profit without reducing the quality of its wheels.

The trade for 1894 will meet a new trouble. The 1893 wheels are practically perfect in tires and workmanship and will answer very well for a second season. They show no signs of wear except the lengthening of chain, and as the weight, 30 to 34 pounds, has proven satisfactory, it is not at all probable that the road riders and men who ride for business and pleasure will next year, as they have in the past, buy new wheels. New riders must be depended on and you can not get enough of them to buy $150 machines to justify the enormous investment of capital in the business.

The majority of riders now pay only $125 for machines and many only $100 to $110 for standard machines of the highest grade. But beginners are not yet acquainted with the ropes and the $150 for a pleasure vehicle is beyond their ability.

We do not want as you once said $150 wheels for $100 but want to insist that there are no $150 wheels made. L. A. W. 33032.

Lafayette, Ind.

HIS HUNDREDTH WIN.

Zimmerman Makes a Century Mark in First Prizes—Freehold Sees It Done.

RED BANK, N. J., Oct. 5.—The first race meet of the Freehold Cyclers, held at the Fair grounds to-day was a success in every way. Freehold is near Manasquan, Zimmerman's home, and the inhabitants turned out in force. Early in the day the people commenced to arrive on trains and by wagon, until the main streets of the town were thronged. To further attract a crowd, the earlier part of the day was given over to the volunteer firemen, who paraded through the principal streets.

In the novice race the winner had attached to his front wheel an attachment to accelerate speed on hills, worked by the handle bars, the merits of which were demonstrated by handing him a winner by a long lead.

It was in the half mile open that Zimmerman fulfilled his promise and won his hundredth victory. In this event the men were bunched into the stretch, when Zimmerman left the others standing, and won by ten yards.

In the one mile tandem Hoyland Smith and George A. Banker won, but were disqualified by their starter overstepping the tape. This gave the race to Blauvelt and Royce, who beat out Willis and mate.

The summary:

One mile, novice—George Rappleyea, first; V. Cloke, second. Time 2.43 2-5.

Half mile, open—A. A. Zimmerman, first; George A. Banker, second; E. C. Bald, third. Time 1.17 1-5.

One mile, tandem—E. L. Blauvelt and G. Fred Royce. Time 2.30.

One mile, 2.00 class—Harry M. Maddox, first; Fred. Stafato, second. Time 2.45 1-2.

One mile, open—George A. Banker, first; E. C. Bald, second; E. L. Blauvelt, third. Time 2.35.

Two miles, 5.20 class—E. C. Bald, first; George C. Smith, second; G. Fred. Royce, third. Time 5.23 1-5.

One mile, handicap—George A. Banker, 30 yards, first; Raymond MacDonald, 100 yards, second; Paul Grosch, 70 yards, third. Time 2.19 2-5.

Two miles, Monmouth riders only—Harry Maddox, first; W. A. Hankinson, second; Harry B. Martin, third. Time 5.53.

Two mile, handicap—A. A. Zimmerman, scratch, first; George A. Banker, 80 yards, second; J. A. Willis, 120 yards, third. Time 5.07 2-5.

JOHNSON SCORES.

Takes the Open Events at Syracuse—No Other Cracks Present.

SYRACUSE, N. Y., Oct. 7.—The races at Phœnix yesterday were attended by a large crowd. Johnson rode in two races, winning both with ease. John Wilkinson beat Gardner out in the two mile Onondaga County championship, while Fisher, McTaggart, Foell, and Murray also did good work. The track could not have been in better condition. There were two bad spills during the day but with no serious results. In the first heat of the mile handicap, Wilkinson, Murray and Foell were piled up, and in the stretch of the final heat, Murray and Foell went down when they were within 20 feet of the finish. This allowed Fisher to win, and Foell entered a protest, claiming that he would have won had he not been fouled by Murray. The matter will go before the Racing Board for decision. The summaries:

Half mile open—Johnson, first; Foell, second; Fisher, third; McTaggart, fourth. Time 1.15.

One mile open—Johnson, first; Wilkinson, second; McTaggart, third; Foell, fourth. Time 2.33 2-5.

Two mile, Onondaga County Championship Wilkinson, first; Murray, second; Gardner, third. Time 6.30 4-5.

One mile handicap, *final heat*—Fisher, first; Benjamin, second; Gardner, third. Time 2. 44 4-5.

Two mile handicap—Gardner, first; McTaggart, second; Foell, third. Time 6.38.

SCHOFIELD INJURED

In a Smash-Up on Manhattan Field—Where was Wheeler?

NEW YORK, Oct. 7.—At the races of the Cash Prize League, which took place this afternoon at Manhattan Field, J. W. Schofield, the Englishman, was seriously hurt, and four other riders were injured. It was in the home stretch of the third race that Schofield, who was in the lead, slipped his pedal, and, the wheel turning under him, he was thrown violently to the track, Hess, Ashinger, Rice, Starbuck, and Martin, all piling up over the wreck. Schofield was carried unconscious to Manhattan Hospital. His injuries are reported to be serious. The others were attended by surgeons on the field and taken home.

The match race between Schofield and Wheeler did not take place, owing to the absence of the latter. Summary:

One mile, safety, final—J. W. Schofield, first; C. W. Price, second; J. A. Newhouse, third. Time 2.18 3-5.

One mile handicap—William Martin, 100 yards, first; Frank Albert, 150 yards, second; C. W. Ashinger, 150 yards, third. Time 2.23 1-5.

Two mile handicap—H. Kanaska, 115 yards, first; Frank Albert, 270 yards, second. Time 4.57 2-5.

Five mile handicap—B. C. Bettner, 180 yards, first; E. C. Kluge, 120 yards, second; Frank Albert, 360 yards, third. Time 13.21 2-5.

One mile consolation race was won by A. Hosmer. Time 2.41.

Long Island Races.

BROOKLYN, Oct. 7.—At the races on the Queens (L. I.) Athletic grounds this afternoon the summaries were as follows:

One mile novice—Eugene Oswald, first; H. D. Borrell, second. Time 2.52.

One mile handicap—J. A. Cramer, first; C. B. Cutler, second. Time 2.31 1-5.

Two mile handicap—B. Smith, first; J. A. Zipp, second. Time 5.22.

One mile scratch—F. G. Brown, first; F. G. White, second; H. J. Bird, third. Time 2.15 2-5.

Five mile, Championship of Long Island—F. G. Brown, first; G. B. Smith, second. Time 14.53 2-5.

One mile match race—Won by Cyril Hendrickson.

Fair Day Races.

ATTLEBORO, MASS., Oct. 1.—To-day was wheel day at the Attleboro Agricultural Association's fair. Winners of the events:

One mile novice—Won by Walter Young. Time 2.56.

One mile championship—Won by J. E. Tarment. Time 2.44 2-5.

One mile, open—Won by Monte Scott. Time 2.33 1-5.

One mile handicap—Won by J. C. Wettergreen. Time 2.23.

Hyde Park Rovers Race.

HYDE PARK, MASS., Oct. 7.—The Hyde Park Rovers held a ten mile handicap road race this afternoon. The run was to Dorchester via East River street, the starting point, Everett square and return.

There were fifteen starters. A. W. Corbett and Warren Reynolds started from scratch. The handicap time was from one to five minutes.

The race was won by Arthur French of the Rovers, a five-minute man, in 36 minutes. This is French's first race, and he made a good showing. The second man in was Warren Reynolds, who won the time prize in 32.32.

Southern California's Meet.

LOS ANGELES, CAL., Oct. 1.—The first annual meet of the Southern California Division of the League of American Wheelmen was opened at Athletic park yesterday afternoon. The summary of the races:

One mile, maiden—J. J. Long, first; B. G. Gillette, second. Time 2.46.

Half mile, Division championship, *first heat*—J. W. Cowan, first; Ballentine, second. Time 1.13 1-2. *Second heat*—C. M. Smith, first; W. A. Burke, second. Time 1.10 2-5. *Final heat*—J. W. Cowan first; Smith, second. Time 1.15.

Half mile open, *first heat*—H. E. McCrea, first; L. W. Fox, second. Time 1.11 1-5. *Second heat*—C. M. Smith, first; Burke, second. Time 1.19 1-5. *Third heat*—P. Kitchen, first; F. W. Holbrook, second. Time 1.17 3-5.

One mile, 2.30 class, *first heat*—W. S. Raby, first; T. Q. Hall, second. Time 2.47. *Second heat*—C. Castleman, first; J. P. Percival, second. Time 2.35 3-5. *Third heat*—C. Shoemaker, first; F. W. Holbrook, second. Time 2.41 3-5. *Final heat*—Percival, first; C. Shoemaker, second. Time 2.36.

Mile handicap—T. Q. Hall, 50 yards, first; Kitchen, 30 yards, second. Time 2.27 1-4.

One mile, open, *first heat*—W. A. Burke, first; J. W. Cowan, second. Time 2.34 3-5. *Second heat*—H. B. Cromwell, first; W. M. Jenkins, second. Time 2.40 2-5. *Third heat*—Fox, first; McCrea, second. Time 2.32.

Three mile, Division championship—Burke first; Shoemaker, second. Time 8.22 2-5.

Large Audiences.

ABOUT 12,000 people witnessed the three days' fair given by the Stafford Agricultural Society. The cycle events were:

Oct. 3.—Half mile handicap—H. B. Howard, 50 yards, first; C. R. Newton, scratch, second; H. O. Converse, 75 yards, third. Time 1.08 2-5.

Oct. 5.—One mile handicap—C. R. Newton, 40 yards, first; A. S. Pease, 120 yards, second; F. H. Allen, 90 yards, third. Time 2.24 1-2.

Half mile, open—C. R. Newton, first; A. W. Warren, second. Time 1.20.

Twenty Miles In Canada.

TORONTO, Oct. 7.—This was a big day for Toronto bicyclists, who turned out by thousands to see a twenty mile road race, a race between a Toronto trotter and a Buffalo professional wheelman, and an attempt by Orton to break the American mile record. As record breakers the events were a failure and the horse beat the wheelman.

Two dozen riders started in the 20-mile road race. Hyslop, the Canadian champion and Marshall Wells of New Jersey were scratch. Ten miles were made in 33m. The race was won by A. Boigoine, Toronto Club, who got 13 1-2 minutes' start; A. Rogers of the same club, second. Time 1h. 7m. 29s. This was 6 1-2 minutes slower than the road race here in July.

The two time prizes, gold and silver medals, went to Bert R. Livermore, scratch man, actual time, 31.03, and Hollis A. Adams, also scratch, actual time, 31.05.

Hartford's Century.

THERE were twenty-three members of the Hartford (Ct.) Wheel Club who started on the fourth annual century run Oct. 1. Of these, nineteen finished in 6 hours 58 minutes actual riding time, beating all previous club records.

C. Ford Seeley made quite a record over the same route, riding it alone. He started at 7 A. M. and finished at 1.50 P. M., being only 6 hours 59 minutes on the road.

William Harding also rode alone. His time on the road was 7 hours 20 minutes, and his actual riding time 6 hours 40 minutes.

Those who finished were as follows: Geo. C. Dresser, Fidet Babser, J. L. Cook, M. A. Potter, Wm. Frayer, Oscar Cedarwall, T. W. Laiman, Chas. H. Wood, C. C. Maslen, F. T. Reid, F. H. Nicholson, Wm. Loomis, Harry C. Proctor, A. E. Banks, E. W. Heyer, J. H. Jones, A. A. Francis, C. Ford Seeley and Wm. Harding. Francis and Loomis rode a tandem.

Colt Club Ride a Hundred.

THE third annual century run of the Colt Bicycle Club was had over the Wethersfield, Hartford, Springfield and Holyoke course, Oct. 8. The start was made from the club house at 6 A. M., and three men, Robert Alexander, Richard Tracy and Frank Hudson arrived at 2.49, their actual riding time being six hours and thirty-four minutes. This is the fastest time ever made in a century run over that course. The second trip to Holyoke was made in twenty-eight minutes. Those who finished were:

Robert Alexander, Richard Tracy, Frank Hudson, John Moran, Sam Colt, C. B. Mullen, H. C. Merritt, R. H. Bemish, George Cox, E. T. Fricke, George B. Clark.

At Allston.

THE first bicycle road race of the Allston (Mass.) Bicycle Club took place last Saturday afternoon. The course was ten miles in length and the start was made shortly after four o'clock from Harvard avenue, near the engine house. The course was up Harvard avenue and Beacon street, twice around the lower basin at Chestnut Hill and return. There were 22 entries.

The merchants of the town offered several prizes for the winners, who were as follows:

H. E. Gokey, H. L. Dane, Robert Pillow, Fred St. Onge, H. H. Woodbury, P. J. O'Connell, Harry J. Bennett, Harry Penton, Cam Hunt, Alfred Cummings and C. P. Stetson.

The first four men's time was as follows:

H. E. Gokey, 4m. handicap, time 33.35; H. L. Dane, 3m. 30s., time 35.00; Robert Pillow, 3m., time 36.05; Fred St. Onge, scratch, time 36.21.

A New Hundred Miles Record.

R. C. CRAWFORD, Wishaw, started on Sept. 21 to reduce Lacalle's 100 miles record. He was well paced, and got inside previous best at 23 miles, his time for that distance being 1.05.35 3-5, as against the record of 1.06.22 4-5, standing to the credit of S. Dutton, and continued to improve on existing records to 33 1-4 miles, which he accomplished in 1.35.22 3-5. He had been gradually slowing, and at the next lap he was outside record, and continued so until the half distance had been more than covered. At 51 miles he again got under previous times, keeping inside for five miles, when he again fell away. He caught the record again at 58, and kept the lead all the way, being at one time (90 miles) as much as 1.50 4-5 better than record. After this Crawford began to fail rapidly, but he never lost his hold entirely, and at the finish he had beaten record by 3.33 2-5. The following are his times at each ten miles, with the previous best:

	Crawford's Time.		Lacalle's Time.	
	H.	M. S.	H.	M. S.
10	0	28 26	0	28 32 2-5
20	0	56 40 1-5	0	58 20
30	1	26 28 2-5	1	26 36 3-5
40	1	57 32 2-5	1	56 28 2-5
50	2	28 43 2-5	2	27 23 2-5
60	3	2 6 3-5	3	12 41 2-5
70	3	34 4 1-5	3	46 27 2-5
80	4	7 29 1-5	4	20 24 1-5
90	4	40 37 2-5	4	55 28 1-5
100	5	23 55 2-5	5	27 29 1-5

—Scottish Cyclist.

Records, Paced and Unpaced.

ON Sept. 21, at Herne Hill, the only successful attempts at record were those of T. Relph, the Midland flyer, who tied Harris's mile time of 2.07 2-5—a splendid performance considering the cold wind which prevailed—and the reduction of the flying quarter tandem safety time by Harris and Aram, to 26 4-5. The same pair went on for the flying start mile, and did 2.06 1-5, but this is not yet a recognized record.

On Sept. 22, Lewis Stroud determined to try and improve the mile tricycle record of 2.28 2-5, which was made by A. F. Isley earlier in the season. Stroud was successful in improving everything from and including a quarter mile. His times were:

Mile.	Stroud's Time. M. S.	Previous Best. M. S.
1-4	0 33 1-5	0 35 2-5
1-2	1 13 3-5	1 13 3-5
3-4	1 50 3-5	1 52 3-5
1	2 28	2 28 2-5

On Saturday afternoon a considerable number of people collected at Herne Hill to witness the unpaced time trials. The weather was cold and raw, and a strong breeze was blowing. Altogether nine trials were made, Pope, Relph, and Southwell each making two attempts, and Fowler, Millard, and Atto (the Pickwick veteran) one each. The previous best unpaced mile stood at 2.19 2-5, to the credit of Zimmerman. Pope and Relph were streets ahead of the others, the former securing the half, three-quarter, and mile records, and the latter the quarter mile. Their times were:

	M. S.
F. Pope, Alfreton, quarter mile	34 2-5
F. Pope, Alfreton, half mile	1 6 1-5*
F. Pope, Alfreton, three quarter	1 41 3-5*
F. Pope, Alfreton, one mile	2 18 2-5*
T. Relph, Bordesley C. C., quarter mile	34 1-5*
T. Relph, Bordesley C. C., half mile	1 7 4-5
T. Relph, Bordesley C. C., three quarter	1 44 4-5
T. Relph, Bordesley C. C., one mile	2 19 1-5

*Denotes record (unpaced).

Osmond and Merry paced Lewis Stroud, who had designs on F. Bramson's quarter-mile tricycle record (flying start) of .32 2-5. Stroud improved this by 4-5s., his time being .31 4-5.—*Scottish Cyclist.*

THE Hartford Cycle Company's road race, which was held on Saturday afternoon, Sept. 30, was won by James Mara, one and a half minute handicap, whose time was 39.22. J. J. Adams, the scratch man, made the best time, he covering the distance in 39.20 2-5.

RAPID RACERS RIDE RAMBLERS REDUCE RECORDS

WILBUR F. EDWARDS.
At Sacramento, Cal., October 2, made a
New One-Mile Record for the Pacific Coast—Time, 2.15.

GEO. FITZSIMONS.
At Raleigh, N. C., Sept. 22, established a
New Quarter Mile State Record. New Half Mile State Record.

CHAMPIONSHIPS RECENTLY WON ON RAMBLERS:

1 mile Virginia L. A. W. State Championship—F. A. L. Shade.
3 mile Virginia L. A. W. State Championship—F. A. L. Shade.
1-2 mile No. Carolina State Championship—Geo. Fitzsimons.
1 mile Pacific Coast Championship—Walter Foster.
1-2 mile Three County Championship, Portsmouth, O.—W. E. Taylor.
1-4 mile Three County Championship, Portsmouth, O.—W. E. Taylor.
County Championships at Willimantic, Conn.

"THESE GENTLEMEN RIDE FOR MEDALS." "THEY RIDE RAMBLERS AND GET THEM."

Only a few race meets were held since our last report, but "Copper Rimmers" seem to have captured the lion's share of prizes:

89 PRIZES,
INCLUDING 25 FIRSTS, 22 SECONDS.

Portsmouth, Ohio,	11 prizes, 5 firsts.	San Francisco, Cal.,	3 prizes, 1 first.
Oshkosh, Wis.,	8 prizes, 5 firsts.	Brooklyn, N. Y.,	5 prizes, 1 first.
Ionia, Mich.,	14 prizes, 2 firsts.	Waltham, Mass.,	5 prizes, 1 first.
Sacramento, Cal.,	10 prizes, 4 firsts.	Pontiac, Ill.,	3 prizes, 2 firsts.
Wilmington, Del.,	6 prizes, 3 firsts.	Hebron, Neb.,	1 prizes, 1 first.

"WINNERS RIDE RAMBLERS BECAUSE THEY ARE FAST—RAMBLERS, OF COURSE."

GORMULLY & JEFFERY MFG. CO.

CHICAGO. BOSTON. WASHINGTON. NEW YORK. COVENTRY. LONDON.

A Philadelphia Record.

THE annual five-mile handicap road race of the Oxford Wheelmen of Philadelphia was held last Saturday afternoon, over the five-mile course on the Bala and Bryn Mawr turnpike, from Bryn Mawr to City Line. Sixteen men started. The race was won by J. Evans in 13.45, with Hunter, the scratch man, second. Charles Lagen, of the Century Wheelmen, started shortly after the race to make a record for the course, and succeeded in lowering the figures from 13 minutes to 12 minutes 9 seconds.

Coast Records.

AT the Sacramento (Cal.) meet on Oct. 3, several Coast records were broken. In the one mile handicap, won by W. J. Edwards of San Jose, who started from the scratch, the mile was run in 2.15, lowering the Coast record by 13 seconds.

The two mile Coast record (5.09) was broken by Otto Zeigler, who made the distance in 4.49.

A Brockton Fair.

THE Brockton (Mass.) fair was as successful as usual, and the bicycle races of each day during the latter part of last week, drew large crowds. The principal event was the ten mile race on Oct. 6, which was won by Tracy, with Steele second. Time 33.45.

The 100 Miles Tandem Record.

ON Sept. 27, Messrs. Burgess and Cole, of the North Road (England) Cycling Club, rode a tandem safety bicycle 100 miles in 5.30.32, unassisted by wind or pacemakers. The previous record was 5.40 longer, and was made with the assistance of three tandem crews pacemaking all through. Burgess and Cole rode the first 50 miles in 2.22.57, the record being 2.21.11, made by the assistance of the wind and pacemakers.

TRENTON, N. J., Oct. 9. The Mercer County Wheelmen held their second race meet to-day on the Inter-State Fair Ground. The principal event was the fifteen mile road race from Marshall's Corner. J. Augus, Jr., who was limit man, started at 2.17, and the scratch man was A. R. Rogers at 2.22. The first to reach the track was John Wilks, with 7 1-2 minutes' handicap; next came H. B. Tomlinson, 2 minutes, followed by C. H. Rogers, 3 minutes. During this run there were several accidents, the most serious happening to W. H. Arnold, who was thrown from his wheel and badly cut and bruised. The time winner was C. B. Tomlinson in 1.01.

THE Woodward and Rogers' employees had a six mile road race at Hartford, Conn., over the Windsor avenue course on Saturday, Sept. 30, which was won by S. P. Ledyard who, with a handicap of two minutes, finished in 23.44 1-5.

Press Club's Open Century.

THE third annual open century run of the Press Cycle Club, of Boston, will be held Wednesday, October 18.

In order to satisfy the demands of faster riders, there will be two parties. The first party will average nine miles per hour, and will leave the clubrooms, 31 and 46 Warren avenue, at 6 A. M. Second party will average twelve miles per hour, and will leave same place at 7.30 A. M. The former will have breakfast at Salem, while the latter will go direct to Newburyport for dinner.



The souvenir, of which the accompanying cut is a copy, is of bronze, and very handsome.

Entries will be received by A. W. Pease, Secretary, or B. W. Isfort, Captain, 44 Warren avenue. Entrance fee $1.00. Entries close Sunday, Oct. 15.

Will Take A Rest.

CHICAGO, Oct. 5.—Having traveled over 20,000 miles in the last three months, raced fifty-five days in thirty-five different cities, and captured over $16,000 in prizes, Bliss and Dirnberger have decided to withdraw from the racing path directly after the Chicago races on Friday and Saturday. These two, with G. F. Taylor, who remains in the East to complete a course in dentistry, and H. A. Githens, comprised the celebrated Rambler team, which has, individually and collectively, traveled more miles in less time and raced at more meets than any other team in the country.

In every meet they have taken a large share of the prizes, and one and all feel the need of a winter's rest. So Southern trip, record breaking, and, in fact, all further racing, have been abandoned.

Zimmerman Dined.

ARTHUR A. ZIMMERMAN was banqueted by his friends on Monday evening at Hamblen's Hotel, New York City. The dinner was in honor of the one hundred and one firsts which he has won this year, and it was a thoroughly enjoyable occasion, the guests being Zimmerman's personal friends and fellow riders.

To-morrow (Saturday) Zimmerman, Wheeler, Smith, Banker, and others, sail for Savannah on the steamer Kansas City. Wheeler expects to return in a few weeks and go to Europe.

Kaufmann Beats Barber.

LAST Friday night the people of Rochester were treated to the long-looked-for trick riding contest. Barber and Kaufmann for five hours gyrated and performed on the high wheel. Barber led on the unicycle, while Kaufmann clearly outpointed him on the bicycle.

After the match the judges gave out the official score: Kaufmann, 641 points; Barber, 636 2-5 points.

Arthur K. Peck Nominated For Representative.

MR. ARTHUR K. PECK has received the independent nomination for representative in the Massachusetts Division and has been endorsed by J. E. Tippett, A. D. Peck and E. C. Wade of the Massachusetts Club; H. W. Robinson, Charlestown Rovers; Spencer T. Williams, Malden Bicycle Club; B. W. Isfort and A. W. Pease, Press Cycling Club; David Harvey, Somerville Cycle Club; A. Frothingham, Union Cycle Club, and several other of the leading clubs in this vicinity.

Drawn By a Thread.

ONE result of bicycle building was the introduction of pneumatic tires on trotting sulkies. Another is likely to be the use of ball bearings on vehicles. A carriage builder who has been experimenting in this direction found that with ball bearings on the axles a horse car weighing 11,690 pounds could be started and moved freely with three strands of No. 50 Coate's cotton thread. —*Exchange.*

Out In Illinois.

THE Peoria (Ill.) *Herald* is authority for the statement that Mr. F. W. Geroald, the Chief Consul of that Division, will not again be a candidate, and the name of Harry Rouse, the well known Peorian, has been suggested for the position. If Mr. Rouse would consent to run, he would be most unmistakably the man for the place, bringing to it enthusiasm, ability and experience. Mr. Rouse is one of the oldest members of the L. A. W. and has been a prominent figure in cycling for many years.

Ring Tournaments.

EDITOR BICYCLING WORLD: Replying to No. 341 and others I will state that the New Orleans Bicycle Club held contests of this character almost ten years ago.

The time limit, number of rings and distance between standards were varied to suit conditions attending the different tournaments, but the sport was always good and excited much favorable comment at that time.

Yours truly,
C. M. FAIRCHILD, L. A. W. 785.
Chicago, Ill.

Cleveland Also Had Them.

EDITOR BICYCLING WORLD: Regarding the matter mentioned by L. A. W. 344, in your issue of Sept. 22d, "tournament dashes at rings" allow me to say that in the early eighties, about '82 or '83, when we used to have club runs and a bugler, also a "drill corps" the Cleveland Bicycle Club, the pioneer club in this vicinity, on several occasions held such contests at indoor entertainments.

These contests were copied after the practice of regular cavalry men in the riding ring and in a bicycling way we did the same thing many times long before the present enthusiasts knew anything about a bicycle.

Cleveland, Ohio. L. A. W. 792.

Too Much of Even a Good Thing.

EDITOR BICYCLING WORLD: That contingent who delight in the bright and charming things of nature by land or sea will rejoice when the time comes that all the everlasting races have been run, the people gone home, the gates closed, so that mayhaps some one can tell of sundry soul-satisfying tours awheel by sunlit fields, still waters and green pastures, where one can get close to nature's heart.

The cycling papers have seemingly of late tried to cover every page with races unlimited, to the almost total neglect of that larger class of wheel lovers who have nothing in common with the bent-backed scorcher, as he grinds his life out around the track or on the century scrambles that are now too common.

SO SAY MANY OF US.

We who wheel for pleasure or business, and believe in rational use of cycles, think that we should have a page now and then of matter that we can read with satisfaction.

STAMSON.

WELDLESS TUBING.

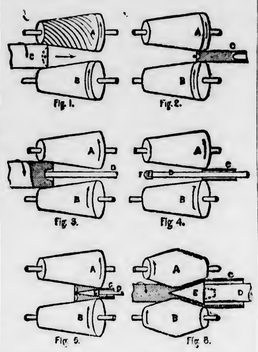
The Mannesmann Process Described—Rolled Out of Solid Bars.

THE following interesting details of the method of manufacturing weldless tubes by the Mannesmann process appeared in the *Scientific American*.

For some time past German rolling mill engineers have been discussing the probability of success of the new method of rolling tubes, which has been invented by Herr Reinhard Mannesman, of Remscheid; but as the inventor has as yet not suffered the details of his process to become publicly known, no very definite opinion could be formed in technical circles. Some engineers here expect the new process to completely revolutionize the rolling of tubes and articles of this kind, while others will only allow the invention a very limited sphere of application, and Herr Martin Balcke, in a paper recently read before the Society of German engineers, even goes so far as to condemn the new system altogether. This criticism is based on the supposition that the tubes produced by the new process are weaker than welded tubes, and that an excessively large amount of power is required to drive the new rolling mill. It need hardly be said that both objections are purely conjectural. Where opinions are thus divided, some definite information on the subject will probably be of interest to the readers of *Industries*, and with a view to lay the facts before them, I recently paid a visit to the works of the inventor and inspected the new rolling mill and some tubes made by it. The invention is protected in Germany by patent No. 34,617, but the specification is so vague that no definite idea as to the details of the invention can be formed from a perusal of its contents. In the German patent the inventor claims to be able to roll in a single pass all kinds of sections, including tubes with ribs and other projections; but as a matter of fact, he has up to the present confined himself to the rolling of straight tubes only. The American patents are more definite, and the sketches which accompany this description are reproduced partly from the American patent specification. The numbers of the American patents are from 361,954 to 361,963.

The only rolling mill on the new plan which has yet been built and practically worked is a small one at the works of the inventor in Remscheid. I have seen tubes of various diameters, and up to ten feet in length, rolled by this mill without a mandrel out of solid blocks of Bessemer steel, Thomas steel, and Delta metal. All the samples were perfect in appearance, and to judge from the manner in which they can be bent and the edges flanged over, the strength of the tubes is certainly greater than that of ordinary welded tubes of the same dimensions and materials. The success achieved with this experimental mill has induced one of the largest German tube works (Ponsgen, of Dusseldorf) to adopt the process, and to set apart a portion of their works for the rolling of tubes on this system. A large rolling mill on the Mannesmann's principle has been there erected, and will be driven by a large engine of 800 horse power, running at 150 revolutions per minute. A second installation on the same system is in course of erection at a tube works in Saarbruck, and a third in Komatau (Bohemia). These facts will show that the new process is of practical importance, notwithstanding the adverse criticism of some German engineers.

The principle on which the action of the new tube rolling mill is based will be understood from Fig. 1, where A and B are two conical rolls, the axes of which are situated in two parallel vertical planes; but each axis is inclined to the horizontal, so that the smaller end of roller A and the larger end of roller B are uppermost. The rolls are preferably provided with spiral corrugations, although this is not absolutely necessary. In the illustration these corrugations are only shown for the roll A, but it must be understood that all the other rollers shown in the figures may be similarly corrugated. The object of the corrugations is to provide a firmer grip on the block which is being worked. If the rolls revolve in the direction shown by the arrows, and a metal block C, be inserted between their smaller ends, it will be gripped by the rolls and revolved, while at the same time, owing to the horizontal component of the rotary motion, the front end of the block will be drawn to the right. It is, of course, necessary to guide the block so as to prevent its jumping out from the rollers. This can be done either by separate guide rolls or by placing a similar pair of inclined working rolls above and below the block. For simplicity of illustration the guiding arrangements are omitted. The effect of the rotary and forward motion imparted to the fibres of the material is to draw them out spirally, whereby the metal is taken from the interior of the block and



transferred to the surface. The drawing-out action on the surface of the block is greatest at the front end, where, owing to the larger diameter of the rolls, the speed is greatest, while at the same time the rear end of the block is prevented from following equally fast by the conveying surfaces of the rolls.

At the beginning of the process a cavity, C, is thus formed, and as the block advances the diameter decreases while the cavity extends, so that when the whole block has passed through the rolls it presents the appearance of a tube open at the forward end, but closed at the rear end, as shown in Fig. 2. A small cavity, c, is also formed at the place where the tube leaves the rolls. A tube is thus formed out of a solid block in one pass, and the dimensions of the finished tube depend upon the form of the rolls, their distance apart, and the inclinations of their axes. It will be seen that this process of rolling tubes is fundamentally different from the ordinary method. In the latter the rolls revolve in opposite directions, so that their working surfaces where they come in contact with the block have the same direction in space, and the block passes at right angles to the axes of the rolls, which are parallel.

In this new mill the rolls revolve in the same direction and their working surfaces, where they are in contact with the block, travel in opposite directions, imparting to the latter a rotary movement, while the block advances approximately parallel to their axes. It is also evident that with this system the tubes can only be open at one end, since the tubular formation must cease as soon as the retarding influence of the conveying surfaces of the rollers on the rear end of the bar ceases. If it be desired to obtain tubes open at both ends, it is necessary to employ a mandrel, as shown in Fig. 3. In this case the block must be well heated before being put between the rolls. The mandrel has the effect of keeping back the centre portion of the block, especially toward the end of the pass.

The illustration represents the moment when the tubular formation has begun, and the bottom of the cavity has come in contact with the end of the mandrel. The other end of this mandrel is supported in a foot step or thrust bearing, so that it can revolve with the block.

In some cases a detachable head, E, is attached to the mandrel (Fig. 4), and when the pass is finished a small quantity of metal, F, is generally torn off the rear end of the tube. If the material to be operated upon is very ductile and soft, previous heating is not required, and in that case a mandrel, D, with a pointed head, E (Fig. 5), is used. The rolls, A and B, then act partly as faced rollers, which push the block, C, over the end of the mandrel. The same apparatus may also be used to reduce the thickness of tubes previously rolled, as above described. The inner diameter is then determined by the size of the mandrel head, while the outer diameter depends upon the distance between the larger ends of the rolls. For certain very soft materials the inventor finds it advantageous to assist the feeding motion of the rolls by providing the mandrel with a screwed head and revolving it by power. In this case the material is fed from the inside as well as from the outside, and the fibres are arranged spirally throughout the length of the tube. In all previous arrangements the size of the finished tube is smaller than that of the original block; but where it is required to produce a tube of larger diameter than the block, Herr Mannesmann adopts rolls of the form shown in Fig. 6. In this case one-half of the rolls act as shown in Fig. 1, while the other half simply serve to enlarge the tube thus formed. The material is also in this case fed forward by the horizontal component of the surface motion of the rolls, and the tubular formation begins slightly before the middle is reached, where the diameter of the rolls is greatest. From that point the metal is spread out by the insertion of a mandrel with a conical head, and thus a tube of larger diameter than the original block is produced.—*Industries*.

Who Invented Wooden Rims?

EDITOR BICYCLING WORLD: I have been a member of the L. A. W. and a reader of your paper for many moons, and this is the first time I have sought your pages, and possibly I might not even now were I not brought up so short by "Telemachus" in your issue of Sept. 29. I am not given to rushing into print, but when a man has been working upon and perfecting an entirely new article for the improvement of our favorite steed, and endeavoring to introduce it against prejudice and established ideas—even laughed at by some, and possibly, may even probably, termed a wood-rim crank—then, as it is beginning to look reasonable and probably a good thing, when the first article in the official medium devoted to the bicycle appears commending wood rims, lo, and behold, "The teachings of Sterling Elliott are beginning to bear fruit."

This tempts me to ask, "Where am I at?"

You might as well give Sterling Elliott the credit of inventing the bicycle, or of harnessing the electric fluid, as to connect his name in any way with the introduction of the bent wood bicycle rim as used by racing men during the seasons of '92 and '93.

There is about as much resilience to a wood rim as used in any bicycle previous to '92 as there would be to a rim made of cast iron. The wood rim as made up of layers or laps of wood bent and turned to a perfect circle is as light and springy as the pneumatic tire itself. The first rims of this kind were made during the winter of '92, improved and patented May 9, '93, and were used by a few of the more progressive riders during '92. The test was sufficient to induce many to give them a trial, and during the present season we have seen the result.

Look at the records, Windle, Tyler, Zimmerman and the rest—1.58 1-5 for a mile, .56 1-5 for a half, etc. Seven seconds on a mile gained in a year. In "Telemachus'" own words, "I am decidedly of the opinion that a second triumph awaits us in the matter of 'wooden' rims."

Yes, my dear "Telemachus," but this is in September, '93.

Follow me back

JUST ONE SHORT YEAR

to Springfield, '92, and what would you have said then? What hundreds of others told the writer, probably, "You can't make us see anything in your wood rims." Well, a good thing always was appreciated by a bicycle rider, hence the success of this latest and lightest article to reduce the weight, increase the strength and improve the speed of the silent steed. But the battle is not won as yet. Very many are still unconvinced who should know better, and many others never even heard of the wonderful built-up wood rim.

I am well aware that there are many who would like to see myself and my rim "deposited in a cavity" so deep that the day of resurrection even would not discover me. They are the very ones naturally that *will* not see anything in the idea until forced by public opinion to "get out of the ruts."

While in the bicycle business some time ago, and ever since, I have been convinced that the rim of a bicycle was not receiving the proper amount of attention that its important position in the make-up of a perfect wheel would warrant. With this conviction I have put all my leisure moments to the solution of this problem and its perfection, and I assure you, and all brother bicyclists, that my new rim for '94 will be as much of a revelation and an improvement on the wood rims so much sought after, as my first attempt was better than the old iron rims. "Look out for that streak of white in '94!" Patent pending.

Asking your indulgence for taking so much of your valuable space, and trusting that I shall receive it, as it is all in the good cause.

Yours very truly,
A. C. FAIRBANKS,
Patentee and Manufacturer of Wood Rims.

Boston, Oct. 7, 1893.

Morgan & Wright,

Patent - Pneumatic - Tires

Are Record Breakers.

Are Tires That Cause no Trouble.

Are in Fact, the Embodiment of All That is Excellent in the Tire Line.

H. H. Wylie breaks the record from NEW YORK to CHICAGO. He rode a Sterling Special, fitted with our

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NOT A Puncture. A Burst. A Scratch. A Moment's Delay.

Frank Waller paced Tom Roe from New York to Chicago, using an Arrow fitted with MORGAN & WRIGHT tires; did not use a pump the entire distance; experienced NO TROUBLE from BEGINNING TO END. The Tires do not show even an ABRASION of ANY SORT.

The most SERVICEABLE, LESS COSTLY and BEST MADE tires of the era are

Morgan & Wright's

PATENT PNEUMATIC TIRES

They Are What YOU Want

See that our firm name is in raised letters on the side of tire when purchasing.

Catalogue gives a World of Information.

Morgan & Wright,

331-339 West Lake St.,

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[Mention BICYCLING WORLD.]

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During the past year we have very largely increased our facilities for the manufacture of . . . . .

Pneumatic Tires

And are now ready to receive orders for 1894 delivery. We offer several different tires, both of the single and double tube styles, and invite correspondence from . . . . . .

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Who can use large quantities. We are also large manufacturers of Pedal Rubbers and other Bicycle sundries.

BOSTON WOVEN HOSE AND RUBBER CO.,
275 Devonshire Street, Boston, Mass.

"ZIMMERMAN on Training

WITH POINTS FOR CYCLISTS."

NOW READY.

Price 50 Cents, Handsomely Bound in Cloth.

A Valuable Work of Reference for All Riders.

Sent postpaid on receipt of price.

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USE A STICK

NOW, DO YOU NOT? YES?

We thought so. They all have to hunt around for a stick to clean the mud from their tires.

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STOP IT IMMEDIATELY.

And send for one of our pneumatic tire cleaners. Hard rolled, polished brass, lacquered. Goes in any tool bag or in any pocket. Nice people. Sent post-paid to any address upon receipt of postal note or money.

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With our unparalleled prices on various lines of popular and desirable cycles, prices from which liberal discounts are quoted the trade—and our easy payment terms, was there ever such a favorable opportunity offered for making sales?

Our Prices Are Positive Inducements

Even in these dull times. The best part of the riding season is here, and as we make arrangements so that the agent does not have to invest his money, there is no reason why sales cannot be made if a little extra effort is put forth. We are shipping a goodly number of wheels every day and expect to sell several hundred yet this year.

Write for Catalogue and Discounts, also Easy Payment Terms.

ROUSE, HAZARD & CO., 9 G ST., PEORIA, ILL.
Manufacturers, Oldest and Largest Dealers in the United States.

Scorcher Shoe, $2.00.



Detachable Cleat & Shoe Protector, $1.00.

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Send Money and Size of Foot, and whether for Rat-Trap or Rubber Pedals.

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Adopted by the Pope Mfg. Co., and pronounced by them the Best Bicycle Wrench in the Market.

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Machines Guaranteed Absolutely.

Road Scorchers. Light Roadsters. Full Roadsters. Ladies'.

Weights, 30, 35, and 40 lbs.

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ACKNOWLEDGED LARGEST SUNDRY HOUSE IN THE UNITED STATES.

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SEND STAMP FOR ENCYCLOPEDIA NOW READY TO MAIL.

HOWARD A. SMITH & CO., NEWARK, N. J.

Pneumatic Tires—Road vs. Racing.

EDITOR BICYCLING WORLD: "Telemachus" in your issue of the 29th of September touches on a very serious phase of the tire question, but does not carry his analysis far enough to be of any value to the utilitarian cyclist—the road rider. To this class, which embraces nine hundred and ninety-nine out of every thousand wheelmen, the question is shall we use road or racing tires on our wheels? Shall we go in for a maximum of speed with a probable sacrifice of durability and facility of repair, or shall we possibly exert a few pounds of additional strength in a day's tour and retain the two qualities enumerated above? Now what are the theoretical conditions conducive to the greatest speed in a tire? The thinnest, simplest and most elastic envelops that will confine a column of air under pressure. But the thinner the tire the more easily punctured, burst or worn out, and the simpler it is the harder to repair.

When I start out for a tour I want enough rubber (of the purest quality only) on the tread of my tire to resist the attacks of all but the fortunately rare horse shoe nail or thorn and to stand severe brake friction if necessary, and I want to *know* that if that nail or thorn marks me for a victim that I can absolutely and permanently repair the puncture without delay and without mussing with hot cement, shoe laces, strings and weights.

To do this I must have an inner tube and a mechanically fixed cover. I am not going to mention the tire I use, for I wont give free advertisements as "Telemachus" does, but it fills the above bill exactly. I have never had a puncture with it, but have ridden with a friend who drove a shoe nail through cover and both top and bottom of air tube, clinching the point over against the rim so that it was necessary to take a knife and dissect the nail out, but we had that tire as tight as money in five minutes.

No, fellow road riders, don't let Zimdi's 1,000 first prizes in a season, or Wheelman's fat bank account presented by a generous and disinterested (?) coterie of base-ball managers, or Wyler's and Tindle's mile-a-minute performances, induce you to select the tires which they (have sh! been paid to) ride, for your road wheel, but take one that is heavy enough on the tread to be durable on bad roads and that *you* can permanently and quickly repair in case of puncture. Don't buy a cheap tire; pure rubber means life, resiliency, durability, and pure rubber costs the maker dollars where trash costs dimes. If you *must* have every ounce possible off your wheel, strip it of superfluities, bore out the bolts, anything but cut down the tread of your tire beyond the safety limit.

I expect that I shall get some of these aforesaid tire makers "back at me," but at the risk of hurting their philanthropic natures let me tell you, brethen of the wheel, that "self-closing" tires and "puncture-proof" devices are a delusion and a snare, and should be relegated to the "Crank corner" of cycling inventions along with combined-speed-and-power devices and other impossible things profitable only to our all embracing Patent office.

VETERAN-UP-TO-DATE.

New York, Oct. 9.

She Probably Will If She Wants To.

HOWEVER much human character may be influenced by moral principles and religious faith, that which regulates the daily conduct of mankind is custom. The majority of people are custom worshipers; but custom itself is established by the minority, who in the process of doing so, must undergo a certain martyrdom. Only when the obvious fact that a change leads to greater comfort or happiness is fully demonstrated by long and constant use, is it generally accepted and becomes in its turn, an object of unthinking adoration to the masses.

There are certain people, also, who, from their zeal in the cause of Custom, seem to constitute a sort of social priesthood, whose particular object it is to wage unrelenting and ceaseless war upon heresy.

This social hierarchy, whose principal duty—also self-imposed—it is to guard "Feminity" against deterioration or contamination, has, at the present time, under the pressure which ensued as the advantages of cycling became manifest, broken up into several distinct sects, according to the various degrees of enlightenment or liberality. The most orthodox of these mathematizes the entire principle of feminine cycling. It is an abomination in the sight of the god. Another informs a woman that she may ride, if she does not ride too fast: but beyond a certain limit of speed, the appearance of a woman on a wheel is displeasing. Another prophet also permits her to indulge, if she doesn't go too far; but, beyond a certain limit of distance, no woman should go, because she cannot stand it. Another also graciously gives his permission, but adds that it is no place for women on the crowded thoroughfares of a city, dodging about among the heavy teams. She should confine her riding to unfrequented ways. Still another, while heartily in favor of the principle in contention, lifts up his voice against women riding together in large numbers, or forming part of a "parade." The line should be drawn at a "parade." And now, still a new sect has arisen, whose cry is "Stop female racing!"

It is remarkable that, in view of the generally considered awkward appearance a woman's skirt-encumbered knees have in the motion necessary to propel a bicycle, some one has not come forward, and, while expressing himself as heartily believing in the principle of feminine cycling, suggested that women should ride without moving their knees at all. Obviously, it would "look" much better if they did so. They have, however, been warned to keep those members as close together as possible in riding, and to so adjust the skirt as to disguise, so far as possible, the fact that such indecorous portions of the human frame are in any way made use of. Summing it all up, the gratuitous instruction given by numerous writers as to how and when and where a woman should ride, amounts practically to that given the girl, of whom we all heard in our childhood, who was ambitious in the maternal line, as expressed in the following couplet:

"Oh, mother, may I go out to swim?"
"Oh, yes, my darling daughter;
But hang your clothes on a hickory limb,
And don't go near the water!"

AN UNREASONABLE PREJUDICE.

The ideal wheelwoman who starts out for a *long* ride of ten miles, in search of some deserted road, at the rate of four or five miles an hour, with mind concentrated upon the effort to deceive the public as to the locality where, in the ordinary construction of a human being, her knees would naturally be—such a wheelwoman may be beautiful to look at and delightful to contemplate as in perfect accord with certain preconceived notions of "modesty" and "propriety;" but it may be questioned whether she really gets out of cycling all the good there is in it. Freedom is to the cyclist what water is to the swimmer. One cannot be enjoyed without the other. The young lady who loves the exercise, who rides for health and happiness, is competent, as a rule, to decide for herself on all matters pertaining to her own individual capacity. Individuality exists among women no less than it does among men. Each woman is the best judge of her own strength and needs; and even if she chooses to race, and the spectacle of one woman simply trying to ride a little faster than another is shocking to some of her good brothers—why, bless their dear, innocent hearts, there is a much easier course open to them than the attempt to "stop" a woman in what, by all laws both human and divine, she has a perfect right to do—they simply needn't look at her! Apropos of this great (?) question, "Shall Women Race?" it may be well to remind those who are agitating it of the experience of the wise old Scotchman, thus put on record:

"Where a woman won't, she won't, depend on't;
If she will not, she will, and there's an end on't."

H. W. F.

He Got The Cold Shoulder.

EDITOR BICYCLING WORLD: I think the doubt expressed by L. A. W. 4253 in your issue of Sept. 22 as to whether we are wanted or no in the better class of hotels, is well founded. It was my good fortune to take a leisurely trip up the valley of the Connecticut recently, and a more beautiful country to ride through would be hard to find, and I found that although there was no outspoken dissatisfaction on the part of the landlords with my presence still there was an absence of attention and a general "don't care way" (any one who travels much knows just what I mean) that was conducive to anything but an at home feeling on my part. Indeed, I told my friends when I got home that if they wanted to know just how tramps were looked upon to take a trip in sweater and knickerbockers on a wheel.

At one place only did I meet with a really hospitable reception, and this was at Brattleboro. I wish could remember the name of the house, but I think no one can miss it as it stands well up on the hill from the depot and is the only house of any pretension in the place. There they seemed glad to see me. I was met at the door, my bag and wheel taken from me, and everything done to make me comfortable, even getting me a hot breakfast next morning a whole hour before the regular time that I might get a start in the cool of the day.

It gives me pleasure to speak in this way as so seldom does the good treatment we receive get noticed, while the reverse is apt to be chronicled. L. A. W. 35,076.

That Brooklyn Trouble.

EDITOR BICYCLING WORLD: Being an occasional reader of your excellent paper, and observing with gratification that it is your invariable rule to discountenance all practices tending to lower bicyclists and their favorite sport in the estimation of the public, I desire to make a brief statement in your columns relating to the Bedford Cycle Club of this city, a vindication of this club having appeared in your issue of Sept. 29.

The Bedford Cycle Club, about May 1, 1892, took possession of the private residence adjoining my own for the purposes of a club house. The trouble commenced at once. Their "stag rackets" and other diversions were frequent during the following winter, and continued long into the night—or morning, while the noises created almost nightly were such as to render sleep impossible to members of my own and neighboring households. Written requests to desist from these, and other offences of a similar kind, resulted in nothing. I appealed personally to President Titus, but received the reply that "the boys must have their fun," and that "if he told them to stop they would 'get down on' him, and would not elect him president!" I then took proceedings against the club before Justice Haggerty. Mr. Titus appeared in court and was given one week to devise means to abate the nuisance. Moreover, if the president and his friends can get any comfort out of the very hot lecture given them by Judge Haggerty, I am willing they should do so. One week later, at the final hearing, the court inquired of me if the nuisance had been abated, and if I desired the club to be further punished. I replied that it had been abated, and that I was satisfied. In conclusion allow me to state that eight property owners joined me in the complaint, and that the judge informed Mr. Titus he would take "summary proceedings" if the offence was repeated. I am, yours etc.,

ALEX. DOUGLASS.

Brooklyn, N. Y., Oct. 3, 1893.

INVENTIONS.

Last Week's Patents.

A list of recent patents, reported specially for the BI. WORLD by W. E. Amblenough, patent attorney, Washington, D. C. Copies of these patents may be had of the above named attorney at twenty-five cents each.

503,717. Umbrella Support. Wm. Eaneklouer, Schoolcraft, Mich. Filed Feb. 20, 1893.

503,837. Umbrella Support. Melvin Light, Shelton, Ill. Filed Feb. 11, 1893.

505,522. Bicycle Lock. Wm. H. Hart, Jr., Philadelphia, Pa. Filed Nov. 10, 1892.

505,550. Tire for Bicycles. Chas. E. Lulburg, Philadelphia, Pa., assignor to the Lulburg Mfg. Co., of Pennsylvania. Filed Oct. 10, 1892.

505,612. Method of Making Wheels. Wm. W. Speer, Pittsburg, Pa. Filed Mar. 15, 1893.

505,620. Saddle or Seat for Bicycles. James Wilson, Somerville, Mass. Filed Aug. 22, 1892.

505,633. Metal Wheel. Abram H. E. Neff and Edmund H. N. Neff, Petersburg, Canada. Filed Feb. 24, 1893.

505,501. Vehicle Wheel. John Dean, Racine, Wis., assignor of one-half to John P. Davies, same place. Filed Jan. 10, 1893.

505,598. Bicycles. Samuel A. White, Harrisburg, assignor of one-half to Thos. K. Richards, Reading, Pa. Filed June 6, 1893.

505,740. Hub for Vehicle Wheels. Zachary T. Wilson, Inverness, Fla. Filed Apr. 24, 1893.

505,753. Bicycle. Wm. Y. Cocken, Tiffin, O. Filed May 11, 1892.

505,776. Cycles-Brake Construction. Albert Perkins, Chicopee, Mass., assignor to the A. G. Spalding & Brothers, New York, N. Y., and the Lamb Knitting Machine Mfg. Co., Chicopee Falls, Mass. Filed Dec. 5, 1892.

505,788. Bearing for Spindles. Walter A. Chandler, Lowell, assignor to Geo. Draper & Sons, Hopedale, Mass. Filed Feb. 14, 1893.

A LEAKY OIL CAN is dear at any price. ENGINEERS' PRICES will tell you that the "PERFECT" POCKET OILER is cheaper at 25 cents than any other oiler as a gift. The "Perfect" does not leak. It regulates the supply of oil to the exact amount needed. Be sure that the word "Perfect" is stamped on your oiler.



One-Half Size.

Price 25 cents each. Handsomely nickeled.



SAVE TIME

By having your oiler or pump in one of our holders. Always ready for use. No fumbling in open tool bag. Easily attached to any wheel. Price 25 cents each for either size. Handsomely nickeled.

CUSHMAN & DENISON.
172 9th Avenue, - - New York



WILSON'S
WONDERFUL NICKEL AND ENAMEL
PRESERVER.

Will Polish Nickel and Enamel. Prevent Nickel and Steel from Rusting.

DIRECTIONS.

Shake well before using. Saturate a piece of cotton flannel with the solution, rub lightly, and polish with a clean, dry piece of cloth.

The solution leaves a fine coating, preventing fly-specks from marring the polish.

The solution is to be applied on cool nickel. If used in the case, and done carefully, you will not be obliged to have the bicycle or cranks re-nickeled.

If the nickel has already begun to peel off, the solution should be applied as above; by so doing it will prevent the rust from going any further.

This solution is the best thing in the known world to prevent nickel from tarnishing and restoring the enamel. I make no claim to remove rust.

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JOHN W. WILSON, 14-15 Tremont Row,
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FOR SALE EVERYWHERE.

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RUBBER CEMENT.



IN TUBES OR IN BULK.

Strongest and quickest drying cement ever compounded. A solution specially adapted for repairing Pneumatic Tires. No outfit complete until it has a tube of Red Cross. These tubes are put up in neat and attractive covers containing one dozen tubes each. Ask your dealer for it. Price per tube, by mail, 25 cts. Write for catalogue of specialties manufactured by

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CLUB PINS.

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MADE From Rolled Gold or Silver ... Wire ...

Will Last a Life Time.

PRICE 25 C. EACH.

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IT HAS MANY FRIENDS.

CALL'S No 5 SUPPORTER

With Lace Front and Adjustable Back Straps.


FRONT VIEW

No. 5, same as cut, 75c.; No. 6, pockets each side of lacing, $1.00; No. 7, hose supporters attached to sides (no pockets), $1.00; No. 8, with pockets and hose supporter, $1.25. Postpaid on receipt of price. Send tight waist measure. Illustrated Catalogue Free.

S. B. CALL, 229 Main St., Springfield, Mass.


BACK VIEW

A Military Cycling School.

CYCLES have so far satisfied the military authorities in Belgium, where the first trial was made of them at the maneuvres of 1888, that their more extended use is now contemplated. It is proposed to establish a central cycling school, to which all the regiments will send a certain number of men. At present the cyclists are recruited from among the corporals. About one hundred military cyclists will be attached to the various staffs and regiments. A fixed type of bicycle is to be adopted, so that in case of accident repairs will be easily effected. A cinder track a mile and a quarter in length was made last year at the military school of the Carabineers at Wavre, where a cycling section was established by order of the Minister of War in 1890.—*London Daily News.*

They Have a Track in Jacksonville.

EDITOR BICYCLING WORLD: In yours of Sept. 29th, you said a movement was on foot to build a track in Jacksonville.

The Jacksonville Athletic Bicycle Club was organized May 9, 1893, and on the 20th of June had completed a quarter-mile track of boards, 15 feet wide on back stretch, 25 feet on curves, and 40 feet on the finish.

Corners banked 7 feet.

They have held four meets on the track, all of which have been successful. At their last meet on the 25th of September, an attempt was made by the home riders to lower the Southern record, and the result was that Adams, paced by Menager, Saunders, and Caldwell made one mile, flying start, in (2.19 3-5) two minutes, nineteen 3-5 seconds, and Saunders, paced by Menager and Adams, made one-half mile in 1.06.

We very much hope to get some of the fast Northern riders here this winter.

Kindly make the correction and oblige a member of the League. W. H. WELCH.

Jacksonville, Oct. 2.

Why His Chain Runs Hard.

EDITOR BICYCLING WORLD: In your issue of 15th September is asked a question on chains, by L. A. W. 8013. His trouble does not appear to lie in the chain, as the position of the cranks are the same at each appearance of the trouble. The fault lies in the front sprocket—it is eccentric.

No doubt the sprocket is out and then pressed on, the key causing one side of the gear to be pushed away from the axle. Without a differently constructed axle and sprocket, the only way is to leave the chain a trifle loose at all points.

THE ONLY WAY

to build this part correctly is to key and braze sprocket on axle, then turn up sprocket and mill teeth on centres in ends of axle. WARSY.

Toledo, Ohio.

Some American Clubs Might Profit By This.

IN the last issue of our contemporary, the *Scottish Cyclist*, there appears a very sensible and timely article on the manner in which agents are taxed by clubs who give race meetings. Some clubs seem to think that they have an absolute and inalienable right to fleece agents to the fullest possible extent on such occasions. Our Caledonian contemporary deals with the matter from the agent's point of view, which is reasonable and cannot be objected to even by those who hold with us that it is to his own interest and benefit that the agent should assist in every possible way to encourage the sport. We believe that the agent should give reasonable help, but we do not think that he should be subjected to an intolerable tax. There is, however, another point of view, and one which we prefer to adopt. In our opinion the club that goes round touting for subscriptions and prizes loses a considerable share of its dignity and standing. Clubs that cannot afford to give sports without this kind of thing ought to refrain from holding a meeting till such time as they can.

It is very easy for the treasurer of a club that has been run on other people's money to present a glowing financial report at the annual dinner, amid much clattering of spoons and waving of glasses; but it is all done at the expense of dignity. We are quite aware that going round with the hat in the name and cause of amateurism has become quite fashionable, but we have never supported that system, and never will, whether it be employed on behalf of prospective international teams, or the most humble club in the country.—*Wheeling.*

COMING EVENTS.

Clubs desirous of boaming their race meets will be quoted special advertising rates upon application. You reach everybody in the Bicycling World.

Fixtures.

OCTOBER.

14.—Boston A. A. 25 Mile Road Race.
17-18.—Savannah (Ga.) Wheelmen Fall Tournament.

NOVEMBER.

7.—Berkeley Oval, Washington Wheelmen's Race Meet.
17-25.—London. Stanley Show, Agricultural Hall.
30.—Stockton, Cal. Oak Leaf Wheelmen's Meet.

DECEMBER.

1-8.—London. National Cycle Exhibition, Crystal Palace.

NEW YORK, Oct. 21, 1893.

Messrs. Adams & Sons Co.

Gentlemen: I have used your "Adams Pepsin Tutti Frutti," both in England and America, and find that it is just the thing for any cyclist to use, as it keeps the stomach in good condition, and the mouth moist. Yours truly,

R. HOWELL,
Professional Champion Cyclist of the world.

Ride a New Wheel for $18.00.

For further particulars see H. W. Smith & Co's. ad. on page 94.

NEW YORK, Oct. 21, 1893.

Messrs. Adams & Sons Co.

Gentlemen: I think that your "Pepsin Tutti Frutti" is the best thing for any Athlete or Cyclist, for use on track and path, as it keeps mouth from parching. Yours etc.,

J. D. LEMMENS,
Champion Bicyclist of Scotland.

Attractive Routes to the Great Fair.

Of the many routes catering for the World's Fair travel the Baltimore & Ohio Railroad, by combination with other, and in many cases competitive lines, presents the most attractive and varied routes yet offered and at very reasonable rates. The route most in demand is that via Washington on the outward, and Niagara Falls on the return trip, price of which is $20.40, Boston to Chicago and return. Other routes include Montreal, Thousand Islands, White Mountains, &c. Full information as to sleeping car accommodations, stop-over privileges, &c., can be obtained by addressing A. J. SIMMONS, New England Passenger Agent, 211 Washington street, Boston, Mass., Send for World's Fair circular.

NEW YORK, Oct. 21, 1893.

Messrs. Adams & Sons Co.

Gentlemen: I have used your "Pepsin Tutti Frutti," and think it is just the thing for any Cyclist or Athlete to use. A. H. ROME,
20 and 20 mile Champion.

If You Don't Watch Out

You will miss the greatest opportunity of your life to visit the World's Fair at the lowest possible rates, via the popular route, the Nickel Plate. The shortest, cheapest and best line between Buffalo and Chicago. Express trains, palace sleeping cars, and superb dining cars. *Lowest rates.* Read the papers, call on nearest ticket agent for tickets, and take the popular line for Chicago. Address F. J. Moore, 25 Exchange street, Buffalo, N. Y., for map.

THE Delta Wheelmen, Lebanon, Pa., have taken possession of their headquarters in the Shirk building. Three rooms have been fitted out by the club; the reception, parlor and the gymnasium. Handsome furniture and bicycle literature together with all imaginable conveniences go to make up the equipment of the rooms.

Send 50c. to us for copy "Zimmerman on Training." The book not only covers points on training, but points for tourists, care of wheels, records, and a host of valuable information.

TRADE NOTES.

McCune Cycle Co.

AN adjourned meeting of the creditors of the McCune Cycle Co. was held at their Boston office last Tuesday. The report of the committee and of the expert accountant was read and according to the books the nominal assets showed slightly in excess of the actual liabilities. The estimate of assets however, was made on the basis that the works were to be continued but if the assets were taken by the creditors the chances were that a considerable shrinkage would take place under a forced sale. It was the sense of the meeting that the offer of the McCune Company to pay 25 cents on the dollar in thirty days be accepted, but the consent of the creditors not present is necessary to make the deal and the McCune Company have been given thirty days to secure consent of the creditors.

Spalding's New Deal.

THE Lamb Manufacturing Company, with a capital of $500,000, has filed articles of incorporation in the Hudson County, N. J., clerk's office. This company, which has been building the Credendas for A. G. Spalding & Bros., proposes manufacturing bicycles, tricycles and other sporting and yachting goods. A factory is to be built at Chicopee.

It is simply a reorganization of the old Lamb Knitting Machine Co.



A Saddle Novelty.

ONE of the weakest points in a saddle has finally been obviated. The nose hook, which has been a thorn in the side of manufacturers, has been discarded, a welcome announcement to the trade.

On the new and novel device there is no bending strain, no gnawing of the metal, no slipping or rattle of the seat. The little button as shown in the illustration, is admirably adjustable for stretch of the leather, firm, tasty, and capable of holding the hardest and heaviest riders.

Every manufacturer of bicycles who has seen this valuable improvement pronounces it the greatest hit ever made in saddle building. It is "mighty clever" and will be used on all Sager Saddles.

Coming Back To Boston.

THE Union Cycle Mfg. Co. are finding that the demands of their increasing business require all the space at the factory, and they have therefore decided to remove their office to the old stand on Columbus Avenue, at present occupied by their retail branch.

Bridgman Sails.

LAST Saturday M. L. Bridgman and Robert Willis sailed for England on board the Umbria. Mr. Bridgman will remain abroad until Dec. 1, when he will return and enter the employ of a large cycle firm, he having severed his connection with the American Ormonde Cycle Company.

Raleigh Co. Branches Out.

THE Raleigh Cycle Company has taken the premises formerly occupied by the American Ormonde Cycle Company at the corner of 124th street and Seventh avenue, New York, City. When the alterations shall be completed, the building will be one of the most thoroughly equipped cycle establishments in the country. Everything except the shops and storage rooms are on the ground floor. George Macdonald, the present manager, will remain in charge, with M. G. Peoll as the traveling representative.

THE old warehouse at the corner of N. Franklin street and Institute Place, Chicago, is being demolished to make room for the new eight-story factory, 120 feet long, which the Gormully & Jeffery Mfg. Co. are building, the contracts for which have been let. This building will afford additional floor space to the amount of one and one-third acres. This does not look like "hard times" for the Rambler people.

Small in size, but great in power. Never flunks duty. Is true of only the

"FAULTLESS" TROUSER GUARDS.

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Biggest discounts known to the Trade.

Bicycle Manufacturers and Repairers



Can obtain everything required in bicycle construction and repair, including Bown's & Perry's goods, Weldless and Credenda Tubes, Rims, Forkcrowns and Forgings, both rough and finished, at rock bottom prices, of

W. W. WHITTEN,

118, 120, 122 & 124 So. Main St., Providence, R. I.

Manufacturer and Importer.

For Baseball and Footballists, Athletes, Cyclists, Horseback Riders, Boxers and Oarsmen's use.

ANTI-STIFF.

PRICE, 20c. & 35c. Per Box.



Trainer's Size, $1.00.

STRENGTHENS THE MUSCLES.

E. FOUGERA & CO., Agents U. S.
30 N. William St., New York.

WELL CONSTRUCTED! are the words you always hear coupled with

WARWICK BICYCLES.

They have always stood for all that is best in the way of MATERIAL and WORKMANSHIP, and we mean they always shall. LIGHT, HANDSOME, DURABLE, SWIFT. They give satisfaction. All of our wheels are GUARANTEED FOR ONE YEAR. We want you with us, and once mounted on a WARWICK, we believe you will find satisfaction. Send for book that tells about our wheels.

WARWICK CYCLE MFG. CO., = Springfield, Mass.

SINGER CYCLES.

NO CHANGE IN PRICE

The Only Wheels Absolutely Guaranteed.

The Only Wheels Fitted with 1893 Improvements.

Our prices correspond with the value of the articles furnished, and in the future, as in the past, will be maintained in all countries, against the inflated prices of goods of inferior make.

SINGER & CO., 6 and 8 Berkeley St., and 2 Warren Avenue, BOSTON, MASS.

LIBERAL DISCOUNTS TO RELIABLE AGENTS.

L. A. W. LEAGUE OF AMERICAN WHEELMEN.

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Boston, Mass., October 13, 1893.

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ILLINOIS—Chief Consul, Frank W. Gerould, 108 Madison street, Chicago. Secretary-Treasurer, Burton F. White, 832 Washington Boulevard, Chicago.

INDIANA—Chief Consul, Thomas Hay, 70 North Pennsylvania street, Indianapolis. Secretary-Treasurer, F. V. Le Mire, Room 22, Board of Trade, Indianapolis.

IOWA—Chief Consul, Fred H. Beach, 111 West 8th st., Muscatine. Secretary-Treasurer, Geo. W. Tones, Box 1075, Des Moines.

KANSAS—Chief Consul, W. C. F. Reichenbach, Box 205, Topeka. Secretary-Treasurer, Austin Hawley, Girard.

KENTUCKY—Chief Consul, W. W. Watts, 516 West Jefferson, Louisville. Secretary-Treasurer, Orville W. Lawson 2510 West Jefferson, Louisville.

LOUISIANA—Chief Consul, W. C. Grivot, 110 Gravier street, New Orleans. Secretary-Treasurer, S. H. Grive, cor. St. Charles and Washington avenue, New Orleans.

MAINE—Chief Consul, Chas. L. Batchelder, Saco. Secretary-Treasurer, Chas. A. Litchfield, Lewiston.

MARYLAND—Chief Consul, Albert Mott, 2231 Madison ave., Baltimore. Sec.-Treasurer, W. J. Unverzagt, Box 300, Baltimore.

MASSACHUSETTS—Chief Consul, George A. Perkins, 15 Court square, Boston. Secretary-Treasurer, Chas. S. Howard, Globe office, Boston.

MICHIGAN—Chief Consul, Joseph M. Brester, 22 Lafayette avenue, Detroit. Secretary-Treasurer, A. R. Baker, Bay City.

MINNESOTA—Chief Consul, A. B. Choate, 430 Temple court, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI—Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, Edgar S. Barnes, Mexico.

MONTANA—Chief Consul, Dr. D. J. Wait, Helena. Secretary-Treasurer, Lewis A. Croll, Anaconda.

NEBRASKA—Chief Consul, A. H. Perrigo, 1315 Dodge street, Omaha. Secretary-Treasurer, C. B. Nicodemus, Fremont.

NEW HAMPSHIRE—Chief Consul, Geo. A. Place, American House, Concord. Secretary-Treasurer, Frank E. Gale, 59 So. State street, Concord.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 88 Broad street, Elizabeth. Secretary-Treasurer, Theo. F. Mersereles, Jr., 66 Monticello Ave., Jersey City.

NEW MEXICO—Chief Consul, Wallace F. Baker, Santa Fe.

NEW YORK—Chief Consul, Chas. H. Luscomb, 280 Broadway, New York City. Secretary-Treasurer, Thomas A. Raisbeck, 280 Broadway, New York.

NORTH DAKOTA—Chief Consul, Miles E. Harbin, Grand Forks.

OHIO—Chief Consul, Andrew E. Mergenthaler, Fostoria. Secretary-Treasurer, S. L. Glaster, Fostoria.

OREGON. Chief Consul, C. L. Howe, 326 Washington street, Portland, Oregon

NORTH CAROLINA—Chief Consul, James L. Yopp, Wilmington. Secretary-Treasurer, Philip Heinsberger, Jr., Wilmington.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Dist. Atty. Office, Philadelphia. Secretary-Treasurer, John J. Van Sant, Scranton.

RHODE ISLAND—Chief Consul, H. L. Perkins, Box 163, Providence. Secretary-Treasurer, Nelson H. Gibbs, 288 Westminster street, Providence.

SOUTH CAROLINA—Chief Consul, James M. Wilson, 4 Wragge street, Charleston.

SOUTH DAKOTA—Chief Consul, W. J. Healey, Mitchell. Secretary-Treasurer, Hal C. Clark, Mitchell.

TENNESSEE—Chief Consul, T. J. Dempree, 388 Front street, Memphis. Secretary-Treasurer, Geo. T. Broadnax, 236 Main street, Memphis.

TEXAS—Chief Consul, E. W. Hope, Sherman. Secretary-Treasurer, G. W. Hubbard, Sherman.

UTAH—Chief Consul, C. A. Emise 272 State street, Salt Lake City Secretary-Treasurer, A. W. Caine, 529 E. So. Temple stree Salt Lake City.

VERMONT—Chief Consul, F. W. Sherburne, Barre. Secretary-Treasurer, Geo. D. Wheeler, Barre.

VIRGINIA—Vice Consul, D. K. Ammen, box 122, Roanoke, Va. Secretary-Treasurer, J. High Henry, 10 Bute street, Norfolk.

WEST VIRGINIA—Chief Consul, Jason C. Stamp, 1314 Market street, Wheeling. Secretary-Treasurer, H. Riedelsdorf, 21 S. 13th st., Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 387 East Water street, Milwaukee. Secretary-Treasurer, H. J. Morawetz, 1619 Wells street Milwaukee.

WYOMING—Chief Consul, Frank Vreeland, Cheyenne.

WASHINGTON—Chief Consul, W. A. Van Epps, Olympia. Secretary-Treasurer, J. A. Drain, Spokane.

MARITIME PROVINCES—Chief Consul, Fred L. Temple, 128 Prince William street, St. John, N. B.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C., England.

The Second Half.

THE second half of the League year, during which the dues are $1.50, begins November 1. All applications published this present month will be at the two-dollar rate, but the Secretary will receive and hold any that may be accompanied with $1.50 and publish them in issue of November 3. This notice is published, in order that there may be no dissatisfaction arising from the fact that applicants pay the extra 50 cents for membership of but a few weeks. A name once published cannot be withdrawn and carried to another issue. Those who are published up to and including October 27, will have the right to vote in the election of this year, provided the Divisions in which they are located hold the polls open till November 15th, as they are allowed to under the Constitution. Applicants that are held till November 3 cannot vote in the coming election.

Unclaimed Chicago Prizes.

I HAVE in my possession a number of articles offered as prizes in the International race meet and World's Fair evening tournament held in Chicago, Aug. 5th to 12th.

Therefore, I wish all racing men who competed in this tournament and won prizes and have not yet received them, would notify me of the event in which the prizes were won and I will immediately ship them the articles won by express, or hold them subject to their disposal.

Respectfully,

THOS. F. SHERIDAN,
Chairman General Committee.
Lock Box 951, Chicago.

Special Meeting of the National Assembly.

Pursuant to a call for a special meeting of the National Assembly published in the L. A. W. BULLETIN of issue July 21, 1893, the delegates convened in the parlors of Hotel Iroquois, Buffalo, N. Y., on Monday, Sept. 25, at 9.10 A. M.

The following members were personally present:

President, Charles L. Burdett.
First Vice President, Thos. F. Sheridan.
Second Vice President, Dr. G. Carleton Brown.
Treasurer W. M. Brewster.
Secretary, Abbot Bassett.
Chairman of Highway Improvement Committee, Isaac B. Potter.
Chairman of Racing Board, H. E. Raymond.
Connecticut—A. H. Schumacher, F. S. Kinney, L. A. Miller, R. B. Sawyer, L. Grover, D. J. Post, Joseph Goodman, L. A. Tracy, Henry Goodman, R. W. Dwyer, C. E. Moore, G. F. Booth, R. F. Isbell, C. W. King, Fred Atwater.
Illinois—F. W. Gerould, B. F. White, William Herrick.
Kansas—W. C. F. Reichenbach.
Kentucky—W. W. Watts, C. O. Updike.
Maryland—Albert Mott, W. J. Unverzagt, A. C. Willison.
Massachusetts—G. A. Perkins, A. D. Peck, C. S. Howard, W. C. Dillingham, W. W. Griffin, J. F. Adams, H. F. McKee, W. G. Kendall, Sterling Elliott, J. C. Kerrison, J. B. Seward, S. T. Williams, F. L. Gerrish, A. E. Cooper, F. H. Williams, J. S. Dean, N. W. Stanford.
Michigan—J. W. Smith, W. E. Metzger, L. W. Schlimmel.
Nebraska—A. H. Perrigo, C. B. Nicodemus.
New Hampshire—G. A. Place.
New Jersey—Dr. T. N. Gray, C. C. Mcleride, H. W. Knight.
New York—C. H. Luscomb, W. S. Bull, Dr. W. J. Packwood, Dr. E. M. Santee, W. L. Beck, R. G. Reids, F. B. Graves, ..H. E. Raymond, P. Cammeiad, Jr., Dr. G. E. Blackham, A. E. Hilditch, J. J. Woods.
Ohio—A. E. Mergenthaler, George Collister, S. L. Glaister, G. R. Frost, M. J. Higgs, W. S. Skinkle, W. F. Sayle.
Pennsylvania—S. A. Boyle, J. W. McGowin, J. A. Willson, C. J. Blumm, L. T. Bush, Thomas Hare, D. R. Perkinpine, H. J. Atkinson.
Rhode Island—H. L. Perkins.
West Virginia—H. Riheldaffer.
Wisconsin—H. M. Faldwin.
North Carolina—J. L. Yopp.
Alabama—W. C. Harris, jr.

Ninety-two members were represented by proxy.

Mr. Willson offered the following resolution:

Resolved: That each or the several matters included in the first and second paragraphs of the request for special meeting follows shall be referred to a committee of the whole, to investigated and report on all matters in the first and second paragraphs of the request: to consider and report findings of fact on such questions and matters; and to recommend some action in view of such findings. The said several matters are:

First: (a) To investigate the financial standing of the L. A. W.

(b) And whether or not moneys have been illegally expended or used.

(c) The method of keeping accounts.

(d) The way in which the money is appropriated by the Executive and Finance Committee.

(e) And by whose authority and upon whose order the money is drawn from the treasury.

Second. (a) To investigate and consider the standing of the L. A. W. with reference to the publication of the magazine *Good Roads*.

(b) Whether or not said magazine is a paying business.

(c) Whether or not the L. A. W. is under any obligation for the publication of said magazine.

(d) Whether or not it is advisable to continue said publication.

(e) To investigate and consider whether or not arrangements can be made for the publication of matter relating to roads in some other papers or magazines.

Mr. Perkins moved to amend by substituting a motion to take up the third section of the call which relates to amendments to the constitution and By-laws. The amendment was lost by a unanimous vote in the negative.

The resignation of Mr. Willson was then passed and the Assembly went in a committee of the whole with C. H. Luscomb as Chairman, and Abbot Bassett, Secretary.

On rising the Committee reported to the Assembly through Chairman Luscombas follows:

I desire to report that the committee of the whole has been in session for the greater part of the day, that it has taken action upon most of the matters referred to it, and begs leave to present its report.

The following reports were received by the committee and accepted:

BUFFALO, N. Y., Sept. 25, 1893.

REPORT (A).

To the National Assembly L. A. W.

Gentlemen: The following report showing the financial standing of the League of American Wheelmen on Sept. 1, 1893, is respectfully submitted:

Treasurer.

In hands of Treasurer Brewster $6036.48

Secretary.

In hands of Secretary Bassett to credit of National Bank 3422.75

Road Improvement Bureau.

Total assets (not counting membership subscription)..... $8971.50
Liabilities..... 1815.06

Credit balance..... $4126.44

L. A. W. Bulletin.

Amount due for past year under contract 100.00

Miscellaneous.

Two drafts for $500, each due and payable Oct. 1, 1893 ..... $1000.00
Credit receipt on advertising account..... 1300.00

Credit balance.. ..... 300.00

$1,425.87

We certify that the above is a correct report and showing from the books of our office.

CHAS. L. BURDETT, Pres.
THOS. F. SHERIDAN, 1st Vice Pres.
G. CARLETON BROWN, 2d Vice Pres. and Sec. Executive and Finance Committee.

The above is correct as to the Treasurer's report.
W. M. BREWSTER, Treasurer.

The above is correct as to the Secretary's report.
ABBOT BASSETT, Secretary.

The above is correct as to the Road Improvement Bureau report.
ISAAC B. POTTER, Managing Editor.

REPORT (B).

BUFFALO, N. Y., Sept. 25, 1893.

To the National Assembly L. A. W.

Gentlemen: The money held by the Treasurer of the L. A. W. to the account of the League is appropriated to those objects which are within Art. I. Sect. 2, of the Constitution.

First: By a vote of the Committee,

Second: By the endorsement of Vouchers by the Committee, money in the hands of the Secretary is paid over to the Treasurer by him under Art. I. Sect. 3, clause (d) of the By-laws; money is also paid out by the Secretary by the order of the Executive Committee and on approved vouchers and countersigned check.

under Art. I. Sect. 3 of the Constitution.

The money is paid out by the Treasurer of the L. A. W. upon order of the Executive Committee under Art. I. Sect. 1 of the By-laws. This is the only way in which money is appropriated and paid out so far as we have any knowledge.

Respectfully submitted,

CHAS. L. BURDETT, THOS. F. SHERIDAN, G. CARLETON BROWN, } Executive and Finance Committee.

ABBOT BASSETT, Secretary.
W. M. BREWSTER, Treasurer.

The following votes were passed in Committee.

(a) Voted, that we do not find that money has been illegally expended or used by the Executive Committee.

(b) Voted, that we are unable to find any inaccuracies in the method of keeping the books of account by the Executive Committee.

(c) Voted, that we find the magazine "Good Roads" to be the property of the L. A. W.

The report of the committee was received.

On motion of Dr. Blackham, New York, Vote A as given above was adopted unanimously.

Mr. McBride, New Jersey, moved the following substitute for vote B as given above:

Resolved, that the method employed by the Executive Committee in keeping the books of the League of American Wheelmen, dated April 27th, A. D. 1890, is hereby waived, surrendered and abrogated, and that in place thereof the following agreement is made and entered into:

First, The Wheelman Company is to publish a weekly newspaper consisting not less than eight pages of the size of the BICYCLING WORLD, as now published by it, or its equivalent in space devoted exclusively to cycling interests for six years from the seventh day of April, A. D. 1891, said pages are agreed to cycling to be known as the L. A. W. BULLETIN so long as this contract remains in force.

Second, The said Wheelman Company is to devote to the exclusive use of the League of American Wheelmen for the insertion of such matter, free of charge, as the Executive Committee, or its successors in office, the sum of three hundred dollars ($300), and at the expiration of the second and third years of this contract the sum of four hundred dollars ($400) for each year, and at the expiration of the fourth, fifth and sixth years the sum of five hundred dollars ($500) for each year.

Sixth. The said Executive Committee in their official capacity for themselves and their successors in office, covenant and agree not to engage in the publication of any newspaper or periodical, except as hereinbefore provided in Article Fourth, during the continuance of this agreement, and further covenant and agree that the said Association or any of its Divisions will not engage in the publication of any newspapers or periodicals, and will not appoint any newspapers or periodicals, to be "official organs" east of the Rocky mountains, and it further agrees not to furnish any official notices or the sum of forty-eight hundred and three dollars and three cents.

Respectfully,

E. E. KNIGHT, A. C.

ST. JOSEPH, Mo., Sept. 22, 1893.

This is to certify that there is in the Schuyler-Han National Bank, St. Joseph, to the credit of the League of American Wheelmen, W. M. Brewster, Treasurer, the sum of $2393.90.

SCHUYLER-HAN NATIONAL BANK,
E. C. HARTWIG, A. C.

Dr. Blackham moved that the contract with the Wheelman Co. be published in the BULLETIN (the contract is given below.)

Agreement.

THIS agreement entered into this fifth day of November, A. D. 1892, between the Wheelman Company, a corporate body duly organized under the laws of the Commonwealth of Massachusetts, and located and doing business in Boston in the County of Suffolk, of said Commonwealth, party of the first part, and James R. Dunn, of Massillon, in the State of Ohio, Charles L. Burdett of Hartford, in the State of Connecticut, and G. Carleton Brown of Elizabeth, in the State of New Jersey, constituting the Executive Committee of the League of American Wheelmen, a voluntary association, and the successors in office of the said members of such Executive Committee, the parties of the second part.

WITNESSETH:

That, in consideration of the several agreements and undertakings each with the other made and entered into by the respective parties hereto, as hereinafter set forth, it is mutually agreed by said parties for themselves and their respective successors and assigns that the contract between the Wheelman Company, and the League of American Wheelmen, dated April 27th, A. D. 1890, is hereby waived, surrendered and abrogated, and that in place thereof the following agreements made and entered into:

First. The Wheelman Company is to publish a weekly newspaper consisting not less than eight pages of the size of the BICYCLING WORLD, as now published by it, or its equivalent in space devoted exclusively to cycling interests for six years from the seventh day of April, A. D. 1891, said pages are agreed to cycling to be known as the L. A. W. BULLETIN so long as this contract remains in force.

Second. The said Wheelman Company is to devote to the exclusive use of the League of American Wheelmen for the insertion of such matter, free of charge, as the Executive Committee, or its successors in office, the sum of three hundred dollars ($300), and at the expiration of the second and third years of this contract the sum of four hundred dollars ($400) for each year, and at the expiration of the fourth, fifth and sixth years the sum of five hundred dollars ($500) for each year.

Third. The Wheelman Company is to mail one copy of said paper each week to every member of said Association so long as said papers allowed to be mailed at second class rates and no longer, and not to exceed seventy-five copies to the Secretary of said Association. It being further understood and agreed that the party of the first part is to furnish to the parties of the second part such additional copies of each volume of said paper which is issued under this contract.

Any further number of bound volumes or unbound copies of said paper that may be ordered by said Executive Committee, will be furnished at cost, and that in place thereof the publication current issue of the paper to be given on or before the Wednesday previous to the 1st day of publication, to be considered a compliance of this agreement.

Fourth. The list of the members of said Association is to be furnished by the Secretary-Editor of the said Association to the said Wheelman Company, and the use of the same, excepting, however, that said Executive Committee may furnish said list of any State Division of said Association or Cycling Club entering into said Association or Division in a body, for the purpose of issuing to the members of said Association a programme of said meeting, or for issuing to the members of said Association hand books, pamphlets or circulars for the purpose of carrying out the purposes of said Association, in which hand books and programmes of entertainments advertisements may be inserted. It is also further agreed by the said The Wheelman Company, for itself, its successors and assigns, that the said part of the second part has the right to publish or cause to be published a periodical to be devoted to the subject of road improvement, to be issued not oftener than once a month, to be restricted to such articles as show the necessity, desirability or value of such improvement, and that it is reserving of the rights of this Assembly further and any extended confidence in the proper conduct of future business by the said Executive Committee.

Mr. I. B. Potter offered the following resolution:

Resolved, that it is the sense of this meeting that that section of the By-Laws which provides for the setting apart of a separate subscription fee of twenty cents for each member, is intended to provide for the creation of a fund which shall be always at the disposal of the Executive Committee of the League of American Wheelmen, or of the National Assembly during its sessions, for the maintenance of the League publication—confining that of the road improvement bureau.

Carried unanimously.

Dr. G. C. Brown said: Some time since an accusation was made against the treasurer of the League that he had appropriated interest on certain funds to his own personal account. I will present for your consideration two reports from the banks which will settle that question entirely.

ST. JOSEPH, Mo., Sept. 22, 1893.

This certifies that there is in the National Bank of St. Joseph, to the credit of the League of American Wheelmen, W. M. Brewster, Treas.

League news to any one for publication until the same has been furnished to the Wheelman Company and published in the weekly newspaper issued by it.

In witness whereof the said Wheelmen Company has caused its corporate seal to be hereto affixed, and these presents to be signed in its name and behalf by Edward C. Hodges, its President, and the said James R. Dunn, C. L. Burdett and G. C. Brown have hereunto set their hands and seals as of and for the day and year first above written.

THE WHEELMAN COMPANY,
By EDWARD C. HODGES, President.

Witnesses:
(SEAL.)
(SEAL.)
J. A. DOWNS,
E. F. LOWRY.

JAMES R. DUNN, (SEAL.)
CHAS. L. BURDETT, (SEAL.)
G. CARLETON BROWN, (SEAL.) } Executive Committee L. A. W.

Witnesses:
F. V. ALEXANDER,
H. G. BUNKER.

The following motion was offered by Mr. Elliott (Mass.), and carried unanimously:

Moved, that a committee of three be appointed to investigate the relations now existing between the League and any publications in which it may be directly or indirectly interested, with a view to recommending a plan or policy to be adopted in the future, and to report to the next National Assembly.

THE PRESIDENT:

If there is no other business to come before the Meeting I would like to say on the National Assembly and to the League, that I personally, and on behalf of the Executive Committee, desire to express our thanks for your votes of approval and confidence in the Executive Committee. We feel that we have conducted the affairs of our office as intelligently as was possible for us; we have not studied the giving of time to anything worked for the interest of the League. We feel that we have faithfully carried out the trust reposed in us. I am grateful to the meeting for its expression of confidence and I will try to carry out, not only its wishes as expressed by votes, but also its wishes, as near as I can learn them from a majority or from any considerable portion of the membership. (Loud applause.)

ABBOT BASSETT, Sec'y.

Adjourned.

Missouri Division.

At the regular quarterly meeting of the Board of officers, held in St. Louis, Sept. 9th, there were present, Chief Consul Holm, Secy. Treas. Barnes, Representatives Laing, Wilder, Morris, Alvord Gilbert, Betts, and Club Representatives Davis, Robert, Emery, Stith, Strachlin and Butler.

Chief Consul Holm reported the appointment of H. J. Alvord as representative Vice H. A. Caulfield resigned.

Minutes of previous meeting read and approved.

Chief Consul read his report which was accepted.

Financial statement and report of Secy.-Treas. read and accepted.

Chairman Barnes reported verbally for Highway Improvement Committee, which report was accepted, and moved that the sum of fifty dollars be appropriated for road Improvement and placed at the disposal of the Highway Improvement Committee. The motion carried.

Chairman Betts reported verbally for Sprinkling Committee that the city officers were treating the committee with courtesy and had endeavored to secure sprinkling so as to accommodate the wheelmen, the results being in the main satisfactory. Report accepted.

Chairman Davis in making his verbal report for Rights and Privileges Committee, called attention to the point that it was important to know, in case a wheelman was run down by the driver of a horse or team, just what part of the body or limbs of said horse or team was struck by the person causing the accident. He suggested the advisability of injured wheelmen securing names and addresses of witnesses, also photographs of horses and measurements showing exactly where the wheelman was when accident happened, so that a better case could be made out where damages had ensued. Report accepted.

Chairman Betts was elected delegate to National Assembly vice Barnes resigned.

Mr. Butler moved that it be the sense of the Board that no appropriation be made for sending delegates to the meeting of the National Assembly to be held at Buffalo. Carried.

Mr. Butler called up the Registration Law By-Laws proposed by Mr. Gilbert and published in the BULLETIN. Mr. Butler moved that in view of Mr. Laing's promise as Chairman of the Election Committee to invite all candidates in the coming Division election to be present at the meeting of the Board, thereby giving it resolved that action on the Gilbert amendment be postponed until the next meeting of the Board, provided that the Secretary-Treasurer shall give 30 days' written notice upon the members of the Board of the proposed amendment. Carried.

Mr. Butler moved that the proper officers be requested to call the annual fall tour for Oct. 8 on Upper Creve Coeur Lake. Carried.

Mr. Davis moved that Chair appoint committee of three to solicit subscriptions to defray expenses of the tour. Carried.

Chair appointed Messrs. Roberts, Laing and Strachlin as said committee.

Mr. Butler moved that thirty dollars be appropriated for printing recruiting matter. Carried.

Mr. Butler moved that Mr. Davis, chairman Political Committee, be requested to furnish the Secy-Treas., at the earliest possible moment, with an itemized report of the expenditures of his committee. Carried.

Moved, that the two prizes be given out for recruiting until the close of the prize contest, Dec. 31, 1893, and that at the close of the contest the prizes be awarded according to the prize list offered, and the whole number of applications and renewals secured. Carried.

Adjourned.

EDGAR S. BARNES, Secy-Treas.

Massachusetts Road Books.

THE Massachusetts Division League of American Wheelmen, publishes a Road Book and a set of Road Maps. The Road Book contains a brief but comprehensive description of most of the highways of the state, and a list of the routes best adapted for wheeling tours, giving distances, League hotels, etc.

The Road Maps are in ten sections and were prepared from careful surveys, especially for the Massachusetts Division. These maps are unquestionably the most accurate and complete that have ever been published.

The price of the Road Book is $2.00, and the same charge is made for the set of maps. A discount of 50 per cent is, however, made to members of the L. A. W., so either work may be obtained from the undersigned for $1.00. Members must send their League numbers in order to obtain this discount. CHAS. S. HOWARD,
Secretary-Treasurer.
Room 91, Globe Office, Boston, Mass.

Kentucky.

John Seibert and M. D. Offutt have withdrawn their names as candidates for Vice-Consul of this Division. Fraternally, W. W. WATTS,
Chief Consul.

Rhode Island Division.

The following nominations have been made by the Rhode Island Wheelmen and the Narragansett Wheelmen for officers of this Division for the ensuing year:

Chief Consul—Howard L. Perkins, Providence.
Vice Consul—Geo. L. Cooke, Providence.
Secretary Treasurer—Nelson H. Gibbs, Providence.
First Representative—G. Arthur Warren, Providence.
Second Representative—Benjamin Smith, Providence.
Third Representative—Frank G. Ferry, Wakefield.

NELSON H. GIBBS, Sec'y. Treas.

Montana Sub-Division.

L. A. W. NOMINATIONS FOR 1893.

Chief Consul
W. L. Faut, Butte City.
Fred A. Fielding, Bozeman.
Secretary-Treasurer
C. O. Pierce, Butte City.
C. S. Rising, Helena.
Fraternally,
LEWIS A. CROLL, (L. C.), Sec'y-Treas.
Anaconda, Mont., Sept. 25, 1893.

Colorado Division.

I am in receipt of the following communication from Chief Consul Hackney:

HARRY M. BOOTH, Sec'y-Treas., Colo. Div., L. A. W.:

DEAR SIR: I hereby tender my resignation as Chief Consul of the Colo. Div., L. A. W., to take effect Oct. 1, '93. Vice Consul Davis will conduct the affairs of the Division during the remainder of the present term.

My work as Chief Consul has been a very pleasant work, and its associations in every way agreeable, and to the many who have given me their loyal support and assistance, I extend my most sincere thanks.

Hoping and predicting a bright future for the Colorado Division, I am,

Yours Sincerely,
CHAS. A. HACKNEY, C. C.

Mr. Hackney has been untiring in his efforts to forward the interests of the Colorado Division, and should receive the praise of its members.

Fraternally,
HARRY M. BOOTH, Sec'y-Treas.

Michigan.

A meeting of the Nominating Committee held at Flint, Michigan, on Tuesday, Aug. 22, 1893, the following members present: L. W. Schlimmel, Detroit, C. L. Westover, Bay City; H. R. Morgan, Lansing; W. P. Folger, Grand Rapids and H. E. Kellerman, Flint.

The following ticket was put in nomination:

Chief Consul—R. G. Steel, St. Johns.
Vice Consul—Ed. S. Hines, Detroit.
Secretary-Treasurer—H. W. Stebbins, Grand Rapids.
Representatives at Large:
L. W. Schlimmel, Detroit.
Bert Mansfield, Grand Haven
H. E. Kellerman, Flint.
F. A. Bond, Lansing.
A. B. Baker, Bay City.

Mr. A. B. Griffith declining, the nomination of Vice Consul, the name of Ed. S. Hines, of Detroit is placed on the ticket in place of Mr. Griffith's.

L. W. SCHLIMMEL,
Chairman Committee.

Illinois Division.

I have this day appointed Mr. Lee Bigsbee Local Consul at Gillespie.

F. W. GEROULD, Chief Consul.
Chicago, Sept. 27, 1893.

Illinois Division.

I HAVE this day appointed Mr. R. B. White Local Consul at Quincy, vice Albert Williamson resigned. F. W. GEROULD, C. C.
Chicago, Oct. 5, 1893.

Kansas Division.

I have appointed Mr. T. H. Kinley Local Consul at Beloit, in stead of at Leath, as published in BULLETIN of Sept. 29, and have appointed the following meet of the Board to be held at Topeka, Rates per day, $1.50; breakfast and supper, 35 cents; dinner and lodging, 50 cents.

W. C. F. REICHENBACH, C. C.

Topeka, Kan., Oct. 5, 1893.

Colorado Division.

I HAVE appointed Mr. Geo. H. Kinney Local Consul at Beloit, in stead of at Leath, as published in BULLETIN of Sept. 29, and have appointed the following meet of the Board to be held at Topeka. Rates per day, $1.50; breakfast and supper, 35 cents; dinner and lodging, 50 cents.

W. C. F. REICHENBACH, C. C.

Topeka, Kan., Oct. 5, 1893.

North California Division.

A nominating convention composed of representatives from each of the league clubs in the division and from the unattached membership was held at San Jose sept. 9.

The meeting was harmonious, all conflicting interests being represented.

The following resolutions were unanimously adopted:

Whereas the promises made to the members of the California Division, L. A. W., in Southern California for a separate division have been so unfortunately broken by the present Board of Division Officers, and

Whereas the said Board has just compiled and published, for free distribution among the members of this Division, the most complete road book California ever yet furnished,

Now therefore, *Resolved* by the members of the California Division L. A. W., in convention assembled, that the official acts of Chief Consul Strong, Secretary-Treasurer Ripley, and our Board of Division Officers meet with our most hearty approval, appreciation and endorsement, and that the thanks of each and every member of the Division are due to them.

Resolved that a copy of this preamble and resolution be spread in full upon the minutes, and that a copy be forwarded to our official organ, the L. A. W. BULLETIN, for publication.

The following ticket was nominated:

For Chief Consul, Lauren W. Ripley, Sacramento.

For Vice Consul, H. A. Alexander, San Jose.

For Secretary-Treasurer, A. J. Storey, San Francisco.

For Representatives, F. A. Eckstrom, Stockton; J. S. Dunnigan, Alameda; C. J. Belloli, San Jose. L. W. RIPLEY, Sec.-Treas.

Applications for Membership.

THE following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article I. of the Constitution, which is as follows:

SECTION 1. Any amateur wheelman of good character, eighteen years of age or over, shall, with the endorsement of two League members be eligible to membership in this League upon payment of the initiation fee and dues, as provided in this Constitution and By-Laws, and the By-Laws of his Division.

SECT. 3. The name of each applicant for membership must be published in the official organ, and unless within two weeks thereafter, a protest shall be filed with the Secretary, he shall become a member of the League.

Tickets will be issued fourteen days after the publication of names, and on the same date the name of applicant will be put on the mail list of this paper.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the Secretary. In order that no objection to the same may arise with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding date of publication. All applications received after that hour must go over to the list of the following week. When a holiday falls on Monday the list is closed on Saturday preceding.)

BOSTON, Oct. 13, 1893.

Total to date—35751.

North California—1—686.

61649	Petersen, Jacob	San Francisco

Colorado—1—595.

61650	Mueth, A. A.	Denver

District of Columbia—1—321.

61651	Allen, Claude J.	Washington

Georgia—1—150.

61652	Hackett, E. L.	Savannah

Illinois—14—2432.

61653	Kallister, E. W.	Peoria
654	Lucas, Frank R.	"
655	Parmenter, E. L.	"
656	Olwin, Wm. G.	"
657	Schofield, Robert J.	"
658	Smith, Clarence H.	"
659	Frost, E. F.	Winchester
660	Smith, D. T.	"
661	Day, Jas. A.	"
662	Rogers, E. Albert	Chicago
663	Harris, A. W.	"
664	Lindon, Harry	Chicago
665	Bertell, Ant T.	Hyde Park
666	Rhoads, David W.	Palmyra

Iowa—6—610.

61667	Anderson, Andrew C.	Keokuk
668	Bisbee, Sumner T.	"
669	Tracy, Jesse	"
670	Ehrlich, Emil W.	"
671	Matthews, Willis A.	"
672	Myers, Wilbur M.	Atlantic

Kentucky—3—508.

61673	Stout, W. R.	Owensboro
674	Elbert, J. H.	Louisville
675	Carpenter, Jas. S.	"

Maryland—4—698.

61676	Cassard, Hamilton	Baltimore
677	Hopkins, Robert L.	"
678	Shriner, E. C.	"
679	Smith, W. C.	"

Massachusetts—6—6143.

61680	Grover, Fred H.	Lowell
681	Hartman, Robert M.	Worcester
682	Hayden, E. L.	"
683	Lovejoy, F. A.	Boston

731	Carling, Harry F.	Philadelphia
732	Carnahan, J. W	"
733	Dick, Evans R.	"
734	Dick, Frank M.	"
735	Fox, Walter A.	"
736	Fitch, James G.	"
737	Hellyer, W. R.	Philadelphia
738	Kildare, Joseph	"
739	Nicolls, Wm. J.	"
740	Robbins, Geo.	"
741	Trist, E. A. M.D.	Condersport
742	Aepple, Chicago	Enon Valley
743	Darrach, Alfred	Germantown
744	Clay, R. F.	Holmesburg
745	Newhall, Charles C.	Mont Clare
746	Lanser, Arthur H.	Wayne

So. Dakota—1—99.

61747	Hull, Leroy	Alexandria

Texas—2—196.

61748	Anderson, Will P.	Dallas
749	Fuller, James T.	Calvert

Massachusetts Election.

I WISH to call the attention of the members of the Massachusetts Division, L. A. W. to the following extracts from the By-Laws, relative to election of officers.

ARTICLE IV.

Sect. 2. Any League Club, or any ten members, may place in nomination, at any time, any candidates they choose, and report the same to the Secretary-Treasurer, who shall publish at once all such nominations in the Official Organ, and if received on or before October 15 he shall print the names on the official ballot.

Sect. 4. (a) On or before Oct. 20 the Secretary-Treasurer shall send to each member a ballot containing all the nominations for the several offices that have been received, and an envelope addressed to the Chairman of the Returning Board.

(b) On the ballot the names and residences of the nominee for each office shall be arranged in alphabetical order.

(c) Against the names of those nominated by the Nominating Committee shall be printed the words "Nominating Committee"; against the names of those nominated by a club shall be printed the name of the club; against the names of those nominated by ten or more members shall be printed the word "Independent."

(e) Each voter shall clearly designate his choice for each office by placing a X mark (left side preferred) opposite the name of the candidate or candidates for whom he desires to vote. If it shall be found that a voter has marked more names for any office than he is entitled to, no name for that office shall be counted, but this shall not invalidate the rest of the ballot.

(f) Duplicate ballots may be had of the Secretary-Treasurer by enclosing stamp for return of same.

(g) Ballots shall bear the signature, residence and League number of the member voting, and be deposited in the post-office, directed to the Chairman or the Returning Board, on or before November 15.

(h) A ballot once mailed cannot be recalled or changed, and if two ballots are received from one member, both ballots shall be rejected.

(i) A ballot signed with type-writer or rubber stamp shall not be counted.

(j) The absence of League number or residence shall not invalidate a ballot, if same can be ascertained from the books of the Secretary-Treasurer.

(k) No other ballot than that furnished by the Division shall be counted.

In accordance with the above rules I now publish all nominations received by me at this date from clubs and individual members. They are as follows:

From Boston Press Cycling Club.

For Chief Consul, Geo. A. Perkins of Boston.
For Vice Consul, Dr. Edward Miller of Springfield.
For Secretary-Treasurer, Chas. S. Howard of Boston.
For Representatives, A. J. Ochs, Boston; J. C. Kerrison, Revere; W. C. Dillingham, Everett.

From Newburyport Bicycle Club.

For Chief Consul, George A. Perkins of Cambridge.
For Vice Consul, A. D. Peck of Boston.
For Secretary-Treasurer, Chas. S. Howard of Boston.
For Representatives, J. Fred Adams, Haverhill; R. H. Allen, Fitchburg; Chas. L. Barker, Pittsfield; J. L. Coggshall, New Bedford; A. E. Cooper, Boston; J. S. Dean, Boston; W. C. Dillingham, Boston; J. W. Drown, Springfield; H. W. Dryden, Mansfield; P. L. Hassenforder, Taunton; W. W. Griffin, Lynn; E. B. Hutchinson, Andover; W. G. Kendall, Boston; J. C. Kerrison, Revere; F. H. McKee, North Adams; D. E. Miller, Springfield; Frank Nichols, Fall River; C. W. Pierce, Brighton; L. W. Piper, Newburyport; A. W. Robinson, Charlestown; Geo. H. Stevens, Lowell; H. Scherver, Worcester; W. W. Scott, Hyde Park; J. B. Seward, Revere; Frank E. Shute, Gloucester; P. C. Spring, Cambridgeport; A. W. Swan, New Bedford; F. H. Williams, Springfield; G. W. Hayward, Dorchester; George L. Sullivan, Boston.

From Haverhill Bicycle Club.

For Chief Consul, George A. Perkins of Cambridge.
For Vice Consul, A. D. Peck of Boston.
For Secretary-Treasurer, Chas. S. Howard of Boston.
For Representatives, J. Fred Adams, Haverhill; R. H. Allen, Fitchburg; Chas. L. Barker, Pittsfield; J. L. Coggshall, New Bedford; A. E. Cooper, Boston; J. S. Dean, Boston; W. C. Dillingham, Boston; J. W. Drown, Springfield; H. W. Dryden, Mansfield; P. L. Hassenforder, Taunton; W. W. Griffin, Lynn; E. B. Hutchinson, Andover; W. G. Kendall, Boston; J. C. Kerrison, Revere; F. H. McKee, North Adams; D. E. Miller, Springfield; Frank Nichols, Fall River; C. W. Pierce, Brighton; L. W. Piper, Newburyport; A. W. Robinson, Charlestown; Geo. H. Stevens, Lowell; H. Scherver, Worcester; W. W. Scott, Hyde Park; J. B. Seward, Revere; Frank E. Shute, Gloucester; P. C. Spring, Cambridgeport; A. W. Swan, New Bedford; F. H. Williams, Springfield; G. W. Hayward, Dorchester; George L. Sullivan, Boston.

From Somerville Cycle Club.

For Representative, David R. Harvey, of Somerville.

From Independent Voters.

For Chief Consul, Geo. A. Perkins of Cambridge.
For Vice Consul, D. E. Miller of Springfield.
For Secretary-Treasurer, Chas. S. Howard of Boston.
For Representatives, J. Fred Adams, Haverhill; R. H. Allen, Fitchburg; Chas. L. Barker, Pittsfield; J. L. Coggshall, New Bedford; Timothy L. Connolly, Roxbury; A. B. Cooper, Boston; W. C. Dillingham, Everett; J. W. Drown, Springfield; H. W. Dryden, Mansfield; Frank Dunning, Roxbury; J. J. Feeitt, Roxbury; Frank G. Foster, Whitinsville; W. W. Griffin, Lynn; Wm. T. Gill, Waltham; G. W. Hayward, Dorchester; P. L. Hassenforder, Taunton; E. B. Hutchinson, Andover; W. G. Kendall, Quincy; J. C. Kerrison, Revere; James M. McGinley, Roxbury; F. H. McKee, North Adams; Frank Nichols, Fall River; A. J. Ochs, Boston; Chas. G. Percival, Roxbury; L. W. Piper, Newburyport; A. W. Robinson, Charlestown; H. Scherver, Worcester; A. W. Swan, New Bedford; J. B. Seward, Revere; Geo. L. Sullivan, Boston; F. E. Shute, Gloucester; George A. Kendall, Boston; P. C. Spring, Cambridgeport; F. H. Williams, Springfield.

The Massasoit Cycle Club has endorsed the ticket presented by the Nominating Committee.

CHAS. S. HOWARD, Sec.-Treas.

Oct. 10, 1893.

Racing Board Matters.

THE following are suspended for thirty days from Oct. 16 for competing in unsanctioned races at South Weymouth, Mass.: Messrs. A. Parsons, Quincy, Mass.; F. D. Billings, Brockton, Mass.; A. F. Garey, Hingham, Mass.

For violation Clause A, amateur rule, the following are declared professionals: C. H. Le Borteaux, Dansville, N. Y.; C. A. Wells, Belvidere, N. Y.; F. O. Spencer, Canastota, N. Y.

SANCTIONS GRANTED.

Oct. 10—D. C. Hasbrouck, Peekskill, N. Y.
Oct. 11, 12—Meridian Cyclers, Meridian, N. Y.
Oct. 18—Oswego Cycling Club, Oswego, N. Y.
Nov. 25—Twenty-third Regt. Ath. Assn., Brooklyn, N. Y.
Oct. 19—J. G. Budd, Saratoga Springs, N. Y.
Oct. 16—C. T. Daggett, Mt. Morris, N. Y.
Nov. 7—Mercury Wheel Club, Flushing, N. Y.
Oct. 21—Long Island C. W., Queens, N. Y.
Oct. 14—Queens Junior Wheelmen, Queens, N. Y.

H. E. RAYMOND.

Correction.

THE letters in stenographic report of the Assembly meeting are not the ones that were read at the meeting. We have sent for the letters that were read and present them herewith.

THIS is to certify that the balance to the credit of Wm. M. Brewster, Treasurer, to this date is $2,857.78 and that no interest or commission of any kind has ever been paid on the current account to the credit of Mr. Wm. M. Brewster, Treasurer. Respectfully,

(SIGNED) C. F. ESTHORT, a cashier.
St. Joseph, Mo., Aug. 5, 1893.

THIS certifies that Wm. M. Brewster, Treasurer, has on deposit to-day in this bank the sum of fifty-five hundred and forty-four dollars and ninety-five cents ($5544.95).

We have never directly or indirectly offered to pay him interest on above account. Neither has he ever requested same or been paid same.

(SIGNED) SCHUYLER-HAS NATIONAL BANK,
By E. C. HARTWIG, A. C.
St. Joseph, Mo., Aug. 5, 1893.

Kentucky Division.

I HAVE received the withdrawal of Mr. S. G. Pulliam, of Harrodsburg, as a nominee for the office of Representative for this Division, he being temporarily engaged at Washington. The same has been accepted by me and his name will not appear upon the ballots. W. W. WATTS,
October 7, 1893. C. C. Kentucky Div. L. A. W.

HOW TO JOIN THE L. A. W.

Fill up the blank below, and, together with the sum required for Initiation Fee and Dues to April 30th, next ensuing (1894), send it to the Secretary of the League.

ABBOT BASSETT,
12 Pearl Street, - - Boston, Mass.

P. O. BOX, 5267.

Write your FULL NAME, your FULL ADDRESS, and your CLUB name in FULL.

Each applicant must give as references the names of two L. A. W. members.

The name of the applicant will be published in the L. A. W. BULLETIN as soon as possible after it is received, and after two weeks, if not protested, the ticket will be issued. This will consume in all about three weeks.

Stamps of a denomination above two cents will not be received.

If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cts. If you want your name in gold, stamped on the holder, send 50 cts.

MEMBERSHIP FEE.

In April, May, June, July, August, September or October, enclose $2.00 with this blank. In November, December, January, February or March, enclose $1.50. These sums include the initiation fee and the annual dues.

The sum printed on the blank is the proper amount to send on even date with that of this copy of BULLETIN.

Application for Membership.

.....189

ABBOT BASSETT, Secretary:

Dear Sir.—Enclosed you will find $2.00 for Initiation Fee and Dues in the League of American Wheelmen to April 30, next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur. I refer to the two League members named below.

Name.....

Street or Box.....

City.....

State.....

References.....

.....

.....

Club.....

Write plainly. Autograph signature not required. Printing preferred, or enclose personal card.

Change of Address.

Members desiring change of address will kindly use the form below and send same to the Secretary, Abbot Bassett, 12 Pearl Street, Boston, Mass.

No. ..

NAME.....

OLD ADDRESS.....

.....

.....

NEW ADDRESS.....

.....

.....

TRADE NOTES.

Continued from Page 91.

Failed In New Haven.

THE stockholders of the Connecticut Cycle Company, Chapel street, New Haven, Conn., decided to ask for the appointment of a receiver, as the corporation was unable to meet its liabilities and asked that Gilbert C. Benham of Hamden be appointed receiver. Judge Hall granted the motion, appointed Charles H. Hilton and Arthur D. Griggs appraisers, and allowed creditors four months in which to present claims against the company. The capital stock of the corporation was $2,500.

The Anglo-American Failure.

EDITOR BICYCLING WORLD: You have undoubtedly learned, ere this, of the appointment of a receiver for the property of this company, which we regret, unfortunately, to have to confirm.

Mr. John V. Bacot, an eminent lawyer of Jersey City, and Mr. J. Friedenstein, President of this company, have been appointed joint receivers for the property in New Jersey, and Mr. Friedenstein confirmed as ancillary receiver for the property in New York. The suspension of the company for the time being is caused altogether by circumstances quite unable to be foreseen—the list of failures in the past year, in which we have been interested, being a long one. Our temporary suspension can be ascribed wholly to the most far reaching business depression that has ever existed in this country.

It is, however, with pleasure that we announce the appointment of Mr. Friedenstein as receiver for the property in New York, as, under his management as president of the company, the business has steadily grown from its inception, and his entire familiarity with the business in all its details, makes the chances of an early settlement most likely. Assurances of support from the great majority of creditors have been received, and with a preparation of a statement of the condition of the company, which will be ready in a few days (by which we hope to show a very satisfactory condition of affairs), we trust that a continuance of the business under a receivership will be of short duration, and that we may soon effect a satisfactory adjustment with creditors.

In the meantime we beg to assure you that the business will be continued on the same lines as heretofore, and the installment of a receiver will not in any way, affect our continuance. The business outlook for the year is bright, and contracts already booked assure us of an era of prosperity—to grow out of our present temporary trouble.

Very truly yours,
ANGLO-AMERICAN IRON & METAL CO.
H. M. Campbell, Secretary.
New York, Oct. 7.

W. L. Parker, a San Jose, Cal., agent, has filed a petition in insolvency. His assets are placed at $975, and his liabilities at $2776.44. $150 of the assets is claimed as exempt. Sheriff Bollinger was appointed receiver.

SIG. LUIGI MASETTI, an Italian law student, is spending his vacation in a novel way. He has ridden from Milan, Italy, to the World's Fair on a cushion tired bicycle, riding over the Alps and across the European continent to England, where he took passage on board an ocean greyhound for New York. From that point he proceeded, via Buffalo and Cleveland, to Chicago, where he took in the glories of the "White City." On Sept. 27 the tourist started on his return trip awheel leaving as a memento at the exhibit of the Gormully & Jeffery Mfg. Co. his old cushion tired machine, which he discarded for a No. 4 Rambler, fitted with G. & J. pneumatic tires. Sig. Masetti says "No more cushion tires in mine."

FOR SALE OR EXCHANGE.

In this department the prices are 20 cts. per line, 7 words per line, 12 lines per inch.

Stamps will NOT be taken in payment. Cash, check, money order, or postal note must accompany order, or no insertion.

GENTLEMEN! Ask your druggist for ages, or send $1 for Silk, 50 cents for thread. Stamps taken. Safely sent by mail. Small, medium or large.
G. W. ELAVELL & BRO.,
1005 Spring Garden St., Philadelphia, Pa.

$75 BUYS ladies' Victor; '93 model; cushion tires; warranted in perfect condition; a bargain. P. S. MOONEY, 15 Milk st. Boston.

$50 Here for perfect Model 30 or 32 Columbia. L. L., 73 New Brighton Pa.

FOR SALE—Cheap 2 Waverly bicycles; brand new. Apply at 1164 Dorchester st., So. Boston, Mass.

VICTOR Model D; in fine condition and warranted for one year; best offer over $50. E. W. DYKE, Hyde Park, Mass.

STOLEN—In Augusta, Ga., Sept. 28, Columbia Safety bicycle, model 22, No. 16,296; in good condition; a reward of $50 will be paid by Pope Mfg. Co. for the return of wheel to JNO. P. DILL, Augusta, Ga., with capture and conviction of thief.

$80 TAKES ladies' Waverly; brand new; ridden three months; C. O. D. privilege examination. W. L. STEWART, Box 154, Bangor, Me.

CHEAP—1893 Century or ladies' Columbia, perfectly new, $105; 1891 Cleveland No. 1 or ladies' wheel, new, $105; new Raleigh Racer $100; Rambler Racer, almost new, $90; sent C. O. D. on receipt of $5 for express charges. WILL C. PAINE, Evansville, Ind.

$25 REWARD—For return of Victor bicycle, 1893 Overman Wheel Co's Model D; No. 11,065; Hartford tires, steel bearings. F. C. HASTINGS, So. Framingham, Mass.

STOLEN—Lovell Diamond bicycle, Model 10; No. 12,860; Hartford Rubber Works' pneumatic tires; gear 62; cork handles; seat rail; scorcher saddle; dent in front rim; small bell attached; suitable reward will be paid by returning to H. W. SAWIN, Southboro, Mass. Repairers and agents please take notice.

COLUMBIA TANDEM, G. & J. tires; nearly new; $100. DAMPMAN, 262 N. Broad street, Philadelphia, Pa.

$25 REWARD for the return of Victor Bicycle No. 36,930, Model D, '93 pattern; virtually new; three months out of store. H. C. KELLER, 731 Hamilton Street, Allentown, Pa.

HAVING traded some goods for a few bicycles, I am prepared to sell a Victor for $120, Flyer or Model D; the Cyclemda for $95. Remember the wheels have never been uncrated. Write quick, for this chance will not remain long. Address for full particulars, N. G. FREEMAN, 336 Broadway, Saratoga Springs, N. Y.

Sundries For All.

Mail us your orders. Complete line, Pneumatic Tires on hand, Repairing and Enameling of twenty years experience. Done quick and right. Bargains in wheels. Special lists free.

KNIGHT CYCLE CO.,
344 North 14th Street, - - St. Louis, Mo.

LATEST CYCLING PAPERS from all parts of the world received regularly and for sale. Send for List. FLETCHER & CO., 43 E. Van Buren Street, Chicago.

Ride a New Wheel for $18

Take out your wheels, crate securely and ship to us, express prepaid; we will apply *Standard Make Pneumatic Tires*, either single or double tube, in A1 steel rims for $18 per pair, with a pump. Frame spreading and general repairing at the *Lowest Prices*. All of our work and tires guaranteed. H. W. SMITH & CO., 91 Marshall Street, Somerville, Mass.

GROW HEAVY HAIR
MUSTACHE AND BEARD
Smith Mfg. Co., Palatine, Ills.

..ADAMS'..
Pepsin Tutti Frutti
FOR THAT
Full Feeling After Eating.
TRADE-MARKS. COPYRIGHTS

Solicitor of U. S. and Foreign Patents.
ATLANTIC BLDG., WASHINGTON, D.C.
Send sketch of model for free examination as to patentability.

Burleigh's Bicycle Watch Carrier



Made of best Steel Wire and covered with Linen Thread; fully protects watch from jar by pressing lower corners; will take 16 or 18 size watch or watch clock; easily attached to frame or handle bars. For Chronograph put near handle so it can be operated with thumb and finger. Speed table with every Carrier. Sent post-paid on receipt of 75 cents. Sold by all agents.



Geo. K. Burleigh,
Tilton, N. H.

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In this Department, 25 cents a line. ☞*Cash must accompany the order.*☜

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Solid Gold, - - $3.50
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Any bicycle dealer will order you one. We have L. A. W. badges from 25c. up.
Discount to dealers.
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PRIZE MEDALS
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3 WINTER ST.
BOSTON MASS

- PNEUMATIC -
908, Solid Gold, - $2.50
968, Rolled Gold, - 1.25
☞Send $2.50 to
Martin, Metzger & Co.,
42 Malden Lane, New York.
—FOR A—
Pneumatic L. A. W. Pin,
Sent by mail at our risk.
Discount to Jewelers.
Catalogue will be sent FREE.



Sundries For All.

Mail us your orders. Complete line, Pneumatic Tires on hand, Repairing and Enameling of twenty years experience. Done quick and right. Bargains in wheels. Special lists free.

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Largest circulation of any scientific paper in the world. Splendidly illustrated. No intelligent man should be without it. Weekly, $3.00 a year; $1.50 six months. Address, MUNN & CO., PUBLISHERS, 361 Broadway, New York City.

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New Haven GOLD OR SILVER 50¢ EACH.
MEDALS EMBLEMS &c.
C.O. REICHERT, 16 CROWN ST. NEW HAVEN, CONN.

A Perfect Light Maker.



PRICE 50 CENTS.
Gives a bright, clean light, that will not shake out. ☞All prominent dealers Keep "Red Star" specialties.
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KALAMAZOO TROUSER GUARD
KALAMAZOO CYCLE CO.,
KALAMAZOO, MICH.
This is the Hump that holds the pants for them who ride Bicycles.
Price 15c.





PATENTS Procured in the United States and foreign countries. Trade marks, designs, labels and copyrights. Send description with sketch, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. W. T. SPRINGHAUR, Merrill Building, 908-910 St., N.W., Washington, D.C.



League Members!

NOTICE.

OUTING can be furnished all League members (new subscriptions, not renewals,) for

$2.50 per Year.

(Regular price $3.)

We don't need to introduce OUTING to our readers. It is the only all-round "outdoor sport" magazine published.

None but League Members

Can get OUTING for the price we can furnish it. Send in your order at once, as the

Offer May be Withdrawn at Any Time.

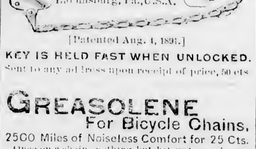
WHEELMAN CO.,
167 Oliver Street, - Boston, Mass.

(Postage stamps WILL NOT be received in payment.)



Jones' Suspension Bicycle Saddle.
Simplest, Cheapest, Neatest and Best.
For Carrying Children on Ordinary Safety Bicycles.
☞For Sale by all Dealers. Manufactured by
A. H. GOETTING, Springfield, Mass.

30,000 SOLD LAST YEAR



[Patented Aug. 4, 1891.]
KEY IS HELD FAST WHEN UNLOCKED.
Sent to any address upon receipt of price, 50 cts

GREASOLENE
For Bicycle Chains.
2500 Miles of Noiseless Comfort for 25 Cts.
Once on a chain, nothing but hot water and soap will take it off. It is unlike anything now in use and will make any chain run so much easier. Sent by mail to any part of the United States, upon receipt of 25 cents.
J. G. CALROW, Winnetka, Ill.

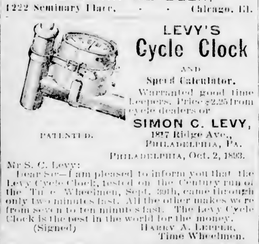


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The neatest, most distinct and highest horn on the market. Tone is very clear and distinct. Horn by mail, 1. Discounts to dealers and clubs. Address,
HERMANN METZGER.
1222 Seminary Place, - - Chicago, Ill.

[Pat. June 27, 1893.]



LEVY'S
Cycle Clock
AND
Speed Calculator.
Warranted good time keepers. Price $2.25 from cycle dealers or
SIMON C. LEVY,
1877 Ridge Ave.,
PHILADELPHIA, PA.
PATENTED.
PHILADELPHIA, Oct. 2, 1893.

Mr S. C. Levy:
Dear Sir—I am pleased to inform you that the Levy Cycle Clock, tested on the Century run on the Tri-C Wheelmen, Sept. 30th, came through only two minutes fast. All the other makers were from seven to ten minutes fast. The Levy Cycle Clock is the best in the world for the money.
(Signed) HARRY A. LEEPER,
Time Wheelman.

USE EAST INDIA STICK GRAPHOLINE



FOR BICYCLE CHAINS.

The only chain lubricant that gathers no dust. It is easily applied, being manufactured in sticks three inches long. It protects the chain from rust, dust, mud and wear. Price 25 cents, by mail.

PRINCE WELLS
KENTUCKY BICYCLE AGENCY,
626 Fourth Ave. LOUISVILLE, KY.
FOR SALE BY ALL
CYCLE DEALERS.

WESTON & CO., Jamesville, N.Y.
Wheels for Safety Bicycles.
Old wheels made over, or new wheels to take their place. Rock bottom prices to suit the times.

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The Solid Vestibuled Limited Trains of the
THREE TRAINS EAST WEST DAILY.
PALACE BUFFET SLEEPERS. SUPERB DINING CARS.
NO CHANGE OF CARS BETWEEN... NEW YORK, BOSTON AND CHICAGO
TICKETS SOLD TO ALL POINTS AT LOWEST RATES
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Trains arrive at and depart from Nickel Plate Depot, corner Twelfth and Clark streets, Chicago; Union Depot of the Erie Ry. at Buffalo. At Cleveland, trains stop at Euclid avenue, Madison avenue, Willson avenue, Broadway, Pearl street, Lorain street and at Detroit street, from either of which stations passengers may be conveyed by street car to any part of the city.

For rates and other information see Agents of the Nickel Plate Road, or address
E. WILLIAMS, Gen'l Pass'r Agent.
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Via BOSTON and ALBANY R. R.

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BETWEEN
Boston, Philadelphia, Baltimore, Washington,
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New York and Philadelphia,
And all points in Interior Pennsylvania.
THE SCENIC LINE
To Buffalo, Niagara Falls and the West.
☞WHEELS CARRIED FREE.
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FITCHBURG RAILROAD

Superb Equipment, Excellent Train Service, Fast Time, and Courteous Employees make the

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THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.

FAST EXPRESS TRAINS

With elegant PALACE PARLOR and SLEEPING CARS to and from

BOSTON and CHICAGO
and BOSTON and ST LOUIS,
via NIAGARA FALLS

without change.
THE POPULAR ROUTE for all points in Northern New York, Vermont and Canada.
THE ONLY LINE running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes and Burlington, Vt.
THE PICTURESQUE ROUTE from Boston to St. Albans, St. Johns, Ogdensburg, Ottawa, Montreal and Quebec.
ELEGANT PALACE SLEEPING CARS to and from
BOSTON and MONTREAL,
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For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad and at
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J. R. WATSON, General Pass. Agent.

Measure the Quality of

COLUMBIAS

Against the bicycles of the whole world and they will stand any test.

The reputation enjoyed by COLUMBIA BICYCLES has been well earned. The first American bicycle built was a COLUMBIA. That bicycle was built as well as the means at hand would permit, and from the first to the last, with constantly increasing experience and facilities, our effort has been to build every COLUMBIA BICYCLE as nearly right in design, construction, finish, and quality of materials as possible, regardless of expense, until today they not only lead in America, but enjoy the proud distinction of being absolutely the standard bicycles of the world.

BOSTON. NEW YORK. **POPE MFG. CO.** CHICAGO. HARTFORD.

PNEUMATIC TIRES

For **Bicycles**

And **Carriages.**

We manufacture a variety of high and medium grade single and inner tube tires for general sale.
Our tires are well constructed, thoroughly reliable, and, without doubt, are unequalled by any tires on the market for the price at which we offer them.
Correspondence solicited from manufacturers and large repairers.

HARTFORD RUBBER WORKS CO.,
HARTFORD, CONN.

Hartfords

For **Touring.**

A little less than the highest in price but lacking no essential of a good, honest road wheel, they are worthy of your careful consideration.

THE HARTFORD CYCLE CO.,
HARTFORD, CONN.

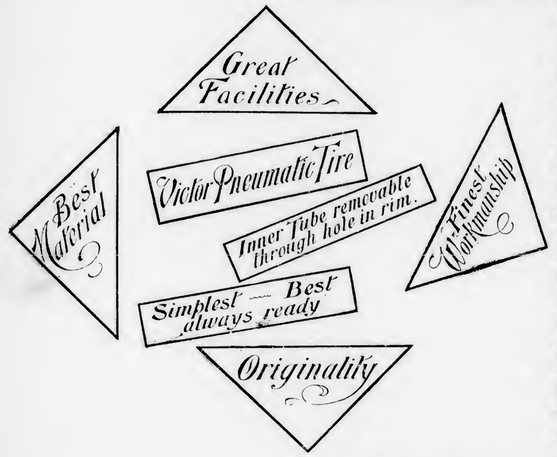
The Bicycling World and L. A. W. Bulletin

Founded 1877

Volume XXVII. Number 7. BOSTON, FRIDAY, OCTOBER 20, 1893. 50 Cents a Year. 5 Cents a Copy.

Victor Popularity Is No Puzzle.

.... It Is As Plain As Day ....



SOME makers say if they had the Victor Pneumatic Tire they could sell their product for full price. Others envy the great facilities of our immense plant, while more lack originality and are content to jog along a year or two behind Victor success.

Every Requirement of the Best Bicycle Is Combined in Victors.

OVERMAN WHEEL CO.,

BOSTON. WASHINGTON. DENVER. SAN FRANCISCO.

HERE AND THERE.

Send 50c. to us for copy "Zimmerman on Training." The book not only covers points on training, but points for tourists, care of wheels, records, and a host of valuable information.

THE Hartford (Ct.) Wheel Club talk of giving a banquet about the middle of next month.

THE Laurel Club, of Gloucester, Mass., was entertained by the Beverly Cycle Club last week.

THE Pennsylvania Bicycle Club, of Philadelphia, voted down the recent proposition to establish a sideboard in the club house.

CAPTAIN FRED HILL, of the Pennsylvania Bicycle Club of Philadelphia, has tendered his resignation, having removed from that city to Boston.

THE second annual race meet of the Shoe City Wheelmen, will be held at the Brockton (Mass.) Fair Grounds, on Saturday, Oct. 21, at 1.30 P. M.

IF the man who humps his shoulders over the bicycle handle-bars could only see himself once as others see him, he would sit up straight afterward, even if he had to run a steel ramrod inside his shirt collar and down along his spine.—*Boston Globe.*

THE Bath (Me.) Cycle Club are putting in two or three evenings a week rehearsing for their minstrel entertainment, which occurs early in November.

THE Newton (N. C.) *Enterprise* says that cutting grass with a mowing scythe on a bicycle is one of the latest accomplishments of a Newton sportsman.

AT San Antonio, Texas, the Volksfest was inaugurated with a night procession through the streets. The cycle brigade carried off the honors in the shape of decorations.

AT the last regular meeting of the Allegheny Cyclers, of Pittsburgh, Pa., a century badge was decided on like the pin adopted by the club and the monogram A. C. in red and blue.

A MARSHALLTOWN, Iowa, cyclist had his wheel stolen last week and was fortunate enough to have it recovered within thirty-five miles of his home, although unfortunately the thief escaped.

PITTSBURGH'S recent big lantern parade proved a great success in that city. It was headed by the winners of the late road race between Buffalo and Pittsburgh, and all the clubs in the city took part.

AN Oregon man went out hunting the other day, mounted on a bicycle, and succeeded in bringing down a deer. This opens up a new vista for wheelmen. A grand jack rabbit round up by the Helena club would be a rare entertainment to give our people one of these fine autumn evenings.—*Helena Independent.*

W. M. CARMAN, winner of the first time prize in the Toronto Athenæum road race, and W. R. Hensel, who finished 21 seconds behind, are to have a match race in order to settle the disputed question of superiority.

THOSE proposed short-skirted suits for feminine bicycle riders are all right provided the feminine bicycle riders themselves are all right. Otherwise the new fashion will be a most improper one.—*Boston Globe.*

THE Brooklyn (N. Y.) Bicycle Club has moved into its new club-house on Hanson place. The house is not in a complete state, but work is progressing rapidly, and it is proposed to have a formal opening next month.

THE first winter's sociable of the White Rose Bicycle and Sociable Club was held at the armory in Meriden, Ct., last week, and the musical portion of the entertainment, which preceded the dancing, was very enjoyable.

THE lantern parade of the Delaware County Wheelmen, of Chester, Pa., came off last week, at Fernwood, Pa. They finished up at ten o'clock and afterward supper was served to the visitors by the Fernwood Wheelmen at the club house.

THE Colt Bicycle Club of Hartford, Ct., have organized a bowling team and challenge any cycling bowling club in the state. The Hartford Wheel Club's bowling team has held the local field for some time among the wheelmen and will probably arrange a match with the new organization at an early date.

THE annual dinner of the Atalanta Wheelmen, of Newark, N. J., will take place on November 7. The road committee of the club is preparing a team race in connection with it. The members attending the dinner will be divided into two teams. These two teams will race from Newark to Morristown.

ABOUT two hundred took part in the lantern parade of the Framingham (Mass.) Cycling Club, held last week; the prizes were awarded as follows: Lady making the finest appearance, Mrs. H. T. Fales; gentleman making the finest appearance, Charles E. Walker; most striking design, W. C. and Frank Harding, a Ferris wheel.

THE name of the "Gentlemen's and Cyclers' Country Club," of Baltimore, Md., is to be changed to the Cyclists' Country Club. A ten-pin alley is nearing completion on the club's property and a quarter-mile track has been surveyed and staked off, but it has not been determined whether such a track or a larger one shall be constructed.

WALTER CAMP'S Book of College Sports, by Walter Camp, the well-known Yale expert and writer on college athletics, is now out and contains chapters on baseball, football, track athletics and rowing, with many suggestions from the author, who is recognized as the highest authority among college athletes, and who has been for many years the trainer of some of the most successful Yale teams. The latest rules are given also. No club house is complete without a copy of this excellent work.

Hickory TRADE MARK

Delighted With It.

Hickory TRADE MARK

OFFICE OF

A. CLEMENT SHUTE, M. D., Homeopathist,

715 Pittsburgh Street,

Connellsville, Penn., Sept. 12, 1893.

Hickory Wheel Co., Gentlemen.—Your HICKORY "A" has been receiving the hardest possible usage a machine could have, for six months, having ridden mountain roads and cinders by the mile, yet not a puncture, and the wheel to-day is as sound as when bought—not a loose spoke or nut to be found, and I am delighted with it, as well as many others who at first were inclined to think it a novelty, but now regard it as the best, after seeing what it has stood by my daily use of same in practice. The spoon brake is perfect.

Respectfully, (Signed) A. CLEMENT SHUTE, M. D.

Hickory Wheel Co. South Framingham, Mass.

Lu-Mi-Num.

Was Awarded

A

Blue Ribbon Prize

. . . AND . . .

HIGHEST

POSSIBLE HONORS

AT THE

World's Fair.

We Made It.

Lu-Mi-Num.

Yours truly

St. Louis Refrigerator

AND

Wooden Gutter Co.,

ST. LOUIS, MO.

SEND FOR CATALOGUE.

Lu-Mi-Num.

"Made a Clean Sweep."

INCORPORATED 1873. CAPITAL, $500,000.

STOLEN

We Cannot Make LEAGUE WHEELS Fast Enough to Satisfy the Public.

THEY HAVE COMMENCED TO STEAL THEM.

But it is certain conviction to steal the CHAINLESS. Their identity cannot be concealed, for they always attract attention.

How is This for a Record

Wheel stolen at 7 P. M., the thief arrested in an adjoining city at 7.30 A. M. following morning, examined and bound over to the Superior Court the next day under $500 bonds. The thief could only plead the usual temptation to which he was subjected by reason of the remarkable beauty of the LEAGUE CHAINLESS.

The League Cycle Co. will spare no expense to effect the conviction of thieves of LEAGUE CHAINLESS WHEELS for the protection of their customers.

THE LEAGUE CYCLE CO., HARTFORD, CONN.

THE BICYCLING WORLD.

Published Every Friday

—BY—

THE WHEELMAN CO.

Incorporated under the Laws of Massachusetts.

167 OLIVER STREET, BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as their new, and their League number.

TO OUR ADVERTISERS:

Copy for new advertisements must be handed in by Tuesday morning to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN CO. All communications should also be addressed to the Company instead of to individuals.

☞ *Postage stamps will not be accepted hereafter in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken.* ☜

C. W. FOURDRINIER, Manager.

EDITORS:

C. W. FOURDRINIER. H. CROWTHER.

BOSTON, OCTOBER 20, 1893.

You Exhibit

At the Cycle Show to show your wares. The

Bicycling World

Can place them before

100,000 Readers.

You want to try it.

ROOM for the rival shows!

At the present time the Quaker City would seem to have the call, having definitely decided upon and announced her date—Jan. 15th-21st—and it will be necessary for New York to quickly decide one way or another.

At the meeting of the trade recently held at Madison Square Garden, New York City, with the Metropolitan Association's Cycle Show Committee present, there was a free discussion of the question of holding a cycle show. It was discussed pro and con, and the final result was a unanimous vote that the Show ought to be held in New York, saying that while it is not the desire of the committee to influence the trade for New York if the majority do not desire to exhibit in that city, it is the wish to urge the trade to wisely decide, not on sentimental, but on business grounds. All of which is eminently fair and proper.

OF all the dangerous possibilities of cycling, there are none more harrowing than those which may be due to the carriage of small children and infants on the various forms of "child's carriers," while going at a rapid pace.

In Prospect Park, Brooklyn, recently, a rider who was giving his baby an airing in this way collided with a boy as the latter rushed into the roadway, the result being that the child was thrown to the ground with such violence as to fracture its skull.

While there can be a great deal of enjoyment afforded the little ones through their airings awheel, parents certainly evince a criminal and contributory recklessness in taking them out through the crowded streets of the city, or on greatly frequented pleasure drives, to say nothing of the fact that a high rate of speed in itself incites accident. Yet we suppose that parents will claim the right to do with their children as they see fit, even though their acts endanger the lives of the innocents.

THE right of suffrage is one of the inalienable privileges of American citizens, and the members of the League of American Wheelmen should be no less certain to exercise that right in connection with their own organization. Yet the evidences would seem to indicate a strange indifference on the part of a large majority of the members of that body. In nearly all of the Divisions so apathetic a condition prevails that the number of votes cast annually are but a small proportion of the total membership, one of the larger Divisions, whose membership is in the neighborhood of 3000, only polling about 200 ballots in an annual election, while in Massachusetts last fall there were but some 1200 votes cast out of a membership of over 3000.

The average League member like the average citizen sometimes indulges in rather severe criticism of his officials, but quite loses sight of the fact that he, himself, is responsible for the incumbency of the very men whom he criticises.

The failure to vote is as potent an element in a close election as a majority on the wrong side.

It is no less a right than the duty of every L. A. W. member to cast his ballot, and we trust that every League member in Massachusetts, and the rest of the Divisions as well, will not fail to exercise this right.

THE expression of confidence and good will shown by the friends of Messrs. Perkins and Howard by placing the names of those gentlemen in nomination for reelection must be very gratifying to them. The work of Mr. Perkins for the good of the cause is well known to Division members; none will gainsay but that the Division has grown under Mr. Perkins' administration, and none will dispute the fact that he has been ever active in protecting and furthering the interests of wheelmen and in the cause of better highways. He can with satisfaction point to his record as chief officer of the Massachusetts Division. His friends are sanguine of success and predict his election.

As we understand the situation the reasons of the Nominating Committee for substituting Mr. Dean's name for that of Mr. Perkins was not intended as any reflection on the latter gentleman's ability as an honest, hard, and successful worker, but simply because in their estimation the Massachusetts Division under Mr. Perkins' leadership did not have the influence it ought in National politics. On this we refrain from making any comment. We leave that to the friends of the opposing candidates to discuss and the voters to decide.

As to Mr. Howard we must say in all justice that the gentleman has filled the office of Secretary-Treasurer most acceptably. While his work has not been of such public nature as the Chief Consul's nevertheless the duties are arduous and exacting and have been performed in a way that has been satisfactory to the Division and to the credit of the incumbent.

The voters of the Division must decide between the two tickets and in the meantime we trust that personalities of all kinds will be conspicuous in the canvass by their absence.

IN another column the Associate Editor of the *Army and Navy Union* invites comment as to the respective merits of the bicycle and the cavalry horse for campaign purposes in the army. The subject is a wide one, and the conditions which prevail in one part of the country are so different from those of another that it is very difficult to pass an absolutely correct opinion.

Under ordinarily fair conditions of road and country it may be assumed in general that the wheel would have the following advantages on its side:

The average soldier would undoubtedly take better care of a bicycle than of a horse, the wheel requiring but a few minutes' attention each day. So far as the question of handling his arms when going into action may be considered, we are inclined to think that the bicycle would not find its best employment in such service for the reason that the face of the country is almost invariably unsuited to the intricate evolutions of a body of troops which a battlefield necessitates. Bicycles find their best uses in scouting, foraging, and picket parties, and in the transportation of light troops. A rifle ball striking a bicycle would in nineteen cases out of twenty not be likely to disable it as much as if it struck a horse.

But it is in the question of equipment and maintenance, no less than in the possibilities for transportation and speed, that the greatest advantage of the wheel is apparent. The bicycle requires no forage; it is distinctly in advance of cavalry by not being compelled to carry the *impedimenta* with which that corps must load itself down; its cost for ordinary repairs would be far less in one year than the expense of horse shoeing, etc., for a month, and not only could a light bicycle corps cover from forty to seventy-five miles per day over the average country road—a rate of speed far in excess of the capabilities of the cavalry column—but the riders would, we should be inclined to think, be in better physical condition than the horsemen.

Of course it goes without saying that a fair highway is one of the requisites for bicycle transportation.

To the L. A. W. Voters of Massachusetts

FROM STERLING ELLIOTT.

EDITOR BICYCLING WORLD: As I had the distinguished honor of being one of the five who were appointed to nominate officers for the Massachusetts Division L. A. W., and as some insinuations have been made derogatory to that committee, and as said insinuations seemed to emanate from the vicinity of the "throne," it is meet that I should respond. The present Chief Consul has stated that he was "thrown down" (whatever that means) for "personal reasons." If the nominating of a ticket was a matter of no particular importance I have no doubt each member of that committee would have felt like putting up the old ticket to a man and going home with the proud consciousness that we hadn't offended anybody. Personal feeling, there was none shown, even if it were felt, which I doubt. We "loved not Cæsar less but Rome more." We did what seemed our duty toward our Division, and while not unmindful of the hearts which might ache we thought of the morrow only. No doubt the alleged personal feeling is supposed to come from Mr. Knight of Worcester (who was a member of the Nominating Committee) and to grow out of the sanction "which never came"—until it was sent for—so on this point I take it upon myself to say that during the preliminary discussion relative to a Chief Consul Mr. Knight said absolutely nothing, until a direct question was put to him, and his reply was exactly this, and made in a very mild tone: "Well, the feeling in our section seems to be that a change would be beneficial." If this indicates personal feeling I can hardly acquit the other members of having a touch of it, for the general sentiment was that "a change *might* be beneficial."

So much for the Committee.

My personal feeling toward Mr. Perkins is of the kindliest sort; it always has been, and if it doesn't continue so it will not be my fault.

But believe in the League of American Wheelmen first. I believe it is destined to become a great political power, a power which can always be depended upon to act for better roads and good roads mean more to this country than any other one thing—and I would like to see those things done which will build up the organization and the Massachusetts Division.

Now if the election of any one man is likely to harm our common cause and you vote for that man, even though he be your brother, you are not a friend to the League whatever might be said of your domestic affiliations. And whenever any man has so accustomed himself to feeding at the political table that he refuses other forms of nourishment, it behooves his constituents to look into the matter lest a monotonous diet impair his digestion. I have twice sat in the National Assembly and listened interestedly to "The Gentleman from Massachusetts," and each time have secretly wished that we might have a man who could shoot his eloquence far enough away from him so that it wouldn't tangle up around his feet. We who know him best love George for his many virtues. He is a charming companion, a well meaning official and a good all-round neighbor. But there are other qualities which he lacks, not at all to his discredit as a citizen, but yet things which we have a right to look for in a Chief Consul. Chiefest among his misfortunes (we could hardly call them faults) he has not the faculty of winning the confidence and respect of those with whom a Chief Consul must at times have to treat in a business way. If you will turn to the official pages of this paper, you will notice that out of the twenty-one members of the National Standing Committees, Massachusetts has no chairmanship and but two members, neither of whom is prominent in cycling. With one-sixth of the total membership of the League we have practically no standing in the national body.

Why is this?

Try to get that question answered before you mark your ballot in the coming election.

Massachusetts was

THE LAUGHING STOCK

of the recent meeting in Buffalo; think of this when you vote.

Massachusetts was largely responsible for the absolute waste of not less than eight thousand dollars of good money in calling together eighty men from the uttermost parts of the land to find out—what?

Nothing that the right sort of a man couldn't have found out at Philadelphia last February when that inopportune call for an auditing committee was first made.

Voters, think of these things and *vote*!

Don't put your ballot in the waste basket, as some of you did last year, but *vote it*.

It is not alone your privilege but your duty as well. You must take some interest or you wouldn't pay even a dollar a year to be a member.

Vote, but *don't* vote at random. If you don't happen to know ask of those who do, for such there be. If you are all right and you have a friend who "doesn't care," go and see him and see to it that he votes right. Don't vote with any "personal feeling," but vote with a national feeling and realize that Massachusetts has

"FLOCKED BY HERSELF"

long enough, and that when even so earnest a man as George A. Perkins (of 15 Court square, Boston) gets in front of the wheels of progress he is liable to be run over even though he may never know it.

Of Mr. Dean I can say that I think he would make an able and dignified Chief Consul and that he would command the respect of not only his own constituency but of the other Divisions, and place Massachusetts in that position in the L. A. W. to which her great membership justly entitles her.

The present incumbent has had the office as long as even the best man ought to stay. He has *meant* well but has not been a conspicuous success as a parliamentarian. And a prima donna is of little use in a practical opera if she can't sing. Give Mr. Dean a chance for a year, and if he doesn't "pan out" let us remember that this royal ermine comes back to us in a twelvemonth, and we may place it next on whomsoever we will.

Mr. McCausland Ill.

F. S. MCCAUSLAND, JR., the regular candidate for Secretary-Treasurer of the Massachusetts Division, is confined to the house by typhoid fever. It will be two or three weeks before he is out.

Terront's Ride from St. Petersburg to Paris.

PARIS, Oct. 11. The bicyclist Terront has completed his ride across Europe. He arrived here this afternoon and was enthusiastically greeted. The time occupied by Terront in covering the distance from St. Petersburg to Paris, a distance of 1,875 miles, was 333 hours.

Worcester Heard From.

MR. A. O. KNIGHT, President of the Bay State Bicycle Club of Worcester, writes: "The Bay State Bicycle Club of Worcester most heartily endorses the report of the Nominating Committee for the offices of Consul, Vice Consul, and Secretary-Treasurer—J. S. Dean, D. Edward Miller, F. S. McCausland, Jr., and that "the vote of the League members in this section will be a solid block for Josiah S. Dean."

She Got Damages.

There was tried in Boston's Municipal Court last week a suit in which a wheelwoman claimed damages for injuries to her wheel caused by a collision with a coupe horse on Tremont street. The only remarkable thing about the case was the argument of the defendant's counsel. He argued among other things that a person who rode a bicycle on the crowded parts of Tremont street in the daytime was not in the exercise of that degree of care that was requisite to a recovery. J. S. Dean, Esq., appeared for the plaintiff, and the court awarded her $40 damages.



SANGER is reported, in a recent interview, to have denied that there was any combination of racing men to defeat Zimmerman at the late Springfield tournament, but Mr. Sanger might just as well save himself the trouble of dignifying this story by paying any attention to it.

There were many remarks made among the audience at the time of those races, but I never could see what ground there was for animadversion. Just because Zimmerman, who had been doing more work upon the circuit than any of the other cracks, should have been defeated by good men like Windle, Tyler and Sanger in a couple of events, the cry must immediately go up of hippodrome; but as Mr. Sanger grows older he will learn the utter uselessness of paying attention to every current of idle rumor that drifts to him.

A man who fills the public gaze must needs content himself with the applause of the majority; he will always find an envious minority to snarl at his heels.

WHILE Mr. S. Armstrong Nelson, who has taken Mr. Masterson's place as cycling editor of a New York sporting paper, is a bright and clever writer, he shows evidence of a newness to things cycling when he gives utterance to the following in last week's issue, in commenting on the times just made at Springfield:

"QUESTIONABLE RECORDS.

Tyler is credited with a standing start mile at Springfield in 2m. 2-5s., and Windle a flying start mile in 1m. 56 4-5s. Who were the timers, and were they responsible men? Why do these men make shys at the records at the end of the season, and fail to accomplish these remarkable performances in competition, and at a season when they should logically be in better form than Windle and Tyler were on Oct. 31? Bicycle records are smashed in a most suspicious way. There is a premium on records, and the persons who demand them are not finding the supply lacking. The records in question may be all right, but they look strange. If all bicycle records hold good, as now claimed, there must be some surprisingly good timers, and every one knows that it requires years of experience and fine watches to make accurate timers. Trot out your timers and let us look them over. Are they men of the right kind? Have they had the experience? What have they to gain when new records are made? If these men are consistent performers, why do not their public trials justify their speed reputations in private?"

IF Mr. Nelson will turn to the various daily newspaper reports of these records, he will find in almost every instance the names of the officials attached, the timers being George M. Hendee, A. O. McGarrett, D. J. Canary and others, men whose ability for holding watches is known wherever racing and records are talked of on this side of the water. That they are men of ability as timers is a matter of course; Springfield knows its business too well not to have every possible detail thoroughly taken care of, and so well is this known that a record hall-marked "Springfield" is at once accepted at its face value.

BUT it is when he asks, "What have they to gain when new records are made?" that he gets in over head and ears.

Bless his dear, innocent heart! Doesn't he know that two at least of the timers are employed by one of the largest bicycle companies in the country, which is sufficiently generous to allow its employees to do all that they consistently can in a legitimate way towards rendering assistance to Windle and Tyler on all records they are capable of making—even though the latter ride a rival machine, But those employees are going to be dead sure that the valuable records made are O. K. to a dot.

See?

"WHY do these men make shys at the records at the end of the season * * and why do not their public trials justify their speed reputations in private?"

If our novice will pick up an hazard almost any of the first half-dozen cyclists whom he may meet they will be glad, no doubt, to furnish him with the information that the very reason records are usually made at the end of the season is because the men go to Springfield and wait for a perfect day, when all the conditions of track, wind, warmth and pace making are at their best for the purpose; and for the same reason, as it is impossible to know just when these conditions culminate, it can readily be seen how difficult it would be to have an audience in attendance. The average audience usually has something else to do than to sit down and cool its heels for a fortnight or more, while awaiting such a condition of things as will enable the records to be broken, but as there are always a goodly number of racing men and other spectators at the track when these trials are made, it is absurd to cry fake, especially when a number of these spectators are interested in rival concerns who would be only too glad to secure those times for their own machines.

KOME Kain, you kurious kuss, with your kuaint komments, who is your authority for the figures you have quoted?

Out with it, my boy; out with it!

You say Prial gets $3,000 a year out of his handicapping. Now I know you are a man who is fair, and therefore I say to you, why didn't you go to Gideon and get things straightened out before giving utterance to such a wild assertion merely for the sake of bolstering up a threadbare theory, or filling up a couple of inches of space?

Not that you're the first. I've heard the same mouldy chestnut for a long time past, but I never thought you, with *your* practical experience, would take it up.

Why, man alive, all you've got to do is to take pencil and paper and do a little arithmetic, and you will soon know where you are at!

WHAT would you be willing to allow as a reasonable estimate of the number of race meets held in Mr. Prial's district (New York and New Jersey)?

Say five a week, for the six months from May to October, inclusive, and this yields, for 26 weeks, 130 meets, which is a liberal estimate.

Now what would you consider to be a fair allowance for the number of *handicapped* entries? Say an average of twenty-five at each meet, large and small? This would net 3250 individual entries, which, at twenty-five cents each, yields the munificent sum of $812.50!

And I'll wager a dinner at Green's (to be paid during the Cycle Show, R. H.) that Mr. Prial didn't make anywhere near this figure for his work this season.

AT an exhibition of the Robins life guard and safety fender for electric and cable street cars given recently in Brooklyn, a new use for the pneumatic tire—or a contrivance on that order—was demonstrated.

The mechanism consists of a wire netting strung on an iron frame which hangs in front of the car within a couple of inches of the track, while to prevent the person struck from too great a shock, the front of the netting frame nearest the track has a heavy rubber pneumatic cushion strung on a spiral spring frame. When a pedestrian is struck, he is thrown backward into the wire netting and carried along in safety, it being shown in these experiments that grown persons and children could be picked up by the car while running at full speed without sustaining any injury.

THEY appear to be having just as hard a time over L. A. W. politics down in Kentucky at the present time of writing as is said to be the case in some of the other Divisions.

An active fight is being carried on by a number of Kickers against Mr. W. W. Watts, to whose energy and ability Kentucky owes much of her prominence in L. A. W. affairs.

Colonel Watts may not have fallen in with the views of everybody in his Division (it would be something remarkable if he had!) but he is at all events a gentleman whom it is a pleasure to know, as well as a worker in and for the League.

His successor in the editorial chair might profitably learn something from his example.

OF all funny things in this queer world one of the funniest is that assumption of the right to correct others for what one is continually addicted to one's self, which is a distinguishing characteristic of so many people.

Following out the line of thought suggested by the mistakes of the lay press, it is interesting to notice the sermons which the papers are preaching on the correct position in riding the bicycle. An article has been written by some aspiring personage in which the text is illustrated by two cuts, one entitled "The False and Injurious Hump of an Inexperienced Bicycle Rider," and the other "The Upright and Correct Position of P. J. Berlo." In the former the wheelman is bent into a bow-knot, while in the other Mr. Berlo is almost upright.

I do not know what inducements the versatile Mr. Berlo used to secure this free advertisement, but I do know that no one who has been in the habit of attending race meets (that is, the amateur meets, before Mr. Berlo came out for cash) must fully appreciate the sarcasm in the article mentioned, for if anybody bends himself over until his nose almost touches the front wheel it is P. J. Berlo when making a finishing spurt.

AND yet that inconsistency with which it is claimed we are all of us more or less gifted, cropped out again in the South End rider's case during the last races at Waltham when, as the riders were indulging in a leisurely jaunt around the track in one of the events upon which the referee had neglected to place a time limit, Berlo united with the rest of the audience in the vigorous hissing which greeted them as they came by the grand stand.

For of course Mr. Berlo never was known to loaf in a race; he *always* rides all out from start to finish.

MANY of the old timers will recall W. T. Fleming, at one time one of the best known tourists of the country, whose wheel in its day covered all the long touring routes of the East and West. It would seem, from the following notice in the *Centurion*, the bright club organ of the Century Wheelmen of Philadelphia, that he has not entirely forgotten his early love.

"It seemed like old times to see 'Billy' Fleming around the club house during September. Mr. Fleming was at one time captain of the Century Wheelmen, and during his riding days was one of the best-known wheelmen in the United States. Some five or six years ago, when the only decent road around Philadelphia was from Fifty-second Street to Berwyn, he rode over 8,000 miles in one year."

ONE of the prettiest little mounts I have come across in a long while is a specially built Victor safety which Mr. W. C. Overman was driving around the Newtons last week. It was a sort of a hybrid, however, being built with the well-known "Flyer" frame and 26-inch wheels, the whole machine making a very light mount, weighing under thirty pounds, fitted with Victor Scorcher saddle.

Mr. Overman told me that he was very much in love with it, and that while he would not recommend so light a mount for a two-hundred pound man, he thought that for light weights, weighing say 125 pounds, it would be amply strong.

Nor do I see any reason why a light rider should not have a wheel weighing ten pounds less than a man who scales seventy-five pounds more. As a matter of fact, light wheels have come to stay, although heavy weights should be careful how they trust themselves on machines which will stand all right under light men, and tradesmen should not defer to the demand of the buyer for extreme light roadsters if his weight is beyond the limit of safe carriage.

Ariel

Send 50c. to us for copy "Zimmerman on Training." The book not only covers points on training, but points for tourists, care of wheels, records, and a host of valuable information.

Wreckchords Again.

Unions Get There.

Windle

rides a mile with a flying start in

1 min., 56 4-5 sec.

Tyler

makes the mile from standing start in

2 min., 00 2-5 sec.

And they both ride

UNIONS.

Union Cycle Mfg. Co.,

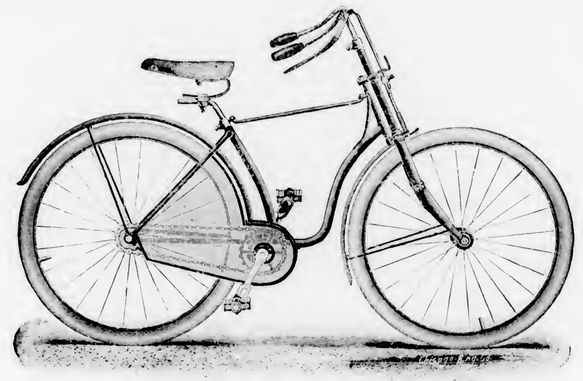
HIGHLANDVILLE. MASS.

BRANCHES.

BOSTON. PHILADELPHIA.
SPRINGFIELD. CHICAGO.

WESTERN WHEEL WORKS,

CHICAGO, ILL.



JUNIOR NO. 4, $60.

THE only bicycle designed for the use of small ladies—Has 26-inch wheels—Roller chain—Plenty of room between saddle and handle bar, insuring an easy and graceful position. Catalogue from any of our agents or sent direct.

R. L. COLEMAN CO.,

35 Barclay Street, - - - - - New York.

SOLE EASTERN AGENTS.

A Plea for the Front Driver.

IN the BICYCLING WORLD of Sept. 29, "Telemachus" seems to think very little of the geared ordinary or front driving safety, and to infer that the present chain safety is about as near perfection as we can get. It is my opinion that the principal reason why the safety became so popular was because it allowed a short and powerful man to ride a high gear, and so be on equal terms with others, and at the same time did not compel a tall and weak man to ride a 58 or 60 inch gear when really unfit. At the time when 54 inches was considered the proper gear for solid tire safeties, the ordinary (riders being equal) could always hold its own except on dangerous roads.

I think that it is harder to push the steering wheel of a safety along than it is to draw the trailing wheel of an ordinary or front driver. In most of the conditions in which power is used, it is made to draw or pull the load, and very seldom to push it. Railroads, wagons, tow boats, elevators, etc., are instances. If "Telemachus" has ever driven a front-driving tandem tricycle (Humber) with heavy rider on the front seat and then tried a rear driving tricycle with small steering wheel and same rider on front seat, he can probably appreciate the force of my argument.

HE SPEAKS FROM EXPERIENCE.

As yet I have not seen an easy running front driving gear, and believe that if some of the manufacturers were to devise a really good one, that it would prove a success. I do not make this assertion at random as I have ridden a front driving safety (30x24) nearly 2000 miles and although through breakage and other causes it has been a source of great trouble and expense, I fully believe that it would be a fast and safe wheel if properly proportioned and fitted with a good easy running gear.

I have found points in its favor. It rides through sand and mud much easier and safer than a rear driver; can be ridden very slowly and steadily in a crowded street; can be stopped quickly and safely with brake; can be ridden over any ordinary obstacles as safely as a rear driver; gear being dust proof, running is not affected by mud or dust as is the case with chain safety; and coasting is easily indulged in by using *small* or hinged coasters. The only difficulty is that on very steep hills (such as the average wheelman walks) the front wheel slips somewhat, especially if rider puts hard on the handles.

The following proportions would, I think, make a first-class wheel: *Wheels*—Thirty inch front with 2 or 2 1-4 inch tire, and spokes tied and soldered; gear to run on ball bearings and be easily taken apart for cleaning or replacing broken balls; when fitted together to be absolutely dust proof; 24 inch rear wheel with 1 3-4 inch tire and tangent spokes tied and soldered. *Frame*—Of diamond pattern; lower tube to follow the curve of front wheel and then connect with rear wheel so as to bring it as close to front wheel as possible, making machine rigid and preventing "drag." *Front forks and steering head*—Should be vertical or nearly so, and stronger and stiffer than those of rear driver as they have to stand more weight and strain. *Handle bar*—Adjustable, of ram's horn pattern curved to allow plenty of room for the knees. *Coasters*—If used can be put on front forks out of reach of the pedals. They must be very short or else hinged, otherwise the shins will suffer. *Saddle*—With adjustable post, a spring post being the most comfortable. *Brake*—Front wheel, although a band brake on rear wheel might possibly answer.

Yours truly,
CHAINLESS, L. A. W. 21,547.
New York City.

THE Minneapolis (Minn.) Cycle Track Association has $800 in the treasury as the result of the League meet held here this autumn, and a meeting is to be called shortly at which it will be decided whether or not the club will proceed during the winter with the erection of a club house. It has been practically decided to hold another tournament next year.

MORE RECORDS.

Windle, 1.56 4-5; Tyler, 2.00 2-5 — This Grows Monotonous.

SPRINGFIELD, Oct. 11—Two more world's records for the mile were made on Hampden Park to-day by Tyler and Windle, which makes it the greatest record-breaking day in the annals of the famous track.

The day was perfect, not a breath of wind stirring, and the sun was just warm enough to make the men do their best.

Windle first came out for the mile, flying start, which he succeeded in breaking last week. McDuffee and Clark, on a tandem, were selected to start with him to the quarter which was turned in 28 1-5s. At the third of a mile post Warren and Arnold, also tandem, took the pace and carried him to the three-quarter post in 1.26 3-5, breaking the world's record for that distance. Here Tyler made an excellent pickup and brought him home in 1.56 4-5. The alleged record of Johnson, at Independence, would have been broken had the pickup by the second tandem been made a little quicker. Time for the quarters: 28 1-5, 57 2-5, 1.26 3-5, 1.56 4-5.

TYLER'S FAST MILE.

After a rubdown Tyler appeared for the standing mile. Ed Nelson took him up to the first tandem, which was placed at the 100-yard mark, mounted by McDuffee and Clark. The pickup was successfully made at the quarter pole, and the ride to the half was finished in 1.01 — a second below the record. Warren and Arnold on the second tandem then set the pace to the last quarter, capturing the world's record for the three-quarters. Windle was waiting for him at this point but the flying mile had tired him and he was not able to set a sufficiently fast pace to the finish. Tyler's superb work in the first three-quarters however, brought him home in 2.00 2-5, clipping his own previous record, which was also the world's, 1 1-5s.

Tyler, all the way down the stretch had been lapping Windle's wheel and just as the tape was passed Windle sat up and slowing too quickly a collision occurred, Tyler being thrown and his knee and leg scraped and bruised. Tyler's time: 31 4-5s., 1m. 1s., 1m. 30 1-5s., 2m. 2-5s.

Still Another.

SPRINGFIELD, Oct. 12—Windle followed up yesterday's work by riding a flying two-thirds of a mile to-day against the record of 1.24 2-5, made by J. S. Johnson at Waltham, Oct. 2. Windle covered the distance in 1.16 1-5, reducing Johnson's record 8 1-5s. The first quarter was made in 27 4-5s., and the half in 57 4-5s. at the rate of 1.52 3-5 for the mile.

A second attempt on record this afternoon was that of McDuffee and Clark for a half-mile on a tandem, standing start. They rode in 58s., the best previous being 1.00 1-5.

THREE MILE GOES.

Windle Breaks Meintjes' Record for That Distance—He Fails for Five.

SPRINGFIELD, Oct. 17—An attempt was made to-day by Windle to break the record for five miles, which was made by Meintjes Sept. 11, when he rode the distance in 11.09 3-5. On the last half of the fourth mile however, Windle had to quit, his stomach going back on him. The three mile record was, however, broken by a margin of 2 1-5s. The first mile was ridden in 2.12; the second in 4.23 3-5, and the third broke the record in 6.43. The fourth mile was ridden in 2.20.

Tyler attempted the standing start mile, but did not come within two seconds of his best previous trial.

Zimmerman was on the track to-day, seemingly in record breaking condition.

B. A. A. ROAD RACE.

Twenty-five Miles Through Mud—Snow Captures Time Prize and E. J. Clark Wins the Race.

UNDER a blue October sky flecked with drifting clouds carried along by a twenty-knot breeze, was run the annual B. A. A. road race, over the 25-mile course, 12 1-2 miles to Wellesley and return.

While the high wind which the riders faced all the way out would have prevented record going, the heavy mud from the downpour of the previous day, assisted in lengthening the time. Lucky was the rider who had porkable mud guards and a gear case as part of the attachments of his machine, for those unfortunates who were not thus equipped came in mud bespattered from top to toe, their features being absolutely indistinguishable in some instances.

Out of the 115 entries, 89 men started, and although the usual number of accidents occurred, no one was seriously damaged. Strange to say the best time was made by a 1.30 mark man, J. Clark, the only scratch man who finished, evidently missing the pace making encouragement of the other two men who started on the same mark with him, E. A. McDuffee and A. T. Crooks, both of whom withdrew after making the turn.

G. W. Phillips was the first man to round the turn, 12 1-2 miles from home, but his lead was soon cut down. On the way in Snow and P. J. McDuffee had it nip and tuck, with Porter endeavoring to draw even, but Snow beat McDuffee out nearly eight seconds, capturing the time prize, the second going to McDuffee with Porter taking third.

A limit of 15 minutes from the time the first man finished was allowed, all coming within that securing a bronze souvenir medal. Fifty-six men finished within the limit, the following being a list of the 22 men whose times were taken:

	Handicap. M. S.	Time. H. M. S.
1—E. J. Clark, P. C. C.	2 20	1 27 11 4-5
2—J. P. Clark, P. C. C.	2 50	1 27 15
3—P. Hinckley, W. C. C.	5 00	1 29 50 2-5
4—E. H. Snow, P. C. C.	1 30	1 26 27 4-5
5—P. J. McDuffee, M. B. C.	1 50	1 26 33
6—R. W. Pierce, L. B. C.	2 30	1 28 20
7—N. Butler, C. A. C.	6 30	1 32 53
8—A. W. Porter, W. C. C.	1 00	1 26 51
9—K. Urch,	7 00	1 33 12
10—E. O. Peabody, D. W. C.	5 30	1 31 30
11—G. W. Phillips, M. B. C.	8 00	1 35 15
12—J. C. Wettergreen, M. B. C.	4 00	1 31 20
13—W. G. French, P. C. C.	1 00	1 28 38
14—J. Clark, P. C. C.	Scratch	1 28 11 2-5
15—J. H. Vitty, L. B. C.	7 00	1 33 21 2-5
16—L. A. C. Kelley, M. W. B. C.	2 30	1 31 22 3-5
17—W. Pettigrew, P. C. C.	5 30	1 34 59
18—E. L. Lambert,	2 30	1 32 13 2-5
19—John Paulson, W. A. C.	7 00	1 37 35
20—F. D. Billings,	8 00	1 38 00 3-5
21—A. C. Boggs, P. C. C.	6 30	1 35 05
22—Frank Ourish...	4 30	1 35 05

Westerners Win.

KANSAS CITY, MO., Oct. 12.—There was a fair attendance at the meet at Fairmount Park this afternoon. The day was windy, but the sport was spirited and after the wind had died down somewhat John S. Johnson, in a time trial, paced by Condon of Omaha, Rhodes of Chicago, Knisely of Chicago and Burt of Wichita, went to the half in 1.05 and finished in 2.11 4-5, nearly six seconds faster than his mile over the same track earlier in the season. Rhodes then went a half with flying start and made the journey in 1.01. The summaries:

One mile novice—W. N. Robinson, first; J. D. Embank, second. Time 3.08 2-5.

Half mile open *Final heat*—John S. Johnson, first; W. A. Rhodes, second; Russell Condon, third. Time 1.16.

One mile, three minute class Frank Ferguson, first; A. L. Brunner, second. Time 2.59 1-5.

One mile open *Final heat* Time limit 2.40. W. A. Rhodes, first; C. T. Knisely, second; Russell Condon, third. Time 2.47 1-5.

One mile Kansas City club championship Charles Kindevatter, first; H. R. Warren, second. Time 2.49 4-5.

Saratoga Chips.

SARATOGA, N. Y., Oct. 10 The first bicycling tournament on Woodlawn Oval was held here to-day. There was no charge for admission and the attendance was large. There were ten events and the summary was:

Half-mile, best two in three—F. M. Waterbury, first; W. J. Totten, second; Nelson Freeman, third. Time 1.16.

One mile novice—Charles Woodcock, first; John M. Brown, second. Time 3.01 1-2.

Combination race—*Final heat*, two miles J. R. Whaley, first; H. D. Elkes, second; William Blake, third. Time 5.07.

One mile handicap N. G. Freeman, first; John R. Whaley, second; Sidney Williams, third. Time 2.13 1-4.

Consolation race—Wm. Blake, first; James G. Budd, second.

Up The Hudson.

PEEKSKILL, N. Y., Oct. 10.—A bright clear sky and cool bracing air greeted the competitors in the races and tournament of the Peekskill Wheelmen this afternoon at Carpenter's Park and race track. Summary:

Half-mile race—R. M. Robinson, first. Time, 1.15.

One mile race—R. V. Lounsbury, first; W. A. Ferris, second. Time, 2.40 1-2.

Two mile race—P. Fisher, first; Walter Scribner, second. Time, 5.56.

Five mile race—P. Vaught, first; R. V. Lounsbury, second. Time, 15.32 1-2.

Nelson Was The Star.

WESTFIELD, Mass., Oct. 16—The races held here this afternoon were very interesting, and good time was made considering the condition of the track.

E. A. Nelson was the star rider of the day, and succeeded in carrying off most of the prizes. In his mile against time to beat the track record of 2.18 1-4 he failed, but succeeded in going the mile in 2.21 3-5.

The summaries:

One mile novice—Alfred Baush, first; S. M. Harris, second. Time 2.54 1-5.

One mile open—E. A. Nelson, first; C. T. Nelson, second; A. W. Olmstead, third. Time 2.40 2-5.

One mile, 3-minute class—Fred H. Allen, first; J. Kirby, second; L. Goodsell, third. Time 2.42 2-5.

One mile, championship of Westfield—W. D. Rudall, first; Leslie L. Fowler, second. Time 4.56.

One mile handicap open—E. A. Nelson, first; A. W. Olmstead, second. Time 2.24.

One hundred yard slow race—Alfred Baush, first; Leslie L. Fowler, second.

Two mile handicap open—Alfred Baush, first; F. J. Walker, second; E. A. Nelson, scratch, third. Time 5.09 3-4; scratch man, 5.13.

Oskaloosa's Meet.

OSKALOOSA, IA., Oct. 10.—One of the best race meets ever given in the State was held here to-day by the Oskaloosa Cycle Club. The State records were lowered for the half, one, and two miles. The following is the score:

Half-mile novice—L. C. Sutherland, first; N. A. Dean, second; John Alspach, third. Time, 1.09 3-5.

One mile handicap—R. P. Condon, scratch, first; Wm. Schnell, 40 yds., second; G. E. Hilsinger, 90 yds., third. Time, 2.24.

Quarter-mile open Chas. W. Ashley, first; H. H. Stipp, second; A. B. Edmonds, third. Time, 36 2-5.

Two mile handicap Russell Condon, scratch, first; W. Schnell, 80 yds., second; E. Kostombatsky, 160 yds., third. Time, 5.01.

One mile team race between Grinnell team and Des Moines team resulted in a tie. Time, 2.51 3-4.

On the Irvington-Millburn Course.

NEWARK, N. J., Oct. 14th:—The South Park Wheelmen's races were held on the Irvington-Millburn course this afternoon, the finish being at the Lockwood Hotel just beyond Hilton. There was a tremendous wind blowing and several accidents occurred, although no one was seriously injured.

Summaries:

Half-mile scratch—William Weller, first; P. Johnson, second; C. Marsh, third.

One-mile scratch—E. L. Blauvelt, first; John Gregory, second; William Weller, third.

Five mile handicap, limit 2 1-2 min. J. M. Baldwin, 30 sec., first; Charles Coffin, 30 yards behind scratch, second; John Gregory, 2 min. 30 sec., third; and James McCormick, 2 min. 30 sec., fourth.

Ten mile handicap, limit 5 min.—James Gregory, 1 min., first; A. H. Hoover, 5 min., second; Al Foster, third; and Joseph Baldwin, 1 min., fourth.

In A High Wind.

JACKSONVILLE, ILL., Oct. 14.—The Lockwood Cycling Club held its second annual fall tournament here to-day on one of the fastest tracks in the West; all that prevented fast time being the high wind and the cold weather. All of the events were warmly contested, there being eight races in all; one mile novice, half-mile handicap, one mile 3.20 class, quarter-mile open, half-mile handicap, two mile handicap, one mile handicap and two mile open. The best race was the half-mile handicap, won by M. F. Dirnberger, of Buffalo, in 1.10 1-5. The quarter-mile open was also won by him in .30. E. V. Miner, of Indianapolis, won the two mile handicap in 5.20 2-5, and he also took the one mile open in 2.42 2-5.

Five-Minute Man Won.

THE Y. M. C. A. road race at Syracuse, N. Y., Oct. 11th, was won by Earl in 35.30.

The finish and time is as follows:

	HANDICAP.	TIME.
Earl	5.00	35.30
Knowland	5.00	35.45
Bebb	6.00	38.00
Smith	6.00	38.15
Atwell	3.00	36.55
Putnam	3.00	37.05
Fischer	Scratch	34.12
Wilworth	4.00	38.20
Heyne	4.00	39.00
Ferguson	2.00	41.30

Kentucky's too.

DUKE S. HILL last week broke the Kentucky road record for twenty-four hours. The course was a lap of twelve miles, and the previous record was made by Howard Jefferis four years ago, when he made 153 miles.

Hill rode seventeen and a half hours and covered 228 miles. He had four falls in one of which he sprained his left arm and broke one machine.

At Colorado Springs.

COLORADO SPRINGS, COLO., Oct. 9.—A splendid day's sport was witnessed at the meeting to-day of the Colorado Springs Wheelmen, at which the State record was lowered four seconds. Principal events:

One mile handicap—Louis Block, first; A. E. Carruthers, second; both scratch. Time, 2.24 1-4.

Two mile lap—J. A. McGuire made the pace and kept the lead throughout. He made 11 points, and A. J. Banks made 7. Time, 5.31.

Quarter-mile open—Louis Block, first; A. E. Carruthers, second; A. E. York, third. Time, .35.

One mile open—Block, first; York, second; Carruthers, third. Time, 2.22 4-5.

Five mile handicap—J. E. McGuire, scratch, won. Time, 14.06 1-2.

Half-mile open—Block won; Carruthers, second; Banks, third. Time, 1.10 1-4.

Lincoln Cycling Club's Ten-Mile.

CHICAGO, Oct. 14. The Lincoln Cycling Club's annual ten-mile handicap road race was run off this afternoon with nine starters, the wind blowing great guns.

The start was made from Belmont and Halsted streets over a course five miles north and west as far as North Englewood, returning to the finish at the Grant monument in Lincoln Park. The winner was C. L. Curtis, a young member of the club, who won by a wheel's length from J. W. Adams, both of them starting from the one minute mark. Curtis also won time prize, with Adams second. The scratch men were not in it.

The prizes were distributed at a smoker in the evening.

How they finished:

Position.	Name.	Handicap.	Time.
1	C. L. Curtis	1.00	32.06
2	J. W. Adams	1.00	32.07
3	A. H. Radell	1.15	32.25
4	M. E. Loescher	1.15	34.40
5	H. H. Wyllie	Scratch	32.35
6	H. M. Taylor	1.15	35.26
7	A. P. Peck	Scratch	34.11
8	C. M. Fairchild	2.00	36.41
9	J. R. Gunther	Scratch	38.05

A California Team Race.

LOS ANGELES, Oct. 3.—The Riverside Wheelmen won the 25 mile team race to-day, which was the last event of the meet of the Southern California Division. It was the first team race ever held in this section, and drew a very large audience to the Agricultural Park on whose track the race was run.

The following are total scores: Riverside, 2018; Los Angeles Wheelmen, 1132; East Side, 1062.

Carson Shoemaker came in first, covering the distance in 1.12.44 1-2, breaking the coast record, the previous figures being Frank Waller's, 1.15.

Five Mile Tandem Record.

DAMPMAN and Rich, of the Quaker City Wheelmen, on Saturday last, broke all records over the five-mile P. A. W. course, Bryn Mawr to Black Horse Hotel, by covering the distance on a tandem in 13.05. W. W. Hall of the Wissahickon Wheelmen, who started three seconds back of the tandem, covered the course in 13.15. Dampman and Rich rode the entire distance without pacemakers and on a road tandem weighing 70 pounds.

Their First Race.

THE Highlands Wheel Club of Denver, Col., had its first road race Oct. 7, on the Sand creek course. It was 2 1-2 miles out and return. The start was made at 10 o'clock and Stuart Booth won, as time being 16 minutes. James S. Prosser came in second and Lipscomb third.

Around Chautauqua Lake.

AUSTIN W. LUCE of Jamestown, N. Y., broke the local record around Chautauqua Lake Oct. 10 in 2 hours and 30 minutes. The distance is 41 miles, and while most of the road is very good, some of it is quite hilly. The lowest previous record over this course was made 10 days ago by Bazzard in 2 hours and 50 minutes.

West of the Rockies.

ONE hundred and twenty-eight wheelmen made the century run from Denver, Col., to Evans and return on Oct. 8. A considerably larger number than this started, but many either gave up and quit or finished after the time limit of sixteen hours had expired. The best time was nine hours and ten minutes, made by F. V. Burbank. The best time in Colorado was made last year by Pynchon, being seven hours and fifty-five minutes.

Two ladies finished, Mrs. F. Fredericks, who made it in twelve hours, and Miss Edna Steele, whose time was 15.30. The hero and heroine were George Clark, ten years old, who made it in 13.08, and Frankie Sturgis, the nine-year-old daughter of F. J. Sturgis. She and her father arrived about 9.30, just a minute within the sixteen-hour limit. She explained gleefully to the crowd that she was not half so tired as her father; then she executed the pedal mount and led the way home.

MORE RECORDS—MORE CHAMPIONSHIPS
ON
RAMBLER BICYCLES.

The DYING KICK of the EASTERN RACING SEASON and SECOND WIND for the PACIFIC COAST CAMPAIGN rendered effective by the help of RAMBLERS.

RECORDS MADE ON RAMBLERS.

5 Mile Pacific Coast Competition Record, at Los Angeles, Cal., by Carson Shoemaker.
12 Hour Kentucky State Road Record, 168 Miles | at Louisville, by Duke S. Hill.
17 1-2 Hr. " " " " 228 " |
100 Mile Michigan State Road Record, over the Ann Harbor-Saline Course, by F. Werner.

CHAMPIONSHIPS WON ON RAMBLERS.

Eastern New York, L. A. W. Championship, | at Hudson, N. Y., by S. Avery.
Club Championship, |
1-2 Mile California Division, L. A. W. Championship, at Los Angeles, by J. W. Cowan.
Four Gloucester County Championships, at Woodbury, N. J., by Walter Henderson.
Franklin County, Vt., Championship, winning the "Pope" Silver Cup.
25 Mile Team Race, at Los Angles, Cal., first time also first, third, fourth and fifth places.

ON THE ROAD—during Sept. and Oct.

Sept.	10	miles,	at Little Valley, N. Y., first time and third place.
" 4.	20	"	at Bay City, Mich., first time and second place.
" 14.	15	"	at Cortland, N. Y., first time and first place.
" 30.	25	"	at Wilmington, Del., first and second time and first and second places.
" 30.	9	"	at Sellersville, Pa., first and second time and second place.
Oct. 5.	10	"	at Wilbraham, Mass., first time and first place.
" 11.	3	"	at Fort Wayne, Ind., first time and second place.
Sept. 13.	22	"	at Syracuse, N. Y., second and fourth place.

IN 8 EVENTS:—7 first time, 5 second place, 8 second time, 1 third place, 3 first place, 1 fourth place, all won on RAMBLERS.

ON THE TRACK—since last report.

Los Angeles, Cal., Sept. 30,	-	-	-	18	prizes,	10	firsts, in 16 events.
Los Angeles, Cal., Oct. 2,	-	-	-	10	"	5	" " 11 "
Woodbury, N. J.,	-	-	-	9	"	4	"
Philadelphia, Pa.,	-	-	-	6	"	6	"
Stevens Point, Wis.,	-	-	-	5	"	2	"
Hudson, N. Y.,	-	-	-	2	"	2	"
Lowell, Mich.,	-	-	-	2	"	1	" " 1 "
Deltgraff, Ohio,	-	-	-	2	"		
Mitchell, So. Dak.,	-	-	-	5	"	1	"
Mitchell, So. Dak.,	-	-	-	14	"	5	" on G. & J. Tires.

And others, making *a Total of 75 Prizes* to the credit of RAMBLERS.

IT TAKES A STRONG WHEEL TO STAND ROAD RACING. A FAST ONE TO WIN RACES. Those are points claimed for RAMBLERS—and proven.

GORMULLY & JEFFERY MFG. CO.
Recipient of Highest Honors at the World's Fair.
CHICAGO. BOSTON. WASHINGTON. NEW YORK. COVENTRY, LONDON.

Erie to Buffalo.

IN the joint century run of the Ramblers and Columbia Bicycle Clubs, of Buffalo last week, A. B. Goehler, of the Ramblers broke the record from Erie to Buffalo by over an hour, riding the distance in six hours.

The previous best record was 7 hours and 5 minutes, made by F. C. Fuhrman, who in this attempt fell at North East, injuring himself so badly that he could not continue the ride.

The others, who left Erie an hour ahead of Goehler, finished the run as follows: Klipfel, Judd and Plough, 7 hours, 15 minutes; Schramm, 7 hours, 30 minutes; C. Fuhrman, Reister and Lutz, 8 hours; G. Brooks, 10 hours.

The Timers Were Rattled.

THE time made by Charles Lagen, of Philadelphia, of 12.09 for five miles on the road, it is thought will not be accepted owing to the timers' blundering. The general opinion seems to be that Lagen possesses the ability to make the record, and it was unfortunate that incorrect timing should deprive him of the honor.

St. Louis' County Tour.

IT was a very successful annual county tour that the St Louis wheelmen held last week. The local clubs and unattached wheelmen to the number of 200 made the start from Twenty-ninth and Locust streets at nine o'clock.

The route was out Locust street and Lindell boulevard to Forest Park; thence over Union and Delmar avenues to the Olive street road, to Upper Creve Coeur Lake. At the Ten Mile House the wheelmen stopped for a brief rest and some light refreshments. Arriving at Upper Creve Coeur Lake at 11 o'clock a stop was made for dinner, after which the men abandoned their wheels and took to the boats. After a short while on the water a few bicycle races were held on the half mile track. The members of each club rode half a mile against time, the best record being made by the Stag Bi. Club in 1.27. A very near approach to a serious accident occurred on the gravity road at the lake. The car upon which some of the wheelmen were riding collided with another car, but fortunately no one was hurt. The riders started homeward at three o'clock, reaching the city at five o'clock.

Won The Murray Cup.

NEWARK, N. J., Oct 11.—E. L. Blauvelt won the Murray cup in a ten-mile race on the Irvington-Millburn course, this afternoon, for the third time, thus becoming absolute owner of it.

The wind was strong, but in spite of this, Blauvelt's time, 30.16 2-5, constitutes a new record for ten miles on this course. He was the only scratch man of six starters. The others were Percy Johnson, Frank Brock, Bander, Curran and Swartwout. The men were well together and Curran was leading when, just before completing his eighth mile, he punctured his tire and had to withdraw. Johnson and Brock then tried to catch Blauvelt, but could not get near him, and he finished with a good lead.

The best time made previously by a winner of the cup, was made by Charles Huber on the Orange Triangle, it being 30.45. In the same race Charles Coffin made the ten miles in 29m. flat, and took second place.

Mr. Clifton S. Merrill's Case—He Is Discharged.

THE startling announcement appeared in some of the Boston papers of last week that Clifton S. Merrill had been arrested on the charge of Thomas H. Higham in a transaction for the purchase of a horse, carriage and harness, by giving in payment a worthless check. The trial brought forth the following facts, and Judge Forsaith, on the closing of the case, ordered Mr. Merrill discharged. The testimony brought forth the following fact:

At the time of the transaction Merrill had $170.15 to his credit in the bank on which he drew the check. He, however, at the earliest possible moment after giving the check, deposited $50 additional to make good the amount to meet the check for $200 given. Through some delay in the clearing house, which was explained in the testimony, the extra credit was not made his account until the check had been presented.

Judge Forsaith in deciding and discharging Mr. Merrill said:

"He was drawing and depositing at the same time, and it is shown that he prepared for this presentation by the $50 deposit which he made Monday.

This raised the amount in the bank's hands above the sum required to meet this check.

The defendent had reason to suppose that the check would be presented at the earliest day at the bank, and he provided against that liability. He might not have calculated on its coming in tardily through another institution and by way of the clearing house."

As to the claim made that on the day he was arrested he wore a uniform he was not entitled to wear, Mr. Merrill promises as proof which will show this charge to be positively untrue. When such proof is presented we will take pleasure in noting the fact in these columns.

AS TO THAT CUP.

EDITOR BICYCLING WORLD: It has been stated in several papers (both daily and cycling) that the cup offered by Mr. C. S. Merrill to the Massachusetts Bicycle Club had never been received. The club has never demanded the cup as the race has not as yet been arranged for, and when the proper time comes Mr. Merrill will undoubtedly have the cup on hand.

Yours truly,
E. C. WADE, Sec'y.
Boston, Oct. 17, 1893.

Philadelphia's List.

THE Associated Cycling Clubs are receiving every encouragement in their preparations for the coming Cycle Show. The same committee that managed the last show will have charge of the Show of '94.

Profiting by experience, the trade can be assured that whatever can be done by intelligent and disinterested effort will be done to make the Show a success.

The committee have assurances that the following leading firms favor the show in Philadelphia:

American Dunlop Tire Co., Buffalo Wheel Co., Buffalo Tricycle Co., Bretz & Curtis Mfg. Co., Central Cycle Co., Demorest Mfg. Co., Gormully & Jeffery Mfg. Co, Gendron Iron & Wheel Co., Grand Rapids Cycle Co., Hartford Cycle Co., Hartford Rubber Works, Hickory Cycle Co., Indiana Bicycle Co., League Cycle Co., Pope Mfg. Co., Reading Safety Bicycle Co., Relay Mfg. Co., E. C. Stearns & Co., Snell Cycle Fittings Co., Telegram Cycle Co., Union Cycle Mfg. Co., Yost Mfg. Co.

There has been published what purports to be a list of firms in the cycle trade that did not exhibit at the last show in Philadelphia; at least twenty of the firms did exhibit. This is a specimen of the misleading statements that are being made to boom the New York show.

You will please observe that we have the support of the leaders, and as that is what all have been waiting for, there should be no delay in prompt action by the balance of the trade to support the only National Show that can be given.

ASSOCIATED CYCLING CLUBS.
Philadelphia, Oct. 16, 1893.

The New York Show.

AT the meeting of the Temporary Advisory Trade Committee, held at Madison Square Garden, the following are the more important firms who, it is stated, expressed themselves as being positively in favor of holding the Show in New York:

Ariel Cycle Mfg. Co., Cleveland Rubber Works, The Crawford Mfg. Co., The Demorest Mfg. Co., Fenton Metallic Mfg. Co., Grand Rapids Cycle Co., Garford Mfg. Co., Hunt Mfg. Co., Indiana Bicycle Co., Kenwood Mfg. Co., John P. Lovell Arms Co., McKee & Harrington, Niagara Machine Co., Overman Wheel Co., The Peerless Mfg. Co., Premier Cycle Co., Persons & Mailler Mfg. Co., The Quadrant Cycle Co., The Royal Cycle Works, A. M. Schoffey & Co., Stover Bicycle Mfg. Co., Singer & Co., Stokes Mfg. Co., St. Louis Refrigerator and Wooden Gutter Co., Syracuse Cycle Co., Howard A. Smith & Co., The Snell Cycle Fittings Co. Wilson, Myers & Co., Warman & Hazlewood, Ltd., Warwick Cycle Mfg. Co., The Yost Mfg. Co., Raleigh Cycle Co., Hulbert Bros. & Co.

Merry Wedding Bells.

TWO sets of cards are upon our desk. The Chief Consul of Ohio, Mr. A. E. Mergenthaler, was married to Miss Ada C. McWhirk on Oct. 11, while Mr. Joseph Goodman of Hartford and Miss Rosie Stern were married on the same date.

Congratulations all 'round!

Inter-Club Amusement.

BILLIARD, pool, whist and bowling tournaments will be fostered and governed by the Associated Cycling Clubs of Boston and vicinity this winter. At its meeting last Friday night the Executive Committee voted to appropriate $100 for the purchase of prizes for a billiard, pool and whist tournament, should the delegates at their next meeting decide to hold one.

Costs Were Divided.

A CASE of interest to cyclers was decided in the Common Pleas Court at Pittsburg, Pa., last week. Paul Zimmerman, a glass manufacturer, was acquitted of a charge of assault and battery. Zimmerman, while out driving, overhauled J. K. Ewing and wife, who were riding bicycles on Aiken avenue. The cyclers refused to get out of Zimmerman's way, and Ewing was struck by one of the horses. Judge Slagor ruled that both parties had the right to occupy the street, but no one has the right to obstruct the highway to the prejudice of another. The costs were divided.—*Philadelphia Ledger.*

Kaufmann Sails.

N. E. KAUFMANN, after a three months' visit to this country, sailed last week on the New York for London. He has given exhibitions in various parts of the United States and Canada, but his main object in coming here was not accomplished. He wanted a match at trick riding with the other men, but save the affair with Barber at Rochester, the previous week, nothing came of it. Maltby met Kaufmann on last Tuesday in order to arrange a meeting, but according to Maltby, who conceded everything Kaufmann would not make a match, having already booked his passage, and claiming that during the three months that he had been in this country Maltby might have got a match if he really wanted one.

TELEMACHUS' TALKS.

The War of the Shows—Looking for the Perfect Tire—England vs. America.

THE war between the two Shows is still raging, but it does not require a very long head to see that the New Yorkers are fully aware of the fact that they are getting the worst of the battle and must do something to turn the scale in their favor, or give up the fight. New York's cycling journal becomes somewhat hysterical, and while protesting that New York does not say anything against Philadelphia, in the same breath vents a couple of columns of abuse.

It asserts that the M. A. C. C. is running the Show, when it is patent to everybody that that body is a mere figurehead, and that the Madison Square Garden Company is in it simply and solely for what it can make out of it. This will be made apparent to all when the M. S. G. Co. becomes convinced that the chances of making the Show a financial success are small, and it will take more than the M. A. C. C. to hold them to their bargain, once the Philadelphia Show has shown its strength.

The Philadelphians have been very shrewd, and instead of wasting time in preparing long tables of small-fry dealers who are almost unknown, they have gone to work on the big makers, and once having landed them they find smooth sailing ahead. Then, too, they have seen the weakness of the New Yorkers in desiring an early Show, and by announcing a January date have clinched their hold on the makers who consider that the Show should be held just previous to the beginning of the riding season, and should be a Show of goods prepared for the market. The New Yorkers, on the other hand, obliged to advocate an early date, have been compelled to pin their faith to the multitude of smaller makers, who want to see what the others are going to bring out. The consequence of this has been that not one of the big firms has declared against Philadelphia, and many of those who have favored New York did so when they thought Philadelphia could not secure a suitable building.

An English paper, the *Cyclist*, I think, a short time ago advocated the use of a cushion tire, for touring at least, and a good laugh was had at its expense. It was said in favor of the non-puncturable tire, that one could always rely on being able to continue one's tour, and need not worry about punctures, as with a pneumatic, two things which would go far towards compensating for the advantages of the less reliable tire.

The other day I had a long talk with a friend of mine, no other than O. S. Bunnell, of Philadelphia, who, I found, was of the same mind as the English rider. It may be news to some, but will be remembered by many, that "Bunny," as he is universally called, was, a couple of years ago, one of the most enthusiastic admirers of the cushion tire, and of the Victor cushion in particular, that could be found anywhere.

On his faithful Victor he did a lot of hard riding in the year 1891, and accomplished I dont know how many centuries on it. It was the year when pneumatics were just beginning to get a foothold, and in the fierce war that was waged between the inflated and the non-inflated tires "Bunny" carried his musket and did his full share of the fighting for the latter. Not only was he unable to place any confidence in the standing up qualities of the pneumatic (and the Dunlops of that year *had* a very disagreeable habit of coming down and staying down as far as the rider's ability to repair it was concerned), but he would hardly concede the air tire any superiority in comfort, speed, etc.

Time accomplishes wonders, however, and the next year (albeit pretty well advanced) found "Bunny" an unwilling convert to the pneumatic. Not without many struggles did he come to it, and the tire, as if in revenge for the disdain with which it was regarded, played him such strange pranks—letting him down in the most unexpected and out-of-the-way places—that his life was rendered miserable, and he cursed the day that he first saw a pneumatic.

This year his experience has been much the same, and in our conversation he confided to me that next year he would ride a cushion tire—the largest cushion that could be bought or built—a 2 inch tire, probably. Then, and then only, would he find peace and comfort, and be able to take his wheel whenever he wanted to, certain that it would not be punctured, need pumping, or be subject to any of the ills to which such things are heir.

This set me to thinking of the riders I knew, who were "Jonahs," and did not know, and did not want to know anything about the "innards" of their tires, and who did not want to have trouble of any kind with them.

For such riders the perfect pneumatic tire is yet to be invented; such a tire must be non-puncturable, and must hold air for an indefinite period. Such a tire would be of incalculable assistance to the cycle dealer, who seldom fails to have on hand several "Jonahs," who manage to make life miserable for him by always having trouble with their tires.

Such a tire will always be in great demand among a certain class of riders; men who would rather walk than have to tinker with their tires. And even with others, there are times when a puncture is very annoying, even if the tire be one that is quickly repaired.

There is food for reflection in the career of one, Thomas Relph, a native of Briton, at one time a sojourner in our land, and finally re-united with his beloved country. Relph was a familiar figure on our race path last year, achieving most of his prominence from his connection with the Springfield Club and track. He was a rider of moderate ability, ranking about with our third-class men, and seeming always to be more successful in speed trials than in races. Take him all in all, however, he by no means lived up to the reputation he had acquired in England, there being several dozens of our men who were able to show him their rear wheels.

His absence from our path this year was little noticed, and it was not until accounts of his work in England began to appear in the English papers that I was aware of his having returned. He has become much more prominent there than he ever did here, and achieved victories over some very good men, becoming, in consequence, quite a noted rider. About his latest feat was that of riding an unpaced mile at Herne Hill in 2.19 1-5, and repeating it in 3-5 longer time, his performance having been exceeded only by one man. In addition to this he beat the best English record for an unpaced mile that of Zimmerman's and proved himself to be a rider of no mean ability.

The interesting question arises whether Relph has improved materially over his American form, or whether a man who is third-class in America becomes a second or even a first-rater as soon as he crosses the water. We have been able to compare Zimmerman and Sanger at their best, with the leading Englishmen, and found them much superior; but we have not had much chance to see how the best English riders would compare with our men on our shores. Osmond did not race while here; Meintjes could hardly be called an Englishmen, and he did not do much racing here at our distances; while Schofield, the only other competitor from across the sea, has not been pitted against our best amateurs, and when he met and was defeated by by our best professional—Wheeler—he was very far from being in condition. While the visit of some of the best English amateurs would have the charm of novelty, and be both interesting and instructive, yet it is to be feared that the work of our best men has inspired such wholesome respect on the other side that no one will have the courage to emulate the example of the champions of 1892 and 1893 and contest for our blue ribbon.

Speaking of our blue ribbon—what event holds that proud position, anyway? Is it the one mile L. A. W. championship that corresponds most nearly to the English mile? How many who read this can tell off-hand who holds it, where and when it was contested, and in what time it was won? I, for one, must confess that I cannot, and I consider myself tolerably well posted on such matters. There is a hazy suspicion that it was run at Chicago and won by Zimmerman, but I could not say positively without looking it up. On second thoughts, I am not sure but that it was this race that Zimmerman stayed out of and let go to Tyler, preferring to take the International Championship instead.

This is not as it should be by any means. As all amateur racing is conducted under the rules of the L. A. W., and our men are admittedly the fastest in the world, there is no reason why the L. A. W. championships, and the One Mile in particular, should not be *the* race, and more coveted by the best men than even the N. C. U. championship, to win which both Zimmerman and Sanger travelled thousands of miles, and to the winning of which they subordinated everything else. Why cannot our championships be made just as important? One reason is, sad to say, because many of our men prefer something more valuable than a plain medal, and would rather race for diamonds than for glory.

Cannot the energetic chairman of the Racing Board and his able colleagues do something to bring about a reform in this particular? TELEMACHUS.

Women and the Wheel.

THERE is a consensus of opinion amongst those best capable of forming a judgment that the present season has seen a very considerable increase in the number of women who ride safeties. It is not too much to say that the number has doubled since last year. Some of these riders formerly used tricycles, upon which very few women are now seen since the safety has advanced in favor, but the majority are novices who know nothing, and care less, about the prejudices entertained in the past against cycling for women. Many have forgotten, or never knew, the amount of discussion and opposition which prevailed when the saddle superseded the awkward and uncomfortable seat formerly fitted for ladies' use on the bicycles, tricycles and sociables of the period. Cycling for women is no longer an experiment, but must be taken as a matter of course.

When very few women rode safeties, and their appearance awheel excited much curiosity, there was a greater need than at present of conciliating public opinion. Soberly attired in stout blue serge, fitting closely at the throat and wrists, the early safetyist sat on her saddle in posture of diffidence and uncertainty, wearing a worried look, or at best a very subdued cheerfulness, and getting her work on her pedals at such intervals as she was free from the dread of her dress doing something awful. With the advent of the pneumatic tire, and the perfecting of chain and wheel guards, women's cycling received an important fillip. It is impossible for a woman not to ride easily on a modern wheel, and consequently the feminine speed rate has increased. Women ride faster and farther than they ever rode before. Relieved from vibration, and no longer condemned to use cycles of excessive weight, the weaker sex has reached the gates of a cycling paradise hitherto reserved for men only.

There are still two disabilities under which the cycling woman labors, and from which she is now seeking to free herself. The first is the eternal costume difficulty. Gallons of ink have been shed by feminine journalists in describing useless and exasperating variations of the skirt, each alleged to be a solution of the dress question. It is now being tardily recognized, after years have been spent in fruitless efforts to reconcile the skirt with limbs in constant motion, revolving cranks and pedals, that the only satisfactory settlement of the costume controversy lies in the abandonment of the skirt for cycling use. I fail to see why there should be any keen regret felt in relegating this article of attire to the limbo of the past. However charming the skirt may be made for the purpose of the house, the ballroom, or the promenade, no woman will contend that it adds to her attractiveness or her comfort when worn awheel. Not only is it heavy in itself and exceedingly liable to become soiled or torn, but its adoption involves underwear of a needlessly complicated character. This is why the skirt is not worn amongst civilized women for swimming, gymnastics or shooting. Both in France and in Denmark women who value their appearance have recognized the unsuitableness of the skirt, but in this country and in America opinion has taken much longer to ripen. Nevertheless, several pioneers of their sex have already emancipated themselves from the detested garment whilst a very large number are earnestly considering what appears to them a momentous question.

I have had the advantage of hearing a great many men's opinions upon the impending knickerbocker epoch, and I cannot recall one instance where any regret was expressed at the change. All attempts to modify the skirt will be doomed to speedy abandonment. A raised skirt does not look well, and is more troublesome than ever in a wind. Adjustable or abbreviated skirts, worn over a bifurcated garment reaching to the ankles, will doubtless find favor amongst those who shrink from the revolution, or who attach no importance to a graceful appearance. But from all the opinions I have been able to gather from wheelwomen interested in the question, it would appear that a jacket of suitable cut, extending below the hips, loose knickerbockers, and ordinary hose, with, perhaps, gaiters will find favor generally. Such a costume combines lightness, elegance and comfort, whilst not exposing its wearer to unnecessary windage—one of the worst of the skirt's many drawbacks.—*C. W. H. in Bi. News.*

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[Mention BICYCLING WORLD.]

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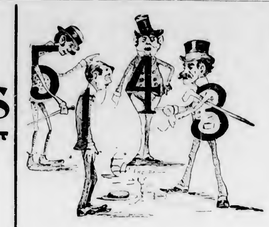
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No. 5, same as cut, 75c.; No. 6, pockets each side of lacing, $1.00; No. 7, hose supporters attached to sides (no pockets), $1.00; No. 8, with pockets and hose supporter, $1.25. Postpaid on receipt of price. Send tight waist measure.

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Road Scorchers. Light Roadsters. Full Roadsters. Ladies'.

Weights, 30, 35, and 40 lbs.

BICYCLE SUNDRIES.

ACKNOWLEDGED LARGEST SUNDRY HOUSE IN THE UNITED STATES.

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SEND STAMP FOR ENCYCLOPEDIA NOW READY TO MAIL.

HOWARD A. SMITH & CO., NEWARK, N. J.

Bicycles Vs. Horses For Army Purposes.

THE ARMY AND NAVY UNION,
OMAHA, NEB.,
August 4th, 1893.

EDITOR BICYCLING WORLD:

Permit me to invite your attention to a request in the "Army and Navy Union," calling for articles from their correspondents regarding the respective merits of the bicycle over the cavalry horse for campaign purposes in the army. It is our intention to publish letters from those who use the bicycle, telling us what advantages, if any, the bicycle possesses over the horse, while others have promised to tell us what the horse can do that the bicycle never dreamt of.

As you are interested in the bicycle, and as we desire to give both sides a fair showing, will you not inform us what you think of the following:—

What advantages, if any, do you claim for the "military bicycle" over the cavalry horse?

Do you think the average soldier could take as good care of a bicycle as he could of a horse?

Would a soldier, mounted on a bicycle and going into action, have a better chance to handle his rifle than he would if mounted on a spirited horse?

Would a rifle ball striking any part of a bicycle disable it as much as it would if it struck a horse while on the picket line?

Would not the Government save a great deal of money each year if their cavalry were mounted on wheels which required no forage, saddles, bridles, blankets, lariats, picket pins, nose bags, curry combs, brushes, spurs, etc., which go to make up the equipment of a cavalryman?

What number of miles could a bicycle rider cover each day over average country roads without "crowding" himself too much?

Would a bicycle rider be fresher at the end of a day's journey than he would if compelled to follow the cavalry column riding all day, as a cavalryman often does, at a slow walk?

Would not a "bicycle corps" have great advantage over the cavalry battalion by not being compelled to carry forage for their steeds?

Could not a bicycle be kept in repair for one year at less expense than that attending the shoeing of a cavalry horse, the wages paid a blacksmith, farrier, and the cost of the horseshoes, nails, etc., being taken into consideration?

Will you not draw attention to the above in the columns of the BICYCLING WORLD, as a number of our cavalrymen have promised some very interesting matter pertaining to their "mounts," and we may be able to interest a large number of your readers with some of the letters on this subject.

Yours very truly,
JOHN D. HOWE, Associate Editor.

Tax Legacies For The Building Of Good Roads.

EDITOR BICYCLING WORLD: During the past year thousands of editorial articles on the subject of the betterment of the highways have appeared in the newspapers of the country. The great value and importance of good roads no intelligent person questions, but how to raise money to obtain them is a difficult problem about which opinions widely differ.

I beg leave to suggest in your columns a plan which I believe to be the least burdensome and the most effectual and equitable for providing good roads. Let each State establish a graduated succession tax on legacies and inheritances: Such a tax might be arranged as follows: On all estates valued at $10,000 up to $1,000,000, one per cent.; on estates over $1,000,000 and up to $5,000,000, one per cent. on the first $1,000,000, two per cent. on the remainder; on estates of over $5,000,000 up to $10,000,000 one per cent. on the first $1,000,000, two per cent. on over that sum up to $5,000,000 and three per cent. on $5,000,000 to $10,000,000,—this general principle of one per cent. increase every additional $5,000,000 to be the fixed rate of inheritance and legacy tax.

For example, on an estate valued at $20,000,000 the tax would be as follows:

$1,000,000,	1 per cent.,	$ 10,000
4,000,000,	2 per cent.,	80,000
5,000,000,	3 per cent.,	150,000
5,000,000,	4 per cent.,	200,000
5,000,000,	5 per cent.,	250,000
$20,000,000		$690,000

John Stuart Mill expresses the views held by the ablest students of social science when he says: "Inheritances and legacies exceeding a certain amount are highly proper subjects for taxation, and the revenue from these should be made as great as it can be made without giving rise to evasions by donation during life, or concealment of property, such as it would be impossible adequately to check. The principle of graduation, that is, of levying a larger percentage on a large sum, though its application to general taxation would be in my opinion objectionable, seems to me both just and expedient as applied to legacy and inheritance duties."

England, in 1780, established a tax on legacies, and in 1853 the succession tax law was enacted.

In the United States a collateral succession tax law went into force in 1864, but that act has since been repealed in common with other internal revenue laws.

In New York there is a collateral succession tax law of $5 per hundred dollars. This tax yielded in 1890 $1,117,637, and it is estimated that at least $2,000,000 will be received from this source by the State during the present year. A similar law in Pennsylvania brought to the State Treasury in 1891 the sum of $1,227,302. The collateral succession law reaches comparatively few estates because this tax is simply on the devolution of property on other than direct descendants or progenitors.

Thus the law adopted by Connecticut in January, 1889, is as follows:

"All property conveyed by will or by death of intestate to other than to father, mother, husband, wife, lineal descendant, adopted child, the lineal descendant of any adopted child, the wife or widow of a son, the husband of the daughter of descendant, or some charitable purpose, or purpose strictly public, five per cent. of its value above the sum of $1,000, for the use of the State."

The Massachusetts Law of 1891 is substantially the same with the exception that the amount taxed is $10,000 and over. The rate is 5 per cent. and charitable, religious, and educational bequests are exempt.

The succession tax that I have proposed will not fall on the poor. Those whose estates amount to $10,000 can well afford to give $100 to the State in return for all the protection of its laws which has enabled wealth to be accumulated and enjoyed.

The succession tax is founded on the

BROADEST PRINCIPLES OF EQUITY.

I maintain that the wealth possessed by every individual has been created directly or indirectly by the help of others, and therefore he owes to others, or generally speaking, to the public, obligations which he ought to repay.

This is particularly true in the United States. Every citizen whether he be rich or poor, is equal in the eye of the law and has behind him for the protection of his rights the entire power of the nation. It is therefore no more than just that every person who accumulates property should pay for the protection that the State secures to him and his possessions.

If each State were to establish a tax on legacies and inheritances such as just proposed and devote the money so obtained to the construction and maintenance of roads, in a few years the older and more populous States would be provided with roads equal to those of England, France and Switzerland, and good roads, when rightly constructed, can be maintained at comparatively small cost; and as the wealth of the States increased the succession tax would furnish sufficient revenue to meet all the expenses of the State after paying for the maintenance of roads, thus relieving the people from all direct taxation for State purposes.

The advantages of the succession tax are now being brought very prominently before the people. In Massachusetts the recently adopted platforms of both the Republican and the Democratic parties have planks recommending the adoption of the direct succession tax on inheritances and legacies.

It is my intention to publish a pamphlet on the subject of the succession tax primarily as a means of constructing and maintaining roads and for its ultimate object the abolishment of direct taxation.

Very truly yours, ALBERT A. POPE.

Boston, Mass., Oct. 10, 1893.

Ducker's Silver Wedding.

MR. HENRY E. DUCKER, whose name is so well known in connection with the old Springfield tournaments, and who was publisher of the old *Wheelmen's Gazette*, will celebrate his 25th wedding anniversary on Saturday evening, Nov. 4, at 149 School street, Buffalo, N. Y., in which city he has made his home for a number of years past.

Mr. Ducker's many friends will unite with us in wishing him "Many happy returns!"

Bicycles Can Be Imported Free of Duty As Personal Effects — The Final Official Decision.

ACTING Secretary of the Treasury, C. S. Hamlin, has addressed a communication to the Collectors of Customs throughout the country, finally informing them that bicycles are hereafter to be considered as entitled to free entry as personal effects.

Mr. Hamlin's official language is as follows:

Frequent applications are made to this Department for relief from the payment of duty on bicycles brought by persons arriving in the United States, general tourists, who go abroad with their wheels, or who return with wheels purchased and used in Europe, the claim being made that they are free of duty as personal effects under paragraph 752 of the act of October 1, 1890, which is as follows:

"752. Wearing apparel and other personal effects (not merchandise) of persons arriving in the United States, but this exemption shall not be held to include articles not actually in use and necessary and appropriate for the use of such persons for the purposes of their journey and present comfort and conveniences, or which are intended for any other person or persons, or for sale."

Under date of April 4, 1884, Attorney General Brewster rendered an opinion, which was adopted by this Department, to the effect that a bicycle accompanying the passenger was entitled to free entry as a personal effect, and the following language was used by the Department in promulgating this opinion (Synopsis 6381):

"The question has since been referred to the Attorney General, and he holds that bicycles accompanying a passenger may be regarded as personal effects, but not merchandise, within the language of the free list, and therefore exempt from duty, and the Department concurs in this opinion."

Under date of November 3, 1890 (Synopsis 10395, G. A. 86), the Board of General Appraisers held that bicycles were not personal effects, the following language being used:

"Bicycles not being in the nature of wearing apparel, or intended for analogous purposes, in our judgment do not come within the intention of the lawmakers, and can not be regarded as 'personal effects' as the term is used in T. L. 815 of the act of March 3, 1883."

In view of this conflict of opinion between the Attorney General's Office and the Board of General Appraisers, the Department, on the 24th of August, 1893, addressed a letter to the Attorney General, in which an expression of his opinion was requested as to whether or not this Department would be justified in following the opinion of Attorney General Brewster, notwithstanding the contrary ruling of the Board of General Appraisers.

Under date of the 28th ultimo, the Acting Attorney General replied to the inquiry of the Department as follows:

"I am in receipt of your communication of August 24 respecting a conflict between rulings of this Department and of the Board of General Appraisers in construing the tariff law of 1883.

"The conflict arose in relation to bicycles. It appears that in May, 1884, they were held to be 'personal effects' within the meaning of that law by an official opinion of Attorney General Brewster (17 Op., 670), which opinion was concurred in and officially adopted and promulgated by Secretary Folger on April 9, 1884 (Syn. of Dec., Treas. Dept., No. 6381); but that in November, 1890, the Board of General Appraisers held to the contrary. It does not appear that any express ruling has been made by either, or by the Secretary of the Treasury, under the tariff act of October 1, 1890.

"My opinion is asked as to whether your Department would be justified in following the opinion of Attorney General Brewster, notwithstanding the adverse decisions of the Board of General Appraisers. I concur entirely in the opinion expressed by you, with relation to the decisions of the Board, that while your Department may accept such decisions as a rule of action to be followed in the classification of other importations, it is not compelled by law to do so. On the other hand, while the Attorneys-General have never claimed for their official opinions the force of law, it has always been regarded as the proper practice to follow their guidance (5 Op., 97; 6 Op., 334; 7 Op., 699; 9 Op., 37), and Congress, while never directly legislating upon this point, seems to contemplate that they are to be given practical effect. (Rev. St., Sec. 358.)

"I understand your question, therefore, substantially to be whether, in view of the decision of the Board of General Appraisers, and of the changes in statutory phraseology made by the act of 1890, the opinion of 1884 is still adhered to by this Department. I would answer, after careful consideration, that I see no reason to change it, and that in my opinion, bicycles are exempt from duty under the act of 1890 in like cases with other 'personal effects.'"

In accordance with the above opinion, the Department now decides that bicycles brought by persons arriving in the United States, in use by them, are entitled to the benefit of free entry as personal effects under the provisions of paragraph 752 of the act of October 1, 1890, aforesaid. Collectors and other officers of the customs will be governed accordingly.

The Government also issued the following special instructions, which all who contemplate entering this contest should peruse with care:

The merchandise in this case consists (1) of bicycle frames with handles, bars, and small parts; (2) unfinished bicycle wheels without tires.

The collector assessed duty on the merchandise at 45 per cent. ad valorem under paragraph 215. The appellant claims the same is dutiable at 2 1-2 cents per pound, the wheels under paragraph 155 and frames under paragraph 157 of the present act.

In G. A. 889 (affirmed by the circuit court northern district of Illinois) the Board decided that bicycle wheels were not covered by the provision of paragraph 185, but that they were dutiable at 45 per cent. under paragraph 215. In G. A. 908 we decided that steel forks were dutiable under paragraph 157. This view was also affirmed by the circuit court for the northern district of Illinois.

In the present case, however, the unfinished bicycle frames are something more than tubes. They are tubes, belts, handles, screens, and other forms of iron or steel joined together, and in our opinion were properly classified as manufactures of metal. The protest is overruled and the collector's decision is affirmed.

Name, Please!

A QUEER story was told by one of the racing men at the supper given to Zimmerman on Monday evening. He said that while he was on the western circuit a gentleman who is prominent in the trade and famed for his ability on the track in handling the racers approached him and proposed a scheme.

The official declared that being well in with the handicapper in that district he could secure favorable concessions for the racing man. All the racing man had to do was to promise to divide his winnings. This official was receiving a salary for his work. Nice, isn't it?—*N. Y. Recorder.*

Ran Them Down.

Two Tonawanda men, giving the names of William Tivens and Thomas Miskten were arrested at La Salle, N. Y., last week on a warrant issued by Capt. W. H. Lampman and Messrs. Ottenot, Callen and Frank of the Press Cycling Club of Buffalo.

The men arrested are "road hogs." While the Buffalo Cyclers were making a run to Niagara Falls they were driven from the highway and were ditched by the team. The wheelmen secured a warrant from Constable J. A. Albert, of La Salle, and the men were arrested and lodged in jail. The wheelmen accompanied the officer and prisoners, who on the way attempted to bribe the constable.

Brooklyn Wants A New Track.

At the last meeting of the K. C. W. it was clearly shown that fast riding can never be accomplished at Eastern Park. The men slid and fell on the turn so that in every race it was expected that one at least would fall as regularly as the tape was crossed.

Among the K. C. W. members there is so much racing blood that it must find vent somewhere, and a new track on the Eastern Boulevard, near Franklin avenue is proposed. The owner of the land offers the K. C. W. a twenty-year lease free if they will build a track and grand stand. A committee has been appointed to investigate the possibilities and report.

The location is convenient to railroads from the bridge and is also close to the Plaza and to the Bedford avenue entrance to the Eastern Boulevard. The estimated cost is $10,000.

Send 50c. to us for copy "Zimmerman on Training." The book not only covers points on training, but points for tourists, care of wheels, records, and a host of valuable information.

Near and Wide

ZIMMERMAN is in Springfield this week on record breaking bent.

THE Crescent Cycle Club, of Rochester, N. Y., has arranged for a series of winter amusements to take place on Monday evenings at the club house.

THE Hazleton (Pa.) Athletic Club has applied for a charter, capital stock $2000, and will erect a one-third mile cinder bicycle track, operations to commence at once.

THE first of the series of winter socials under the auspices of the New Bedford (Mass.) Cycle Club was held in Cummings' building last week and was a most successful affair.

THE Ladies' Cycle Club, New Haven, Ct., held a reception last Friday at the residence of Mrs. Clemmons. The evening was passed with vocal and instrumental music, games and dancing.

WILBER HENDRICKS of Lynn, Mass., was arrested last week for bicycle riding in Saugus after dark without the lantern prescribed in the town ordinances. There will be more to join him ere spring returns.

THE members of the Taunton (Mass.) Cycle Club have organized a minstrel troupe and will have the first performance at an early date. If the venture is a success they will give performances at out-of-town clubs.

THE Kansas City (Mo.) cyclists made a very creditable showing in their parade of last week, despite a prevailing high wind, which played havoc with many of their bright colored Japanese lanterns and other decorations.

C. W. DOUNTEY, the Buffalo "pro.," may have another try at Prairie Belle, the horse that defeated him at Toronto. The track at Toronto was very rough and narrow, and it was because of this that Dorntge failed to do better.

THE Cumberland Bicycle Club of Pawtucket, R. I., has disbanded. A meeting was held a few nights ago; it was only fairly attended, and after very little argument it was decided to disband the organization for the season of 1893.

THE first annual bicycle meet of the printers and newspaper men of Gloucester County, N. J., took place at Woodbury, last Saturday, and proved a very successful affair. B. C. Dilks, of the *Constitution*, captured first prize in three of the events.

IN the century run given by the Diamond Wheelmen, of Detroit, Fred Werner broke the local road record for one hundred miles, covering the distance in 7 hours. Chas. Baerthel rode in 7 hours 11 minutes, and A. W. Straight, 7 hours, 43 1-2 minutes.

A CENTURY was made recently by Clarence Hoover and Geo. Broughton from Glenwood Springs to Grand Junction, Colorado, 166 miles, in thirteen hours, over the poorest road in the State, thirty-five miles being made between the rails of the Rio Grande Railroad.

THE Somerville (Mass.) Cycle Club made its annual Century run to Newburyport last Sunday. The start was made from the clubhouse at 6:30 A. M., breakfast being taken at Salem, dinner at Newburyport and home reached at 7.55 P. M., the actual riding time being eight hours.

THE Baltimore Cycle Club has been seriously inconvenienced by the erection of the buildings next door to their club-house, which block up the entrance to the wheel room. This may lead to the securing of new quarters, and the proposition to build a new house has been seriously discussed.

THE Framingham Cycling Club will have a century run Thursday, Oct. 26. A handsome gold souvenir will be given to all finishing the run, which starts at 6 A. M. from Irving square, So. Framingham. The pace will be 10 miles per hour, and all riders in the vicinity of Framingham are invited to participate.

THE first performance of the Century Wheelmen's (Philadelphia) Minstrel Troupe will take place either the first or second week of December, and will be continued for a period of five consecutive evenings. This was deemed advisable on account of the success attending the show last year when it was repeated on three consecutive nights.

IT has been decided by the Toronto Bicycle Club to consolidate with the Toronto Athletic Club. The Bicycle Club will conclude this season in its present quarters, after which, if no hitch should occur, its club house will be sold and its affairs as a joint stock concern wound up. The new Toronto Athletic Club building will, it is expected, be ready for occupation about the beginning of the coming year.

THE last of the attractions arranged for merchants' week at Manchester, N. H., were a series of bicycle races. The track was the streets surrounding Hanover Sq., one-half of the distance being over a concrete surface and the other half was a gravel roadbed, and they included a one-lap novice, one-lap handicap, two-lap handicap and a three-lap handicap. Price and Caldwell wining nearly all the events.

THERE is an interesting contest in the Century Wheelmen of Philadelphia for the Carr cup, which, in case two or more members attend the same number of club runs during the year, is to be awarded to the one making the greatest mileage. John Heath and Stephen Rourke are among those who have thus far attended all the regular runs, and each is striving to outdo the other in point of mileage. Mr. Heath has a total of 4300 miles and Mr. Rourke about 4100.

THE new club-house of the Maryland Bicycle Club, of Baltimore, is well under way. The walls are finished and the roof is being put on. It was hoped that the building would be in readiness in November, but this is not probable, although it will be completed in time for the annual holiday festivities to be held on New Year's Day. Owing to its non-completion the early part of the winter social season will be somewhat uncertain.

STANSON ON THE WARPATH.

He Discourses on the "Blizone" and the Fool Legislator.

PATAGONIAN hunters and warriors have a curious weapon of war and the chase that I have tried and found very successful in defending myself from vicious dogs in this our land of the free and home of the brave, for a wheelman has to be brave at times if he would escape death from hydrophobia, and prolong his life in this dog-infested land, especially in and about Jimtown.

The weapon is small, light, very effective—even to the killing of a dog, which the thrower can hit every time, with slight practice, at a distance of from one to six rods—and without it is silent, so as not to conflict with a law against carrying firearms. There is no fire nor acid about it, and it can be safely carried in a pocket or in a case on the cycle, so that it is always handy when most wanted, which a rock or club never is. This arm of defence and offence which I have adapted to the—in too many cases—urgent need of cyclers, comes to a canine brute with such a force resembling a blizzard and a cyclone, that I have called it

THE "BLIZONE,"

and respectfully dedicate it to those dusky people of the Isles of the Sea,

WHO GAVE ME THE IDEA.

Jimtown has just been made a city, and as a brilliant starter some bright light on the "Board" has had an ordinance passed that imposes a fine of "not over $50 upon any one who drives or propels any vehicle on the streets having a gong attached."

This, in view of the density of the average pedestrian, who too often stumbles and falls over his own feet, and never looks out for breakers on crosswalks, is a deliberate stab at him by the said member or members of the "Board."

Many a time has the writer been saved a collision through the wilful stupidity or viciousness of horse drivers, by using his bell at the right time, and only the other night he would have been run down on a very narrow road had it not been for the glare of his lamp, which caused the horse to sheer out just enough to let him pass.

That driver needs a dose of "Blizone."

KILL THE ROAD SUPERVISOR.

Jimtown's principal streets are again being monkeyed with in a sort of broken stone and gravel combination that lasts from four to six weeks, at large cost, instead of laying vitrified brick, as New Haven does, at really less cost in the end, for the brick need no repairs, are clean, smooth and hard, and satisfactory over all other kinds of paving.

Brick is easiest taken up and replaced, when it has to be done, of any pavement known, and will outlast any of them, consequently is less expensive. This laid in New Haven costs about $2 per square yard, and we hope some day to have some laid in Jimtown, in fact things point that way now, but, as a dozen or so of the foreign element who now haul slush upon our streets, and in a few weeks haul it off again, are voters (more's the pity!) and thinking brick would end some of their needless shoveling, kick against it, the chances are that we shall as a people become web footed from continued wading in slush.

It looks as if the bright ones fear a few foreigners' votes more than they do the thousands of votes of white men. We shall see at coming elections what can be done in self defence.

STANSON.

Surely This Is a Mistake.

CERTAIN gentlemen who have a personal interest in the continuance of the National Cycling Association, otherwise the cash prize league, are quite busy saying that organization is "in excellent shape," "has fine financial prospects," "is making money" and indulging in other hopeful phrases.

This is all nonsense. The cash prize league has never cleared a cent of profit since its organization and will not be in the field next year under the same financial patronage. It has not hung up the big purses it talked about except in some instances. The backers of the league are disgusted with the failure made by it and will quit. If the league is to continue next season it will not be backed by the men who have put up the cash for the show and laid out money in the salaries, running expenses and other expenditures.

The *Evening Post* has information, privately, from a very reliable source to the effect that the baseball men back of the N. C. A. are rather sore at what they consider "the game" that was played upon them and ready even now to drop the business and get out. So far as results are concerned the N. C. A. has been a flat failure. Professional cycling will never pay. *Chicago Evening Post.*

Pneumatic Skates.

A RATHER formidable competitor of the cycle, I hear, has made its appearance in the Midlands in the shape of a pneumatic roadskate. It has lately been seen in the streets of Birmingham, and, judging from the admiration it excites, is not unlikely, I should think, to find its way soon into all parts of the country.

The invention, which was patented a short time ago by a Scotch firm, is evidently derived from the old roller-skate of skating-rink celebrity; but, whereas the ordinary roller-skate has four wheels, the pneumatic skate has only two, placed in line at either extremity of the skate. The wheels are rather larger than those of the roller skate, and, instead of solid rubber, are covered with pneumatic tires.

The patentees claim for them that one can skate over ordinary turnpike roads with them the same as on ice and at even greater speed, while at the same time they will easily ascend and descend hills. Six or seven miles an hour, however, is the maximum speed attempted in the streets of Birmingham, and that only on smooth roads.

One obvious advantage of the pneumatic skate over the pneumatic-cycle is that punctured tires may be readily replaced, as the skater may carry surplus tires, or even reserve wheels ready fitted, in his overcoat pocket.—*London Ironmonger.*

Marriage A La Bicycle.

UNDER rather romantic circumstances, two cyclists of Newark, N. J., were married five months ago, the story just coming to light. Miss Provost has been a teacher for several years, while Mr. Tompkins has been a prominent clubman. It is said that the couple have been devoted to each other for some time, and as Tompkins was a wheelman Miss Provost purchased a safety and became his companion on many a jaunt. On April 23 the two started for a spin to Morristown, and while there looked up a minister, by whom they were married. Mrs. Tompkins returned to her mother and Tompkins to his father's home. The announcement of their marriage has occasioned considerable surprise.

Arrested The Mother.

A QUEER police story comes from Philadelphia. Two weeks ago a cycler of that city had her bicycle stolen and having advertised the same a few afternoons ago she was called upon by two women, one of whom stated that she had a bicycle at her house corresponding in number to the stolen one, which her son had brought home saying that he had paid $20 for it.

They took the wheel to the station house and handed it over to the owner, who afterwards caused their arrest, upon the charge of having stolen the wheel. Both women have been held for court but have secured consent claiming that they are the victims of a mistake.

That Color Line Again.

EDITOR BICYCLING WORLD: I wish to file exceptions to the lines by the Premier Cycle Co., in your issue of Oct. 6.

While I heartily agree with them in all they have to say about Miss Reynolds and "abbreviated skirts for lady cyclists," I regret that any one should mention color in connection with cycling, and especially in our Northern States.

Were we not made by one God, to live on one sphere and enjoy the pleasures and blessings of life alike? Has not the colored woman as much right to object to cycling because her white sister rides a wheel as the fairer one would have under the opposite conditions?

Morals: Is not a Caucassian as good as a Negro as long as his actions become a gentleman? If not, why not?

L. A. W. 56107 WHITE.

"WHAT do you call that there thing you rid up here on?" asked the farmer man of the youth who had stopped to get a drink of water at the well.

"It's a bicycle."

"Seems to me," said the old man, "that I'd druther have a wheelbarrer. Wheelbarrer's something you can sit down in and rest when you get tired of joshin the thing."—*Indianapolis Journal.*

A Pleasant Anniversary.

THE celebration of the first anniversary of the Massasoit Cycle Club of Springfield was held at the Hotel Hamilton, in Holyoke, on Tuesday evening, Oct. 10. It was a highly enjoyable affair attended by nearly half the club members. After a splendid repast a series of toasts were given to one of which, "our invited guests," a happy response was made by Mr. Peeit, of Boston. An adjournment next came to the hall above where instrumental and vocal music, a club history and club prophecy with remarks, anecdotes and declamations whiled away a decidedly pleasant evening.

QUERIES.

Under this head the BICYCLING WORLD *will be pleased to answer all questions bearing on cycling, so far as it may be possessed of the information. Address all communications, Editor* BICYCLING WORLD.

H. C. Towers, Laytonsville.—Your question is very *apropos*. The fastest mile on the bicycle was made Oct. 3 at Springfield, Mass., by W. W. Windle, who, with a flying start, did 1.58 1-5; while H. C. Tyler, on Oct. 5, same place, rode from a standing start in 2.01 3-5, which was 3 1-5 faster than the previous record made by Windle on the same track Oct. 8, 1892.

L. A. W. 46227, Derry.—1. There are two cycling clubs in Lynn. 2. There is no League club. 3. It requires ten years' consecutive membership in the L. A. W. to make a "veteran."

E. J. Parshley, York Beach.—The rider named is of Dutch descent.

G. H. Leach, Cincinnati, and others.—The Boynton Bicycle Railroad will shortly be illustrated in the WORLD.

L. A. W. 58127, Charlotte, and others.—Details as to where the Puncture Proof Band can be secured will be published ere long in our columns.

L. A. W. 56633, Brockton.—We do not know all of the towns which impose a tax on bicycles, but they are comparatively few, although the matter has been discussed in a great many. There is no definite method employed, the valuations being left to the sweet will of the local assessors.

H. A. Thorp, Cincinnati.—Hampden Park track, Springfield, is one-half mile in circumference; Charles' Oak Park, Chicago, one mile; Waltham (Mass.) track is one-third mile; Herne Hill, London, England, 3 1-2 laps to the mile.

L. A. W. 41866.—There are no actual *data* as to the number of non-League riders.

E. W. Ward, Wellsville.—We have no issue of "Wheels and Wheeling" for 1893.

L. A. W. 50201, Baltimore.—We have no record of the gears used by the men you name at this time. They have changed several times of late.

L. A. W. 17029, Norwalk.—Your friend is correct. The paper named was, in the early days, official organ of the L. A. W.

L. A. W. 28834, Salem, and others.—Full details relative to the Puncture Proof Band described in the WORLD can be obtained from the Quadrant Cycle Co., Boston and Chicago.

L. A. W. 55553, Carroll.—The local fair authorities had no right to do any of the handicapping. The official handicapper for your State is J. H. Kasthan, Omaha, Neb., and if he did not handicap the men, all who competed are liable to suspension. We would advise you to write to him, or to J. M. Erwin, Chicago, Ill., the member of the Racing Board who has charge of your district.

L. P. Coleman, Brooklyn.—Zimmerman rides a Raleigh, which has been fitted with both Dunlop and Palmer racing tires.

C. B. Steele, Apalachin.—The item you send us is barely of sufficient general interest for publication. Write Secretary Treasurer of your Division regarding your road book.

Neptune, New Haven.—The League Cycle Co., Hartford, Conn., manufactures chainless safeties, while the Ariel Cycle Co., Goshen, Ind., are making a geared ordinary, the only one in this country, all the others being of English manufacture. Your article on chains has been anticipated by an article in our last issue, which covers the same ground.

INVENTIONS.

Last Week's Patents.

A LIST of recent patents, reported specially for the BICYCLING WORLD by W. E. Aughinbaugh, patent attorney, Washington, D. C. Copies of these patents may be had of the above-named attorney at twenty-five cents each.

505,895. Bicycle-Pedal. Peter Gendron, Toledo, Ohio, assignor to the Gendron Iron Wheel Company, same place. Filed Mar 21, 1893.

505,909. Pneumatic Tire. Adam A. Long, Rochester, N. Y., assignor of one-half to Henry S. Durand, same place. Filed Feb. 11, 1893.

505,929. Vehicle-Tire. Albert E. Stranger, Syracuse, N. Y. Filed July 28, 1893.

505,938. Saddle for Bicycles. Arthur Cleveland, Newark, N. J., assignor of one-half to Charles L. Nesler, same place. Filed Sept. 16, 1892.

505,946. Mechanical Motor. Wm. C. Langdon, Erie, assignor of one-half to P. E. Shipler, Mercer, Pa. Filed Mar. 25, 1893.

505,949. Woven Fabric for Wheel Tires. James Lyall, New York, N. Y. Filed July 12, 1892.

506,105. Bicycle. Samuel A. Donnelly, Chicago, Ill. Filed Sept. 20, 1892.

506,135. Cycle-Lamp. Henry Salsbury, London, England. Filed May 6, 1892. Patented in England, Sept. 10, 1890. No. 14,277.

506,179. Bicycle-Tire. Joseph P. Lavigne, New Haven, Conn., assignor of one-half to Wilbur F. Day, Sr., same place. Filed Jan. 31, 1893.

506,195. Bicycle. Howard H. Hopkins, Goshen, Ind. Filed Dec. 9, 1892.

NEW YORK, Oct. 24, 1891.

Messrs. Adams & Sons Co., Brooklyn, N. Y.

Gentlemen: Your "Pepsin Tutti-Frutti" is certainly the best aid to any cyclist, and makes a man fit for a hard struggle, as it prevents the throat from becoming dry. One strong point in its favor is that it retains its moisture for quite a length of time. Very truly yours,

W. S. (Senator) MORGAN.

The assembly committee of the Springfield (Mass.) Bicycle Club has decided to hold four assemblies during the coming season, the first one during the latter part of November.

NEW YORK, Oct. 24, 1891.

Messrs. Adams & Sons Co., Brooklyn, N. Y.

Dear Sirs: I have used your Pepsin Tutti-Frutti in all my races, and find it does all you claim for it, and I will never be without it.

Very truly yours,

PETER HEGELMAN,
(Pedestrian).

Ride a New Wheel for $18.00,

For further particulars see H. W. Smith & Co's. ad. on page 110.

NEW YORK, Oct. 21, 1891.

Messrs. Adams & Sons Co., Brooklyn, N. Y.

Dear Sirs: I have used and will continue to use your Pepsin Tutti-Frutti in all six-day races that I will participate in, as I find it prevents the old complaint of bad stomach, besides keeping the mouth moist. Yours very truly,

PETER GOLDEN,
(Record 578 miles).

Something Worth Knowing.

To the readers of the BICYCLING WORLD and cyclists I desire to offer a little advice regarding the chain of a bicycle. Cyclists who have gone over one winter with a bicycle know to their sorrow the results of their chain rusting. It has been a great problem to all how to overcome this difficulty. The experiment was tried by using *Bicycine* and the results were simply surprising. The chain on which *Bicycine* was applied, was found to be as bright as new and free from rust. All I did was to smear a little on both sides of the chain, rubbed it in well and left it so.

The time is drawing near when cyclists will be putting their wheels away for the winter—buy a box of Bicycline, try it on your chain and be convinced of what I say. You will never regret it. As a lubricant Bicycline has no equal but as a *rust preventor* it is unequalled.

FROM ONE WHO KNOWS.

NEW YORK, Oct. 24, 1891.

Messrs. Adams & Sons Co., Brooklyn, N. Y.

Dear Sirs: In all my career as trainer and handler of athletes, cyclists, etc., your Pepsin Tutti-Frutti is the best thing for men to use in races, as it keeps the throat and stomach in good order and gives general satisfaction.

Very truly.

JOHN FRASER.

MR. JOHN IGLEY WARMAN having resigned his position as Managing Director of Warman & Hazlewood, Limited, Cycle Manufacturers of Coventry, England, he has been appointed by that Company sole agent for the sale of their goods in the United States.

NEW YORK, Oct. 24, 1891.

Messrs. Adams & Sons Co., Brooklyn, N. Y.

Gentlemen: Having used your Pepsin Tutti-Frutti in all races myself, I know its good qualities for keeping the throat and stomach in good condition. As the trainer of MARTIN I have given it to him, and it has aided him materially in breaking the cycling record. Yours truly,

ORIE MOORE.

CAPT. DAVID R. HARVEY of the Somerville (Mass.) Cycle Club gave a reception to the members of the club last week at his residence. About fifty wheelmen were present, and they enjoyed themselves immensely. Singing and instrumental music by the members of the club were interesting features of the programme. Capt. Harvey is an ideal host and the boys did not go away hungry.

TRADE NOTES.

Failed in Nebraska.

THE Nebraska Cycle Company of Lincoln, Neb., made an assignment Oct. 11th.

The greater part of the liabilities is divided between the firms of H. A. Lozier & Co., Rouse, Hazard & Co., Indiana Bicycle Company, and the Eclipse Bicycle Company. It is thought that the matter may be settled up and the firm resume business in a short time.

The liabilities are about $27,000 and the assets are said to be sufficient to cover them. The assignment was made to protect creditors.

A Premier Enthusiast.

THE Premier Cycle Company have received the following letter from one of their customers:

PREMIER CYCLE CO., NEW YORK,

Dear Sirs: Please send me a brake lever for Helical Premier. The hollow lever is very liable in an accident to bend, and when once bent or dented is useless. I had a tumble in coasting, and a bad one, and of course, bent the lever.

The wheel has been ridden, so far, over eleven hundred miles, over roads you city folks only read of, seldom see; and the only damage is three broken spokes and two punctures. I have used the wheel to knock rocks away with the pedals; the wheels have scraped the mile stones of the road and the skin from various parts of my body; but not even a bent crank or pedal axle and absolutely no damage for which the maker could be held responsible.

VIVE LA PREMIER!

There are riding men in this town and vicinity who do not know a good thing when they see it. The other day I offered two "cranks" (and I am a third) to give them a Premier if they could point out a single wheel in this town with the above unparalleled record; they humped their backs and walked away. Yours truly,

(Signed) LEWIS E. BIXLER.

Easton, Pa., Oct. 13, 1891.

H. A. Lozier & Co.

A REPRESENTATIVE of the *World* took a flying trip through the West during the past month, and while out there he visited Cleveland and made it his business to call upon H. A. Lozier & Co. He found Mr. Lozier on his way to Toledo, and as the WORLD man's route lay in that direction, he joined Mr. Lozier and had a most enjoyable trip on the train between the two cities. By invitation from Mr. Lozier a visit was made to the factory in Toledo of the H. A. Lozier Company, and there the cycling scribe realized the truth of the saying "from little acorns mighty oaks do grow." It was a good two years since the scribe had visited the factory, then run in the name of Lozier & Yost. At that time it was considered by the owners to contain much more room than they ever would be able to use. It was a factory containing more floor space and more facilities than three-quarters of the manufacturers who to-day are flourishing and have been in business for many years. But to-day the present buildings of the H. A. Lozier Co. are more than three times the size of their original building, and in appearance and convenience will stand in comparison with any first-class plant in the world.

During the scribe's visit the finishing touches were being put on the west wing, while in other parts of the new building, and in the old part, machinists were busy placing in position thousands of dollars' worth of new machinery, and by the time that this goes into print this will be running full time on the '94 pattern "Cleveland." No expense has been spared by this enterprising Western concern to equip with the best that money could buy in the way of machinery, and every known convenience has been put into use by them.

Their forging shop is a model, and was almost complete. The shafting was being put up and all the immense hammers and drop forges were in position. The engine required to run this machinery is one of the finest that it has been the scribe's fortune to see; though of many hundred horse-power it runs as still and as free from vibration as a toy engine. One of the features in the working of the different shops is the power of the foremen of departments to disconnect the shafting without having to communicate with the engineer. This in cases of emergency is a good point. Each department is also connected by electricity with the engineer so that by pressing the button the engineer knows whether to stop or start according to the requirements. One of the most interesting things noticed was the department in which the special tools of the factory were being made. Here alone no less than thirty men were employed and it was a factory by itself; so large and so complete was it in its own separate appointments. The highest class of machinists are employed, it being necessary on such work of precision. In this shop alone thousands and tens of thousands of dollars are expended every year before the necessary tools are produced and before a single bicycle can be started in its manufacture.

Last year this concern sold its entire output easily, and its known reputation for generosity and liberality toward its patrons and agents has placed it in the ranks of the foremost bicycle factories in the world.

Liberal in policy, careful in methods of construction employed, and with a motto constantly before his workmen and his managers, Mr. Lozier ought to adopt as his trade mark what he is so constantly impressing upon his employees; i.e., "Nothing but the Best will suit and Nothing but Perfection will Satisfy."

Details of the Lamb Mfg. Co.'s New Move.

A. G. SPALDING recently retired from the Overman Wheel Company, and has been negotiating the move some time, says a Springfield, Mass., paper. The shareholders of the Lamb Company voted that all of the plant in Chicopee Falls, including real estate, machinery, manufactured goods, accounts and bills receivable to be sold to A. G. Spalding & Bros., incorporated in New Jersey. The price will be taken in eight per cent. preferred stock of the Lamb Manufacturing Company, a corporation which is already established under New Jersey laws. This latter company has a capital stock of $500,000, of which $200,000 is preferred and $300,000 common, and the holders of the common stock, A. G. Spalding & Bros., are expected to furnish the new business to the Lamb Manufacturing Company.

The Spalding Skate Manufactory, now located at Newark, N. J., and the gymnasium goods manufactory owned by A. G. Spalding & Bros., and located in Philadelphia, will both be brought to Chicopee Falls, and the making of skates and gymnasium goods will constitute a large part of the business of the new concern.

The probabilities are that the new business will be double the present business of the Lamb Knitting Machine Co., which has been carried on mainly in the winter and spring, as it will enable the company to use its men during the summer and fall months in making skates and gymnasium goods, and thus steady work all the year round is insured. The skate manufactory will not be brought to Chicopee till next spring, but the gymnasium plant will be transferred immediately.

The Lamb Knitting Machine Company was incorporated in 1867 under the laws of this State, and started in business at Chicopee Falls with a capital stock of $200,000, buying the plant of the Massachusetts Arms Company. To within the last three years the business of the company was confined to the manufacture of knitting machines, rifles and egg-beaters. Then the manufacture of the Credenda safeties, under contract for A. G. Spalding & Bros., was begun, and since that time 14,000 machines have been placed on the market. This making of bicycles will now be a fixture. New models will be brought out and the company will make a full line of boys' and men's safety bicycles, ranging in price from $50 to $125, it being the wish of A. G. Spalding & Bros. to manufacture nearly all the goods that they sell. It is understood that this arrangement will not interfere with the connection of A. G. Spalding & Bros. with the Overman Wheel Company as general agents for the sale of the Victor wheel.

Mooney's Tire.

THE Erie (Pa.) Rubber Company will shortly commence the manufacture of the Mooney pneumatic tire. The tire is very similar in construction to the Dunlop. It consists of an inner tube and the regulation outer covering. A small wire is run around the edge part of the outer tube, which fits in a flange in the rim, and the more it is inflated the tighter this wire is forced into the flange.

When it is punctured the outer tube comes off easily, the tire not being cemented on the rim.

THE Black Mfg. Co. of Erie, Pa., have named their '94 wheels the "Tribune" and the "Vigilant." The selling price will be announced later.

THE secretary of the Rouse-Duryea Cycle Co., Mr. F. S. Beavis, is spending part of this month at the World's Fair, Chicago, with his wife.

THE Present address of Mr. T. Sanders, the English manufacturer, is 122 Trinity Road, Birchfields, Birmingham, Eng.

Send 50c. to us for copy "Zimmerman on Training." The book not only covers points on training, but points for tourists, care of wheels, records, and a host of valuable information.



WILSON'S
WONDERFUL NICKEL AND ENAMEL
PRESERVER.

Will Polish Nickel and Enamel. Prevent Nickel and Steel from Rusting.

DIRECTIONS.

Shake well before using. Saturate a piece of cotton flannel with the solution, rub lightly, and finish with a clean, dry piece of cloth.

The solution leaves a fine coating, preventing the air from penetrating the nickel.

The solution is to be applied on good nickel. If such is the case, and done carefully, you will not be obliged to leave the polish or cranks, as stated.

If the nickel has already begun to peel off, the solution should be applied once a week, as doing it will prevent the rust from going any further.

The solution is the best thing in the known world to prevent nickel from rusting and retarding the enamel. I make no claim to remove rust.

MANUFACTURED BY
JOHN W. WILSON, 14-15 Tremont Row, Boston, Mass., U. S. A.

PRICE 50 CENTS.

FOR SALE EVERYWHERE.

WELL CONSTRUCTED! are the words you always hear coupled with

WARWICK BICYCLES.

They have always stood for all that is best in the way of MATERIAL and WORKMANSHIP, and we mean they always shall. LIGHT, HANDSOME, DURABLE, SWIFT. They give satisfaction. All of our wheels are GUARANTEED FOR ONE YEAR. We want you with us, and once mounted on a WARWICK, we believe you will find satisfaction. Send for book that tells about our wheels.

WARWICK CYCLE MFG. CO., = Springfield, Mass.

SINGER CYCLES.

NO CHANGE IN PRICE

The Only Wheels Absolutely Guaranteed.

The Only Wheels Fitted with 1893 Improvements.

Our prices correspond with the value of the articles furnished, and in the future, as in the past, will be maintained in all countries, against the inflated prices of goods of inferior make.

SINGER & CO., 6 and 8 Berkeley St., and 2 Warren Avenue, BOSTON, MASS.

LIBERAL DISCOUNTS TO RELIABLE AGENTS.

L. A. W. LEAGUE OF AMERICAN WHEELMEN.

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Boston, Mass., October 20, 1893.

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The Second Half.

THE second half of the League year, during which the dues are $1.50, begins November 1. All applications published this present month will be at the two dollar rate, but the Secretary will receive and hold any that may be accompanied with $1.50 and publish them in issue of November 3. This notice is published, in order that there may be no dissatisfaction arising from the fact that applicants pay the extra 50 cents for membership of but a few weeks. A name once published cannot be withdrawn and carried to another issue. Those who are published up to and including December 27, will have the right to vote in the election of this year, provided the Divisions in which they are located hold the polls open till November 15th, as they are allowed to under the Constitution. Applicants that are held till November 3 cannot vote in the coming election.

Racing Board Matters.

BY a vote of this Board it has been decided to refuse sanction to the L. C. A. A. A. A., and all colleges, affiliated with same, for cycling events, until the association takes appropriate action to recognize our rules and govern its cycling in conformity therewith. The list of colleges affected by this decision is as follows: Amherst, Brown, Bowdoin, Columbia, Cornell, College of City of New York, Yale, Dartmouth, Harvard, Hobart, Lehigh, Lafayette, Princeton, Swarthmore, Stevens, Union of Pennsylvania, Union of Michigan, Wesleyan and Williams. All wheelmen competing in cycle events at meetings under the auspices of any of the above named colleges, will become liable to suspension.

Chas. Grant and F. T. Lytle, Logansport, Ind., are hereby declared professionals—violation Clause A, amateur rule.

John A. Roberts is hereby suspended for 60 days from Oct. 2, from all track racing, false entry to races at Danvers, Mass., Sept. 27.

James A. Forbes is hereby suspended for 60 days from Oct. 15 from all track racing, false entry to races at Lowell, Mass., Sept. 23.

The following are suspended for thirty days from Oct. 15: L. L. Tufts Middleton; E. N. Garrett, E. C. Peabody, James Bray, F. Gould, Topsfield: A. Marshall, Jas. Sullivan, Chas. Poor, Clayton Gould, Earnest Perkins, Danvers; and J. A. Roberts, Haverhill, Mass. Unsanctioned races, Danvers, Mass., Sept. 27.

SANCTIONS GRANTED.

Oct. 20—Garden City Cyclers, San Jose, Cal.
Oct. 14—H. A. Lakin, Westfield, Mass.
Oct. 14—L. F. Eaton, Stafford Springs, Conn.
Oct. 7—College Hill Field Club, Cincinnati, Ohio.
Oct. 4, 5—Stockbridge Fair Association, Stockbridge, Mich.
Oct. 5—Seneca Cyclers, Gillin, Ohio.
Oct. 11—J. B. Tolson, Gadsden, Ala.
Oct. 12—Southern Cycle Co., Bowling Green, Ky.
Oct. 27—Queen City Wheelmen, Knoxville, Tenn.
Oct. 28—Southern Division A. A. U., New Orleans, La.
Oct. 21—M. J. Hirsch, Marietta, Ga.
Nov. 21, 22, 23, 24—Exposition Wheelmen and Athletic Club, Augusta, Ga.
Nov. 24—Central City Wheelmen, Macon, Ga.
Oct. 12—Barke County Fair Association, Morgantown, Md.
Oct. 11—J. W. Doncaster, Weaver, Co., Wheelmen, Beaver, Pa.
Oct. 24—Y. M. Hebrew Association, Philadelphia, Pa.
Oct. 20—Victor C. C., Washington, D. C.
Oct. 16—Aaron Cycle Club, Easton, Md.
Sept. 27—C. T. Fairfield, sec., Eaton Rapids, Mich.
Oct. 3-6—Seneca Cyclers, Gillin, Ohio.
Oct. 7—Rover Wheel Club, Cleveland, Ohio.
Oct. 2—H. E. Sharrer, Sec., Delphi, Ind.
Oct. 4, 5, 6—Licking Co., Agricultural Society, Newark, Ohio.
Oct. 9—Licking Cycling Club, Newark, Ohio.
Oct. 4, 5—Frank Butler, S. C., Bellefontaine, Ohio.
Oct. 11—Cortland Agricultural Society, Cortland, N. Y.
Oct. 20—Rollstone Cycle Club, Fitchburg, Mass.

H. E. RAYMOND.

Stolen Wheels.

HICKORY No. 996. Natural wood. Bar curved four inches more than regn ar; stolen Oct. 2. J. H. Saunders, 21 Herald Building, Syracuse, N. Y.

VICTOR, Model D, No. 41965. Stolen Oct. 6. C. R. Teele, 144 Hancock street, Cambridgeport, Mass.

COLUMBIA Ladies, Model 28, No. 3957. Reward $25. Stolen Oct. 9. W. G. Wright, 210 Elizabeth street, New York City.

LOVELL Diamond, No. 12537. Stolen from rooms of Malden Bi. Club. Martin L. Herrick, Malden, Mass.

Nominations New Jersey Division, L. A. W., for 1893 and 1894.

Chief Consul, Jas. S. Holmes, Jr., East Orange, N. J.

Vice Consul, A. C. Aikins, Asbury Park, N. J.

Secretary-Treasurer, Theo. F. Merseles, Jr., Jersey City, N. J.

FOR REPRESENTATIVES AS SELECTED BY NOMINATING COMMITTEE.

Dr. T. N. Gray, Orange, N. J.; Fred. G. Wiese, Bordentown, N. J.; Dr. G. C. Brown, Elizabeth, N. J.; Wm. A. Drabble, Newark, N. J.; Albert C. Shaw, Paterson, N. J.; C. R. Holmes, Rahway, N. J.; W. F. Holmes, Vineland, N. J.; Harry D. Leavitt, Trenton N. J.; Joseph McDermott, Freehold, N. J.

NOMINATED BY PETITION.

Fred'k Keer, Newark, N. J.; Wm. R. Starrett, Jersey City, N. J.

New Hampshire Division.

AT a meeting of the Nominating Committee of your Division the following ticket is presented for your consideration:

For Chief Consul, H. J. Taggart of Manchester.

For Vice Consul, T. R. Varick of Manchester.

For Secretary-Treasurer, F. E. Gale of Concord.

For Representatives, J. M. Kendall of Manchester; Geo. A. Place of Concord; and H. E. Reunion of Portsmouth.

The committee think they have placed a ticket before the members that will secure the support of all at the next election.

Yours respectfully

R. H. SCOTT, Chairman.

Rhode Island Division.

THE official ballots for the election of officers of this Division have been distributed this week. Should any member fail to receive one he may obtain same upon application to

NELSON H. GIBBS, Sec.-Treas.,
288 Westminster street,
Providence,
Providence, R. I., Oct. 14, 1893.

Maryland Division.

THE following are appointed Local Consuls:

John H. Reich,	Pine Orchard.
J. Walter Getty,	New Windsor.
W. M. Nihisser,	Reedyville.
Harry K. Recher,	Hagerstown.
Carl Westcott,	Chesterlown.
John A. Kennedy,	Frederick.
H. B. Hopper,	Havre de Grace.
R. P. Elliot,	Emmitsburg.
Frank C. Eldred,	Sparrows Point.
Geo. F. Ruoff,	Mt. Washington.
G. F. Walton,	Hyattsville.
Alex. K. Russell,	Ellicotte.
F. L. Marton,	Laurel.
Elmer E. Leary,	Rock Hall.
Chas. W. Kalb,	Catonsville.
H. W. Chambers,	Centreville.
Wm. H. Curtiss,	Sligo.
A. C. Willison,	Cumberland.

ALBERT MOTT, C. C.

Maryland Nominations.

THE nominating convention of the Maryland Division, League of American Wheelmen, met at the Baltimore Cycle Club. The following were put in nomination: For Chief Consul, Albert Mott; Vice Consul, J. B. Reed; Secretary-Treasurer, William J. Unverzagt; Delegates-at-Large, Fred B. Eisenbrandt, J. Plummer Higham, and A. C. Willison, of Cumberland, Md. These officers will be voted for by the members at large during the next month. The meeting last night was unanimous in the nominations for Chief Consul, Vice Consul, and Secretary-Treasurer. The nominations for the three delegates were made from a list of five put to the vote.

WM. J. UNVERZAGT, Sec.-Treas.

Utah.

THE following hotels are hereby appointed as League Hotels for this Division:

Farmington, Mechanic House.
Ogden, Reed Hotel.
Provo, Hotel Roberts.
Logan, Palace Hotel
Salt Lake City, Morgan Hotel.
Lehi, Union Hotel

Fraternally, C. A. EMISE, C. C.
Salt Lake City, Utah, Oct. 11, 1893.

Minnesota.

THE following two tickets have been nominated by the members of our Division.

Chief Consul—A. B. Choate, Minneapolis.
Vice Consul—Pr. R. C. Cornwell, St. Paul.
Sec.-Treas.—E. S. Gregory, Winona.
Representatives—J. I. Willson, Winona; Dr. F. E. Dalgneau, Austin; Wm. G. Gallien, Waseca.

Chief Consul—M. L. Knowlton, Minneapolis.
Vice Consul—Dr. R. C. Cornwell, St. Paul.
Sec.-Treas.—E. S. Gregory, Winona.
Representatives—J. I. Willson, Winona; Dr. F. E. Dalgneau, Austin; Wm. G. Gallien, Waseca.

A. B. Choate declines to run as per letter received which please print.

E. S. GREGORY, Sec.-Treas.

Winona, Minn., Oct. 12, 1893.

To E. S. Gregory, Esq., Sec.-Treas. Minn. Div. L. A. W., Winona, Minn.:

Dear Sir—Having been informed that I have been nominated for Chief Consul of the Minnesota Division, I hereby decline such nomination.

This declination is not made because of any lack of interest in the work of the League, but because my private business requires that I should be relieved from some of the outside work I have assumed in the past. Having served the Division for two terms in the capacity of Chief Consul, in addition to doing considerable other similar work, I feel that I should not be expected to continue the work. And if there is any advantage or honor in the office, others equally capable and more worthy than myself should have an opportunity to share in the benefits.

Thanking the members of the Division and especially those who have placed me in nomination for their expressions of good will and appreciation of my services in the past, I remain,

Yours truly,

A. B. CHOATE.

North Carolina.

THE following nominations were made by the Carolina Cycle Club, No. 422, for Chief Consul, James L. Yopp; for Secretary and Treasurer, P. Heinsberger, Jr., of North Carolina Division.

Yours truly,

P. HEINSBERGER, JR., Sec.-Treas.

Wilmington, N. C., Oct. 12, 1893.

Kentucky.

THE ballots for the annual election of officers will be mailed to members of the Division in a few days.

C. C. Cuthliam, having temporarily removed to Washington, D. C., has withdrawn as a candidate for Representative, Edw. A. Newhaus having been nominated by twenty members is a candidate for representative. John Seibert, of Frankfort, and M. D. Offutt, of Midway, candidates for Vice Consul have withdrawn. This leaves the ticket as follows:

Chief Consul—Jol. H. Croninger, Covington.
Vice Consul—C. E. Johnson, Louisville.
Sec.-Treas.—Owen Lawson, Louisville.
Representatives—W. W. Watts, Louisville; Edw. A. Newhaus, Louisville.

Members are requested to sign ballots and return promptly. H. B. TRAUETTE,
Chairman Election Com. Ky. Div.
Louisville, Ky., Oct. 9, 1893.

Vermont.

I enclose the following nominations for Sub.-Division officers:

Chief Consul, C. L. Capron, St. Albans.
Sec'y-Treas., C. H. Stevens, St. Albans.

Fraternally yours,

E. W. SHERMANSE, Chief Consul.

Applications for Membership.

THE following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III. of the Constitution, which is as follows:

SECTION 1. Any amateur wheelman of good character, eighteen years of age or over, shall, with the endorsement of two League members be eligible to membership in this League upon payment of the initiation fee and dues, as provided in this Constitution and By-Laws, and the By-Laws of his Division.

SEC. 3. The name of each applicant for membership must be published in the official organ, and unless within two weeks thereafter a protest shall be filed with the Secretary, he shall become a member of the League.

Tickets will be issued fourteen days after the publication of names, and on the same date the name of applicant will be put on the mail list of this paper.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, as far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week. (When a holiday falls on Monday the list is closed on Saturday preceding.)

BOSTON, Oct. 20, 1893,

Total 51—35902.

North California—1—688.

61750 Martz, Geo. D., Santa Rosa

South California—2—289.

61751 Starbuck, Al., San Bernardino
752 Ford, Thomas R. Arlington Place

Illinois—12—2445.

61753 Campbell, Seymour Decatur
754 Howe, M. L. "
755 Marcell, Henry R. "
756 Meeh, Harry H. "
757 Rogers, L. E. "

61758 Singleton, H. Decatur
759 Wilhelmey, Arthur "
760 Wall, Arthur, "
761 Edmonds, F. Chicago
762 Waller, Wm. D. Decatur
763 Whitmer, Frank H., "
764 Lombard, F. H. Dongola

Kansas—1—333.

61765 Allen, J. Foster Erie

Massachusetts—12—6157.

61766 Wallace, Chas. B. Leominster
767 Adams, Alfred J. Palmer
768 Kimball, Fred M. Somerville
769 Lourey, Louis L. "
770 Nelson, Wm. F. "
771 McPherson, Walter R. "
772 Burns, David E. South Medford
773 Barnes, W. G. Boston
774 Earley, John E. "
775 Tarbell, A. P. "
776 Cate, W. H., Jr. Charlestown
777 *Barney, Ella E.* Everett

Michigan—3—1116.

61778 Barton, J. C. Port Huron
779 Westover, C. L. Bay City
780 Henkel, E. Detroit

Montana—2—119

61781 Blair, Chas. W. Missoula
782 Martin, Geo. P. "

New York—6—4355.

61783 Kaier, Milton P. Yonkers
784 Midgley, John "
785 Weller, Jos. W. "
786 Golding, Herbert G. "
787 Piffard, Dr. H. G. New York
788 Winters, Sidney R. "

North Carolina—1—67.

61789 Turrentine, John R. Jr. Wilmington

Ohio—2—3187.

61790 Roose, Leaman Cincinnati
791 Jones, H. W. Gambier

Pennsylvania—5—4375.

61792 Evans, W. G. Pittsburg
793 Goodwin, Wm. R. Philadelphia
794 Whiteman, Chas. A. "
795 Burns, Wm. Athens
796 Weitzer, G. W. Downington

So. Dakota—2—101.

61797 Hallowell, W. F. Mitchell
798 Huyck, W. C. "

Utah—2—75.

61799 Thatcher, R. G. Logan
800 Fuehler, C. W. Salt Lake City

HOW TO JOIN THE L. A. W.

Fill up the blank below, and, together with the sum required for Initiation Fee and Dues to April 30th, next ensuing (1891), send it to the Secretary of the League.

ABBOT BASSETT,
12 Pearl Street, - - Boston, Mass.
P. O. BOX, 5267.

Write your FULL NAME, your FULL ADDRESS, and your CLUB name in FULL.

Each applicant must give as references the names of two L. A. W. members.

The name of the applicant will be published in the L. A. W. BULLETIN as soon as possible after it is received, and after two weeks, if not protested, the ticket will be issued. This will consume in all about three weeks.

Stamps of a denomination above two cents will not be received.

☞If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cts. If you want your name in gold, stamped on the holder, send 50 cts.

MEMBERSHIP FEE.

In April, May, June, July, August, September or October, enclose $2.00 with this blank. In November, December, January, February or March, enclose $1.50. These sums include the Initiation fee and the annual dues.

The sum printed on the blank is the proper amount to send on even date with that of this copy of BULLETIN.

Application for Membership.

.....189

ABBOT BASSETT, Secretary:

Dear Sir.—Enclosed you will find $2.00 for Initiation Fee and Dues in the League of American Wheelmen to April 30, next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur. I refer to the two League members named below.

Name,.....

Street or Box,.....

City,.....

State,.....

References:.....

.....

.....

Club,.....

Write plainly. Autograph signature not required. Printing preferred, or enclose personal card.

Change of Address.

Members desiring change of address will kindly use the form below and send same to the Secretary, Abbot Bassett, 12 Pearl Street, Boston, Mass.

No. .....

NAME.....

OLD ADDRESS.....

.....

NEW ADDRESS.....

.....

TRADE NOTES.

Continued from Page 108.

Aluminum is Ready.

ST. LOUIS, MO., Oct. 10, 1893.

MESSRS. E. C. STEARNS, Syracuse, N. Y.

Dear Sirs: In response to your letter of Oct. 4 will say:

First: That the matter of the amounts at stake being paid under the decision of a majority of the judges seems to us to "go without saying," as the phrase is. We know of no other method that would be possible and fair, and never considered any other possibility. Having heard, however, that you might raise an argument on this point, we on Sept. 29 wrote specific instructions to the Wheelmen Company that the money was to be paid on the decision of three out of the five judges, and that they should thus notify you. Thus the point was disposed of before you raised it, and we have arranged it as you wish.

Second: Relative to the difficulty you state you have had in securing judges, and your claim that several points in our challenge are not explicit, will say we know of but one point in the challenge, so far as it relates to the duties of the judges, namely, that they are to decide which frame is the stronger, and how great the difference is. How they are to reach this decision is for themselves to determine.

WE HAVE PUT NO RESTRICTIONS ON THEM.

Under these circumstances we cannot conceive it possible that you have had trouble in securing competent men. We had no difficulty in securing the services of very able and reputable men in two hours, while you have had six weeks' time and accomplished nothing. In this connection permit us to refer you to your letter of Sept. 4 in which you say you "are ready to proceed at once;" this evidently was all a mistake, as you are not ready yet.

Third: Relative to our proposition that the loser pay the expenses of the test, will say we are surprised that you question the desirability of this. It is customary in all contests from a game of marbles on up to a war between nations that the loser "foot the bill." This matter was covered in our very first letter to you (Aug. 25) and you are decidedly late in raising an objection now. You have required us to wager five hundred dollars to nothing before you would meet us in a test; now you would require us to stand the expense entailed in risking our money. The affair is sufficiently one-sided now, without imposing this additional burden on us. We suppose you enter this test with some expectation of winning it; if this view of the case is correct and you have any confidence whatever in your goods we can not see how you can object to a proposition so manifestly fair as this as it imposes the same risk on each of us, and under it if you can beat us you have no bill to pay. We are willing to risk it; are not you?

Yours truly,
St. Louis Refrigerator and Wooden Gutter Company.
L. W. CONKLING, Manager.

The Beacon Cycle Co.'s Affairs.

In the recent voluntary petition in insolvency by the Beacon Cycle Mfg. Co., of Westboro, Mass., the judge issued a warrant against the debtor's estate, returnable Oct. 21st, when the first meeting of the creditors will be held. The Deputy-Sheriff of Westboro is in charge of the property.

Union Company In Full Swing.

THE Union Cycle Mfg. Co. started up Oct. 9 with a full force of hands and the parts for the '94 model will be rapidly pushed forward. A beautiful machine is promised, lighter and more in conformity with the prevailing ideas. The marvelous record for strength which the Union P. D. Q. has attained will not be lost sight of in the new comer. The Union Co. place strength as first on the list of desirable qualities which a wheel should posses and Union riders of '93 can rely on the '94 machine coming up to their most sanguine expectations.

Not Going South.

OWING to the yellow fever in the South the proposed tour of the racing men is off. Zimmerman and his party were to have sailed last Saturday, but they have decided to remain North.

THE Detroit (Mich.) Cycle Company has filed a chattel mortgage for $14,126.5.. in favor of the Gormully & Jeffery Mfg. Co. The mortgage covers the company's stock of cycles, shoes, hats, etc., at its store 201 Woodward avenue and also at its store in Flint.

THE incorporation of the Miles Bicycle Company, of Cincinnati, Ohio has been completed, under the name of the Frank T. Miles Company, with a capital stock of $15,000, under the laws of Ohio. Mr. Frank Miles is President of the company, George S. See, Vice President and Fred M. Hills, Secretary and Treasurer. Two-thirds of the capital stock has already been subscribed. The company will remain in its present quarters on Seventh street for the present.

COMING EVENTS.

Clubs desirous of becoming their race meets will be quoted special advertising rates upon application. You reach everybody in the Bicycling World.

NOVEMBER.

7.—Berkeley Oval, Washington Wheelmen's Race Meet.
17-25.—London. Stanley Show, Agricultural Hall.
30.—Stockton, Cal. Oak Leaf Wheelmen's Meet.

DECEMBER.

1-8.—London. National Cycle Exhibition, Crystal Palace.

JANUARY, 1894.

15-21.—Philadelphia. National Cycle Show, First Regiment Armory.

THE GREATEST PLEASURE

Can be obtained from your bicycle only when the lubricant is first-class. All oil can is the most important accessory, and the best oil can is the "PERFECT" POCKET OILER. This oiler does not leak, it also regulates the supply of oil to a nicety. Experience will convince you that the "Perfect" is without an equal.



Price 25 cents each. Handsomely nickeled. Be sure you have a "PERFECT." No other is "just as good."

CUSHMAN & DENISON, 172 9th Ave., New York

Columbian World's Fair Guards alone exceed in usefulness.
"FAULTLESS" TROUSER GUARDS.
Price by mail, 15 cts.
CHAS. SULZNER, Sole Manfr., 1026 Cal's Ave., Phila.
Biggest discounts known to the Trade.

FOR SALE OR EXCHANGE.

In this department the prices are 20 cts. per line, 7 words per line, 12 lines per inch.

Stamps will NOT be taken in payment. Cash, check, money order, or postal note must accompany order, or no insertion.

GENTLEMEN! Ask your druggist for Elavell's Suspensory Bandages, or send $1 for Silk, 50 cents for Thread. Stamps taken. Safely sent by mail. Small, medium or large.
G. W. ELAVELL & BRO.,
1005 Spring Garden St., Philadelphia, Pa.

VICTOR Flyer; the shape; two extra gears; best cash offer over $90 takes it. K. F. D., Drawer M, Peoria, Ill.

MUST BE SOLD—Swift tandem, good order; $28. 1 pair 60-inch geared ordinary Boothroyd tires; good shape; $40. Elliott Hickory; fair order; $28. Pneumatic Tricycle; 30-in. wheels; $70. Will trade. CYCLE EXCHANGE, Harrisburg, Penn.

AT AUCTION—On Tuesday afternoon, Oct. 17th, at 2 o'clock, at No. 1110 Chestnut street, Philadelphia, will be sold a large assortment of bicycles, both new and second-hand; catalogues mailed on application to THOS. BIRCH'S SONS, Aucts., Store 1110 Chestnut street, Philadelphia.

MANUFACTURERS. We have the best town of 10,000 population in America for a Bicycle Factory; plenty of intelligent cheap labor and many other advantages; a large building now ready. Address, M. L. PUNKHOUSER, Carlisle, Pa.

$50 Here for perfect Model 30 or 32 Columbia. L. B., 73 New Brighton, Pa.

Sundries For All.

Mail us your orders. Complete line. Pneumatic Tires put on, $2.00, by workmen of twenty years experience. Done quick and right. Bargains in wheels. Special lists free.

KNIGHT CYCLE CO.,
311 North 11th Street, - - St. Louis, Mo.

LATEST CYCLING PAPERS from all parts of the world received regularly and for sale. Send for list. FLETCHER & CO., 43 E. Van Buren Street, Chicago.

CHEAP—1893 Century or ladies' Columbia, perfectly new, $105; 1893 Cleveland No. 2 or ladies' wheel, new, $105; new Raleigh Racer $100; Humber Racer, almost new, $80; sent C.O.D. on receipt of $5 for express charges. WILL C. PAINE, Evansville, Ind.

Ride a New Wheel for $18

Take out your wheels, crate securely and ship to us, express prepaid; we will apply *Standard Make Pneumatic Tires*, either single or double tube, in A1 steel rims for $18 per pair, with a pump. Frame spreading and general repairing at the *Lowest Prices*. All of our work and tires guaranteed. H. W. SMITH & CO., 91 Marshall Street, Somerville, Mass.

GROW HEAVY HAIR. MUSTACHE AND BEARD
PERRY
Smith Mfg. Co., Palatine, Ills.

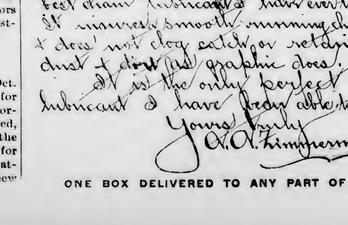
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500 Good Spring Back Lamps, reduced from $1.50 to $1.00.
100 Powerful Lense Lamps, reduced from $8.00 to $5.00.
150 Small Lense Lamps, reduced from $6.50 to $4.50.
All new goods. All warranted. Cash with order. I will refund money if not satisfactory.
W. W. WHITTEN,
118, 120, 122 & 124 So. Main St., Providence, R. I.
Discount to the regular trade.

CLUB PINS.
Franklin
MADE From Rolled Gold or Silver ... Wire ...
Will Last a Life Time.
PRICE 25 C. EACH.
WM. H. SANFORD,
61 Beach Street, - - - Boston, Mass.

USE ... BICYLINE
FOR YOUR CHAINS



If you want to be a record breaker. Nothing like it. Reduces friction and lubricates chain perfectly.

Will Keep Your Chain From Rusting Through the Winter.

MANUFACTURED BY
A. COOK'S SONS,
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Price, 25 Cents.

ONE BOX DELIVERED TO ANY PART OF THE U. S., 30 CTS.

SPECIAL.

In this Department, 25 cents a line. ☞Cash must accompany the order.☜

☞Postage stamps will not be accepted hereafter in payment for advertisements or subscriptions.

☞*Checks, Money Orders or Postal Notes only will be taken.*

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The Official Design in Solid Gold. Send for Catalogue to
C. H. LAMSON, 203 Middle St., Portland, Me.
The Original Inventor and Maker.



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Convenient, durable, noiseless, cheap. $1. Sold everywhere. Made by
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ORGANIZED 1876 LOUD
The Latest L. A. W. Badge
Official Pneumatic Tire.
Solid Gold, - - - $3.50
Gold Plate, larger, - 2.00
Any bicycle dealer will order you one. We have L. A. W. badges from 25c. up.
Discount to dealers.
DURYEA JEWELRY CO.,
194 Broadway, - New York City.

JOHN HARRIOTT
MAKER OF
PRIZE MEDALS
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DESIGNS ON APPLICATION
3 WINTER ST.
BOSTON MASS

- PNEUMATIC -
908, Solid Gold, - $2.50
958, Rolled Gold, - 1.25
☞Send $2.50 to
Martin, Metzger & Co.,
42 Maiden Lane, New York,
Pneumatic L. A. W. Pin.
Sent by mail at our risk.
Discount to jewelers.
Catalogue will be sent FREE.



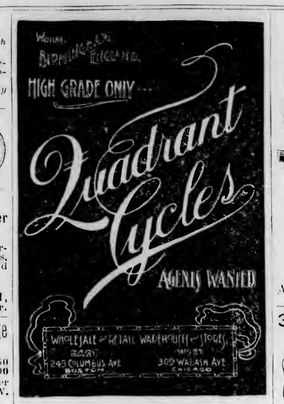
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MEDALS EMBLEMS &c.
C. O. REICHERT, NEW HAVEN, CONN.

A Perfect Light Maker.



PRICE 50 CENTS.
Gives a bright, clean light, that will not shake out. ☞"Red Star" specialties.
RED STAR MFG. CO.
P.O. Box 1092, New York.



KALAMAZOO TROUSER GUARD
KALAMAZOO CYCLE CO., KALAMAZOO, MICH.
This is the Hump that holds the pants for men who ride Bicycles.
Price 15c.

PATENTS Procured in the United States and Foreign countries. Trade marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. W. E. MCGINNIS, Mc-Gill building, 908 F st., N.W., Washington, D.C.



Agents, $75
W. P. HARRISON & CO., Clerk No. 12, Columbus, O.

For Baseball and Footballists, Athletes, Cyclists, Horseback Riders, Boxers and Garsmen's use.
ANTI-STIFF.



PRICE, 20c. & 35c. Per Box.
Trainer's Size, $1.00.
STRENGTHENS THE MUSCLES.
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30 N. William St., New York.

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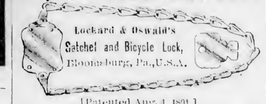
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Solicitor of U. S. and Foreign Patents.
ATLANTIC BLDG., WASHINGTON, D.C.
Send sketch of model for free examination as to patentability.



Price $2.50
Agents Wanted
Jones' Suspension Bicycle Saddle.
Simplest, Cheapest, Neatest and Best.
For Carrying Children on Ordinary Safety Bicycles.
☞For Sale by all Dealers. Manufactured by
A. H. GOETTING, Springfield, Mass.

30,000 SOLD LAST YEAR



Lockard & Oswald's Satchel and Bicycle Lock, Bloomsburg, Pa., U.S.A.
[Patented Aug. 4, 1891.]
KEY IS HELD FAST WHEN UNLOCKED.
Sent to any address upon receipt of price, 50 cts.

GREASOLENE
For Bicycle Chains.
2500 Miles of Noiseless Comfort for 25 Cts.
Once on a chain, nothing but hot water and soap will face it. It is unlike anything now in use and will make any chain run as though in a gear case. Sent by mail to any part of the United States, upon receipt of 25 cents.
J. G. CALROW, Winnetka, Ill.

For that sore feeling have your Bicycle fitted with a
SOLID COMFORT SADDLE
BRETZ & CURTIS MFG. CO
PHILADELPHIA, U. S. A.

The Chicago Cycling Horn

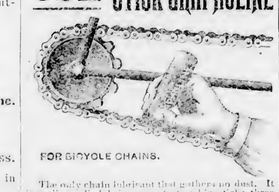


[Pat. June 27, 1893.]
The neatest, smallest, simplest and lightest horn on the market. The tone is very clear and distinct. Horn by mail $1. Discounts to dealers and clubs. Address,
HERMANN METZGER,
1222 Seminary Place, - - Chicago, Ill.



LEVY'S
Cycle Clock
AND
Speed Calculator.
Warranted good time keepers. Price $2.25 from cycle dealers or
SIMON C. LEVY,
1307 Ridge Ave.,
PHILADELPHIA, PA.
PATENTED.

..ADAMS'..
Pepsin Tutti Frutti
FOR THAT
Full Feeling After Eating.
USE EAST INDIA STICK GRAPHOLINE



FOR BICYCLE CHAINS.
The only chain lubricant that gathers no dust. It is easily applied, being in contact in sticks three inches long. It protects the chain from rust, dust, mud and wear. Price 25 cents, by mail.
PRINCE WELLS
KENTUCKY BICYCLE AGENCY,
626 Fourth Ave. LOUISVILLE, KY.
FOR SALE BY ALL
CYCLE DEALERS.



WESTON & CO., Jamesville, N.Y.
Wheels for Safety Bicycles.
Old wheels made over, or new wheels to take their place. Rock bottom prices to suit the times.

NICKEL PLATE.
The Short Line. Chicago & New York Air Line R.R.
THREE TRAINS EAST WEST DAILY.
PALACE SLEEPERS. BUFFET DINING CARS. SUPERB
NO CHANGE OF CARS BETWEEN... NEW YORK, BOSTON AND CHICAGO
TICKETS SOLD TO ALL POINTS AT LOWEST RATES.
Baggage Checked to Destination. Special Rates for Parties.
Trains arrive at and depart from Nickel Plate Depot, corner Twenty-first and Clark streets, Chicago; Union Depot of the Lake Erie & Western R.R. at Cleveland, trains stop at Euclid avenue, Madison avenue, Wilson avenue, Broadway, Pearl street, Lewis street and at Detroit street, from either of which stations passengers may be conveyed by street car to any part of the city.
For rates and other information see Agents of the Nickel Plate Road, or address
L. WILLIAMS, Gen'l Pass'r, B. F. HORNER, Gen'l Pass't Agent,
CLEVELAND, O.

Quickest Route to the West
Limited Train
FOR NEW YORK
Via BOSTON and ALBANY R. R.
A limited train of Drawing Room Cars only will leave Boston at 12 noon, due in New York 5.40 P. M.
Train consists of Baggage Car, Buffet Drawing Room Smoker and two Drawing Room Cars. Fare $6.00, including seat in Drawing Room Car. Number of passengers limited to seating capacity of cars.
A. S. HANSON, General Passenger Agt.
City Office, 232 Washington St., BOSTON.
Station, Kneeland Street,

Reading Railroad System.
THE FAVORITE ROUTE
BETWEEN
Boston, Philadelphia, Baltimore, Washington,
AND BETWEEN
New York and Philadelphia,
And all points in Interior Pennsylvania.
THE SCENIC LINE
To Buffalo, Niagara Falls and the West.
☞WHEELS CARRIED FREE.
I. A. SWEIGARD, Gen. Manager. C. G. HANCOCK, Gen. Pass. Agent.

FITCHBURG RAILROAD
Superb Equipment, Excellent Train Service, Fast Time, and Courteous Employees make the
Hoosac Tunnel Route
THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.
FAST EXPRESS TRAINS
With elegant PALACE PARLOR and SLEEPING CARS to and from
BOSTON and CHICAGO
and BOSTON and ST LOUIS,
via NIAGARA FALLS
without change.
THE POPULAR ROUTE for all points in Northern New York, Vermont and Canada.
THE ONLY LINE running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes and Burlington, Vt.
THE PICTURESQUE ROUTE from Boston to St. Albans, St Johns, Ogdensburg, Ottawa, Montreal and Quebec.
ELEGANT PALACE SLEEPING CARS to and from
BOSTON AND MONTREAL,
without change.
For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad and at
250 Washington Street, or
Fitchburg Railroad Passenger Station, BOSTON.
J. R. WATSON, General Pass. Agent.



The Columbia

Standard Bicycle of the World

Graceful, light and strong, this product of the oldest bicycle establishment in America easily retains its place at the head. Always well up to the times or a little in advance, its well deserved and ever increasing popularity is a source of pride and gratification to its makers. To ride a bicycle and not to ride a Columbia is to fall short of the fullest enjoyment of a noble sport.

Boston
New York

Pope Manufacturing Co.

Chicago
Hartford

Pneumatic Tires

For Bicycles And Carriages.

We manufacture a variety of high and medium grade single and inner tube tires for general sale.

Our tires are well constructed, thoroughly reliable, and, without doubt, are unequalled by any tires on the market for the price at which we offer them.

Correspondence solicited from manufacturers and large repairers.

Hartford Rubber Works Co.,
HARTFORD, CONN.

It Requires

A Good Deal to Break and Very Little to Repair.

Ypsilanti, Mich., Sept. 19, 1893.

The HARTFORD CYCLE CO., Hartford, Conn.

Gentlemen—I have ridden my Hartford Safety constantly for three years and thought it could not be broken, but find out when you are run into by a runaway team, something has to suffer. Please send me six new spokes, which will repair damages.

Too much praise cannot be given a Hartford Wheel.

Respectfully,
FRED HUNTOON.

The Hartford Cycle Co.,
HARTFORD, CONN.
SEND FOR A CATALOGUE.

The BICYCLING WORLD AND L.A.W. BULLETIN

Founded 1877

Volume XXVII. Number 8. BOSTON, FRIDAY, OCTOBER 27, 1893. $2.00 Cents a Year. 5 Cents a Copy.

Three Things That Don't Go With Victors

Paste
Perspiration
and
Profanity

Victor riders are spared fuss, worry and bad temper by the use of an inner tube, which does away with the objectionable repair features of the ordinary pneumatic.

The Victor method is in

One = Two = Three Order.

1. When punctured, pull out inner tube.
2. Pull in a new one (extra tube with each wheel).
3. Pump up and go along.

You can rely on the . . . .

VICTOR PNEUMATIC TIRE.

. . . . A copy of this tire means infringement, and if you want the Victor Pneumatic Tires you must buy a Victor bicycle.

No other maker can use them.

Mr. L. H. Bannister, Youngstown, Ohio, winner of the recent 24-hour Buffalo-Pittsburgh Road Race, informs us that he is flooded with correspondence, of which the following is a fair sample:

"MR. L. H. BANNISTER:
Dear Sir—Would you kindly let me know what wheel and tires you used in your recent race?"

The wheel used by Mr. Bannister was a Victor "Flyer," geared to 66 1-2 in., and fitted with "Victor Pneumatic Tires"

OVERMAN WHEEL CO.,
BOSTON. WASHINGTON. DENVER. SAN FRANCISCO.

HERE AND THERE.

Send 50c. to us for copy "Zimmerman on Training." The book not only covers points on training, but points for tourists, care of wheels, records, and a host of valuable information.

THE Ridgewood (N. J.) Wheelmen have organized a football team.

THE Orient Cycle Club of East Boston has been organized as an L. A. W. club.

FLOYD IDE, of Peoria, Ill., has broken the record between Bloomington and Peoria, covering forty miles in three hours and a half.

BUELENBURG, the Toronto stock buyer, was fined $10 last week for trying to jockey cyclist H. Will, of Miles, Iowa, out in the ditch and back again.

IT is claimed that John S. Johnson will make an attempt to lower records on the Columbus, Ohio, track, arrangements looking to that end being in progress.

THE Union County Roadsters of Rahway, N. J., gave a banquet last week, at which many guests from the New Jersey Associated Cycling Clubs were present. Speech making and vocal and instrumental music rounded up the after-dinner programme.

THE Fremont, Ohio, Cycling Club has been fitting up new club rooms and the opening took place recently in the shape of a banquet and ball, which was largely attended. Wheelmen were present from Toledo, Sandusky and Norwalk.

THE Hagerstown-Baltimore cycle record was broken last week by F. Howard Harvey, of the Baltimore Cycle Club, the run from Hagerstown to Baltimore being made in 5 hours, 41 1-2 minutes. The previous record was 7 hours, 27 1-2 minutes.

ISAAC SALONSKY—Say, mine friend, you should gif me a handicap. McWilliams—Handicap enough already! I've only got one leg against your two. Salonsky—That is shust why I should have a handicap; I have to carry around more legs than you do.

THE third social of the Roslindale (Mass.) Cycle Club was held at Roslindale last week. Among the cycling clubs represented were the Roxbury Wheelmen, Suffolk Cycle Club, Jamaica Plain Cycle Club, Hyde Park Rovers, Hyde Park Cycle Club, Dedham Cycle Club and others.

EDWARD R. FAXON, Jr., son of Fire Commissioner Faxon and a member of the Hartford City Guards, met with a bad accident in Hartford last week, while riding on his bicycle down Asylum Hill. He was crowded into the curb by a team going up the hill and thrown from his machine, breaking a bone in his left arm. The driver's name was not learned.

BICYCLE seat at least buying cycles, even if it does not ride. The latest European potentate who appears as a convert to the sport is His Majesty the King of Greece, who has purchased a Singer "Modele de Luxe" safety.

FARMER WAYBACK (seeing a pneumatic tire for the first time): "Wall, now, that there bicycler has a heart in his bosom. I s'pose it don't hurt folks much to be run over by one of them soft things. *New York Weekly.*

THE Franklin (Mass.) Wheel Club will have their first annual twenty-mile handicap road race to-morrow, Oct. 28. The race will be started at 2.30 P. M., rain or shine, and will have a limit of twelve minutes. In the evening a dance will be given at the Morse Opera House.

A LANTERN parade took place in Salem, Mass., Oct. 18, more than 20,000 people witnessing the interesting and novel spectacle. The procession was composed of members of the Salem, Waverly, Danvers and Lynn clubs, as well as quite a number of unattached riders. The exhibition prompted generous applause from the spectators.

UNDER the auspices of the Singer Road Club, of Washington, D. C., a ten-mile local record was established last week on the Conduit road. The rider was Mr. L. C. Wahl, the time of the run being twenty-eight minutes and fifty seconds. In view of the fact that Mr. Wahl's run included a steep hill, which required one minute to ascend, local riders regard the record as noteworthy.

THE Taunton (Mass.) Road Club holds its first annual road race, Saturday, Oct. 28, over a ten-mile course, open to all local riders. A large number of entries from prominent riders have been received, and many more are assured. Twelve valuable prizes are offered to the first twelve finishers, and one special time prize.

THE Prince of Sagan (whoever that may be) is reported by the Parisian papers to favor the following costume for cycling: Varnished boots *must* be worn in the afternoon; a Jersey was admissable in the morning, but a black coat and black hat much preferable. In the evening black clothes, white cravat and a flower in the buttonhole *must* be used. The Prince claims to be a practical rider and as he is reported to be a leader in fashion we suppose that black clothes, varnished boots and *boutonnieres* will be *en regle* hereafter.

F. J. OSMOND arrived in Birmingham in the middle of last week, and afterwards came on to London. He has changed very little during his absence. He seems to have got just a trifle broader and stouter, but in his style and manner of speech there is no alteration. Never very loquacious, Osmond is not easily to be drawn for details of his American experiences, and he seemed particularly anxious to change for an English "tile" the soft felt broad brimmed hat, which was the last outward trace of his journeyings. Some cameleons and American toads found places among his baggage, as souvenirs of the trip.—*Bi News.*

Worth One Thousand Dollars.

We are just in receipt of a letter from Chas. J. Foskett, a large contractor and builder, of Natick, Mass., in which he says: "I would not take $1,000 for my wheel if I could not get another. I am riding it from 15 to 30 miles every day in my business. Wish I had got one before."

This man rides a regular HICKORY, MODEL "A."

SEND FOR A CATALOGUE DESCRIBING IT, TO

Hickory Wheel Co. South Framingham, Mass.





For Baseball and Footballists, Athletes, Cyclists, Horseback Riders, Boxers and Oarsmen's use.

ANTI-STIFF.



PRICE, 20c. & 35c. Per Box.

Trainer's Size, $1.00.

STRENGTHENS THE MUSCLES.

E. FOUGERA & CO., Agents U. S. 30 N. William St., New York.

Leave Out the Numerous Forgings

And USE HEAVIER TUBING.



This makes a stronger yet lighter safety than it is possible to secure by any other method. In our

30 POUND

Scorcher Sylph, Model D,

the frame, front fork, hubs, etc., are tubing. The sprockets are a patent Illirons substance that is light, yet very strong, but steel are furnished if preferred. Our method of lap-brazing differs from that of other manufacturers, but with the heavy tubing used make joints as strong as the tubing, thus we take out weight where not needed and put it in the tubing, which accounts for the remarkable strength and rigidity of our 30 pound Sylph. Its deep frame, graceful appearance, beautiful finish and easy running qualities, are the subject of much favorable comment. The accompanying cut shows the machine with upcurved handle bars, but the choice of two styles of down-curved bars can be had if desired.

Catalogue Free. Agents Wanted In All Unoccupied Territory.

ROUSE-DURYEA CYCLE CO., 9 G Street, Peoria, Ill.

To Our Customers

WE are beseiged with letters from all of you asking anxiousiy about the LU MI NUM machine you have ordered, and which you want quick.

We know you want them, and your impatience is natural. We want you to have them soon, but more than that we want you to have them **right.** We might have rushed through a lot of hand fitted machines and sent them out to you, but we do not do business that way. We have spent much time getting our tools in **exactly** correct shape. We are all right now, and are bringing through a large lot of machines which we shall be shipping by the time this appears in type. We have orders on our books from every part of every State in the Union, and are filling them in the order in which they came in. Kindly be patient with us for just a few days more and after that we shall try your temper no longer. After once getting a fair start we shall keep up with the pace.

The second edition of our catalog has just been issued, and is ready for all who wish it.

ST. LOUIS REFRIGERATOR & WOODEN GUTTER CO.,

Incorporated 1873. ST. LOUIS, MO. Capital $500,000.00

The Gears Have Not Worn in the Least!

Baltimore, Md., October 18, 1893.

THE LEAGUE CYCLE CO.,

Dear Sirs:—I beg to advise that I have examined the workings of the LEAGUE CHAINLESS SAFETY, and I find it to be a wonderful piece of mechanism. I have been riding it for over three months, and it is to-day in the same good condition as when received. I have had the machine apart and **the gears are not worn in the least.** I am sure there is no friction whatever as the gears run in oil, which is a very good idea.

I have been in races with this wheel and I find that it requires **no more power to run than an 18 pound chain wheel.** I have been riding it all over the rough streets of Baltimore and it does not hurt the machine in the least. The steel and enamel are of the finest, and the wheel is satisfactory in every way. The tires are the best, and THE WHEEL IS THE BEST.

Yours truly,

WM. VIDLER, Baltimore, Md.

THE LEAGUE CYCLE CO. - - HARTFORD, CONN.

THE BICYCLING WORLD.

Published Every Friday

BY

THE WHEELMAN CO.

Incorporated under the Laws of Massachusetts.

167 OLIVER STREET, BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the secretary, Abbot Bassett, Box 5262, Boston, sending their old address as well as their new, and their League number.

TO OUR ADVERTISERS:

Copy for new advertisements must be handed in by Tuesday morning to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN Co. All communications should also be addressed to the Company instead of to individuals.

Postage stamps will not be accepted hereafter in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken.

C. W. FOURDRINIER, Manager.

EDITORS:

C. W. FOURDRINIER. H. CROWTHER.

BOSTON, OCTOBER 27, 1893.

"The **Outlook** is **Brightening.**"

So said a well known manufacturer to us the other day.

The statement is true; the reaction has set in.

The way to help along the cheerful tendency is TO TALK IT and not set back and complain of hard times.

The season for Cycle business will open early this year.

You should make your announcement early or you *will have cause to complain.*

Send in Your Advertisements to us and we will do the rest!!

OUR correspondent "Ilex" makes it very plain to us that the "Department of Chemistry" in the establishment of our New York contemporary needs reorganizing. The "Professor" in charge of that department evidently has very misty ideas as to the true properties of oxygen and hydrogen gases.

AT a recent meeting of the board of prison managers at Stillwater, Minnesota, it was found that not a single bid had been received for the Minnesota convict labor for the ensuing two years. This is the first time that this has happened, as heretofore the labor of the convicts has been utilized by different concerns in the vicinity. However it is a condition and not a theory which confronts the State of Minnesota at the present time, which now has over four hundred convicts without a stroke of work for them to do.

We would suggest that this labor be utilized in the construction of highways, and the cyclists of Minnesota should see to it that this is done.

THE Louisville *Bee* recently devoted a column and a half to a consideration of the restriction of the Executive Committee's powers and methods, bringing up again the question of the appointment of an auditing committee.

There is not the slightest necessity for such a committee. The system of accounts adopted by the League—which was largely due to the earnest work of Second Vice-President Brown, Secretary Bassett and Treasurer Brewster is one of the most complete and thorough that could be used and its method of checks is such that there is absolutely not the slightest possibility for any unauthorized bill to slip through.

The National Assembly will probably give due consideration to the question of the powers of the Executive Committee, but as for an auditing committee, there is no place for it.

TENACITY of purpose is one of the chief foundations of the Anglo-Saxon character. The determination never to yield, even if really beaten, is the one trait above all others which has made the English speaking nations the power they are to-day. Whether it be in the serious business of fighting or the more congenial and gentle competition of sport, the race which has a strain of Anglo-Saxon blood in its veins dislikes to acknowledge defeat. From the days of the Armada, to those of Waterloo, and more recently in our own sad civil war, we find the determination to "do or die," one of the strongest of the Anglo-Saxon's traits.

In the field of cycling we find the same aversion to acknowledging defeat carried to a point sometimes where it becomes almost absurd. For instance, Zimmerman and Sanger, both in this country and in Europe, have proven beyond a doubt that they are superior to any European with whom they have come into competition, and yet we read in some of our exchanges an attempt to belittle the performances of these men by claiming that "the Americans are very good sprinters when specially prepared and trained for it, but they have not the stamina to stand long races." This is, to say the least of it, rather ungracious on the part of our worthy cousins across the pond, but it only illustrates the peculiarity in the general make-up of the Englishman in disliking to accept defeat gracefully.

IT is a very open question as to whether the Americans are as capable of enduring as long-sustained physical efforts as their British brethren and in comparing their long distance performances on the road the fact must be taken into consideration that we have no grand stretches of highway like they have in Europe; hence the chances for making long distance records on the road are not cool, nor the inducements to try for same inviting.

Still we believe that the time is not far distant when the American long-distance records will push the English uncomfortably close, even if they do not exceed them. In the meantime we are satisfied with the records our men have made in their competition with foreign talent, and we simply claim for them what they have done. Let our British brethren look to their long-distance records, for we have the same good material to work on that they have, with an advantage born of the energy and pluck peculiar to the New World.

OUR transatlantic contemporary, the *Irish Cyclist*, has an article on the side slipping tendencies of the two wheeler, and remarks that so far as its experience and knowledge go it does not know of any single tracker which does not possess the tendency more or less to side slipping on greasy setts and muddy roads. The article calls attention to the fact that the further back the saddle is placed the more subject to side slipping the machine will be found. The modern and the approved way of riding is, of course, for the rider to be well back of his work. In some cases (like all good things in moderation) this placing the saddle back of the crank axle is carried to extreme, and the result is the chances of skidding are abnormally increased. If, when the days of mud and greasy pavements are with us, the rider will place his saddle two or three inches forward of the position he is in the habit of riding it he will find that the skidding tendency will be appreciably reduced. On "the other side of the Pond" they ride more in the cities than we do here and consequently this side slipping question is of much greater importance and affects a larger proportion of riders there than here. The use of non-slipping covers for pneumatic tires is getting to be quite common by the riders of Great Britain who are compelled to cycle over the wet, slippery stone and asphalt city pavements. The writer of the article referred to states that he has to ride daily over some ten miles of city pavements and that while the direct results of a fall may prove disastrous to rider and machine, the danger of injury by being run over after falling is much greater and much more to be feared. We are personally acquainted with the queer feeling that comes over one when in steering a safety at close quarters on greasy pavements we have felt our back wheel develop a decided tendency to lie down. It isn't a pleasant sensation, and unless a man possesses cool judgment and good nerves he is apt to get into serious trouble, which may result in broken limbs, smashed wheel, or even death itself. We have remarked that there are, we understand, several appliances of British invention, which can be attached to any ordinary smooth surfaced pneumatic, but we have never seen them in this country, and as far as we know they never have been introduced here. If, with the saddle placed forward of the usual position used in ordinary road riding, together with the adoption of some anti-slipping covering for pneumatics, the skidding propensities of a safety are found to be reduced to a minimum, then the adoption of the first remedy by those who have not already "got on to it," will be found to be of value, and the introduction of some good anti-side-skidding device which does not interfere with the resiliency of the tire will be hailed with pleasure by those who are compelled to ride in slippery places.

You Pays Your Money And You Takes Your Choice.

THE Show question is assuming a very interesting phase. From the Quaker City comes the announcing circular of one committee and from Gotham comes that of another, the curious part of the affair being that, as will be seen from the lists given below, both sides are claiming certain firms.

We give the information as it came to us, merely venturing the opinion that it is extremely improbable in cases where a duplication has been claimed, the firms will exhibit in both cities, although it will be noticed that the date of the New York Show has been decided upon as from January 8th to 13th, being a week in advance of the Philadelphia exhibit. Nevertheless, as we have already stated, we do not think that two shows will be profitable or even practicable. The trade will support but one properly.

New York.	Philadelphia.
*Dunlop Tire Co.	*Dunlop Tire Co.
*Hill Cycle Co.	*Hill Cycle Co.
*League Cycle Co.	*League Cycle Co.
*Pope Mfg. Co.	*Pope Mfg. Co.
Royal Cycle Works.	Buffalo Wheel Co.
Garvin Machine Co.	Buffalo Tricycle Co.
Ariel Cycle Co.	Bretz, Curtis & Co.
Peerless Co.	Gormully & Jeffery Co.
Raleigh Cycle Co.	Grand Rapids Cycle Co.
Stover Bicycle Mfg. Co.	Hartford Cycle Co.
Premier Cycle Co.	Hartford Rubber Wks.
Hulbert Bros.	Hickory Cycle Co.
Porter & Gilmour	Hilliard Cyclometer Co.
Hermes Tire Co.	Hart Cycle Co.
Washburn Cycle Co.	H. A. Lozier & Co.
New Departure Bell Co.	Metropolitan Cycle Co.
Eagle Bicycle Co.	Phila Drop Forging Co.
Phelps & Dingle.	Reading Safety Bi. Co.
Warwick Cycle Mfg. Co.	Relay Mfg. Co.
Newton Rubber Co.	E. C. Stearns & Co.
John S. Lenz, Sons & Co.	Telegram Cycle Co.
Wilson, Meyers & Co.	Union Cycle Co.
Hartley & Graham.	Yost Mfg. Co.
McKee & Harrington.	
Schwerling, Deb & Gales.	
Smith Wheel Mfg. Co.	
Cushman & Denison.	
Persons & Muller.	

*Claimed by both

[Later.— On Tuesday of this week the Pope Mfg. Co. signed a contract with the New York committee to exhibit at Madison Square Garden, it being their intention to utilize their present handsome exhibit at the Columbian Exposition for this purpose. — ED.]

World's Record For Twelve Hours.

ON Oct. 7, at the famous Herne Hill track, all the records over 72 miles went in the 12 hour race for the Anchor Shield. C. G. Wridgeway of the Bath Road Club won the race, covering 240 miles and 880 yards when the 12 hours were clocked, away inside record. The times and leaders at each ten miles were as follows:

Miles.	Time. H. M. S.	Leader.
10	0 26 44 3-5	Osmond.
20	0 52 20 1-5	Osmond.
25	1 01 56 1-5	Osmond.
30	1 18 05 4-5	Osmond.
40	1 43 34 1-5	Stroud.
50	2 10 55 2-5	Stroud.
60	2 39 33 4-5	Stroud.
70	3 09 54 3-5	Linton.
75	3 45 11 1-5	Linton.
80	*3 37 29 1-5	Linton.
90	*4 01 25 2-5	Linton.
100	*4 25 13 2-5	Linton.
110	*5 07 41 4-5	Schwemmer.
120	*5 57 47 3-5	Schwemmer.
130	*6 11 41 2-5	Schwemmer.
140	*6 45 11 4-5	Schwemmer.
150	*7 15 56 2-5	Schwemmer.
160	*7 48 06 2-5	Wridgeway.
170	*8 27 23	Linton.
180	*8 59 01 1-5	Linton.
190	*9 29 29 1-5	Linton.
200	*10 01 00	Linton.
210	*10 30 17 3-5	Wridgeway.
220	*11 00 13 2-5	Wridgeway.
230	*11 29 30 2-5	Wridgeway.
240	*11 58 12 1-5	Wridgeway.

*World's Record.

Concerning Politics.

BY STERLING ELLIOTT.

THE game of politics (for it has long since degenerated into a game) has, as every schoolboy knows become a business with which many of the best men will not meddle, or "dabble," as is the common expression. In town, state and national elections thousands of the cleanest and most intelligent men stay away from the polls for the expressed reason that they have but one vote and it doesn't seem to count against the numbers of those who sit up all night waiting for the polls to open and then vote as often as circumstances will permit.

We have come to look upon the man who sells his vote for two or three dollars as a creature too unworthy to be classed with our set.

Let us come down into his *strata* long enough to examine his motive.

Perhaps his greatest crime is that he has shown a lack of high moral principle in that he was selfish. He looked at the two dollars which was his personal reward and neglected the interests of the great public, of which he is supposed to be a patriotic part.

How much different is the case of the man who votes to keep up the price of the thing he makes, as against the thousands who have to pay that price? Of course it may be argued (Egad, it is argued!) that he does it to keep up the wages of his employees. Oh! how the heart of the average employer does open up to his workmen (especially about election time) The workingman seeing this solicitude for *his* welfare at the expense of the indirect

BUYER OF HIS LABOR

feels like helping on the good cause by obtaining the direct and far more certain two dollars and thus brings his selfishness down to a point where it is easier to see with the average eye.

Now an organization such as the League of American Wheelmen must needs have much to do with politics; first in the internal management of its own affairs, indirectly in the politics of the general public, and many of the young men who are at present interested in League affairs will be one day, if they are not already, "mixed up" in politics of a more far-reaching if not more important kind. How necessary then it is that these young men be properly started and that they should learn what *not* to do. There is already in the League much of the sort of thing which keeps so many good men out of politics.

It may be briefly described as a tendency toward unfairness, or the attempt to gain points without proper consideration for the rights of those who are on the opposite side.

I will cite a single instance; those who have had anything to do with politics will recall many similar cases: We went to Buffalo for an "investigation" and yet, before the first move was made toward finding out whether anything was wrong or not, and before an *unprejudiced* man could possibly have had an opinion, there were numerous "trades," "dickers," "deals" and "pledges" talked of, and noses were counted, and this before even the convention had gone into session.

And yet the average man, when you talk with him alone, claims to "hate the slime that sticks to filthy deeds."

A Try At The Twenty-Four Hour Record.

IT has been decided that sometime this week—probably Thursday—an attempt will be made by George Quinn, of the Press Cycle Club, and J. Cochrane, of the Malden Club, to break the twenty-four road record. The route will be over the ten-mile road course of the Malden Bicycle Club, at Malden, Mass.

Johnson Breaks Record.

MINNEAPOLIS, MINN., Oct. 24.—John S. Johnson to-day made a world's record for one-third mile, standing start, by doing the distance in 39 3-5. Johnson, Rhodes, Tuttle, Kaiser, Baker, and several others left to-night for Independence, Ia., where they will try for records on the Rite-shaped track.

Members Massachusetts Division Attention!

MEMBERS not having received the ballot for election of Officers and Representatives are requested to notify by postal Mr. C. S. Howard, Secretary-Treasurer, Globe Office, Boston, Mass., and a ballot will at once be sent to such member.

GEO. A. PERKINS, C. C.

Send 50c. to us for copy "Zimmerman on Training." The book not only covers points on training, but points for tourists, care of wheels, records, and a host of valuable information.



I THOUGHT about a week ago that the subject of '94 prices dwarfed all else in the minds of the cycling trade, but the Cycle Show question is rapidly coming to the front and is getting most beautifully mixed in doing so.

For we are in for two shows unless one or the other city backs down, and neither of them show any signs of doing so at present. On the contrary both are going ahead vigorously, Philadelphia having announced its date, a week ago, as from January 15th to 20th, while New York has at length decided upon the 8th to the 13th—just a week ahead. Now it is a dead sure thing that two shows are not going to be successful, yet both the Associations have the guarantee of a number of the leading firms in the trade, some favoring one city and some the other, and each one is confident that they will be "in it."

Why not toss up a cent for it?

[*Later.*—On Tuesday afternoon the Pope Mfg. Co. signed a contract securing certain spaces at the Madison Square Garden Show, to which they will remove their splendid exhibit now at the World's Fair, Chicago.]

ZIMMERMAN, after having gone to Hampden Park last week with a view to trying for records on that famous surface, finally decided to make the effort at Hartford on the Charter Oak track, the reasons for his change of base being that the length of the quadruplet was so great as to prevent its negotiating the turns on even a half-mile track, and therefore a mile track had to be selected.

The Jerseyman has a new idea for pacemaking. He proposes to have four first-class men up on the quadruplet and to have two tandem teams in addition. He will shelter himself behind the back wheel of the quadruplet and at the start the first tandem team will pace the latter for three-eighths of a mile, when the other tandem will take up the running for another three-eighths, dropping out at the three-quarter pole, the quadruplet to do the last quarter unpaced, drawing Zimmerman along.

It will be seen that he gains many distinct advantages by this method. In the first place he stays right in the rear of the quadruplet, the long body of which will break the wind much more effectively than any single machine could, while in addition he avoids the risk of being slowed when picked up by new pacemakers, the quadruplet driving steadily ahead, whether *its* tandem pacemakers keep the gait or not, and with four first-class men aboard there should be no difficulty in riding the mile well down in the fifties.

THAT Zimmerman possesses the speed necessary to hang on to the rear wheel of this machine, even should its crew be able to do 1.50, is not doubted by any of the experts. In fact it was stated on Hampden Park track last week, during a visit which I paid to Springfield, that either Tyler or Windle could follow just as fast as their pacemakers could move; in all of the recent trials both Tyler and Windle actually crying for more speed while they were breaking the records, it being a regular thing to hear them urge their pacemakers on with the cry of "Faster! Faster!"

But how Hartford will pat itself on the back if Zimmerman should store away a nice little crop of records for the winter at Charter Oak Park instead of Springfield!

I DON'T know, friend *Wheeling*, whether your sense of humor is but in an embryotic state—latent, as it were—or not, but you certainly give evidence of it if you took seriously what I said in our issue of September 29 about the "Idler," for this journal has from the first set itself steadfastly against the language and terms used (whether with the idea that it was witty or brilliant does not now matter) by that individual and has several times so expressed itself in unmistakable terms.

So what do you mean by the following, or have you confounded us with some one else?

We must say that we are both surprised and pained to see a journal like the BICYCLING WORLD of Boston, U. S. A., practically endorsing the writings of "Idler." Had such screeds as his appeared in any cycling paper in England, for once the wheel press of the Old Country would have been unanimous in their condemnation.

A little more explicitness, please.

THE *Wheeler* states, editorially, in the last issue which has come across the briny that "each time Zimmerman has met Wheeler, the latter was victorious with ease," and argues from this that, inasmuch as Schofield, until, has been able to run Wheeler so close, he would, when in condition, be able to win from Zimmerman.

Come again good *Wheeler*, come again. You know all about it, you do!

Why, my dear fellow, Zimmerman could give Wheeler some nice little starts in handicap events, the only time the latter has beaten him having been at Savannah in the early spring, when Zimmerman had just come from winter quarters and was not even half trained. It may be news to you, but it is not to any rider on this side of the water, that while Wheeler is a good little rider he is not in Arthur A. Zimmerman's class.

AN important point in the construction of bicycles, and one often lost sight of, is the front fork crown. In many of the safeties built at present the forged metal is machined down so much that it is too weak to bear the great strain thrown upon it this part of a machine carrying more of the strain than probably any other and in consequence many breaks have occurred and they are usually serious ones, as the snapping of the head at this point, while the machine is in motion, almost invariably results in the rider being thrown headlong with great violence.

Only last Sunday I witnessed an accident of this sort in which it was a wonder that the rider was not killed. He was driving along at a four-minute gait when the fork crown snapped and he must have sailed ten feet into space before striking the ground, which he did all abroad, the fall fortunately resulting in nothing more than a severe shaking up and a badly scratched epidermis. Upon examination it was found that the metal of the fork crown, fitting into the head tube, was not over 1-16 of an inch in thickness, and it showed signs of having given way at several places before this break occurred, the oxidization of the metal showing clearly along the lines of the new and the old cracks.

In many of the machines of to-day the fork crowns are double, and it seems to me that this method of construction is a stronger one than the single drop forging, having more rigidity.

I WONDER whether a man's legs do stretch or whether it was but an imaginary idea that we used to indulge in years ago that by riding an ordinary with as long a reach as one could stride it was possible, after a time, to become accustomed to it; or at least that a man who at first could comfortably reach a 50-inch should find a 52-inch just as easy after a time.

I am inclined to believe there must be something in it because it is but a little over a year since I came down from a 52-inch ordinary and all of this season I have been riding a safety until within a few weeks since when the Overman Wheel Co. placed at my disposal one of their Victor Rationals. Naturally I imagined that a 50-inch would be small enough and I had one for trial, but to my surprise I find that it is all I can do to comfortably reach the pedals with the hollow of my foot, and the trial last week of a 48-inch Victor Light Roadster fitted with 6 1-2 inch cranks has demonstrated the fact that it is much more comfortable and much more easily controlled than the 50-inch, which had cranks with the old style 5 3-4-inch throw.

It is a splendid mount, and while I take the safety for night work and general all 'round use, given daylight and good roads and that ordinary yields more exhilarating pleasure than all the "low down wheels" as Mr. "Telemachus" dubs them, that I ever tried.

AND while on this subject it might not be out of the way to recall Mr. Tolman's ride on the "Wheel Around The Hub" which passed into cycling history on Sept. 16th.

Mr. Tolman rode a 60-inch Expert Columbia (which after years of service is still in A1 condition) and although, after the fashion of his time, he rode with his saddle hung up to the head, it was still a long reach for him when the pedals were at their lowest; a 56-inch would have been more nearly his correct size judging by the modern style of flexed knee when riding; and yet despite these disadvantages Mr. Tolman managed that machine with ease and grace. In fact so far as grace was concerned, the safetyites were not in it with him; while up hill and down, good roads or bad, it made no difference, he was way up with the procession every time.

I know quite a few old "ordinary" cranks who still swear by their machines and they have some good arguments on their side too.

THE discussion as to what Sandow could or could not do on a two or three-hundred gear has brought out some interesting remarks or both sides, but this gentleman (who modestly claims to be "the strongest cyclist in the world") is the first to speak from the standpoint of actual trial, and inasmuch as it is just at present impossible to secure Sandow's testimony on the subject, it might be well to listen to what he has to say:

DEAR "ARIEL": For the benefit of "high gear cranks," I will give you the following facts, showing that a strong man must not always ride a high gear in order to be speedy.

I am at present without a doubt the strongest cyclist in the world. I held the American middle weight wrestling championships during '91 and '92, and up to date have defeated all I ever met. I also hold some heavy lifting records: 2200 pounds was an easy lift for me in harness, and I have lifted 196 pounds with one hand from the shoulder to arms' length above the head.

The 2200 pound lift compelled me to exert a pressure of 1100 pounds on each leg, showing what strength I possess in my bicycle propellors.

I am at present training on a 50 1-2 inch geared 30-pound Fowler, and have succeeded in riding a flying quarter in 31 seconds, and one half mile in 1.09 seconds, without pacemakers. I have tried all gears up to 77 and have come to the conclusion that anything over 66 is too high for me.

Should you publish the above facts I am sure you would help many a poor young racing man who is in vain trying to push a 70 or 80 gear.

P. VON BOECKMANN, L. A. W. 18825.

Austin, Texas.

BY dint of bribing the "devil" I was enabled to obtain a glimpse this week of "Telemachus'" little reply to what I said on the subject of the height of crank hangers last week, and I submit that Mr. T. is mistaken in his premises and therefore errs in his deductions. I will not retaliate on "Telemachus" for what he said about my bias toward the geared ordinary by drawing attention to his prediction in regard to the Eagle bicycle some three years since, as that has nothing to do with the case. I will, however, say in passing that I never predicted and never thought that the g. o. would *usurp* the place of the safety, but I did think it would prove to be a popular machine, and I am still of the same opinion. It is a little slow in obtaining foothold in this country, but there are a great many people who have tried it and who like it, and a great many more who would if they had the opportunity.

If "Telemachus" will recall to his memory the earliest types of the safety bicycles which came across the water, he will find, as I said before, that "the first safeties had the crank hangers built so low that the pedals frequently struck the ground when riding over uneven surfaces," and I was not talking of safeties of last year or even the year before. I repeat, that the crank hanger has been gradually heightened and all the expert testimony on the subject which I have seen has been to the effect that this elevation has resulted in increased steadiness in steering and the practice has substantiated the theory.

Don't go back on the returns, my dear "Telemachus!"

Ariel

Union

Record List.

Corrected Up to Date.

Distance.	Start.	Time.	Date.
1-4 mile.	flying.	25 4-5 sec.	Sept. 4, '93.
1-4 mile.	standing.	29 1-5 sec.	Oct. 9, '93.
1-2 mile.	flying.	56 3-5 sec.	Oct. 3, '93.
1-2 mile.	competition.	1.00 2-5	Sept. 14, '93.
3-4 mile.	flying.	1.26 3-5	Oct. 11, '93.
1 mile.	flying.	1.56 4-5	Oct. 11, '93.
1 mile.	standing.	2.00 2-5	Oct. 11, '93.
2 mile.	standing.	4.15 3-5	Sept. 28, '93.
3 mile.	standing.	6.43	Oct. 17, '93.

There is no limit to the capabilities of the UNION.

Superbly Built.

Finely Finished.

Marvellously Strong.

No wheel of the '93 vintage has given such universal satisfaction.

WATCH US.

Union Cycle Mfg. Co., Highlandville, Mass.

Gentlemen—Having just returned from a 1500 mile trip through Germany, Switzerland and Austria, upon a Union P. D. Q., I wish to advise you that the machine gave absolutely no trouble, not a break of any kind or even a punctured tire, and I am naturally very much pleased with the staunchness and reliability of the Union.

Yours truly,

[Signed] WM. SCHAEFER.

Millville, N. J., Sept. 11, 1893.

Union Cycle

Mfg. Co.,

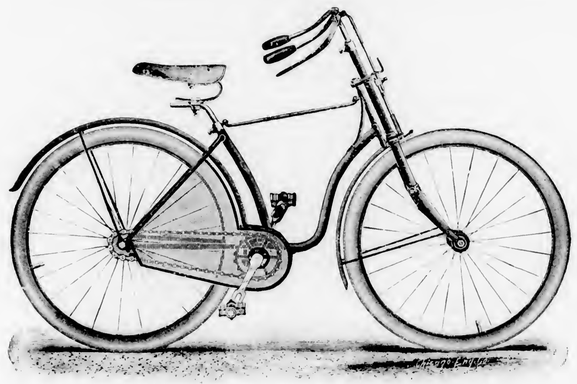
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WESTERN WHEEL WORKS,

CHICAGO, ILL.



JUNIOR NO. 4, $60.

THE only bicycle designed for the use of small ladies—Has 26-inch wheels—Roller chain—Plenty of room between saddle and handle bar, insuring an easy and graceful position. Catalogue from any of our agents or sent direct.

R. L. COLEMAN CO.,

35 Barclay Street, - - - - - New York.

SOLE EASTERN AGENTS.

As Others See Our Racing.

BRITAIN has nothing to learn of America in the conduct of race meetings. Rather the other way about. I daresay in a year or two the huge and gaudy badges I have seen three on one breast will be tabooed. So also will the official announcer, who yells himself hoarse in repeating three or four times to the spectators the result of each race. He will in time be transmogrified into a press steward, who will give subsidiary information to the reporters; while a well devised telegraph board of British pattern will convey in 10-inch letters all the information the public want immediately the decision is out of the judge's lips. At Springfield the track was kept well clear of interlopers. The width permits of twelve men easily starting abreast. The judges are stationed at the tape, but the referee and timers are in a pagoda-like box some 15 feet or more from the ground. The timers take the quarters from the riders passing their line of vision with a pole fixed on the side of the track about 500 yards from where they stand. That, and the fact that they are in too elevated a position to catch the wheel as it touches the tape, do not admit of the accuracy obtained under the British system. Nor does there seem to be the same care bestowed on the official selection of timekeepers and scrutiny of chronographs.

THE TIME CLASS SYSTEM

seems to work very well, but as this means scratch racing by second as well as first-rate riders, a time limit is a natural corollary, and not always a satisfactory one. If the riders exceed the limit fixed the referee declares it no race, and it is in his option to re-run it or not. I believe it has had the effect of habituating the men to ride faster in scratch races than they would otherwise do; still, cases are numerous in which the limit is exceeded and I incline to the belief that handicaps will speedily creep into favor. There are undoubtedly too many scratch races for first-class men. It is no uncommon thing for Zimmerman to ride seven or eight races (counting heats and finals) at a meeting. Can we wonder that he is now feeling *overcooked?* It gets beyond a question of *sport*.

It is very palpable, from what I have seen and heard, that the trade and the sport are more closely associated to put it mildly than I had ever dreamt of. Three, four, and five bicycles given by different firms I have counted on programmes. I think I may safely say that at every meeting of importance bicycles are presented to the promoting clubs. The clubs are thus greatly

INDEBTED TO THE TRADE.

The clubs constitute the power of the L. A. W., *ergo* the L. A. W. is beholden to the trade in great measure for the sport. At home we have experience of the thin end of the wedge; here it has been driven right up. Consequently, next year, it goes without saying in American legislative circles, the broadest possible amateur definition will be adopted—no limit to the value of prizes; no restrictions as to the payment of riders' expenses by either patron, club, or cycle maker; no bar whatever, except absolutely cash prizes. It will be impossible for England, Ireland, and Scotland under their present definition to maintain international relations with America under such a system as is now considered certain of adoption.—*J. R. N. in Scottish Cyclist.*

The Cyclist Gets The Verdict.

LAST week, Walter Harper, of Philadelphia, brought suit against Christian Ehwanger, before Magistrate Pole, for damages, amounting to $18. Mr. Harper claimed that on June 29, while riding a bicycle on Diamond street, the defendant, who was driving a carriage, ran him down, damaging his wheel to the extent of $8, his clothing to the extent of $5, and causing him to lose wages amounting to $10. Considerable conflicting testimony was offered, but a verdict was rendered in favor of the plaintiff.



A BOSTON CENTURY.

Press Cycling Club's 100-Mile Run To Newburyport—91 Finished.

THE third annual century run of the Press Cycling Club was run on Wednesday of last week, nearly 100 men riding to Newburyport and back.

The riders were divided into two parties, the first travelling nine miles an hour, the second twelve miles, and Miss Maggie Kirkwood finished at the head of the fast brigade, being the only lady who had made every century run of the club. The first division, under the leadership of Capt. Isfort, started at 6 A. M.

They reached Salem on schedule time and had breakfast at the Essex House. When Parker River bridge was reached the party was met by the Newburyport Club and its allies from Haverhill. Dinner was eaten at Newburyport.

The start for home was made at 2.30. All the starters finished within the time limit, except two, the actual riding time being 9h. 45m.

The second division started at 7.30, under the leadership of Lieut. J. P. Clark, Theo Rothe and E. B. McKim as pacemakers.

While coasting the hill in Saugus Miss Maggie Kirkwood was thrown and her wheel was ridden over by three other riders. Miss Kirkwood fell behind, but caught up again at Newburyport.

They reached Salem at 9.30, where the first division was passed. Dinner was eaten in Newburyport, and at 1.30 the ride home was begun.

At Salem a halt of 25 minutes was made to witness the Salem road race, which was won by Hugh Robson. Berlo also went over the course, establishing a professional 25-mile road record of something like 1h. 23m.

The party arrived in Boston at 6.26 P. M. The total number of those who finished was 91.

THREE BOSTON CENTURIES.

Roxbury Wheelmen.

AT 6.15 A. M. last Sunday, from the corner of Dudley street and Harrison avenue, 76 riders of the Roxbury Club started for their 100 miles. They rode the first 12 miles in 48 minutes, and the cyclometers registered 16 miles at the end of the first hour.

Between Boston and Salem 15 dropped out, the distance, about 25 miles, being covered in 1 hour and 50 minutes. Newburyport was reached at 11.35, the actual riding time for the 50 miles being 3 hours and 50 minutes. This, it is claimed, is the best club record between Newburyport and Boston.

The departure from Newburyport was at 1.40, the return trip being made in the riding time of 3 hours and 45 minutes. This makes the actual riding time for the round trip 7 hours, 35 minutes, which beats all previous club records over this course, and beats the fast time made by the "scorcher party" of the Press Cycling Club last Wednesday by 10 minutes.

Suffolk.

THE Suffolk Club century run had 59 participants when, at 6.15 A. M., at the club rooms on Tremont street, they started Newburyport-ward last Sunday.

Newburyport was reached at noon, and after dinner and a rest they turned their faces homeward, arriving at 8.05 P. M. at the club rooms on Tremont street. Fifty-five of the 59 starters finished.

Mattapan To Providence.

THE Mattapan Road Club was billed to ride its century to Newburyport and return last Sunday; but when it ascertained that two other 100-mile trips were being made to that place, it changed its destination and went to Providence. Half a dozen members completed the trip in the riding time of 9 hours, 45 minutes.

DOWN IN GEORGIA.

Savannah's Day—Banker Takes Everything In Sight.

SAVANNAH, GA., Oct. 7.—The fall meet of the Savannah Wheelmen was inaugurated to-day, Geo. A. Banker carrying off all the honors.

Following is the summary of the races:

One mile novice—W. T. Dixon, first; Geo. H. Groth, second. Time 3.17 1-5.

One mile handicap George A. Banker, scratch, first; W. F. Murphy, 100 yards, second; G. N. Adams, 50 yards, third. Time 2.24 1-5.

One mile open—George A. Banker, first; Wm. E. Murphy, second; R. V. Conner, third. Time 2.35 3-5.

Half mile handicap W. E. Gerow, 80 yards, first; W. F. Murphy, 5 yards, second; M. E. Wilson, 90 yards, third. Time 1.08 2-5.

Half mile open—George A. Banker, first; W. F. Murphy, second; W. T. Dixon, third. Time 1.11.

Two mile handicap—George A. Banker, scratch, first; W. F. Murphy, 15 yards, second; C. N. Adams, 15 yards, third. Time 5.06.

WEDNESDAY, OCT. 18.

The races were concluded to-day, and Banker won four more firsts. Summary:

One mile open—George A. Banker, first; W. F. Murphy, second; R. V. Connerat, third. Time 2.32 2-5.

Half mile handicap George A. Banker, scratch, first; W. E. Gerow, 80 yards, second; W. F. Murphy, 5 yards, third. Time 1.07 4-5.

One mile, 2.40 class Steve Welsh, first; M. E. Wilson, second; George N. Adams, third. Time 3.00 1-5.

Quarter mile handicap—W. E. Gerow, 10 yards, first; George A. Banker, scratch, second; I. U. Kinsey, third. Time .24 1-5.

One mile, State championship—R. V. Connerat, first; W. F. Williams, second; W. T. Dixon, third. Time 2.40.

Half mile open—George A. Banker, first; W. F. Murphy, second; George N. Adams, third. Time 1.15.

One mile handicap—George A. Banker, scratch, first; W. F. Murphy, 10 yards, second; G. N. Adams, 90 yards, third. Time 2.22 3-5.

At the close of the races Banker made a trial against the record on a four lap cement track. His time was 2.29 1-5, paced by Murphy, Williams, and Wilson.

Fitchburg Flyers.

FITCHBURG, MASS., Oct. 20.—The most successful cycle meet ever held in this place occurred to-day under the auspices of the Rollstone Cycle Club. The summary:

One mile novice, final—E. M. Pearce, first; C. Anderson, second; J. W. Fowles, third. Time 3.05 3-5.

One mile, Fitchburg and Leominster championship—Bliss, first; Ellis, second; Hayden, third. Time 2.41 1-5.

Two mile handicap Putnam, scratch, first; Geo. Buckley, 70 yards, second; F. A. Bliss, 80 yards, third. Time 5.32 3-5.

One mile, 3.00 class—Geo. Buckley, first; E. S. Hall, second; H. J. Leberge, third. Time 2.19 4-5.

By The Big Salt Lake.

SALT LAKE CITY, UTAH, Oct. 11.—The tournament which was closed yesterday was the most successful ever held in Utah. The most exciting race of the meet was the five mile Utah championship which was anybody's up to the last lap when Weiler went ahead and captured first in a fine finish. C. S. Dell made a successful attempt to break the Utah mile record, which he did in 2.39 2-5. Summary:

One mile handicap—C. E. Angell, first; F. E. Seeley, second; A. W. Caine, third. Time 3.07 2-5.

Half mile open—O. W. Heminway, first; C. O. Pierce, second; J. P. Gunn, third. Time 1.14.

One mile, Utah championship—Weiler, first; Angell, second; Jensen, third. Time 2.44 2-5.

One mile, Social Wheel Club Championship Jensen, first; Angell, second; Ingham, third. Time 2.48.

One mile, business men's handicap—Oscar Groshell, first; J. C. Cohen, second; L. C. Martin, third. Time 3.59 2-5.

Five mile, Utah championship—Weiler, first; Ingham, second; Jensen, third. Time 15.58 2-5.

Consolation race—Wm. Lafferty, first; E. Randolph, second; Dr. Christensen, third. Time 3.20.

Beaver's Tourney.

BEAVER, PA., Oct. 10—A large crowd was in attendance at the Beaver County Wheelmen's meet at the Beaver county fair grounds this afternoon. The races were under the sanction of the L. A. W. rules.

One mile novice race—McCready, first; Ewing, second; McKnight third. Time 2.53 2-5.

Quarter mile race—Weisner, first; Mitchell second; Aughenbaugh, third. Time .37.

Half mile Weisner, first; Aughenbaugh, second; Mitchell, third. Time 1.20.

Two mile—Fry, first; Waddle, second. Time 6.06.

Mile race—Fry, first; Mitchell, second. Time 3.24.

Five mile race Aughenbaugh, first; Waddle, second; McCready, third. Time 16.40 2-5.

Mile consolation race between Moulds, Vandershice and Tracy—Won by Tracy in 1.40.

Quakers Race.

AT the annual field games of the Central High School, Philadelphia, last Saturday, there were two cycling events on the programme, which were both captured by Frank Zook, '95. He reduced the school record from 2.55 2-5 to 2.41 2-5.

The summary:

One-mile handicap, school record, 2.55 2-5, held by Pollock—Zook, '95, scratch, first; Landis, '97, 75 yards, second; Binder, '97, 30 yards, third. Time 2.41 2-5.

One mile bicycle race, open to Friends' Central School and Central High School Frank Zook, C. H. S., first; J. Shengle, C. H. S., second; Walter Whetstone, F. C. S., third. Time 3.12 1-5.

Brockton Bicyclists.

BROCKTON, MASS., Oct. 21—At the Brockton fair grounds, this afternoon, the Shoe City Wheelmen's race meet was successfully carried out. Summary:

One mile novice—J. H. Lehan, first; W. D. Pitcher, second. Time 2.33 3-5.

One mile 2.40 class—Time limit of 2.45, and that precise time was made—Adams, first; Rogers, second.

One mile open—The first attempt gave the time of 2.38 and the second 2.43, and the race was declared off.

One mile handicap—Davey, 100 yds., first; Scott, 25 yds., second. Time 2.20 1-5.

Half mile open—E. A. Nelson, first; W. B. Rogers, second. Time 1.10 2-5.

Two mile handicap—W. R. Rogers, 200 yds., first; G. E. Rounds, 175 yds., second. Time, 4.52 2-5.

E. A. Nelson, of Springfield, then rode an exhibition mile. He made the mile in 2.12 1-5, thus breaking the track record of 2.17 3-4.

Williamsport's Winners.

WILLIAMSPORT, PA., Oct. 21—The Keystone Bicycle Club's races held here to-day at Athletic Park were close and exciting.

The summary:

One mile novice—H. E. Speaker, first; H. Chapman, second; E. Nichols, third. Time 3.10 1-2.

Half mile championship E. Andrews, Jr., first A. Audet, second. Time 1.19 2-5.

One mile international burlesque—"Patsy Bo'and," first; "Tourist Jim," second. Time 5.51.

One mile open—A. Audet, first; J. W. Meixell, second; E. Andrews, Jr., third. Time 2.39.

Quarter mile open—Meixell, first; Speaker, second; Gstalder, third. Time 37 1-10s.

Five mile open—Audet, first; Meixell, second. Time 15.50 1-5.

Snow Wins At Providence.

PROVIDENCE, R. I., Oct. 21—The Wheelmen's Racing League held another interesting event this afternoon. The race was a fifteen-mile handicap. On the homestretch Snow came in an easy first, with H. F. Adams a close second. The summary.

	HANDICAP.	COR. TIME.
J. L. Snow	Scratch.	45.50
H. F. Adams	Scratch.	46.10
R. L. Adams	3 1-2	51.02
A. H. Sayer	3	49.47
Carl Sperry	3 1-2	50.33
W. Bedard	3	51.21
W. L. Rush	1 1-2	51.20
A. E. Pierce	Scratch.	51.42
W. H. Murray	5	56.30

Snow won the time medal also.

Over A Milwaukee Course.

IN the 13 mile road race at Milwaukee, Oct. 15, E. W. Roth won the time prize, doing 36.37, the next best time being that of C. H. Peck of Chicago, 37.11. Roth rode from the minute mark and beat Emil Ulbrecht of Chicago, who was scratch man, his time being 37.18. There were about 1000 persons at Athletic park to see the finish. The order of the finish and time of the first ten men was as follows:

		Handicap.	Time.
1	Theo. Kirchner	9 00	41 51
2	A. Stoltz	9 30	42 54
3	F. W. Asman	3 00	37 33
4	C. H. Peck	2 30	37 11
5	L. P. Olsen	7 00	42 16
6	A. Weiler	7 00	42 24
7	E. W. Roth	1 00	36 37
8	Wm. Mueller	7 30	43 10
9	F. L. Imbach	6 30	42 11
10	A. E. Schunk	11 00	46 44

Columbia Cyclers' Handicap.

THE fifth annual five mile handicap road race of the Columbia Cyclers, of Philadelphia, over the Bryn Mawr City Line course, on Saturday last was a sealed handicap. The poor condition of the road prevented fast time being made. All the men started from scratch, the handicaps not being announced until after the finish. The order in which the men finished, deducting the handicaps, was as follows:

	Handicap.	Actual Time.
Gormley	2.40	16.23
J. Gracey	1.30	15.17
Fourier	2.30	16.29
H. Wurst	1.40	15.54
J. Wurst	2.00	16.14
Enochs	1.15	15.51
Zimmerling	1.30	16.07
McGowan	2.15	16.55
Fitzgerald	.40	15.31

Up the Shenandoah Valley.

CHAMBERSBURG, Pa., Oct. 20—In order to ascertain how fast a relay of cyclists could make the run of 160 miles, from Staunton, Va., to this place, twenty-three riders from Staunton, Harrisonburg, Winchester, Va., Martinsburg, W. Va., Hagerstown, Md., and Chambersburg, Pa., made the ride to-day. Each wheelman rode about seven miles. A message was started at Staunton addressed to B. K. Bassler of the Chambersburg Council, L. A. W. The first rider left Staunton at six o'clock this morning, and W. B. McDowell, the last man in the race, reached here at 4.32, making his run of seven miles in twenty minutes. The entire distance of 162 miles was covered by the relay of twenty-three riders in ten hours and thirty-two minutes over muddy roads.

County League Races.

MT. MORRIS, N. Y., Oct. 17.—The County Wheelmen's League of Livingston, Alleghany and Steuben Counties, held a 25 mile handicap race and some other contests here to-day on the fair grounds' track. The attendance was small but the racing was good. The winners: Will Bennett, first; C. J. Iven, second; A. B. Goehler, third; C. J. Conolly, fourth, and A. J. Woodworth, fifth. The best time was made by Goehler, 73m.; Iven did 76m.; Conolly, 77 1-2m.; Bennett, 78m.; Woodworth, 83 1-2m.

In the one mile championship Henry Jones, first; A. J. Woodworth, second; Will Bennett, third. Time 2.38.

Robson Makes Best Time.

SALEM, MASS., Oct. 19.—The race promoted by the *Evening News* was an unqualified success. There were 27 starters, and 10 of them finished. The course was from Salem Common through Peabody to Lynnfield Hotel and return, and repeat, a distance of 26 1-2 miles. Result:

Hugh Robson, scratch, 1.24.33; E. O. Peabody, 2.30, 1.30.25; A. C. Boggs, 4.00, 1.33.06; J. A. Jones, 6.00, 1.36.40; G. A. Potter, 5.00, 1.06.42; J. L. Eier, 6.00, 1.38.15; E. Allen, 6.00, 1.40.48; E. J. Boyle, 6.00, 1.45.59; F. Titus, 5.00, 1.58.06; Rupert Israil, 7.00, 2.06.10.

In the evening there was a lantern parade which had novel features and striking costumes.

Rochester-Buffalo Record.

C. J. IVEN and J. H. Sager of Rochester, N. Y., on Oct. 22 made a new record for the ride from Rochester to Buffalo and return, a distance of 136 miles. Their time was 12.27, while the previous record was 14.45, P. J. Dukelow and W. LeMessurier being the joint holders, made in October, 1891.

Iven and Sager left Rochester at 6.03 A. M. Iven pulled away from him after a time and was paced into Buffalo from beyond Pine Hill by Goehler and Weinig of the Ramblers. His time was 5.57 for the 68 miles, but would have been much better had the road from Rochester to Batavia been in any kind of shape.

While Iven was eating dinner, Sager put in an appearance, and finally decided to start out on the return with his companion. The pair did not leave for home until 1 o'clock. They were paced to Mill Grove, 17 miles in one hour by the two Ramblers. Batavia was reached in 2.15, and thereafter the riders loafed because of the increasing headwind, not reaching Rochester until 6.30 o'clock. Iven had intended on the return trip to beat Dukelow's Buffalo to Rochester record of 4.25, made in '91 with a gale of wind behind his back, but the road and headwind killed his chances for success.

RACES under the auspices of the Capital Cycle Club, of Atlanta, Ga., were held Oct. 12. The regular trotting course of the Piedmont Driving Club was used and was slow. The five mile handicap, the event of the day, was won by H. J. Piggot in 15.16, while the Birmingham Cycle Club won the team race.

Columbia Handicap.

THE Columbia Cycle Club, of Washington, D. C., held a handicap road race on Saturday last, which was run over the course from Washington to Laurel and return, a distance of 30 miles. The start was made at 2.30 P. M. The order of finish and time was as follows:

	Handicap.	Time.
Wm. Hall	2.00	1.55
Wm. Hall, Jr.	2.00	1.55
Wm. Hall, 3d	2.00	1.55
Wm. Hall, 4th	2.00	1.55
Wm. Hall, 5th	2.00	1.55
Wm. Hall, 6th	2.00	1.55
Wm. Hall, 7th	2.00	1.55
Wm. Hall, 8th	2.00	1.55
Wm. Hall, 9th	2.00	1.55
Wm. Hall, 10th	2.00	1.55

Fire The Policeman!

HARRY LINDON while on his bicycle was run down at the corner of Kinzie and Wells streets, Chicago, last week by a wagon and his wheel demolished. The officer at that corner was asked to arrest the driver of the wagon, but refused, saying it would be a good thing if all the wheelmen were run over. The crowd that gathered became very indignant at the officer's conduct.

Tyler Married.

HARRY C. TYLER was married on Oct. 19 to Miss Edith E. Thompson, daughter of Assessor John M. Thompson of Plattsburg, N. Y. The marriage took place at the residence of the bride's parents, and was a home wedding, only the immediate relatives of the bride and groom being present. Rev. E. P. Stevens, pastor of the First Methodist Church of Plattsburg, performed the marriage ceremony. After a brief reception the newly wedded pair started on the evening train for Springfield. Mr. and Mrs. Tyler expect to spend the winter in the West.

Bowman Burglarized.

LAST Friday the bicycle store of Sidney B. Bowman, Eighth avenue and 56th street, New York City, was entered and a miscellaneous lot of goods stolen. In all, three wheels, high grade Columbias, together with lamps, bells, cyclometers and an overcoat were stolen.

One of the thieves left a note on a desk in the office which read: "Billy the Kid only took one wheel. Sorry couldn't take more."

The police were immediately notified and detectives placed on the case.

Ring Tournaments Held In England.

EDITOR BICYCLING WORLD: In reply to letter in yours of Sept. 22d, in which L. A. W. 314 gives an account of an event as above being given at the races in Charlotte, N. C., the 20th of May last, and in which the writer asks: "If one was held prior to ours I would like to know of it." I would like to take your readers away back to the year 1869, when at the gymnasium in Liverpool, Eng., I participated in just such an event. The bicycles we used in those prehistoric days were 36-inch Hickories (Sterling Elliott please note). These were got up in a more or less elaborate way to represent real "Gee-Gees," and I remember one rider who got so near to nature as to have a small hand broom tied on behind his machine to represent a tail. The lances used were about 7 feet long and decked out with a small banner on the end, but leaving about 6 inches of lance clear. The rings were, I think, six in number, and were ordinary 1 1-2 inch brass curtain rings. We also tried tilting at one another with boxing gloves tied on to the end of pole. This was a good item from the spectator's point of view, but was a trifle rough on the riders.

A Quarter-Millenial Run.

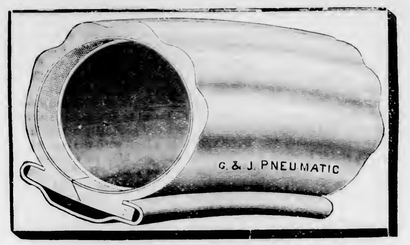
UNDER a bright October sky a score of the Boston Bicycle Club took its two hundred and fiftieth called club run last Saturday. Leaving the rendezvous at Copley square at four o'clock they rode through the Newtons to Auburndale, where at Lee's Hotel dinner was served at 6.30, several members of the club joining the party there having come out by train.

The return home was made next day by the way of Dedham and Needham over sandpapered roads, the whole trip being a most enjoyable one.

The ride commemorated the second club run ever held in this country, which was taken in connection with the Massachusetts Bicycle Club, on the third Saturday of October 1879, the run out and home on that occasion constituting the second over-night run of any body of cyclists in this country.

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"..... especially your tire."

Thus wrote the great AUSTRIAN SECRETARY OF WAR about

G. & J. PNEUMATIC TIRES.

His attention being directed to the bicycle through the great Vienna to Berlin Road Race, which was to exemplify the superiority of the Bicycle over the Horse for War Messenger Service, he wrote to our Austrian agents, Messrs. Jos. Puch & Co., concerning their wheel —(the Styria, which is regularly fitted with Corrugated G. & J. Pneumatic Tires)—"expressing his entire satisfaction, especially with your tire."

It was a Styria bicycle, fitted with CORRUGATED G. & J. PNEUMATIC TIRES which was ridden the entire distance in the VIENNA TO BERLIN ROAD RACE without a break or puncture and without re-pumping, thereby winning a special prize.

Any dealer or repairer will furnish the G. & J. Pneumatic Tires, if you insist. Winter is a good time to change tires. Write us.

GORMULLY & JEFFERY MFG. CO.

Originators of the Detachable Pneumatic.

CHICAGO. BOSTON. WASHINGTON. NEW YORK. COVENTRY, LONDON

Hey! Winter's Comin'!

(UNCLE REMUS' CYCLING SONG.)

O! de muddy roads'll be here pooty soon—
Hey! winter's comin'!
En de gallopin' clouds'll be hidin' out de moon—
Hey! winter's comin'!
En de stormy nights, dey'se 'proachin' mighty fast—
Hey! winter's comin'!
En de on'y club hout'll be de Oney Hast—
Fer winter's comin' suah!

CHORUS:

Den, oh, massa, put de mudguards on,
Kaze de roads am gluey sin' de sunshine's gone;
Yo'll be speckled all ober like de ole gray swan,
Fer winter's comin' suah!

De summer wuz long, but hit soon spun roun'—
Hey, winter's comin'!
En de autumn leaves is astrewin' all de ground—
Hey! winter's comin'!
En way up de mountain, de mud'll be deep—
Hey! winter's comin'!
Till yo lay 'eross de handles jes' ter crawl en creep,
Fer winter's comin' suah!
Den, oh, massa, etc.

De nor'east gales'll be risin' pooty strong—
Hey! winter's comin'!
W'en hit's blowin' in yo' face — mighty hard to get along—
Hey! winter's comin'!
Yo'll be slippin', en a-slidin', en a-squirmin' all de way—
Hey! winter's comin'!
En be yo'rsin' fer de summer, fer ter getter pleasant day—
Fer winter's comin' suah!
Den, oh, massa, etc.

PHLEANDER in *Irish Cyclist*.

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I would re-echo the words of L. A. W. No. 314 and say: "If one was held prior to ours I would like to know of it."

Montreal, Oct. 4. L. A. W. 145.

St. Louis To Enter The Circuit.

ST. LOUIS intends to be in the National Circuit next year with a large tournament. In '86 and '87 St. Louis was known far and wide for its race meets, but of late the lack of a proper track has caused other cities to take its place on the circuit. It is claimed however that the new track on the Pastime Athletic Club's grounds is a first-class one, and that hereafter the meet will be a fixture.

The Aluminum-Stearns Test.

E. C. STEARNS & Co. have named as their judges, William A. Rodding of New York City and Mr. C. E. Lipe of Syracuse, N. Y., and have instructed them to communicate at once with the judges named by the St. Louis Refrigerator & Wooden Gutter Co., with the view of having the test come off as soon as possible.

Lumsden Changes Again.

MR. A. E. LUMSDEN, the well-known Chicago rider who left the Pope Mfg. Co.'s employ to go with the Indiana Bicycle Co. last spring, has returned to his first love, and will hereafter be located as of yore, in the Chicago branch.



THE Waban Cycle Club, of West Medford, Mass., has fitted up in handsome style a club-room in Usher's block on High street.

THE first social dance of the Middlesex Cycle Club was held last week in Odd Fellows' Hall, Cambridgeport. About fifty couples were present.

THE members of the Anawan Cycle Club, of Mansfield, Mass., held a social and dance last week in G. A. R. Hall and a very pleasant time was enjoyed.

AN amusing road race of nine miles was run by ten Northborough, Mass. riders last week, the course being to Westborough and back. Duplisse, Goddard and Burdett were given three minutes start, White, two minutes, Moore and Leggett one-half minute, and Felt, Nelson, Eames and Wood started at scratch. Felt won in 28.53, Eames came second in 28.59, and Leggett third in 29.50.

J. W. SCHOFIELD, the English rider, sailed for England last week. He is very sore at Wheeler and not any too well pleased with the United States.

THE Taunton (Mass.) Cycle Club has organized a minstrel company and will give a show in November. The club has among its membership some exceptionally fine talent.

W. HASKINS, with 30 seconds handicap won the road race from Springfield, Mass., to Indian Orchard and return last Saturday afternoon. C. Haynes, scratch, was second; H. Gould, 30 seconds, third.

ARRANGEMENTS have just been completed to give in the arena of the Madison Square Garden a six-day-professional go-as-you-please bicycle race on ordinaries. The race will take place during Christmas week.

DONNELLY and Hunter, two of Philadelphia's cracks are in constant practice on the former's thirty-five pound tandem, and will shortly attempt to create new figures on the Lancaster Pike course for five, ten and twenty-five miles.

FOUR members of the friends of the Lockport (N. Y.,) Wheelmen attended the illustrated lecture by Dr. G. W. Powell on the World's Fair at Music Hall in that city last week. The lecture was very interesting to all and especially so to those who had visited the scenes described.

THE Oxford Wheelmen, of Philadelphia, are negotiating for a piece of ground near Thirtieth and Oxford streets in that city upon which they intend building a club house. The club will hold their annual sports on Thanksgiving Day at Oak View Driving Park, Norristown.

THE officers of the Massachusetts Division have become interested in the appealed case of Willow W. Hendricks, of Lynn, convicted of riding a bicycle without a lantern after dark in Saugus, and will contest the decision of Justice Amerige of Saugus, who imposed a fine of $10.

LATE OFFICIAL NEWS

Racing Board Matters.

THE claim for two mile record against time, made by H. C. Tyler at Springfield, Mass., Sept. 28, 1895, in 4.15 3-5, has been passed upon and approved by this Board.

For competing in cycling event, held under the auspices of the Cornell College Athletic Club, at Ithaca, N. Y., Oct. 21, 1895, the following are suspended for one year from Oct. 26, 1895:

Messrs. A. T. Hunter, E. P. Hinds and E. B. Gorbey, Ithaca, N. Y. The above college is a member of the L. C. A., A. A. A., and the men had due warning of consequences.

The chairman of the Board must ask indulgence as regards delays in sending decisions on disputed cases. There are now on file over three hundred such cases, involving a number of papers and affidavits in each. They are being taken up in regular order, and new cases as they arrive are placed in their proper order, and will be reached in due season. The above refers only to cases where a number of statements are to be gone over. Cases that require simply the writing of a letter in answer are disposed of without having to take their turn.

SANCTIONS GRANTED.

NOV. 7—86th street Branch Y. M. C. A., Mott Haven, N. Y.

Oct. 17—L. Thorne, Los Angeles, Cal.

H. E. RAYMOND.

TELEMACHUS' TALKS

On the Subject of Wooden Rims, Tires and Geared Ordinaries—He Gives Mr. Fairbanks Some Sound Advice On the Subject of Advertising, and Pays His Respects To "Ariel" and "Veteran-Up-To-Date."

THE fear lest he should not receive his due meed of praise for his work in pushing wooden rims, seems to haunt Mr. A. C. Fairbanks, "Patentee and Manufacturer of Wooden Rims, Boston." He complains that after having brought out and pushed into popular favor the wooden rim of to-day, the credit of his invention is given to Sterling Elliott.

If Mr. Fairbanks will re-read my article, I think he will find that credit was given Mr. Elliott as the first man to advocate the use of wood in the construction of the modern bicycle, just as we give to Columbus the honor of having discovered America, although what he really did discover was an island off the coast of America. Or, to be more practical, just as we give Dunlop the credit of having first used air to facilitate the progress of the bicycle rider; credit that will not be taken from him if some one else shall improve on his idea, or extend the use of air to some other part of the bicycle.

Is Mr. Fairbanks quite sure of his dates when he says that "the first rims of this kind were made during the winter of '92"? If so, my dear Mr. Fairbanks, you are certainly not the inventor of wooden rims, for it was in the summer of '91 that the riders on the circuit had the pleasure of inspecting a wheel fitted with these articles, and much comment did they cause. The wheel was in the hands of the McDuffee boys, and was tried by dozens of riders, and so full of life did the rims appear to be that the wheel was in constant demand, and was seldom unused in a race. Well do I remember this, for I chased it down the straight at Hartford that year in the consolation race, myself, and although the last quarter was ridden under 30 seconds, I was unable to do better than just miss a place; very lively did I believe the rims to be after that.

Mr. Fairbanks' letter gives rise to some musings on another subject, and as it proves the value of bicycle papers in general, and the BICYCLING WORLD in particular, as advertising mediums, it may not be out of place.

A short time ago I wanted to get a pair of wooden rims to put on a racing wheel, and knowing that they were made in Boston, turned to the BICYCLING WORLD to get the address of the maker. Vain was the search for an advertisement, however, and an inspection of the other papers revealed the same remarkable lack of information regarding what was one of the most discussed articles on the market. The rims themselves contained the name of the maker, but no address beyond "Boston." A letter, sent as a forlorn hope, addressed to "Fairbanks & Co., Boston, Mass.," brought no reply, and was finally returned, marked "unknown."

The case being an urgent one, further search revealed the fact that McKee & Harrington, New York, knew something about another rim maker, and a letter to them brought the address of the Bicycle Wood Rim Co., of Kingsland, N. J., from whom a pair of rims were purchased and put on the wheel, and are doing very nicely.

Now, I claim to be reasonably well posted on cycling matters, and if *I* could not find Mr. Fairbanks' address I don't see how other people who may not be so well posted can do so. What good, therefore, will it do Mr. Fairbanks to have invented the wooden rim, and to have pushed it to a point where it is in demand, if he does not inform people where he is, or where they can buy it? Instead of being so concerned at not obtaining all the credit of the invention, would it not be better for him to insert an advertisement in some good bicycle medium (the publishers of this paper can give him the address of one) and reap the benefit of it in orders?

I am in a peck of trouble this week, through being misunderstood, and having my arguments disputed. "Veteran-up-to-date" is one of those who misunderstand me if he thinks I advocate a racing tire for all-around use. For those who are not addicted to scorching, and care more for security, I say, by all means use road tires, and good, stout ones, too. Those who want to ride fast, either on road or track, need racing tires, and the lighter and thinner they get them the faster they will go—as long as they don't "bust."

This year I have used both kinds racing tires when I wanted to ride fast—or as fast as possible—and road tires when there was plenty of time. My tire has an inner tube and a mechanically fixed cover, just as "Veteran's" has, and I, too, have had rare good luck with it, never having had a puncture with a road cover, and but few with the racing cover. Like "Veteran," I have the most profound skepticism (perhaps born of want of knowledge) in regard to "self-closing" and "puncture-proof" tires, and I have the satisfaction of knowing that whatever happens to my tire I can sit down by the roadside and repair it permanently in a few minutes. The tire is the ——, but there, I must not advertise it, as "Veteran" does not give his a boost in the same manner, so I will content myself by saying that it is a very popular tire this year.

I am very much afraid that "Ariel" is as far wrong on the subject of low vs. high crank hangers, as he was when he told us of the swarms of geared ordinaries we would see by this time.

The alluring manner in which he described the delights of being up in the air, away from the mud and dust, safe from yelping curs, and able to view the beautiful scenery, was enough to make all of us discard our safeties for the loftier mount, but strange to say we still stick to them, and have no idea of changing. It is more than likely, too, that if "Ariel" was offered a G. O. of the latest pattern—pneumatic tires and all—in trade for his lowly safety, he would take but little time to decide—in favor of the little beast.

["Ariel" informs us that "Telemachus" is wrong in his conclusions. "Ariel" still sticks to the G. O. in theory.—ED.]

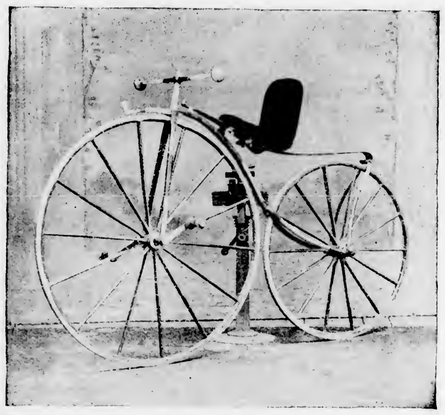
If "Ariel" really thinks that crank hangers have been gradually raised until they are now on a level with the rear axle, it would be well for him to examine a few of the modern wheels. He will find that the Columbia has a drop of 1 1-2 inches, and the Victor and Rambler two inches, and that the Victors and Ramblers of several years ago had higher crank hangers than they have now. It will be found, also, that nearly all wheels of this year's pattern have a drop of from 1 1-2 to 2 inches, about the only exception that I know of being the Remington, which has an extremely high crank hanger, parallel with the rear axle.

So well do makers realize that it is advantageous to have low crank hangers, that it is only when a wheel is to be used in localities where bad roads are the rule, and rut-riding and sidepath riding is in vogue, that the hangers are made high so as to clear everything. Most English wheels—where good roads abound—and racing wheels have low crank hangers, it being found that the lower the centre of gravity is placed the better the wheel handles.

The new type which "Ariel" mentions, having the crank hanger a foot or so higher than usual, is an English invention, in which the advantage of a low crank hanger is sacrificed for the sake of getting rid of a still greater evil, viz.: That of being down in the mud. Like the G. O.—which came into being through the same cause—it is an English product, and there is little likelihood of its making more impression here than did the G. O. The riders of to-day, including the men who, like myself, once rode the g. o. o., appreciate too well the benefit of a position as close to the ground as they can possibly get, to fly from the few drawbacks it has to other ills, infinitely greater, and it is for that reason that we find the universal tendency is to get the pedals as close to the ground as safety will permit.

TELEMACHUS.

A Choice Machine for a Century Run.



The machine illustrated above is one of the old-time velocipedes on which Mr. T. R. Burnham, now dead, rode from Boston to Bangor, Me.

Is The Importation of Cheap Wheels Done For? An English Editor Thinks So.

THERE is no room in America for the casual English dealer in cycles. The cheaper American-made machines are already retailing at $80 to $100, while the better class will be reduced to from $125 to $135—a big drop from $150 and $175. Even at the new prices the makers must have handsome profits. Labor is not so dear in the country districts as we in Britain suppose; while labor-saving appliances in all departments are perfected beyond our knowledge. That is patent in our own home factories, where American-made automatic machinery is gradually creeping in. Ground rental is low, too, across the "pond." When British makers have paid the heavy duty they start no more than level with the home makers, who must beat the British in the race commercially, with, as they have, all their forces at hand.

As I said in my first letter, there is still good opportunity for the topsawyers of the British racing path; but even that cannot last. Those who have made a large American trade may best maintain it, as the Raleigh Company had the foresight to do, by opening a factory for the "assembling" of machines which arrive from England in parts. The final building, enamelling, and tire fitting is all left to the State branch, and by this means considerable duty is saved. Such a course means the establishment of practically a new concern in the States, but I believe it to be the only way to retain any business of magnitude. Those who have done business in a small way may make up their minds to it dying off. The demise will be more sudden in the Northern and Western than in the Southern States, but it will be hastened everywhere by the terrible state of trade. In the cycle trade here failures are now of daily occurrence. I question if last season's English experience was worse than this in America.

Makers of parts have still good opportunity. It is evident that the Snell Company have started in the nick of time, but they cannot supply all the demand, and there are very few others (excepting importers) who have a finger in the pie. English tube is still in great demand. American makes have not yet given satisfaction. Like cycle makers, tire makers must be on the spot, and manufacture here under their American patents.
—*J. R. N. in Scottish Cyclist.*

Morgan & Wright.

Patent - Pneumatic - Tires

Are Record Breakers.

Are Tires That Cause no Trouble.

Are in Fact, the Embodiment of All That is Excellent in the Tire Line.

H. H. Wylie breaks the record from NEW YORK to CHICAGO. He rode a Sterling Special, fitted with our

Racing Tires.

NOT A Puncture. A Burst. A Scratch. A Moment's Delay.

Frank Waller paced Tom Roe from New York to Chicago, using an Arrow fitted with MORGAN & WRIGHT tires; did not use a pump the entire distance; experienced NO TROUBLE from BEGINNING TO END. The Tires do not show even an ABRASION of ANY SORT.

The most SERVICEABLE, LESS COSTLY and BEST MADE tires of the era are

Morgan & Wright's

PATENT PNEUMATIC TIRES

They Are What YOU Want

See that our firm name is in raised letters on the side of tire when purchasing.

Catalogue gives a World of Information.

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331-339 West Lake St.,

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[Mention BICYCLING WORLD.]

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Garford Saddles

FOR 1894

WILL BE READY BY AUGUST 1ST.

Correspondence with manufacturers solicited.

THE GARFORD MFG. CO.,

ELYRIA, O.

"ZIMMERMAN on Training

WITH POINTS FOR CYCLISTS,"

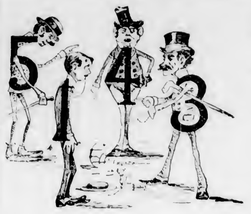
NOW READY.

Price 50 Cents, Handsomely Bound in Cloth.

A Valuable Work of Reference for All Riders.

Sent postpaid on receipt of price.

WHEELMAN CO., 167 Oliver St., Boston.



Figures Talk.

The DUNLOP TIRES sold up to May 15th, 1893, number

505,000.

You can't go wrong in getting a DUNLOP.

They Cost a Little More, but——

The American Dunlop Tire Company,

160 FIFTH AVENUE, NEW YORK.

USE A STICK

NOW, DO YOU NOT? YES?

We thought so. They all have to hunt around for a stick to clean the mud from their tires.

PURITAN SPECIALTY CO. P O 1239 BOSTON MASS PATENT APPLIED FOR.

STOP IT IMMEDIATELY.

And send for one of our pneumatic tire cleaners. Hard rolled, polished brass, lacquered. Goes in any tool bag or in any pocket. Nice people. Sent post-paid to any address upon receipt of postal note or money.

PRICE, 25 CENTS.

PURITAN SPECIALTY CO.,

Discount to Trade. P. O. Box 1239, Boston, Mass.

IT HAS MANY FRIENDS.

CALL'S No 5 SUPPORTER

With Lace Front and Adjustable Back Straps.

No. 5, same as cut, 75c.; No. 6, pockets each side of lacing, $1.00; No. 7, hose supporters attached to sides (no pockets), $1.00; No. 8, with pockets and hose supporter, $1.25. Postpaid on receipt of price. Send light waist measure.

Illustrated Catalogue Free.



FRONT VIEW

S. B. CALL, 229 Main St., Springfield, Mass.



BACK VIEW



The Billings' Bicycle Wrench.

Adopted by the Pope Mfg. Co., and pronounced by them the Best Bicycle Wrench in the Market.

THE BILLINGS & SPENCER CO., HARTFORD CONN.

HIGHEST **EXCELSIORS** GRADE

Prices maintained. Agents fully protected.



Machines Guaranteed Absolutely.

Road Scorchers. Light Roadsters. Full Roadsters. Ladies'.

Weights, 30, 35, and 40 lbs.

BICYCLE SUNDRIES.

ACKNOWLEDGED LARGEST SUNDRY HOUSE IN THE UNITED STATES.

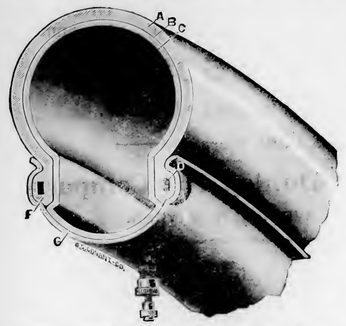
Z. & S. Hose Supporters, Belt Hose Supporters, Hip Hose Supporters, Z. & S. Bundle Carriers, Wrenches, Spoke Grips, Locks, Clocks, Cyclometers, Badges, Tire Tape, Rubber Solution, Cement, Plumbago, Graphite, Chain Lightning, Bicyline, Auto. Chain Cleaner, Repair Outfits, Oilers, Oils, Enamel, Tool Bags, Belts, Saddles, Bells, Lamps, Whistles, Pumps, Pants Guards, Toe Clips, Foot Rests, Safety Stands, Lamp Brackets, Eton Caps, Cork Handles, Rims, Nipples, Spokes, Balls, Tires, Etc.

SEND STAMP FOR ENCYCLOPEDIA NOW READY TO MAIL.

HOWARD A. SMITH & CO., NEWARK, N. J.

The "HUESTIS"

DETACHABLE PNEUMATIC TIRE.



Cut No. 1 represents the tire in cross-section. A represents the rubber shoe or tread, B the canvas lining of the same, C the air tube, D the light metal band, E the depressions or recesses on the rim, F the rubber prominences on the tire, G the rim. E and F interlock, thus securing a positive attachment and preventing the Tire from moving in any direction.

THE PROBLEM SOLVED

Of How to Construct a Perfect Tire!

THE HUESTIS IS THE RESULT.

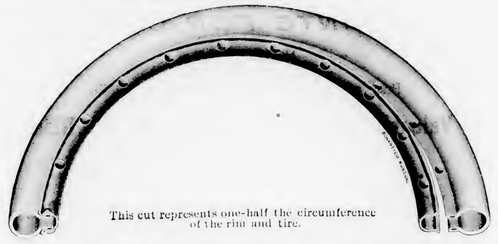
Why? Because it is light, strong, easy and simple to attach and detach. Can be put on or taken off in one minute, and when attached it's there and stays there. Absolutely impossible to creep.

The "Huestis" is a Moulded Tire

and is manufactured from the most perfect material and by the highest class of workmanship. We guarantee the "Huestis" to give entire satisfaction in every respect.

If you are unable to obtain the "Huestis" from your local dealer we will ship C. O. D. with privilege of examination.

Send for Complete Descriptive Catalogue.



This cut represents one-half the circumference of the rim and tire.

The NEWTON RUBBER WORKS.

Exclusive manufacturers of the

"HUESTIS" TIRE.

Also manufacturers of Pedals, Air Tubes and a General Line of Rubber Goods.

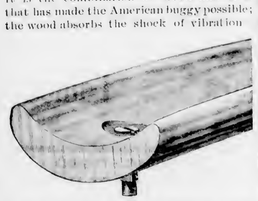
JOHN HANCOCK BUILDING,

BOSTON, MASS.

Wood Rims.

THE wheel of progress is constantly in motion, but a new thing is not always a better thing, and the inventive mind is constantly seeking out new uses for the older things, for, after all, this is the line of improvement which has had the greatest development. A new touch has been given to an old idea, in a *wood rim for a bicycle*. Rather startling at first, when you think that a bicycle, to be a seller, must weigh about thirty pounds; but it is claimed for this invention that you save weight and gain strenght.

The American buggy wheel is a marvel to other nations it looks so frail; but is stronger than one twice its weight. It depends on the elasticity of the material for its durability. Did you ever think that a buggy wheel made wholly of steel would not resist the shock of use for thirty days? It is the combination of wood and steel that has made the American buggy possible; the wood absorbs the shock of vibration



i. e., is resilient; the same principle applies to the steel rail and the wooden sleeper of the road-bed for a locomotive; without the wooden sleeper it would tear something to pieces.

A blow with a wooden mallet absorbs shock, a steel hammer localizes it; a steel rim tears out the spokes, a wood rim nurses them; a steel rim bends at a certain point will buckle or crush; *a white ash wood rim never will*. Watch a buggy wheel coming out of a car-track, see the warp and torsional strain, and how instantly it springs back when relieved from pressure.

In these days of light bicycles, a maker does a lot of thinking—how he can reduce the weight; he uses lighter stock, and cuts down a little here and there, and in the race for feather-weight mounts, gets to *saving ounces*, until, finally, like an overtrained horse, the bicycle flinches, when put to the test, and light wheels are condemned. The average pair of steel rims weigh from three to four pounds per pair; wood rims, to bear the same load, can be made one and a half pounds per pair. This is an important saving, when you think it comes on rims alone.

They have been on the path and road for over twelve months. Fourteen of them came in from a century race at Newark, N. J., on July 15th, finishing among the first forty in which the century record was broken. One rider, Van Emburgh, finished fifth, riding the last thirty-five miles on a deflated tire. Nelson, winner at Pullman, rode wood rims; also Sanger, on his English tour.

The rim we have seen is made in one piece, with an ingenious lap-joint made with waterproof cement and wrapped with strong linen fabric. The makers are so confident of the strength of the joint, that the valve-stem of the tire is put right through at the joint, as they claim it is the strongest part of the rim. It is manufactured under letters patent, by the Bicycle Wood Rim Co., Kingsland, N. J.

The Ariel People Speak Of Their '94 Wheels And The Prices Thereof.

EDITOR BICYCLING WORLD: Our models for 1894 are now ready and our catalogue will appear in about six weeks. We shall build three machines, a roadster weighing thirty-two pounds fitted with gear case and a patent brake of our own invention. A twenty-three pound racing wheel which will be capable of fast road work as well, and a straight line ladies' bicycle which will weigh thirty pounds all on fitted with gear case.

We also have startling novelties for 1894 which we think are sure to please the public. Ariel bicycles will be made to the standard of excellence which they have always occupied, will be fully guaranteed and will list at $150. We note the extreme reticence of some of the large manufacturers to state their 1894 prices. We consider this an unfortune thing and should have stated our own prices before had our models been ready. The great amount which has been printed and said regarding the matter of prices for 1894 has interested us more from the absurdities contained therein than anything else. We do not think that there is any secret in the matter or that there is any earthly reason why the public should not know the policy of manufacturers who depend upon them for support. We know not what others can do, but we do know that we cannot build a first-class bicycle and sell it for less than $150 and make a profit for ourselves. Our office has been flooded with inquiries from our agents and others asking as what we propose to do in this matter. Therefore we thought it expedient to declare our position.

We should like to call our agents' attention to the fact that we shall exhibit not only our bicycles but also a full line of all parts and method of manufacturing at the coming show.

Trusting that you will find room for this and thanking you in advance for the courtesy. ARIEL CYCLE MFG. CO.

E. H. WILCOX, Sec.

Goshen, Ind., Oct. 16, 1893.

English Trade With America.

To those who take an intelligent interest in trade matters, and who do not confine their observations to home markets, it must be evident that the cycle trade in America is at present passing through a very serious crisis, and it must occur to English makers that their trade with America is a subject for grave consideration. * * *

It would appear that America is passing through a critical period generally. * * *

English makers must remember that they have the greatly improved home market in America, American business methods, and the overwhelming tariff to contend against; and it is worth their while to ponder, and think whether the time has not arrived when they would be wise to give America a rest. We have had several opportunities recently of discussing these matters, and we are convinced that the American market is becoming narrower every day for English machines.

There may be a great field for trade in America, but the time for it has not come yet. We don't think much of the present crisis, for America is a magnificent young country that is bound to right herself in time—and in a short time too. The untiring, indomitable spirit of America will not yield to troubles as that of an older country might, and there is bound to be a reaction ere long. But it appears to us that cycling cannot take in America the extraordinary hold upon all classes of the community which it has done in several European countries till American roads are made in a civilized fashion. They don't seem to know what roads are, and therefore the use of the wheel must be very restricted. This is the more to be regretted, as Americans, notwithstanding this enormous drawback, have shown that they are a people scarcely behind the French in cycling enthusiasm.—*Wheeling*.

Look Out For Him!

EDITOR BICYCLING WORLD: A party giving his name as James S. Why, H. S. Folsom, and we do not know how many other names, in some way secured a letter head and has forged a recommendation or letter of introduction, purporting to be given, by us. He has presented this in various places, and on the strength of it, has secured the loan of bicycles. After getting them, he has pawned them, and left the place. We would like to have you make note of this in your paper, in order to protect any dealers from being imposed upon.

The party is a young man from 22 to 25 years of age, and has a scar on his chin. We take this means of notifying the dealers throughout the country, in hopes that this party may be caught, and if he is found, we should be pleased to have information given us at once, and have him detained. Any notice that you may give us in this matter, we should appreciate. Respectfully yours.

The Providence Cycle Co.

EDWARD A. GODDING, Treas.

Providence, R. I., Oct. 19, 1893.

Who Owns This Bicycle?

EDITOR BICYCLING WORLD: A thief left a safety bicycle here last Saturday. Capt. Hulthouse has it in his charge.

It has Columbia gray tires, direct spokes, frame similar to the Elliott's, such as are used on the Hickory wheel, ebonite handles, a large bell; It think it is the New Departure.

Can't find any number, and the plate has been removed, and in its place a star has been painted.

The thief claimed he came from Lynn, Mass., but he got away just the same.

Yours truly, C. H. TOWNSEND.

Willimantic, Ct., Oct. 16, 1893.

Judge Dean and the Culprit.

JUDGE DEAN put aside his judicial gown
And wheeled from the "common" of Boston town.

In his weary mind there is now no place
For the rights and wrongs of the human race.

He turned toward the west with a cheerful smile
And leisurely covered each passing mile.

Now stopped for awhile in an oak tree's shade
And counted the mileage he had made.

He could see very clearly each passer-by—
How few of them knew that the Judge was nigh!

No wheelman stopped to salute him there,
Not a smile did he get from a lady fair.

So the moments pass by with a never ceasing speed,
'Till the Judge thinks again of remounting his steed.

And now down the road spins a lady's wheel
And the light reflects from its polished steel,

A road hog appears at this point on the scene,
A brutal old ruffian and desperately mean.

No pen could describe the crash that took place,
Nor tell of the pallor that whitened Dean's face.

With the Judge's assistance the young lady rose
And after the road hog his honor now goes.

In the struggle for justice the Judge was a winner,
And cold Boston law had its hand on the sinner.

The latter then swore that revenge he would get,
And ended his oath with a terrible threat.

'Tis the morn of the trial, and the road hog is sure
That a plea of "Not Guilty" will freedom secure.

Now he sees to his sorrow and utter dismay
The wheelman of yesterday Judge of to-day.

Then eye met eye in that spacious court room
In the Judge's stern visage the fiend saw his doom.

Is it "Guilty" or "Not Guilty," the court clerk read.

"Well, I guess it is guilty," the road hog said.

And now for a season in Boston town
One mean old villain is safely down.

—ROBERT BRUCE.

Prof. Ayer's Skycycle!

EDITOR BICYCLING WORLD: In the issue of October 20, of your esteemed New York contemporary, there is a column article under the above caption. Speaking of the skycycle, it quotes from a Brockton, Mass., dairy, the following: "The balloon is an oval shaped bag, pointed at either end, and inflated with oxygen gas," or words to that effect. It further remarks "to students of chemistry this process of the generation of oxygen was very interesting. The gas being generated from iron filings in sulphuric acid." Students in chemistry would indeed be interested in this chemical phenomenon, since the gas generated in the foregoing manner would be *hydrogen* and *not* oxygen. Furthermore the value of oxygen as a raising element is extremely doubtful, since it is one-tenth heavier than the air in which the professor was to raise the machine. Hydrogen gas is about one-fifteenth of the weight of, the atmosphere, see? A man with but little general information should know something of these matters and not quote such rot, as the raising of a balloon by means of gas heavier than the air which surrounds it.

No wonder he came home in a team!

"ILEX."

Skipped!

FRANK L. C. MARTIN, of New Jersey, established a branch of his agency in Plainfield, N. J., last spring with Kelsey H. Wyckoff in charge as manager. Wyckoff was a good salesman and worked up a good business. Rumors concerning his standing have been rife for several days. Yesterday Mr. Martin took charge of the store and stated that Wyckoff had left town suddenly and owed him $3,300. Wyckoff received no commission, but was paid a good salary. Mr. Martin said that Wyckoff had sold bicycles for full price and only turned over $40 or $50, saying the wheels would be paid for in instalments. "I was out West," said Mr. Martin, "for several months, and when I returned I determined to make a personal examination of his accounts, and as soon as I began Wyckoff left town. He was well-known in this town, and was well liked."—*N. Y. Recorder*.

Steam Is Coming.

A NEW steam bicycle has been brought out in Saxony, and will be introduced in the United States. The generation of steam, of course, is the feature. "It is made in a boiler of galvanized iron, having an asbestos jacket, suspended between the wheels. The wet steam is superheated through a long circular tube within the boiler. The propelling machine is covered by an air and water-tight rubber pouch on each side of the rear wheel. Circular crank shafts make the speed. The fuel is benzine, and the operation shows that the patentee is master of compounding, expansion and condensing. The patentee is Konrad von Meyenburg, until now a student in the Royal Polytechnic School, Dresden, Saxony. *Hardware*.

An Open Letter To Harry Wheeler.

IT has not taken long for the "rot" to get into the timbers of the cash prize ship. Harry Wheeler, the star performer, the youth who rode for fun and not for money, the amateur in spirit, has struck "for more stuff!" The prizes are not big enough, so Wheeler will stand out, and proposes to visit England and France where so he opines larger cash prizes are to be got.

Now take my advice, Harry! Go straight to France, there is a chance there for a pushing young man, but in England you won't raise the value of a row of pins unless you are willing to put up "the stuff" for which you have so noble—and so amateur-like—a contempt.

Leave this effete old country out of your programme unless, indeed, any enterprising firm will pay you to go for the "1,000-miles record." If you want a thorough rest after all your exertions—a holiday, in short—take a moderate fee to beat this record. You can a ways take the train if the wind is against you—the practice is hallowed in this record (you can drop the "h" if you please."

If you *do* get to France, Henry, take another bit of advice. If you are going to ride and make records, take the precaution of having that "stuff" in hand *before* you begin. I hear of one eminent record-maker—who in certain respects resembled the Lawgiver Moses—who still awaits payment for feats performed.

My advice to you, H. W., is to stay in America, and put up with the

MICROSCOPICAL DOSES

of the "stuff" offered you by your pastors and masters, especially if you can ensure the regular "shutting in" of Professor Schofield, whose experiences up to date do not appear to have been overwhelmingly cheerful. Ta! Ta! *—Senex in Bi. News*.

Another Addition To the Ranks of the Benedicts.

AT Fall River, Mass., Oct. 24, 1893, Miss M. Thompson, of Perthshire, Bonnie Scotland (who arrived on the S. S. Furnessia's last trip), was married to Mr. Alfred Stainforth, Highlandville, Mass.

Everybody knows genial Fred Stainforth, the hustling advertising manager of the Union Cycle Mfg. Co., who has a splendid reputation as an advertising expert, and has also written for the general cycling press.

In his new departure everybody will wish him as much success as he has made in the cycling world—a host of friends and lifelong happiness.

Inter-Club Entertainments In Boston's A. C. C.

THERE is reason to expect a brilliant social season among the cycling organizations having membership in the A. C. C., of Boston and vicinity, for that association has voted to hold a billiard, pool and whist tournament and a bowling tournament. The former is an assured success, while the latter is something entirely new so far as Boston's cycling clubs are concerned. No club, save the Union, possesses regulation bowling alleys, but it is thought suitable arrangements can be made with the Norfolk House management for the use of its alleys on certain evenings in the week.

It is understood that most of the leading clubs will enter the billiard, pool and whist tourney.

The Medford, Cambridgeport, Somerville, Press, Hyde Park, Waltham, Winnisimmit and Union clubs will undoubtedly enter this tourney. Valuable prizes will be offered and the games ought to be exceedingly interesting.

"A Front Driver."

EDITOR BICYCLING WORLD: I read with interest the letter of "Chainless L. A. W. 21,547" in your issue of Oct. 20, not only because I am a "chainless" man also; but because I am almost positive I met the gentlemen here in Boston while he was on a tour from New York in last July.

I have ridden a "front driver" or *little* geared ordinary 2000 miles this season, and my experience has been so novel that it might interest some of your thousands of readers.

This machine, an experimental one, of my design in most part, was built for me last spring by Fred Dudley of Boston. It was made from an old high wheel and a "Broncho," the only new parts used being fellocs, tires, spokes, and handle bars. It is 38x26, geared to 68 inches, and has 1 3-4 inch inner tube tires. The frame is exactly the same as the old high wheel, of course allowing for the larger proportionate size of rear wheel. The handle bars extend front, then back, in a large ram's horn shape. The saddle post is short, perpendicular to backbone, and has a small L rod carrying a racing springless saddle. Brake I do not use, applying my foot in an emergency, and back pedaling usually. No mud guards as it is

A CLEAN MACHINE

for all common riding. For a step I use the wide crown of rear forks which answers every purpose. The wheel weighs for heaviest road use built extra solid, some 38 pounds. I thought in an experiment it was no use to risk a smash.

A word about the gear; it is "Broncho," and to some people that means just "N. G.," but I have used it very, very hard, and it shows no signs of wear after 2000 miles, and was used a year before I bought it. The old Broncho wheel is dead long since, but their ball bearing, adjustable gears were good, and after pulling one of them apart I decided I should hardly live long enough to wear one out (so to speak).

As to ease of propulsion the wheel pushes about the same as a 48-inch all ball, tangent spoked, high wheel of the first class did—although geared to 23 inches higher.

I have used it over everything, from concrete to railroad ties and pasture land, with no more danger than on a rear driver.

Yours truly, F. A. WADE.

Cambridgeport, Mass., Oct. 23.

In Early Morning.

A CERTAIN celebrated statesman once said of his opponent that he "depended upon his memory for his wit, and his imagination for his facts," which is evidence that they both lived before the days of cycling. For one who cycles with his eyes open does not have to tax his imagination for material to talk about, neither is he in that state of mental biliousness that would prompt him to make such a sarcastic accusation against a fellow creature.

If you have a grievance get up some beautiful morning and ride it off, for there is nothing short of the work of the grim Destroyer, that is impervious to a ride through the beautiful country before the world is fairly awake. Go before the earliest smoke arises from the chimneys, steal a march on the early bird, ride leisurely, drinking in the fresh morning air. Everything in nature is refreshed. The flowers look up in mild surprise—opening their sleepy, dewy eyes. Surely the grass was never so green before, the sky never so blue, and as the sun peeps up, we wonder why we never knew all this before.

Just such a ride as this we took not long ago the writer, the boy and the boy's father.

The ride was from Springfield to Hartford. The night before our start there had been a smart shower, that made the country roads perfect, but the city streets—well, before I got out of the city limits I realized that like the sinner I stood in slippery places, and that the Scriptural injunction "Let him that thinketh he standeth, take heed lest he fall," was particularly applicable to my case. The boy didn't mind, neither did the boy's father. I didn't fall, however, but what I suffered thinking I might would fill a book.

NEAR TO NATURE'S HEART.

But it was more than made up when we struck the country, especially through Long Meadow and Enfield. The roads are very broad, a sort of common in the centre overhung with beautiful old trees that waved a welcome and good-by as we sped along. There were miles and miles of this stretch and we rode at a more lively gait to make up for the "cold molasses" of the first part.

We stopped where a friendly tin cup beckoned us from the top of a pump. A funny looking little old lady came to the door of the house, brought there by the barking of a dog that was much more noisy than friendly, and she said she hoped her dog had not frightened us, as he was never known to bite. We were relieved, for we did want a drink.

We were about half through our journey now and began to think about breakfast. After crossing the "Locks" at Windsor we looked at the farmhouses on the road with a view to negotiating for some milk at least. We were all hungry and this time the boy, and the boy's father, did mind.

We halted at a respectable looking house, but on closer inspection (we went around the back way) we concluded that we did not want any milk just then the family were evidently of "foreign extraction," and the sight of eight or ten dirty, unkempt youngsters seated around a bare table, being waited upon by a woman whose acquaintance with soap and water was evidently very limited, did not prove sufficiently attractive for us to prolong our stay. A little further down the road we again stopped. It was very quiet, being still early morning. A beautiful dish of sweet peas rested on the vine shaded porch and somehow that seemed a good omen. The front door stood ajar, but we ignored that and walked around the back way. Here we found a pleasant faced, middle-aged woman. We stated our case, and an old lady whom she addressed as "mother" thought she might have some milk to spare, but they had no bread—"going to bake for breakfast." "I've been up since four o'clock," said the old lady, "but our folks won't get up Sunday morning," and there was decided resentment in the tone. She brought out some milk and crackers for our delectation, and by virtue of our evident early rising, she forgave our riding those outlandish wheels. I know it was beyond the bounds of her comprehension why we should do it in preference to being useful members of society but perfect reconciliation was effected when we did not question her price for the milk, and we went our way followed by almost

AN APPROVING SMILE.

The roads were not as good along here, and at the foot of a steep hill we stopped for a rest. The sun was now well up and the day bid fair to be hot, but we were not very far from our destination and we could afford to take our ease.

A cycler joined us here who said he was from "Rainbow" (we wondered if the town was as pretty as its name), and that cycler proved a live interrogation point. He wanted to know where we were from, where we were going, how long we had been on the road, what wheels we rode, and finally wound up by asking if we had any objection to his company as he was bound for Hartford as well as ourselves.

He was so pleasant withal that we could not refuse, although we were full sure if we did not strike a smart gait he would possess himself of a history in detail of every individual member of the party. The click of by cyclometer finally attracted his attention. He said it made him nervous; at any rate it served to distract him and he quit asking questions.

Along here the road proved too sandy for pleasant riding, so we ascended an embankment and followed a foot path thereon. A merry par y of "scorchers" were heard in the rear, while we were speculating on the ways and means of their passing us. The "interrogation," who was riding in advance, turned to "Exclamation," and shouted a warning, but *too late!* My front wheel struck an exposed root of a great tree, and though the gnarled roots of a giant oak may be very poetical to write about, if the poet were a cycler, and met with the aforesaid "gnarled," as I did, it would be an axe rather than a pen with which he would do the most effective work, I'm thinking. My handle bar struck the trunk of the tree, and I—dismounted; that is I found myself off the wheel, stopped short of going down the embankment, which was ten feet high or more and very steep. The boy and the boy's father were close behind, and the merry "scorchers" immediately behind them; what was to prevent them making a highway of myself and wheel? Nothing but a sudden stop—and very sudden it was, a sort of simultaneous tangle, but nobody hurt. We rode at a respectful distance from each other after this little diversion.

Nine o'clock found us in Hartford, making our third and last attempt at breakfast for the day, the first having been made in Springfield before we started.

Apropos of breakfast, a little story comes to my mind which a cycling friend told me. He is on the editorial staff of a cycling paper and consequently is constantly in receipt of all kinds of letters from the devotees of the wheel. A short time ago he received one which ran somewhat after this fashion: "I'm a racing man—in training—I ride thirty miles every morning before breakfast and I am troubled with a faint feeling; what would you recommend me to do for it?" The editor unhesitatingly wrote in a plain hand on the back of his correspondent's letter, "Eat H. O.," and mailed it to the racer.

It is to be hoped he was benefitted by such good advice, and got rid of his "faint feeling."

"MERRIE WHEELER."

Denver For The 1894 Meet.

It seems to me an injustice to keep the annual League meet from Denver any longer. We want all the League members we can get, and though the population is greater in the East, League loyalty is much the stronger in the West and it should be recognized. In the past when the annual meeting of the League of American Wheelmen has been held in a new locality, even though quite a wheel centre, it has always been followed by a large influx of new members in that part of the country.

Denver is the metropolis of the far West or Rocky mountain region, and is filled with generous hearted wheelmen who are just dying to entertain the League. There is a good wheel track in the city and the best of hotels that will accommodate as many wheelmen as desire to come. The surrounding country and mountains are filled with strange and interesting sights and the city of Denver is hospitality itself.

Every city of importance in the East, and several small cities of the East and South have had tne meet, while New York, Chicago, Boston, and Washington have each had the League meet, some of them twice, and yet neither San Francisco nor Denver have had a single annual League meet, though its wheelmen have attended all the meets for years past.

Some League members may say that the cost of transportation to Denver would make it out of the question. But cannot this be said of all past meets. There are hundreds of League members that never attend an annual meet unless it is within a hundred miles or so of their home, while the majority of old-timers who turn up at every meet would go to San Francisco as quick as to New York (or Asbury Park). The West deserves a little justice as well as the rest of America, and if for one of several thousands would like the meet of 1894 at Denver.

SETAGEC.

Illinois Chief Consulship.

IN your last issue there was a clipping booming Harry Rouse of Peoria for this position. Mr. Rouse is not a candidate, but the same reasons for Mr. Rouse being a desirable Chief Consul equally apply to Mr. Billingsley of Springfield.

The Chief Consul of the Illinois Division has always been a resident of Chicago, and it is simply justice to the rest of the State that some man should be chosen for that position who will represent the State at large and not Chicago alone. Again, such a man not being hampered by local and club prejudices as is generally the result when a Chicago man fills that position. A man selected from the outside, not having any of these entangling alliances and wholly unconnected with the trade would be able to administer the affairs of the Division in a thoroughly impartial manner.

Springfield is the capital of the State, and here must be fought the battle for hard road legislation. It will be greatly to the advantage of the Division to have its chief here to direct the fight. Mr. Billingsley is one of the most thoroughly posted men in the State on this subject, having devoted much of his time to the collection of data from which he has prepared several papers for farmers' institutes, etc. Living in the heart of the agricultural portion of the State, and being in his business connections constantly in contact with the farmer, he is better acquainted with and able to grapple with their prejudices than a man whose life has been spent in a large city like Chicago.

Mr. Billingsley's efforts for the advancement of the League and Division in the office of Vice-Consul alone, entitle him to the promotion, and being thoroughly conversant with every detail of the work would be much more able to handle it than some new man.

J. J. AMOS, No. 14,017.

This Cyclometer Is A Good One.

A VERY neat cyclometer has just been brought out by a French firm. The peculiarity of the thing is that instead of telling you how far you have travelled, it shows you at a glance at what rate you are progressing. The cyclometer itself is not much bigger than a watch, and is attached to the handlebar, and connected with the front wheel by a bit of silk or very fine catgut.

This little instrument is wonderfully accurate, and has been thoroughly tested on road and path. The dial is marked for kilometres and miles, and the whole thing is wonderfully got up.

Why Is It?

THE sad death of Cassignard, and the terrible mutilations which he received in his fatal fall, cause the cyclist to wonder yet once again how it is that men are never killed in cycle racing. Cassignard had often enough been flung to the ground in a heap of men and machines when going at the rate of fully thirty miles an hour, but had never been seriously hurt. The horse which fell with him and caused his death was probably not going faster than fourteen or fifteen miles an hour when the accident occurred; yet the unfortunate cyclist was almost dashed to pieces.—*Irish Cyclist.*

INVENTIONS.

Last Week's Patents.

A LIST of recent patents, reported specially for the BI. WORLD by W. E. Aughinbaugh, patent attorney, Washington, D. C. Copies of these patents may be had of the above named attorney at twenty-five cents each.

506,276. Pedal for Velocipedes. Edward L. Shultz, Springfield, Mass., assignor to the Warwick Cycle Manufacturing Company, same place. Filed Aug. 29, 1892.

506,313. Spring-Frame for Bicycles, Tricycles, etc. George W. Gardiner, Bishop-Auckland, England. Filed Jan. 21, 1893.

506,409. Ball-Bearing. Harold R. Wellman, Duluth, Minn. Filed Jan. 26, 1893.

506,424. Tire. Alfred Dineastle, Paris, France. Filed April 12, 1893. Patented in France and Belgium.

506,439. Wheel. Charles F. Harrington, Lyndhurst, N. J., assignor to McKee & Harrington, New York, N. Y. Filed March 6, 1893.

506,454. Bicycle. Crayton A. Woodbury, Rutland, Vt. Filed Aug. 12, 1892.

506,457. Means for Carrying Headlights on Velocipedes. Preston Davies, London, England. Filed July 12, 1893. Patented in Denmark May 19, 1893.

506,495. Bicycle-Jack. William H. Hart, Jr., Philadelphia, Pa. Filed Oct. 8, 1892.

506,508. Vehicle-Wheel. Luther C. Jaques and George F. Koster, Spokane, Washington. Filed June 30, 1893.

506,510. Saddle for Velocipedes. George S. Karr, Toronto, Canada. Filed Sept. 19, 1892.

506,526. Pneumatic Tire. Albert J. Rosenstiel, Rochester, N. Y., assignor of one-half to Edward Schirck, same place. Filed July 11, 1892.

506,594. Pneumatic Tire. William C. Keyser, Flowerfield, and Frederick A. Wagner, Three Rivers, Mich. Filed July 10, 1893.

506,600. Bicycle-Support. James Marks, Bayonne, N. J. Filed April 27, 1893.

506,616. Spindle-Bearing. George H. Allen, Fall River, assignor to George Draper & Sons, Hopedale, Mass. Filed May 29, 1893.

506,626. Bicycle. Alexander H. Clark, Fond du Lac, Wis., assignor of one-half to Louie H. Clark, Denver, Col. Filed Jan. 23, 1892.

Trade-Marks. 23,687. Sweaters. William Thomas Pilchers, Godalming, England. Filed Sept. 14, 1893. Essential feature the word "Charterhouse."

Something Worth Knowing.

To the readers of the BICYCLING WORLD and cyclists [illegible] to offer a little advice regarding the chain of a bicycle. Cyclists who have gone over one winter with a bicycle know to their sorrow the results of their chain rusting. It has been a great problem to all how to overcome this difficulty. The experiment was tried by using *Bicyline* and the results were simply surprising. The chain on which *Bicyline* was applied, was found to be as bright as new and free from rust. All I did was to smear a little on both sides of the chain, rubbed it in well and left it so.

The time is drawing near when cyclists will be putting their wheels away for the winter—buy a box of Bicyline, try it on your chain and be convinced of what I say. You will never regret it. As a lubricant Bicyline has no equal but as a *rust preventor* it is unequalled.

PROF. ONE WHO KNOWS.

BOSTON, Nov. 23, 1891.

Messrs. Adams & Sons Co., Brooklyn, N. Y.

Gentlemen: I have used your Adams' Pepsin Tutti-Frutti and find it an invaluable aid to any Athlete or Distance Runner, as it prevents the throat parching and keeps the stomach in good condition. Truly yours,

Signed, GUS GUERRERO.

Ride a New Wheel for $18.00.

For further particulars see H. W. Smith & Co's. ad. on page 110.

BOSTON, Nov. 28, 1891.

Messrs. Adams & Sons Co., Brooklyn, N. Y.

Gentlemen: Your Pepsin Tutti Frutti is just the thing for any cyclist or Athlete to use, as it keeps the throat and stomach in perfect order. Truly yours, (Signed) ROBT. A. NEILSON.

Mr. JOHN JERRY WARNES having resigned his position as Managing Director of Warman & Hazlewood, Limited, Cycle Manufacturers of Coventry, England, he has been appointed by that Company sole agent for the sale of their goods in the United States.

BOSTON, Nov. 28, 1891.

Messrs. Adams & Sons Co., Brooklyn, N. Y.

Gentlemen: I have used your Pepsin Tutti-Frutti, and think it is what every cyclist and Athlete should use. It is indispensible. I use it in all my races. Truly yours,

Signed T. RETIRE, Amateur Midland Safety Champion of England.

Send 50c. to us for copy "Zimmerman on Training." The book not only covers points on training, but points for tourists, care of wheels, records, and a host of valuable information.



WILSON'S
WONDERFUL NICKEL AND ENAMEL
PRESERVER.

Will Polish Nickel and Enamel
Prevent Nickel and Steel from Rusting.

DIRECTIONS.

Apply and before using, saturate a piece of cotton flannel with the solution, rub lightly, and in a few minutes polish with dry piece of cloth.

The solution leaves a fine coating, preventing the [illegible] from rusting. [illegible] applied on good nickel. It [illegible] and [illegible] Always [illegible] [illegible] [illegible]

Iowa Division.

Extract from By-Laws.

Art. 3 Sec. 3. "Candidates for office must be nominated in writing to the Secretary-Treasurer by at least twenty members."

Art. 3 Sec. 4. "All nominations must be filed with the Secretary-Treasurer not later than the fifteenth day of October."

Nominations received are as follows:

For Chief Consul,
Fred Beach, Muscatine, Iowa.
A. A. Herring, Sioux City.

For Vice Consul,
F. B. Thrall, Ottumwa.

For Secretary-Treasurer,
Chas. J. Sahlmeyer, Vinton.

For Representatives,
Thos. F. Cooke, Algona.
J. Fred Hall, Cedar Rapids.
Jas. B. Green, Des Moines.
Geo. W. Tones, Sec'y-Treas.

Des Moines, Ia., Oct. 18, 1893.

So. Carolina Division.

I wish to place in nomination for the office of Chief Consul of State of So. Carolina Mr. Jas. M. Wilson, the present incumbent and ask the support of all the members of this consulate.

Yours truly,
Irvin J. Corby, No. 31,968.

Charleston, S. C., Oct. 21, 1893.

Washington.

We, the undersigned, members of the League of American Wheelmen desire to place in nomination for the officers of the Sub-Division of Washington the following names.

For Chief Consul, W. A. Van Epps, Olympia.
For Sec'y-Treas., J. A. Drain, Spokane.

Respectfully,
Frank Scully, W. O. Powell, H. F. Bilger, R. R. Smith, Harry D. Cowles, } Capital City Wheelmen.

West Virginia.

The names which I have here are candidates of the Mountain State Cyclers: Harry Gruber, of Wheeling, W. Va.; Edward Scully, of Parkersburg, W. Va., Secretary-Treasurer.

F. L. Davis, Sec.

Virginia Nominations.

The Norfolk Cycle Club nominates the following ticket for officers:

Chief Consul—A. A. O'Neil, Norfolk.
Secretary-Treasurer—R. L. Boggs, Norfolk.

North Carolina.

I wish to put in nomination for Chief Consul, North Carolina, the present efficient officer, Jas. I. Yopp, of Wilmington. Mr. Yopp is the choice of the members in this section and is undoubtedly acceptable to the entire State. He has served faithfully since the time when we were but ten members and I should like to see him continue at the helm. We have a good man let us retain him. T. T. Gilmer, Charlotte, N. C.

L. A. W. 344.

Applications in October.

North California	10	New York	43
Colorado	2	Ohio	11
Connecticut	3	Pennsylvania	28
Dist. of Columbia	2	Rhode Island	4
Illinois	29	Tennessee	1
Iowa	7	Texas	2
Kansas	2	Georgia	1
Kentucky	6	Montana	2
Maine	1	North Carolina	1
Maryland	5	Utah	3
Massachusetts	29	Arkansas	1
Michigan	7	South Dakota	6
Minnesota	2	Mississippi	1
Missouri	2	Oregon	1
New Hampshire	1	South California	5
New Jersey	15		
			233

Applications October, 1891, 485
" " 1892, 831
" " 1893, 233

Renewals.

North California	5	Missouri	1
Connecticut	3	New Jersey	5
District Columbia	1	New York	4
Illinois	6	Ohio	2
Iowa	1	Pennsylvania	4
Kansas	1	Rhode Island	6
Maryland	2	Virginia	1
Massachusetts	3	Wisconsin	1
Michigan	4	Montana	1
Total			51

Applications for Membership.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III. of the Constitution, which is as follows:

Section 1. Any amateur wheelman of good character, eighteen years of age or over, shall, with the endorsement of two League members be eligible to membership in this League upon payment of the initiation fee and dues, as provided in this Constitution and By-Laws, and the By-Laws of his Division.

Sec. 3. The name of each applicant for membership must be published in the official organ, and unless within two weeks thereafter, a protest shall be filed with the Secretary, he shall become a member of the League.

Tickets will be issued fourteen days after the publication of names, and on the same date the name of applicant will be put on the mail list of this paper.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week. (When a holiday falls on Monday the list is closed on Saturday preceding.)

Boston, Oct. 27, 1893.

Total 20—35872.

Arkansas—1—38.

61801 McAnaly, C. F. Eureka Springs

North California—5—697.

61802 Nourse, Sterling B. Sacramento
803 Dale, J. B. Dixon
804 Levy, Otto L. Alameda
805 Lazier, Donald Gonzales
806 Biederman, F. A. San Francisco

South California—1—289.

61807 Smith, C. F. Temecula

District of Columbia—1—324.

61808 Ganse, Chas. E. Washington

Iowa—1—612.

61809 Boeke, William Clarksville

Massachusetts—3—6162.

61810 Thompson, John L. Attleboro
61811 Grohy, F. W. Dorchester
812 Young, Percy L. Egypt

New York—3—4365.

61813 Haiss, Eugene J. Albany
814 Brierley, Frank New York
815 Butler, Dr. Chas. S. Buffalo
816 Persons, Silas E. Cazenovia

Ohio—1—3194.

61817 Seifert, Charles Cincinnati

Pennsylvania—2—4381.

61818 Thorn, Benj F. Philadelphia
819 Elder, Jno. Jr. New Castle

Tennessee—1—99.

61820 Shive, J. L. Union City

HOW TO JOIN THE L. A. W.

Fill up the blank below, and, together with the sum required for Initiation Fee and Dues to April 30th, next ensuing (1894), send it to the Secretary of the League,

ABBOT BASSETT,
12 Pearl Street, - - Boston, Mass.

P. O. BOX, 5267.

Write your FULL NAME, your FULL ADDRESS, and your CLUB name in FULL.

Each applicant must give as references the names of two L. A. W. members.

The name of the applicant will be published in the L. A. W. BULLETIN as soon as possible after it is received, and after two weeks, if not protested, the ticket will be issued. This will consume in all about three weeks.

Stamps of a denomination above two cents will not be received.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cts. If you want your name in gold, stamped on the holder, send 50 cts.

MEMBERSHIP FEE.

In April, May, June, July, August, September or October, enclose $2.00 with this blank. In November, December, January, February or March, enclose $1.50. These sums include the initiation fee and the annual dues.

The sum printed on the blank is the proper amount to send on even date with that of this copy of BULLETIN.

Application for Membership.

.....189

ABBOT BASSETT, Secretary:

Dear Sir,—Enclosed you will find $2.00 for Initiation Fee and Dues in the League of American Wheelmen to April 30, next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur. I refer to the two League members named below.

Name.....

Street or Box.....

City.....

State.....

References:.....

.....

.....

Club.....

Write plainly. Autograph signature not required. Printing preferred, or enclose personal card.

Change of Address.

Members desiring change of address will kindly use the form below and send same to the Secretary, Abbot Bassett, 12 Pearl Street, Boston, Mass.

No. .....

Name.....

Old Address.....

.....

New Address.....

.....



H. B. Arnold Fails.

Harry B. Arnold, of New Britain, Ct., has made an assignment to Attorney Henry C. Gussman, of that city. Arnold has long been a well known racing man, who carried several well known makes of wheels in his New Britain store.

Ariston Wheels.

A new concern that is making a bid for trade patronage is the Ariston Mfg. Co., of Westboro, Mass., which began operations this year and has succeeded in building up an excellent trade.

They are turning out a very fine machine for both sexes, and, paying particular attention to the important minor details, expect to market a largely increased output for next season. Mr. George W. Toney is the manager, having formerly been foreman for the Beacon Cycle Works.

Another Tire Company In the Market.

Half a dozen different makes of tires are being put on the market by the Eastern Rubber Mfg. Co., of Trenton, N. J. Among a number are the Gem, the Fleetwood, the Arrow Racing Tire, the Cyclone Mechanically Fastened and the Climax. In addition they make a full line of bicycle goods, including combination cork and rubber handles, pedal rubbers, cement and valves.

Mr. V. J. Kelley is at present doing the New England trade in the interests of the firm.

The Raleigh Cycle Co.

It is with great pleasure that we announce to our many customers and friends that owing to the rapid growth of our business we have out-grown our present quarters and have been obliged to secure much larger premises at 2081 and 2083 Seventh Ave., New York. We will commence business at the new address on Monday, Oct. 9th. All mail matter and all shipments to us after receipt of this notice should be addressed as above.

We are branching out quite extensively in our new quarters and shall be glad to welcome you whenever you can spare the time, to make us a personal visit. We have what is undoubtedly the most complete and finest bicycle establishment in the world, combining factory, wholesale and retail warerooms.

Trusting that we shall continue to receive the business favors from you which have made it necessary for us to seek these large premises, we are, Yours most truly,

The Raleigh Cycle Co., Ltd.
Geo. S. Macdonald, Mgr.

Huestis' Patent Detachable Tire.

The Newton Rubber Works, of this city, are going to be very much in it on the tire question for the '94 trade, their Mr. F. W. Huestis having patented a detachable pneumatic tire for which they claim the following points:

First. Because it is lighter. Second. Because it is stronger. Third. Because it is impossible for it to creep on the rim. Fourth. Because it is of absolute and rapid engagement; can be attached or detached in one minute. Fifth. Because it is the only detachable tire applicable to a light wooden rim wheel.

The tire is illustrated in our advertising pages, the cuts showing its construction very clearly, and in offering it to the public they feel that the simple construction, absolute freedom from creeping, combined lightness and strength and the absolute and simple method of engagement will commend it to manufacturers and buyers.

Raleigh Co. To Handle Sundries.

What will be of interest to all manufacturers is the announcement that the Raleigh Cycle Company have added a manufacturers' supply department to their already large business interests in this country, and are prepared to make especially low quotations to the manufacturing trade on English racing saddles, of which they have secured American control from the following makers: Middlemore, Lamplugh & Co., D. Mason & Sons and J. B. Brooks & Co. The Raleigh Company is in a position to compete in prices against any American manufacturers of racing saddles and to even quote lower prices than American saddles can be sold at. English racing saddles have long held the palm of superiority over any American goods of this class and the Raleigh Company have such a large selection of styles to offer the trade, will undoubtedly do a very large business in this department. In addition to saddles they are also in a position to quote extremely low prices on tubing in large quantities, forksides, both weldless and brazed, ball heads, Southard's cranks, pedals both rat trap and rubber.

The Raleigh Company have placed very large contracts for all of the above mentioned goods, and their travelling representatives are now on the road showing these goods to the trade.

The handsome bronze souvenirs presented by the Press Cycling Club and the Boston Athletic Association were made by John Harriott.

E. H. Corson has removed his entire business to East Rochester, N. Y. He will soon commence the manufacture of a special bicycle according to his own ideas.

The large gold championship medal competed for by Kaufmann and Barber, also the medal presented to Kaufmann by the Mayor of Rochester were both designed and made by John Harriott, the Boston medal maker.

The Warwick Cycle Mfg. Co., of Springfield are looking hard toward their '94 business. They are getting out their new models and hope to have something unusually fine fornext year.

The Ames Manufacturing Co., of Chicopee, has just secured the contract for a large number of bicycles, which will keep many hands busy. When the work of the season has begun in earnest, the number of men on the company's pay-roll, now 213, will be increased to between 600 and 800.

The Wheelmen's Registration Co. has been organized at Portland, Me., for the purpose of manufacturing and dealing in bicycles, tricycles, etc., with $10,000 capital stock, of which $250 is paid in. The officers are: President, Frank R. Wright of Boston, Mass.; treasurer, Chas. W. Harlow, of Boston, Mass.

Mr. A. E. Flavell is the latest addition to the Raleigh forces and will be one of the representatives of the company on the road. Mr. Flavell from his long experience both as a traveller and as a practical manufacturer will be in a position to thoroughly explain the good qualities of the Raleigh to the trade and will undoubtedly prove a valuable acquisition to the Raleigh Company.

FIXTURES.

Clubs desirous of booming their race meets will be quoted special advertising rates upon application. You reach everybody in the Bicycling World.

NOVEMBER.

7.—Berkeley Oval, Washington Wheelmen's Race Meet.
17-25.—London. Stanley Show, Agricultural Hall.
30.—Stockton, Cal. Oak Leaf Wheelmen's Meet.

DECEMBER.

1-8.—London. National Cycle Exhibition, Crystal Palace.

JANUARY, 1894.

8-13.—New York. National Exhibit of Cycles, etc. Madison Square Garden.
15-21.—Philadelphia. National Cycle Show, First Regiment Armory.

The "PERFECT" POCKET OILER
(IMPROVED PATTERN)

Is the result of evolution. It is the outcome of 5 years' experience in making oilers and is to-day the tightest and cleanest oil can in the world. Does not leak. Regulates the supply of oil to a nicety. Look out for imitations.



Price 25c. each. Handsomely nickeled.



PUMP AND OILER HOLDERS.

We make a small size holder to carry above oiler on your wheel. Also a larger size holder to carry your pneumatic pump. Easily attached to any wheel.

Price 25c. each. Handsomely nickeled.

CUSHMAN & DENISON,
172 9th Avenue, - New York.

FOR SALE OR EXCHANGE.

In this department the prices are 20 cts. per line, 7 words per line, 12 lines per inch.

Stamps will NOT be taken in payment. Cash, check, money order, or postal note must accompany order, or no insertion.

WHO will offer a ladies' Columbia pneumatic of 1893 for a low cash price? JOHN A. MILLER, Mondale, N. J.

FOR SALE—Warwick Safety, 1893 model. Ideal pneumatic tires; only ridden four months; best of condition; price $80. Write or call. G. C. BASSET, 113 Federal St., Boston.

FOR SALE—Alpine Queen, Registered 51. Bernard Ritch; one of the finest and largest in America. Address, M. M. CONLAN, Shelby, Ohio.

Sundries For All.

Mail us your orders. Complete line. Pneumatic Tires put on, $2.00, by workmen of twenty years experience. Done quick and right. Bargains in wheels. Special lists free.

KNIGHT CYCLE CO.,
311 North 11th Street, - - St. Louis, Mo.

LATEST CYCLING PAPERS from all parts of the world received regularly and for sale. Send for List. FLETCHER & CO., 43 E. Van Buren Street, Chicago.

A MAN with three years' experience as dealer in cycles, and well posted on cycles, tires, etc., wishes to engage with responsible cycle house on reasonable salary, either on the road or in the house. Manufacturers or dealers wishing to engage such a party will be put in correspondence with him by addressing the BI. World, Boston.

MUST SELL one Victor Cushion; also one Hartford Pneumatic at your own price. W. H. JONES, 107 Mountain Ave., Zanesville, O.

FOR SALE—Model 90, 31 and 32 Columbias, $100; New Rapids, $75; Niagara, $75; Ariel, 32 pounds, $90; Cleveland No. 4 or Ladies' wheel, $105; Warwicks, A or B models, $75; Ladies' or Gents' Ormonde cushion, $65; all new '93 patterns, in perfect condition; sent C. O. D. on receipt of express charges both ways; some big bargains in second hand wheels; all makes. G. E. HANNAN, 1641 Lawrence St., Denver, Colo.

$50 Offered for perfect Model 30 or 32 Columbia. L. B., 73 New Brighton, Pa.

$125 For Ladies' Columbia, Model 31; full nickel; run only 375 miles; cost $185. E. P. HAMMES, Utica, N. Y.

$85 CASH. Cleveland No. 4, '93 model; 28" Cleveland thread detachable tires, 2 in.; weight 31 lbs.; brake; 63 gear; round or elliptical sprocket. A1 condition; want cash is only reason for selling. GEO. S. CLAPP, Box 574, Rockland, Mass.

Ride a New Wheel for $18

Take out your wheels, crate securely and ship to us, express prepaid; we will apply *Standard Make Pneumatic Tires*, either single or double tube, in A1 steel rims for $18 per pair, with a pump. Frame spreading and general repairing at the *Lowest Prices*. All of our work and tires guaranteed. R. W. SMITH & CO., 91 Marshall Street, Somerville, Mass.

GROW HEAVY HAIR. MUSTACHE AND BEARD. Smith 35c. Co., Palatine, Ills.

KEYSER
Bicycle Clock.

"GUARANTEED."



623 Main Street, Springfield, Mass., Oct. 16, '93.

A. S. Keyser, Esq.

Dear Sir—Your Bicycle Clock fills a long felt want on the part of a tourist, as it is thoroughly reliable. Heretofore I have carried a watch, and have broken two while touring, but on my tour from this city to Philadelphia, and thence over the Alleghanies to Pittsburg, I carried one of your famous Bicycle Clocks, and for all the severe shaking it received it kept perfect time the entire distance. I believe if there is any place in the Eastern States where there are rough roads it is through Pennsylvania among the mountains, and I think a bicycle clock that will stand such shaking is simply a marvel.

[Signed] R. J. Henderson,
Springfield Bi. Club.

Sold by all dealers, or sent on receipt of price, $2.50.

A. S. KEYSER,
3220 Germantown Avenue, - - Philadelphia.

BICYCLE ENGRAVING AND ELECTROTYPING
GRAVES & GREEN.
302 WASHINGTON ST. BOSTON.

Guaranteed to be "FAULTLESS" in Service, or money refunded, is our platform in selling

"FAULTLESS" TROUSER GUARDS.

Price by mail, 15 cts.

CHAS. SULZNER, 1000-1006 Arch St., Phila.

Biggest discounts known to the Trade.

SPECIAL.

In this Department, 25 cents a line. Cash must accompany the order. ☞

☞ Postage stamps will not be accepted hereafter in payment for advertisements or subscriptions.

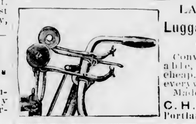
☞ Checks, Money Orders or Postal Notes only will be taken.

L. A. W. Badges.

The Official Design in Solid Gold. Send for catalogue to

C. H. LAMSON, 203 Middle St., Portland, Me.
The Original Inventor and Maker.





LAMSON'S
Luggage Carrier
NO. 1.

Convenient, durable, noiseless, cheap. $1. Sold everywhere. Made by

C. H. LAMSON,
Portland, - Maine.



The Latest L. A. W. Badge

Official Pneumatic Tire.

Solid Gold, - - $5.50
Gold Plate, larger, - 2.00

Any bicycle dealer will order you one. We have L. A. W. badges from 25c. up. Discount to dealers.

DURYEA JEWELRY CO.,
191 Broadway, - - New York City.

- PNEUMATIC -

908, Solid Gold, - $2.50
938, Rolled Gold, - 1.25

☞ Send $2.50 to

Martin, Metzger & Co.,
12 Maiden Lane, New York,
for a
Pneumatic L. A. W. Pin.

Sent by mail at our risk. Discount to jewelers. Catalogue will be sent FREE.



Road Race
... AND ...
Century Run
SOUVENIRS

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THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.

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Graceful, light and strong, this product of the oldest bicycle establishment in America easily retains its place at the head. Always well up to the times or a little in advance, its well deserved and ever increasing popularity is a source of pride and gratification to its makers. To ride a bicycle and not to ride a Columbia is to fall short of the fullest enjoyment of a noble sport.

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Pneumatic Tires

For Bicycles

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We manufacture a variety of high and medium grade single and inner tube tires for general sale.

Our tires are well constructed, thoroughly reliable, and, without doubt, are unequalled by any tires on the market for the price at which we offer them.

Correspondence solicited from manufacturers and large repairers.

Hartford Rubber Works Co.,

HARTFORD, CONN.

It Requires

A Good Deal to Break
and Very Little to Repair.

Ypsilanti, Mich., Sept. 19, 1893.

The HARTFORD CYCLE CO., Hartford, Conn.

Gentlemen—I have ridden my Hartford Safety constantly for three years and thought it could not be broken, but find out when you are run into by a runaway team, something has to suffer. Please send me six new spokes, which will repair damages.

Too much praise cannot be given a Hartford Wheel.

Respectfully,

FRED HUNTOON.

The Hartford Cycle Co.,

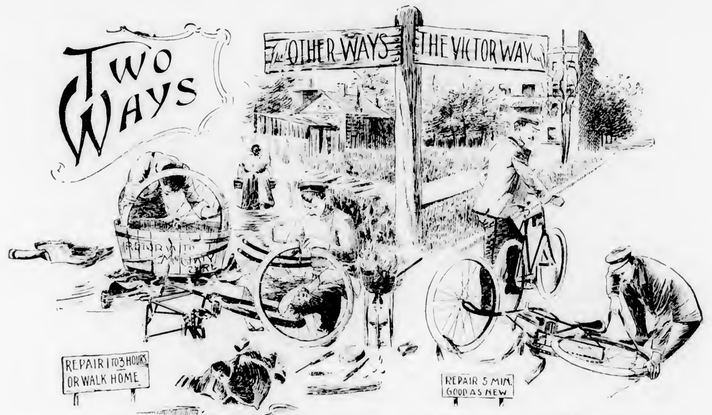
HARTFORD, CONN.

SEND FOR A CATALOGUE.

The BICYCLING WORLD AND L.A.W. BULLETIN

founded 1877

Volume XXVII. Number 9. BOSTON, FRIDAY, NOVEMBER 3, 1893. 50 Cents a Year. 5 Cents a Copy.



THE SHORTEST AND QUICKEST WAY OF REPAIR IS THE VICTOR WAY.

OVERMAN WHEEL CO.,

BOSTON. WASHINGTON. DENVER. SAN FRANCISCO.

HERE AND THERE.

Send 50c. to us for copy "Zimmerman on Training." The book not only covers points on training, but points for tourists, care of wheels, records, and a host of valuable information.

Owing to the heavy roads, W. F. Titus of the Riverside Wheelmen did not attempt to lower the ten-mile road bicycle record last Saturday.

Mr. Samuel L. King, Jr., Secretary of the Portsmouth Cycle Club, of Portsmouth, Va., was married to Miss Carrie E. Shaw, at Hagerstown, on Oct. 24.

Harry Butscher, of the Eclipse Wheelmen, of Philadelphia, is the recipient of a handsome gold medal from his club for his work on the cinder path this season.

"No action necessary," was reported on the order requesting the park commissioners to provide a place for temporary storage of bicycles at Marine Park, So. Boston.

Bicycles are being stolen by the wholesale in Bayonne, N. J. A dozen have been taken in this neighborhood lately. Still the police feign indifference and not one has ever been recovered.

Owing to the almost invidious condition of the road course the 10-mile handicap race of the Malden Mass.) Bicycle Club, which was to have taken place last Saturday, was postponed.

Edward Belmont, convicted of embezzling a bicycle from H. H. Dixon, of Los Angeles, Cal., was sentenced to jail for three years. Belmont thought he had been overdressed by the court, but no one agreed with him.

The professional pedestrian who stole a bicycle in this city last week was unfortunate in making a change in his profession when a policeman was around, and the officer made a third change when he gave the man a ride in a patrol wagon.

The wheelman who raced with the Millbury (Mass.) electric car recently, took one turn too many. He turned head over heels into the road. Fortunately he was not hurt, but he smashed his machine. The public highway is not a good place for racing.

A party of Waltham, Mass., fair cyclists not having any lanterns to their bicycles and desiring to take a ride through the Newtons attached a Chinese lantern to each machine and made their trip without breaking the laws of the Garden City.

Chauncey Smith, Jr., of the electrical department of the Bell Telephone company of Boston, has completed a ride of 2100 miles on his bicycle on an errand of inspection of the company's trunk lines. He left Boston several weeks ago and went as far north as Stanstead, Can. He now goes to Newburg, N. Y., returning home through Connecticut and Springfield. He carries a Kodak with which to photograph the lines for a descriptive map which he will prepare.

The boys at Winter Hill, Mass., have recently been buying from a local bicycle dealer old bicycle rims for use as hoops. The iron rims serve their purpose well, but the rattling and clanging of the hoops, especially when there are seven or eight of them, is far from melodious.

A movement is on foot to open Broad street, Chester, between that place and Philadelphia, by connecting with the Island road. If the Island Road was improved, and this connection made, the route between the two cities would be considerably shortened and would give a beautiful river front road.

Wheeler—Doctor, I wish you'd make out my bill.

Doctor—I thought you weren't ready to pay it now.

Wheeler—I'm not; but a fellow just asked me what my new bicycle cost me, and I can't tell him until I hear from you—*Truth*.

Howard Day, of Haddonfield, N. J., was arrested for violating the bicycle ordinance. Justice Miles discharged the prisoner, but Policeman Grumley again took him in custody. L. P. Day, of Rosedale, interfered at this point on behalf of his brother, and the crowd attempted to rescue the prisoner. Constable Jonnson went to the policeman's aid and threatened to shoot any one who offered resistance, and Day was finally taken before Justice Bisbine, who refused to hear the case. Policeman Grumley then entered complaint against L. P. Day for interfering with an officer and he was held to keep the peace.

A cyclist and pedestrian collided in Cleveland, Ohio, on Central Viaduct last week, both of them being thrown violently. The pedestrian's head struck the ground, rendering him senseless, and he died without regaining consciousness, while the wheelman dislocated his arm and otherwise injured himself.

At Malden, Mass., last Saturday Sullivan of Edgeworth and McGuire of Everett had a five-mile bicycle road race, which was won by Sullivan by a narrow margin. The time was a fraction less than sixteen minutes. McGuire claimed that Sullivan took the sidewalk part of the way, while he kept the street, and thereby lost. He, therefore, entered a protest, and challenged Sullivan to another race.

The entertainment committee of the Massachusetts Bicycle Club has prepared a series of interesting and entertaining events for the remainder of the year. The schedule is appended: Nov. 16—Anniversary of the opening of the club-house. The programme will consist of vocal and instrumental music. Nov. 22—Opening of the whist tournament, which continues until April 1. First and second prizes will be awarded the leaders and booby to the tail-enders. Points to count. Nov. 29—Pound party. Each participant must bring a pound of something, or suffer the penalty of a fine of 25. Dec. 7—Card party. Dec. 13—Poverty party. Participants must appear in costumes. Failure to do so will cost 25 1-2. Prizes will be given for the most ridiculous costumes. Dec. 20—Card party. Dec. 25—Christmas tree. Dec. 31—Sacred concert. "The Old Year Out and the New Year In."

Worth One Thousand Dollars.

We are just in receipt of a letter from Chas. J. Foskett, a large contractor and builder, of Natick, Mass., in which he says: "I would not take $1,000 for my wheel if I could not get another. I am riding it from 15 to 30 miles every day in my business. Wish I had got one before."

This man rides a regular HICKORY, MODEL "A."

SEND FOR A CATALOGUE DESCRIBING IT, TO

Hickory Wheel Co. South Framingham, Mass.

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Are weekly breaking records in almost every country in the world.

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More World's Records, More English Records,

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Garford Saddles

FOR 1894

WILL BE READY BY AUGUST 1ST.

Correspondence with manufacturers solicited.

THE GARFORD MFG. CO.,

ELYRIA, O.

Here is a Straw. Now Watch the Wind.

MARSHALLTOWN, IA., Oct. 20th, 1893.

ST. LOUIS REFRIGERATOR AND WOODEN GUTTER CO., St. Louis, Mo.

Gentlemen:—Our Mr. Haviland has been out only one day, and has taken four orders for the LU MI NUM. and we expect more orders from him to-night. Prospects are good and we can do our part in keeping your factory running in '94. We have got matters arranged to do a large cycle business, and shall handle only the LU MI NUM and ——, and we expect to sell a great majority of the LU MI NUM.

Yours truly, FISHER GOVENOR CO.

We shall print "lots" more like this, they are beginning to come in now.

ST. LOUIS REFRIGERATOR & WOODEN GUTTER CO.,

Incorporated 1873. ST. LOUIS, MO. Capital $500,000.00

The Gears Have Not Worn in the Least!

Baltimore, Md., October 18, 1893.

THE LEAGUE CYCLE CO.,

Dear Sirs:—I beg to advise that I have examined the workings of the LEAGUE CHAINLESS SAFETY, and I find it to be a wonderful piece of mechanism. I have been riding it for over th... months, and it is to-day in the same good condition as when received. I have had the machine apart and **the gears are not worn in the least.** I am sure there is no friction whatever as the gears run in oil, which is a very good idea.

I have been in races with this wheel and I find that it requires **no more power to run than an 18 pound chain wheel.** I have been riding it all over the rough streets of Baltimore and it does not hurt the machine in the least. The steel and enamel are of the finest, and the wheel is satisfactory in every way. The tires are the best, and THE WHEEL IS THE BEST.

Yours truly,

WM. VIDLER, Baltimore, Md.

THE LEAGUE CYCLE CO. - - HARTFORD, CONN.

THE

BICYCLING WORLD.

Published Every Friday

BY

THE WHEELMAN CO.

Incorporated under the Laws of Massachusetts.

167 OLIVER STREET,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 3282, Boston, sending their old address as well as their new, and their League number.

TO OUR ADVERTISERS:

Copy for new advertisements must be handed in by Tuesday morning to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN CO. All communications should also be addressed to the Company instead of to individuals.

Postage stamps will not be accepted hereafter in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken.—Ed.

C. W. FOURDRINIER, Manager.

EDITORS:

C. W. FOURDRINIER. H. CROWTHER.

Ladies' Department, conducted by

MRS. MARY SARGENT HOPKINS.

BOSTON, NOVEMBER 3, 1893.

Upwards!!

::: and :::

Upwards!!!

▼▼▼

"INDEPENDENT CIRCULATION!" That is the cry that we have had tossed playfully at our head by competitors, when we have talked total circulation WAY UP IN THE FORTY THOUSANDS.

Let us see what we have done in the matter of "independent circulation."

In the early summer we increased our independent circulation by 3,760!!

Since then we have added 5431!!

This together with what we had before we made an effort to increase, GIVES US A TOTAL INDEPENDENT CIRCULATION OF

6,743.

Advertisers will please take notice!

WE have from time to time in these columns commented on the question of wheelmen irrespective of party throwing their votes and influence for candidates for office who pledge themselves to support highway improvement.

In another column we print a circular received from a Brooklyn, N. Y., candidate for city office who appeals to wheelmen for their votes and pledges himself to further the good work of highway improvement.

This is a very significant thing and goes to show that politicians are beginning to appreciate the truth that wheelmen are an important factor in politics. And why should not they be? Surely wheelmen cannot expect to further the important question of good roads unless they support the men who pledge themselves to support such measures. Of course there are some whose party allegiance will not allow them to swerve from the duty which they consider to be strict adherence to party, irrespective of the fact that in some cases the nominee of the opposing party is pledged to support measures to the voter's taste. To such we have nothing to say, but there are others who believe that some good can come out of Nazareth and who will be willing to adjust their views to meet the exigencies of the occasion. To these we can say without fear of offence that we hope that every candidate who supports the question of better highways will receive the hearty support of the wheelmen irrespective of party. Of course providing that "the other fellow" is *not* pledged to mend his ways.

WHILE on the subject of politics and wheelmen we take pleasure in calling attention to a communication received from "A Member of the Bar and also a Wheelman" on the subject of Mr. J. S. Dean's candidacy for the office of Recorder of Probate and Insolvency.

This is the first time we have noticed the honor conferred on Mr. Dean in being nominated by his party to stand for election to the office mentioned. We believe Mr. Dean has many friends among the wheelmen of this country who will gladly show their appreciation of his sterling qualities by voting for him next Tuesday.

As remarked above in commenting on the Brooklyn affair, the votes of wheelmen as a body are looked on as an important factor in elections. Hence those who can conscientiously support Mr. Dean will be doing a wheelman a good turn which he certainly deserves.

WE have added this issue a new department to our paper, and which will be found in another column under the caption of "Winding Way." The lady who will have this department in charge is one who has from time to time contributed to the WORLD interesting articles on the feminine side of cycling over the nom de plume of "Merrie Wheeler." Under this nom de plume Mrs. Mary Sargent Hopkins has been long and favorably known to to our readers at intervals, but now we shall hope that the regular appearance of a column devoted exclusively to the ladies will be a feature not only interesting to the fair ones but to the sterner sex.

Mrs. Hopkins' ability as a writer is well known to our readers; it is therefore unnecessary for us to expatiate on that point. Her writing speaks more convincingly and forcibly than any words of praise from us could possibly do.

Buffalo Bill the Winner.

PARIS, Oct. 29. The 12-hours' race between Col. Cody (Buffalo Bill) on horse back and the cyclist Meyer was won by Col. Cody, who covered 329 kilometres. Meyers covered only 332 kilometres.

The race was a three-day contest, four hours each day.

At the end of the first day's race Cody had covered 124 Kilometres and Meyer 112 kilometres, and the horseman gained steadily thereafter.

Springfield-Boston Record.

FRED C. GRAVES of the Springfield Bicycle Club, accomplished his long projected feat when he rode from Springfield to Boston and back on Tuesday, in 17h. 28 1-2m. The total distance is about 200 miles.

Graves left Springfield at midnight and finished at 5.28.30 that afternoon.

Wheelmen In Politics.

THE time is evidently at hand when cyclists will make themselves felt as factors in the political world. A Brooklyn (N. Y.) candidate has issued the following circular letter to his cycling friends:

BROOKLYN, N. Y., Oct. 23, 1893.

To the Wheelmen of Brooklyn:

Having received the nomination for Alderman of the Second District (comprising the 3d, 4th, 7th, 11th, 13th, 19th, 20th, 21st and 23d Wards), by the Democratic City Convention, I take this opportunity after careful consideration, to ask the support of my fellow wheelmen.

As there are a great many wheelmen living in my district, a number of them being my personal friends (I being a wheelman myself), I take the liberty of calling your attention to the all important subject of better roads which we have been agitating for some time with varying success, and pledging myself if elected, to use all the influence which I can possibly command, in the furtherance of this object. I ask your kind consideration of me, and trust that I may secure your support, regardless of party affiliations. Yours respectfully,

HENRY C. KIESELBACH.

Another Twenty-Four Hour Record.

S. C. WAHL, of Washington, D. C., on Oct. 26 broke the 24-hour local road record. He selected the road west of that city, riding in 20-mile laps. The distance covered was 297.4 miles, or about 11 miles more than the previous record, made by J. J. Fister, also of Washington.

RECORDS GALORE!

Records Go At Independence — Johnson Gets Down To Business.

INDEPENDENCE, IA., Oct. 28.—The record breaking was renewed again to-day. The track was a trifle heavy from yesterday's rain, and, although the surface was smooth after the track machine had performed its work, it was not in the best condition for record breaking performances.

J. S. Johnson's first effort was to beat the quarter-mile record, which stood at 27s. In the first trial Johnson rode in 26s., the pace being set by the quadruplet. Johnson then made another effort, and succeeded in covering the quarter in 25 4-5s., equaling Tyler's record at Hartford, on Sept. 4, which, however, was made in competition. Four riders on the quadruplet machine rode a quarter in 26s., thus placing a new record on the books for a wheel of that character. The riders were W. A. Rhodes, Chicago; E. V. Miner, Indianapolis; Con Baker, Columbus, Ohio, and C. T. Kniscly, Chicago.

W. H. Burt, B. B. Bird and Harry Dorner, mounted on a triplet wheel, rode a quarter in 26 1-5s.

In an effort to beat the record for one-third of a mile, placed at 37s. by Windle, Johnson could only do 38 2-5, and he also failed in his attempt on the half mile record, his time being 57s, against Windle's .55 4-5.

Some More.

INDEPENDENCE, Oct. 30.—The kite track was in the best possible condition to-day, and when Johnson and his pacemakers came out they found a course as smooth and level as a billiard table. Johnson succeeded in placing four new world's records to his credit.

His first attempt was at the quarter-mile record, flying start, which he had placed at 25 4-5 s. last week. The first trial was a success, as he crossed the tape in 25 2-5s.

After resting a short time he came out again and cut the half mile record, flying start from 55 4-5s. to 55s., and subsequently reduced the record for one-third of a mile to a flying start, to 35 1-5s., the best previous being 37s.

Later on, with a standing start, Johnson rode a quarter in 29s., reducing the record one-fifth of a second. He made two efforts to lower the half-mile record, standing start, but failed in both, going the first time in 1m. 1s., and repeating in 1m. 4-5s. The record for the distance is 1m. 2-5s.

In all his trials to-day Johnson was paced by the triplet and quadruplet machines.

Astonishing Figures.

INDEPENDENCE, IA., Oct. 31. Johnson's first effort to-day yielded great results. He attempted the half-mile record, standing start, at which he failed yesterday, and finished in 59 2-5s., a full second below the mark. After a rubdown he came out for a trial at the record for the standing quarter, and again was successful, doing 28s., the previous mark being 29s.

Then came an effort for the flying quarter, which went at 24 2-5s., reducing his record of yesterday a full second.

The only failure of the day was the attempt at the mile, but, considering the amount of riding that Johnson had done previously, this was not surprising. He rode in 2.02, Windle's record being 1.56 4-5.

During the trials to-day Burt, Dorner and Bird, on the triplet machine, rode a quarter in 26s., and Will Littlejohn, a local wheelman, in ordinary attire, rode a quarter unpaced in 29 4-5s.

["Ariel" has something to say on this subject.—Ed.]

Windle and Tyler's Work During the Time Johnson Was Riding Out West.

Two more records were lowered by W. W. Windle on Hampden Park, on Thursday, Oct. 26, the one-third and one-half mile, flying starts, being cornered. Windle made the quarter in 27 1-5s., the third in 37s., and the half in 55 4-5s. The former record for the half-mile was 56 3-5s. The pacers were McDuffee and Clark and Warren and Arnold on tandems with Tyler on a safety.

Tyler made a try at the mile standing start record of 2m. 2-5s., made by himself a short time ago, but was not successful, although he equalled the splendid performance and lowered the three-quarter record. His time by quarters was: First, 32s.; second, 1.01 1-5; third, 1.30; mile, 2.01 2-5s. One-fifth was knocked off the three-quarter record.

Records At Odd Distances.

SPRINGFIELD, Oct. 27 — Harry C. Tyler made two records this afternoon, notwithstanding the weather was not at its best.

Zimmerman's 100-yard record of 6 seconds from a flying start, made a year ago, was reduced to 5 4-5 seconds, while he also established a record of 43 1-5 seconds for an eighth of a mile, flying start.

Zimmerman Takes a Try Himself At Charter Oak Park.

HARTFORD, Oct. 30. Zimmerman made another attack on the records this afternoon at Charter Oak Park, with the Banker brothers pacing him on a tandem. He established a new world's record of 35s., flat for a third mile flying start, lowering the time two full seconds. He next took a flyer at the quarter-mile, (which on Sunday he covered in 25s.) lowering it to 26s., a new record against time.

Made On Sunday, At Charter Oak Park, It Will Not Be Recognized.

HARTFORD, Oct. 29. Two records were broken at Charter Oak Park to-day, although they will not stand as official, having been made on Sunday.

Zimmerman first made a flying quarter in 25s., beating the record of Tyler, 25 4-5s., made on the same track in September. Zimmerman was paced by Crooks and Wheeler on a tandem.

E. C. Bald of Buffalo followed with a flying quarter in 24 1-5 seconds.

A stiff breeze was blowing during the trials.

J. S. DEAN

For Office Register of Probate.

EDITOR BICYCLING WORLD: I think that what I am about to say will not lay the BICYCLING WORLD open to the same strictures made on its action in so cordially endorsing Mr. Dean for Chief Consul, and I do not propose to enter into any controversy as to whether those strictures were based on just foundation or not.

What I do want to say to the wheelmen of Boston is I hope that in the coming State election the cyclers who are voters in Suffolk will give Mr. Dean their votes for Registrar of Probate and Insolvency.

It is of his fitness to occupy the position of Registrar of Probate that it is pleasant for me to speak. Unimpeachable in character, energetic and conscientious in performing duties intrusted to his care, able and bright in his profession, I am confident he would fill the office with credit to himself and the party which nominated him and satisfaction to the lawyers of this city. I hope to see the wheelmen of Suffolk County rally to the support of Mr. Josiah S. Dean and help elect him Registrar for "He's a jolly good fellow" and worthy of their support and the position.

A WHEELING MEMBER OF THE BAR.

Death of Miss Addie M. Davidson.

MISS ADDIE M. DAVIDSON, the popular first-lieutenant of the Woodbridge Bicycle Club, died at the residence of her parents in Arlington Heights, Mass., last Friday morning. She was one of the moving spirits of this organization, the members of which attended the funeral in a body.

Miss Davidson was for years past one of the compositors on the BICYCLING WORLD, where her many engaging qualities endeared her to all. She was but twenty-one years of age, and was the daughter of Mr. A. M. Davidson, who has been foreman of the WORLD'S composing rooms since it began doing its own composition.

Two Good Centuries.

MR. F. H. PLAICE, of Springboro, Ohio, recently rode two very fine centuries. On Oct. 19, riding over a course 105 miles in length, he covered 100 miles in 7 hours, 15 minutes, actual riding time being 5 hours and 35 minutes; and on Oct. 25, riding the entire distance against a strong wind, he exceeded in putting the record down to 6 hours, 22 minutes, actual riding time 5 hours, 32 minutes. Had the wind been favorable he would probably have lowered the American 100 mile road record. He rode entirely without pace-makers.



RATS, they say, desert a sinking ship, and Harry Wheeler, in giving the Cash Prize League the go-by simply exemplifies the old adage.

But why all this talk about "ingratitude" and "trickery"? Mr. Wheeler went into the Cash Prize League purely as a business experiment; it was a cash transaction; and, as all of its inceptors took exceeding pains to inform the public, was founded on a cold blooded business basis—the basis of cash—with no sentimental nonsense about it at all. Therefore it hardly seems fair that because Mr. Wheeler has decided to quit he should be assailed by every aider and abettor of the now moribund organization, which seems to be (if rumor, uncertain jade, is to be depended on at all) tottering to its fall. Even those of its boomers on the daily press of New York and Philadelphia, who once lauded it enthusiastically to the skies, now unite in statements of the disappointment of the men who have been putting up "the stuff," and the failure of the scheme to win public support.

It deserved a better fate, but it is a condition and not a theory that confronts us, and this condition makes it very evident to those who are well posted in the sport that the great public will not support professional cycle racing. Even the amateur events have a hard time of it. With all the inducement and aid which the members of the clubs and their friends can bring to bear the modern tournament is so expensive an affair that the attendance must be well up in the thousands to net any profit to the promoters (and it is a matter of public record how small the audiences—the paying audiences—have been at the professional races this summer).

This statement will not be relished by some people, but it is a true one, born of experience, nevertheless, and although I received no end of abuse for having dared to give utterance to it last spring I rather think that the season's results have demonstrated its truth.

BUT what of those misguided individuals who flopped from the L. A. W. to the N. C. A.?

Already several of them have been anxiously seeking the nearest road to reinstatement in the L. A. W., Mr. Harry Wheeler having approached a number of League officials so long ago as the beginning of September.

In order however to save any unnecessary misunderstanding it might be well to assure these prodigals, right now, that having made their bed they must lie in it, for I do not think that the National Assembly (which by the way is the only power to which they can look for reinstatement) would consider for a moment the question of restoring the men who professionalized themselves by riding for cash. The went out of the L. A. W. for cash; they rode for cash, and they got it; and they must needs be content with their choice, the fact that it did not pan out as they expected having nothing to do with the case.

As for men like Taxis, Graves and others who were expelled for makers' amateurism, it would be the graceful and the proper thing to do for the National Assembly to rehabilitate them in case Class B is adopted. Although barred from amateur racing this season they declined to join the Cash Prize League, and if the National Assembly, by the establishment of Class B, or promateurism, declares to the L. A. W. that its members may now openly do what these men had to be expelled for doing when it was against the law, it must of necessity restore to them the increased privileges enjoyed by their fellows.

SO well posted and reliable a journal as *Bicycling News* should know better than to say as it did in its last issue to hand:

"As regards the production of numerous names, of the three timekeepers, &c., Johnson's "fake" records differ in no particular as far as the public are concerned from dozens of other records. *They have been passed by the L. A. W.*, and yet we are now told on the best authority that they are "fakes." We understand that the method of timing in many cases simply consists in asking the first three owners of "stop watches" on hand to time the would-be record-maker. Thus one recent record was clocked by a professional trick-rider, a racing amateur, and a bicycle agent, not one of the trio setting up as a watch-holding authority, or having any reputation to lose. The result of such a system, or want of system, is illustrated in the case under notice, and the records of America, *authenticated by the L. A. W.*, must suffer in public opinion if they are found to include admitted fakes, more especially considering the surroundings of Johnson when the performances were alleged to be made. Suspicion was more than hinted at when Eck's *protege* was stated to have accomplished these marvelous feats, but *the records were passed.* This happened amongst a "nation of timekeepers," as some enthusiastic American dubbed his countrymen—a country where "fake" was impossible, because there are always lots of watches about; and yet J. S. Johnson's faked records *stand in the books* until the rider himself gives the fake away." [Italics mine.]

The BICYCLING WORLD has so often given due publicity to the announcement that Johnson's record of 1.563-5at Independence, Iowa, Sept. 22, 1892, had never been accepted by the Racing Board of the L. A. W., and does not therefore up to date stand as an authorized record, that it would seem hardly necessary to once more repeat it, but for the benefit of our English cousins I desire to tell them that whether genuine or not, that record is not yet an accepted one.

THERE can be no doubt but that the day when we shall fly (which means of course that the skycycle will usurp the place of the bicycle) is drawing near.

An International Conference on Aerial Navigation formed one of the series of "congresses" which recently met in Chicago and the meetings of this Conference proved to be successful and interesting beyond expectation. The efforts of the committee in charge of them to secure the cooperation of scientific and capable men, and reports of experimental investigations, facts and positive knowledge rather than speculations or descriptions of projects, was abundantly rewarded. *Aeronautics*, says some forty-five papers were contributed covering many of the problems of aeronautics and aviation, and presenting the observations and results of experiments of experts who are eminent as scientific men or experienced engineers, or both. The subject was taken out of the hands of "cranks" and was discussed by those who by reason of their knowledge and training were competent to do so. These papers are of very great interest to all who have any concern in the fascinating subject of aerostation.

At the conclusion of this conference the papers and proceedings were placed at the disposal of the editor of the *American Engineer and Railroad Journal* for publication in that paper, if it was thought judicious to make such use of them or any portion of them and it was therefore concluded to print them in the form of a supplement to the *American Engineer* which may be furnished to the subscribers of that paper at a small extra charge for subscription, and to whoever else might be sufficiently interested in the science and art of flight to be willing to subscribe to the supplement alone.

ARE unpaced records likely to become a fad, and if so will they prove to be of sufficient value to justify their continuance?

The recent trials at Herne Hill were of considerable benefit as a means of affording comparison between paced and unpaced records, and those gentlemen who have denied the value of pacemaking as an increased advantage in getting down in time cannot find more profitable study than a comparison of Windle's 1.56 4-5 made at Springfield on October 11th, with two tandem teams taking him along, and F. Pope's 2.18 2-5 unpaced record at Herne Hill.

And some very interesting tests might be made. It has been suggested by more than one that a series of attempts might be made against time, sending the different men against the watch in succession, and thus enable us to get some idea as to the difference in form of the several flyers with and without pacemakers.

For instance it would seem but reasonable to suppose that a strongly built racing machine like Sanger would be capable of making much better time, riding by himself, than men like Windle, Tyler, Johnson or Taylor, who are enabled to follow their pacemakers only by the expenditure of a much greater degree of nervous force than a phlegmatic individual like Sanger uses up. The hotter the furnace fire the more speedily the engine burns out.

THE news which is keeping hot the wires from Independence, Iowa, would at the present time seem to indicate that either Johnson is the most remarkable rider in the world at short distances, or else that the kite track out there is the fastest course in the country.

It really is surprising how the figures have been cut from day to day, and it is all the more interesting from the fact that it is a three-cornered fight between Johnson at Independence, Windle and Tyler at Springfield, and Zimmerman at Hartford. I shrewdly suspect that we should have heard more of the latter had he been able to secure the proper pacemakers.

There is one thing, however, to which I would like to call attention in the account of the records made at the Western track on Tuesday. It will be noted that it says "Will Littlejohn, a local wheelman in ordinary attire, rode a quarter unpaced in 26 4-5 seconds." Now this is a feat which would tax the abilities of either Windle, Tyler or Zimmerman, and several interesting questions suggest themselves. As for instance: Who is Mr. Will Littlejohn; was the quarter carefully measured; at what rate of speed per hour was a gale of wind blowing on his back when he rode, etc. etc? For, be it known, that figure is but 1-5 outside of Windle's flying quarter at Hartford on Sept. 5th, which was broken later in the day by Tyler, who did :25 4-5, and a great many people are going to ask themselves how it is possible for an unknown rider, "in ordinary street attire and unpaced," to accomplish such a marvelous feat as this undoubtedly is if true.

HIGH gears on tandems are the proper thing—there is no doubt of it.

While a sixty-three or sixty-six gear is all right for a single machine, a tandem, triplet or quadruplet team can get a much higher rate of speed and pedal more easily while the crank turns with the slow revolution of an eighty gear. The best evidence seems to prove that these machines can be driven much harder with a high gear than with a low one, the quadruplet which is being used for Zimmerman's record breaking at Hartford, being an eighty gear for instance, while there is one in the market which has, it is stated, a ninety gear, although I would not vouch for this from personal knowledge.

IF the cycling editor of the *Globe* were to devote some of the time he is wasting in writing against space on what he knows about division politics to the editing of his telegraphic news, his paper would gain in accuracy. On Tuesday morning it gravely announced that Johnson had lowered the quarter-mile flying start held by Tyler, of 24 4-5 seconds, to 24 2-5 seconds.

To be sure there was only a difference of one second—too small a margin to mention.

AUTOMOGRAPHIES are right in Editor Berger's line, but heaven preserve me from having him write me up such a one as he favored Harry Hilliard Wolff-Wylie with in his last issue. When L. J. dips his pen in gall it is a double distilled extract, and no mistake.

THANK you kindly, "Nubso," you always were an *appreciative* friend of mine.

Ariel

Send 50c. to us for copy "Zimmerman on Training." The book not only covers points on training, but points for tourists, care of wheels, records, and a host of valuable information.

Union

Record List.

Corrected Up to Date.

Date.	Distance.	Start.	Time.
Sept. 4, '93.	1-4 mile,	flying.	25 4-5 sec.
Sept. 9, '93.	1-4 mile.	standing.	29 1-5 sec.
Oct. 3, '93.	1-2 mile.	flying.	56 3-5 sec.
Sept. 14, '93.	1-2 mile.	competition.	1.00 2-5
Oct. 11, '93.	3-4 mile.	flying.	1.26 3-5
Oct. 11, '93.	1 mile.	flying.	1.56 4-5
Oct. 11, '93.	1 mile.	standing.	2.00 2-5
Sept. 28, '93.	2 mile.	standing.	4.15 3-5
Oct. 17, '93.	3 mile.	standing.	6.43

There is no limit to the capabilities of the UNION.

Superbly Built.

Finely Finished.

Marvellously Strong.

No wheel of the '93 vintage has given such universal satisfaction.

WATCH US.

Union Cycle Mfg. Co., Highlandville, Mass.

Gentlemen—Having just returned from a 1500 mile trip through Germany, Switzerland and Austria, upon a Union P. D. Q., I wish to advise you that the machine gave absolutely no trouble, not a break of any kind or even a punctured tire, and I am naturally very much pleased with the staunchness and reliability of the Union.

Yours truly,

[Signed] WM. SCHAEFER.

Millville, N. J., Sept. 11, 1893.

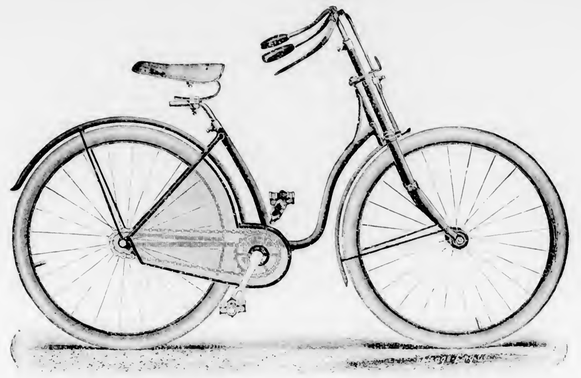
Union Cycle

Mfg. Co.,

HIGHLANDVILLE. MASS.

BRANCHES.

BOSTON. PHILADELPHIA.
SPRINGFIELD. CHICAGO.



JUNIOR NO. 4, $60.

THE only bicycle designed for the use of small ladies—Has 26-inch wheels—Roller chain—Plenty of room between saddle and handle bar, insuring an easy and graceful position. Catalogue from any of our agents or sent direct.

WESTERN WHEEL WORKS

CHICAGO. NEW YORK.

Agents Notice!

The Western Wheel Works, Chicago, and R. L. Coleman Co., New York, have consolidated, and the business both East and West will be carried on by Western Wheel Works.

All agents in the territory formerly controlled by R. L. Coleman Co. will address Western Wheel Works, N. Y., and all Western agents will address as before, Western Wheel Works, Chicago.

Wood Rims.

"TELEMACHUS" makes one or two mistakes in his letter in the BICYCLING WORLD last week. To begin with, if he will refer to my letter in the WORLD of Oct. 13, he will find that I am talking all the time about my built-up or sectional wood rim, made of layers or veneers of wood bent to a circle with joints counterlapping.

I do not lay claim to anything I am not entitled to. Neither am I looking for any "meed of praise" that is or is not my due. Neither do I or have I ever claimed to have invented wood rims. I took exceptions to the suggestions that Sterling Elliott had anything to do with the introduction of the present bent wood rim, whether made of one, or as in my rim, of several different strips of wood. I still insist that my position is well taken.

I rode a bone-shaker of the worst kind, called a velocipede, a "front-driver" in 1868, very much like the one Burnham rode to Bangor, a cut of which appeared in last week's WORLD. It had wood rims or fellocs, wood spokes, and wood hubs, and wood pedals. But what did the maker of that monstrosity have to do with the present bent wood rims? I reply. Just as much as Sterling Elliott.

I have been granted letters patent of the United States on my improvement, dated May 9, 1893, and I am a supplicant at the same throne for another. The facts of the case are just this: The bicycle that "Telemachus" chased with such disastrous results was built by Peter Berlo, and had wood rims made of one piece of wood. The first pair of the built-up wood rims ever made were manufactured in my factory, under my directions, some time during the winter of '91-'92, for Berlo. Every statement and claim that I have made in this connection can be verified point for point.

If "Telemachus" will take the trouble to call on me, I will give him a very interesting discourse on wood rims, and explain the reasons why my desires to advertise in the papers have not been acted upon. Every man has not the entire control of his own destiny. I will also explain my latest improvement to him. But, seriously, have I not shown as much discretion and judgment in advertising as my competitors whom "Telemachus" speaks of? Did *they* advertise in the WORLD previous to the opening of this subject?

One question more, and I close. Would "Telemachus," in my place, showing up this article, or any other *new* thing, and not receiving encouragement from several of the *largest* houses in the bicycle business, feel like spending good money trying to get the public to demand this of the makers? The makers themselves know all about it, as I showed it to them as long ago as September and October, '92.

I *have* advertised, but directly to the manufacturers. Newspaper advertising will soon begin, and I assure "Telemachus" my first contract will be with the BICYCLING WORLD. A. C. FAIRBANKS.

L. A. W. No. 10 151.

$10,000 For An Invention.

THOMAS FANE and Charles F. Lavender, proprietors of the Comet Cycle Company, of Toronto, have received $10,000 in consideration of relinquishing their claim as inventors of the contrivance for removing and replacing bicycle tires easily. The Dunlop Tire Company now own the patent in Canada.

Will Run Down No More Wheelmen.

THE wheelmen who caused the arrest of the two Tonawanda (N. Y.) road hogs for running down C. H. E. Frank, of Buffalo, in the highway two weeks ago, pushed the case, and it finally came to trial last week at La Salle.

The defendants changed their plea to that of guilty, pleaded ignorance of the equal rights of wheelmen on the road, said their day's fun had already cost them over $50 and asked for the mercy of the Court. They were fined $8 apiece.



Taunton's Race.

TAUNTON, MASS., Oct. 28.—A road race was run here to-day under the auspices of the Taunton Road Club, confined to local riders. The course was from Eastondale to the junction of Broadway and Bay street in this city, 10 miles. There were 15 starters. The men finished in the following order:

Bearse, 4 1-2m.; Lincoln, 4m.; Dennis Daley, scratch; Turner, scratch; Westgate, 1 1-2m.; Hatch, 1 1-2m.; Walsh, 5 1-2m.; Hayes, 4 1-2m.; Dupel, 2 1-2m.; Wood, 4 1-2m.; McMahon, 2 1-2m.; King, 2 1-2m.; Gifford, 3 1-2m.; Henry, 1m. Moran, 1 1-2m.

Dennis Daily won the time prize, doing the 10 miles in 30.15.

City Cycle Club's 5-Mile.

The annual 5-mile road race of the City Cycle Club, of Philadelphia, was held over the P. A. W. course, on the Montgomery Pike, last Saturday afternoon, at 3 o'clock. George G. Melloy, scratch, won the race in 15.06; C. Herbert Bell, 30 seconds, was second; C. H. Wilson, 2m., third; J. F. Melloy, scratch, fourth.

An attempt was made to lower the club record, but owing to the bad condition of the road, poor time was made.

Riverside Racers.

THE Riverside Cycle Club of this city held its annual road race last Saturday afternoon. The entries and handicaps were as follows: H. Conover, J. Bowser, N. Saunders, J. Turner and W. West, scratch; Geo. Lewis, 2m. 30s., and W. M. Smith, 2m.

The course from the Back Bay fens, out Beacon street to reservoir, twice around lower basin, and return over the same course, ten miles.

The start was made at 3.40. The actual time made was as follows: Bowser 31m. 33s., Turner 35m. 33s., Saunders 37m. 08s., Conover 38m. 50s., Smith 41m. 28s., Lewis 43m. 58s.

Run 'n Mud.

THE Franklin (Mass.) Wheel Club held its first handicap road race Oct. 28. The men were at a decided disadvantage in having to race in heavy mud, while a drawback was also found in two long hills. There were 66 entries and 56 starters.

The prize winners and their time were as follows:

J. M. Supple, 11m., first, time 63.05; A. Chamberlin, 9m., second, time 61.48; W. M. Dawson, 12m., third, time 60.30; I. C. Trask, 7m., fourth, time 61.32; J. A. Langford, 8m., fifth, time 61.25; Murray Whiting, 8m. 30s., sixth, time 65.37; Fred Billings, 5m., seventh, time 59.53; W. E. Knowlton, 9m., eighth, time 63.45; Samuel Snodgrass, 7m., ninth, time 61.45 1-2; Otis Corbin, 9m., tenth, time 61.12.

The prize offered for the best time was won by A. F. Wisner, whose time was 56.50.

Malden's Road Race.

ALL but three of the twenty-five entered riders competed in the ten mile handicap road race of the Malden Bicycle Club Monday afternoon. Eastern avenue, in the vicinity of the start, was so crowded that it was with great difficulty that the men got to their marks.

The start was made at 3.15, Adams from the four-minute mark, and Bianchi, three minutes. The two alternated in making the pace until about four miles from home, when Bianchi stole away. Bianchi thereafter had the race at his mercy. McDuffee and Berlo, the latter going over the course for the professional 10-mile record—worked their way well through the field from scratch, McDuffee winning the time prize. The men finished in this order:

NAME.	HANDICAP. M. S.	TIME. M. S.
A. L. Bianchi	3 30	31 46
A. C. Barnard	2 30	30 18
A. B. Jewell	3 00	29 50
C. B. E. Adams	4 30	32 21 2-5
E. L. Gates	3 00	32 01
W. M. Telford	3 00	31 32
P. J. McDuffee	Scratch	29 08
J. C. Wetherger	1 00	29 45
John Bianchi	1 30	30 16
A. W. Phillips	1 30	30 33
E. G. Merrill	1 00	30 56
E. A. Lindstrom	2 30	31 57 1-5
A. C. Dodge	1 00	30 47
J. G. Rose	2 30	33 18
A. R. Cochrane	4 00	35 29
John F. Cochrane	2 30	34 51
F. A. Tucker	4 00	36 38 1-2
D. J. Coburn	5 00	38 27

Berlo's time over the course was 29.08.

140 Miles in 10 Hours.

AT 10.42 o'clock on Wednesday night of last week George E. Quinn, of the Press Club, and J. F. Cochrane, of the Malden Bicycle Club, started on a 24-hour cycle ride against record, despite the fact that neither man was in condition for such a ride. The Malden Club's ten-mile road race course was the scene of the attempt.

On the 26th mile, while passing through Saugus, Cochrane broke his machine and had to quit. Quinn kept at his self-appointed task until 7 o'clock Thursday morning, when he gave up having no pacemakers. In his riding time, 10h. 5m., he rode 140 miles. It is quite likely that both men will again go for the record this week, when they are in better condition.

Dropped From Exhaustion.

ATTLEBORO, MASS., Oct. 28.—Henry F. Leonard of Attleboro, and W. L. Maintaine of North Attleboro were participants in a 50 mile bicycle race at the agricultural fair grounds this afternoon, and when Leonard had nearly finished his 26th mile he reeled from his bicycle and fell to the ground, collapsing from the strain of the race.

Leonard was taken from the track and put in a hack and sent to his home, but on arrival at his house he was unconscious, it being feared that he will never recover.

Maintaine had made his 30th mile when Leonard fell.

Newark's Lantern Parade.

ABOUT 250 cyclists participated in the lantern parade of the Essex County Wheelmen in Newark, N. J., on Wednesday night of last week. The start was made at 8.30 o'clock from Lincoln Park, and the parade proceeded up Broad street to Harvey street, thence to Belleville avenue, to Broad, to Warren, to High, to Market, to Broad street. Many of the riders were in fancy costumes, some of them being very funny.

Among the clubs which participated were the Essex County Wheelmen, Century Cycle Club, Newark Wheelmen, Kearney Young Men's Catholic Union, South Park Wheelmen, Union County Roadsters of Rahway, Atalanta Wheelmen, Excelsior Bicycle Club, Montclair Wheelmen, National Turn Verein, besides about fifty unattached riders. The Century Cycle Club made the best showing.

An Open Century.

THE Orient Cycle Club of East Boston will hold its first annual open century run on Nov. 12th. The party will average ten miles per hour, and start will be made from their new club house, corner Chelsea avenue and Ford street, Orient Heights, at 6 A. M. Breakfast will be had at Salem and from there the ride will be direct to Amesbury and back to Newburyport for dinner. A beautiful souvenir will be presented to all who finish. Entries will be received at the club rooms until Friday evening, Nov. 10th. Entrance fee $1.

THE East Boston Cycle Club held a road race Thursday of last week over a ten-mile course, starting at Maverick Square, East Boston, to Winthrop and return. There were some 34 entries. The prize winners were: J. Barry, East Boston Cycle Club, 2 1-2m., handicap, first, time 37.18; Edwin Urch, Maverick Wheel Club, scratch, second, 35.50; A. D. Lounder, East Boston Cycle Club, 1 1-2m., third, 38.20; G. B. Stover, Orient Club, 2 1-2m., fourth, 38.21.

Peter Berlo started 15 seconds after the scratch men, as he desired to establish a professional record. He made the distance in 35.35.

Parade in Brockton.

THE greatest crowds ever seen on the streets of Brockton, Mass., lined Main street last week to witness the lantern parade of the consolidated cycle clubs of that city. Prizes were awarded as follows: Club turning out the largest number of men, Shoe City Wheelmen; club making best general appearance, High School Cadets; best novelty in parade, Sydney Davidson, illustration of a sloop yacht; most grotesque costume, N. Robbins; greatest number of lanterns, Capt. Blake, 117.

Hudson's Union Run.

THE annual union run of the Hudson (Mass.) Cycle Club was held on Oct. 29, 246 wheelmen taking part, 25 or more of whom were ladies. The Bay State Club, of Worcester, and the Leominster and Clinton cyclists joined the party at Northboro, while at Westboro the Millbury and Whitinville clubs united with the run. Dinner was served at Westboro and the return was made by the way of Marlboro. Miss Margaret Kirkwood and her brother were among the party. A pretty souvenir ribbon was presented to each rider.

The Bedford Cycle Club Still Lives.

EDITOR BICYCLING WORLD: In your issue of October 13th I find a misleading letter signed by Alex Douglass, in which he disputes the correctness of the news item in your issue of September 29th.

In behalf of honest journalism, I indorse the item as correct in every particular.

Mr. Douglass' letter as a whole, I regard as a mere ebullition of a disordered brain. I desire to make a very brief statement in the columns of your bright and newsy paper:

The Bedford Cycle Club will not alter or abolish any of the rules or regulations to suit the narrow ideas of boarding house keepers and meddlers. And further, the club will continue to exist for the sole purpose for which it was organized.

Yours respectfully,

G. L. TITUS,
Pres't Bedford Cycle Club.

Brooklyn, Oct. 20, 1893.

Watts Wins at Euchre.

PROGRESSIVE euchre seems to be an exceedingly enjoyable thing down in Louisville, Ky., judging from the account given of the progressive euchre party gotten up by the Louisville Cycle Club last week. The favors were elegant and were won by Mr. and Mrs. W. W. Watts.

He Got Three Years.

WILLIAM POWNELL, the Englishman who was arrested Sept. 7 in this city, was sentenced in the superior criminal court last week to three years in the house of correction for obtaining goods under false pretences. Pownell represented to the Indiana Bicycle Company that he had purchased the Barlow bicycle store on Tremont street, and that he had $7,000 over and above all indebtedness. In consequence of this statement that firm sent him a large number of bicycles, and later on Pownell sent them a check for the goods, which was returned indorsed "no funds."

The firm then began to look after their property, and found that Pownell had bought out another bicycle store on Berkeley street, giving a note for the same. They could find no trace of their wheels and reported the case to the police.

It was discovered that on Labor Day Pownell and another hired teams in Brighton, loaded them with the bicycles in question, and themselves drove the teams to the Savannah boat, where the wheels were shipped to Savannah. *Boston Herald.*

We Suit All Tastes.

EDITOR BICYCLING WORLD: I have read with great satisfaction the article signed "Stamson" in the number for October 13th. I desire to add my little remonstrance also. To my own positive knowledge there are a great many members of the L. A. W. and readers of the WORLD who have very little interest in racing but who are very much interested in the literature of "wheeling" and would like to see the WORLD devote more attention to the literary and recreation side of the bicycle.

It is my humble opinion that the wheelmen who will do the cause of wheeling the greatest good are those who ride for business and recreation, and such riders are numbered by the thousands and I might say thousands of them are readers of the WORLD. Please kindly receive this in the same spirit in which it is sent and if you can give us a little more of the literary and not quite so much of the scorcher side many of us will be truly grateful. L. A. W. No. 31060.

Richmond, Ind.

(If L. A. W. 31060 will look over the pages of the BICYCLING WORLD—not only of this issue, but for some time past—he will, we think, acknowledge that he many articles of general interest which are appearing give evidence of a desire to cater to others beside the scorching and racing brigade.—ED.)

SIXTEEN members of the Centaur Cycle Club of Baltimore, in charge of Captain Louis Green, started in the annual century run of the club last Sunday. The route was from York, Pa., to Columbia, thence to Baltimore, a distance of 106 miles. The following men took part in the run: Fred Eigenbrug, F. W. Mells, D. Schneeburger, W. W. Search, J. J. Miller, O. K. Gardner, John T. Brooke, L. W. Evans, W. Wigley, Thomas E. Jacobs, F. A. Curry.

My Wheel.

BY ROBERT BRUCE.

"For Fortune's wheel is on the turn,
And some go up and some go down."

The wheel of Fortune oft may turn,
And leave the victim naught but sorrow—
Save dull remorse the heart to burn
And make him wish a fair to-morrow.

Now fortune's wheel may turn again,
And give the player fame or treasure;
But neither gold nor praise of men,
Can ever fill life's fullest measure.

While others turn the magic wheel,
My wheel explores the hill and valley;
The faithful "bike," with ribs of steel,
Was never made with fate to dally.

It takes me from the day's dull scene
To rural lane and forests breezes;
To meadow brook and fields so green,
The balm for all the soul's diseases.

Socrates on Sport.

Words of the great Grecian philosopher to his pupils spoken a year before his death. Translated from the Greek by Robert Bruce.

"THE races of men who have been born in luxury and reared in idleness have not been those whose deeds will be recorded for the benefit of posterity; but rather those who have borne the heat of summer and the cold of winter, and whose spirits are incased in breasts of iron. Compare the Persian, or indeed any Barbarian with a Greek. Give me a thousand Athenians and the swords of five thousand of the bravest of the Persians would aim in vain at the life of Socrates. The Persian stays at home and spends the days in luxury and idleness, while the Greeks scatter abroad over the all-powerful sea, dotting it with their triremes and founding colonies beyond the setting sun. The fame of Athens and her people will live when the memory of the barbarians shall have ended like a tree whose root is cut in twain.

Why are these things so? The Greek youth gets strength and agility by the employment and discipline of his body. The Persian youth gets weakness and stupidity because the powers of the body are never active and they fade like a flower before the North wind. The Athenian takes pleasure in rambling beyond the limits of his home, and even studies the stars, while the barbarian is a supplicant at the foot of his master, confined to the court or the harem.

The glory of Greece is her public games and Olympiads. While the Athenian and Lacedæmonian keep the strength of youth, the flower of Hellas shall bloom in the splendor of noonday. I will speak again on the prizes at the games."

Asa Dolph Dead.

ASA DOLPH of Oakland, Cal., who has been visiting relatives in Bellevue, Michigan, for a few weeks, was taken ill and died Oct. 22. Dolph was one of the earliest racing men of the country, having won many contests in the old ordinary days.

INVENTIONS.

Last Week's Patents.

A LIST of recent patents, reported specially for the BI. WORLD by W. E. Aughinbaugh, patent attorney, Washington, D. C. Copies of these patents may be had of the above named attorney at twenty-five cents each.

506,674. Crank and Sprocket Fastening for Velocipedes. Frank P. Crosby, Chicago, Ill., assignor of two-thirds to Frank J. Lamberson and Frank H. Webster, same place. Filed Oct. 17, 1892.

506,675. Bicycle Stand. Levi M. Devore, Freeport, Ill. Filed Mar. 16, 1893.

506,685. Driving-Gear for Bicycles. Richard Fryer, Wampun, Wis., assignor to Charles G. Perkins, Hartford, Conn. Filed June 3, 1891.

506,727. Velocipede. Joachim Ragonny, Paris, France. Filed Dec. 20, 1892.

506,741. Bicycle. Wm. C. Smith, Goshen, Ind. Filed June 13, 1892.

506,753. Method of Making Hollow Wheel-Rims. Edward Warwick, Birmingham, England. Filed Oct. 4, 1892.

506,858. Cycle-Wheel. Albert Perkins, Chicopee, Mass., assignor to the A. G. Spalding & Brothers, New York, N. Y., and the Lamb Knitting Machine Mfg. Co., Chicopee, Mass. Filed July 8, 1893.

506,898. Boot - Pull and Trousers - Guard. Joseph Walden, Orange, N. J. Filed March 2, 1893.

507,016. Ball - Bearing Eccentric and Strap Therefor. Charles H. Knowlton and Benjamin F. Meyer, Camden, N. J., assignors to the M. A. Furbish & Son Machine Co., same place. Filed April 22, 1893.

507,026. Valved Pneumatic Tire. Fred W. Morgan and Rufus Wright, Chicago, Ill. Filed Oct. 26, 1892.

507,062. Bicycle-Support. Gustave W. Bert, Chicago, Ill. Filed Nov. 8, 1892.

507,068. Wheel-Support for Vehicles. Sterling Elliott, Newton, assignor to the Hickory Wheel Company, South Framingham, Mass. Filed Nov. 21, 1892.

507,081. Bicycle. Joseph W. Prosser, New Loudon, assignor, by direct and mesne assignments, to Charles Watrous and Stanislaus D. Beaushene, Ledyard, Conn. Filed Oct. 7, 1892.

507,090. Wheel-Tire. Frederick D. Owen, Washington, D. C. Filed Mar. 15, 1893.

507,090. Tire for Vehicles. Frederick D. Owen, Washington, D. C. Filed Apr. 18, 1893.

LONG

SHORT

The distance cuts no figure whatever.—Road or track Ramblers—they are ALL fast. ALL strong.—Records made by a local champion speaks well for the wheel he rides.—There is always great rivalry for those records and it behooves the untrained amateur aspirant to ride the fastest wheel made.

FOR EXAMPLE.

RECORD— **GIRARD TO ERIE, PA.,** was recently reduced to 55 1-2 min. by W. E. Kratzke, on a **No. 3 Rambler.** This record has been a "bone of contention" among local cracks for a long time.

RECORD— **ENGLEWOOD-TENAFLY, N. J.,** Course record was lowered to 14.07 by F. J. Titus, on a **Rambler Racer,** in the Riverside Road Race, Oct. 21. He took 1rst place and first time prizes.

RECORD— **WINONA TO ROCHESTER, MINN.** The course, which is 55 miles, is very hilly and the fastest riders of the Northwest have had a "go" at the record. Victor L. Woodcock, on a 21 lb. Rambler Racer, reduced the record by 55 minutes, being delayed **six minutes to repair a puncture** in his G. & J. Pneumatic Tire.

CHAMPIONSHIP of Columbia County was won on a Rambler Oct. 10th, at Bloomsburg, Pa.

INCIDENTALLY.

25 Mile Boston Road Race. A. W. Porter, on a 19 lb. Rambler Racer, over a rough course, took 2nd time prize. A wonderful performance for so light a wheel.

14 Mile Acme Road Race, Oakland to Maywards, Cal., Ramblers took 1st, 3rd, 4th, 5th, 6th, also 1st and 2nd time prizes. That was all.

10 Mile Y. M. C. A. Road Race, Syracuse, N. Y., F. W. Fisher, on a Rambler Racer, took 1st time.

10 Mile Lincoln C. C. Road Race, at Chicago, C. R. Curtis, on a Rambler Racer, took 1st place and 1st time prizes.

LONG

Dallas, Tex.	16	prizes.
Jacksonville, Ill.	12	"
Carbondale, Ill.	6	"
Washington, D. C.	6	"
Savannah, Ga.	6	"
Meridian, N. Y.	4	"
Sparta, Ill.	2	"
Phoenix, N. Y.	2	"

SHORT

"The Long and Short of it is=====If You Want to Win, Ride a RAMBLER."

GORMULLY & JEFFERY MFG. CO.

Makers of High Grade Wheels only.

CHICAGO. BOSTON. WASHINGTON. NEW YORK. COVENTRY, ENG.

When The First Frost Comes.

You can see it on the meadows that stretch out
beneath the sun.
You can hear it in the brooklets, as they rippling
onward run.
You can note it in the schoolboys' eyes as they
scramble into line,
And behold it in the pumpkins that are smiling
on the vine.
When we're gathering in the fodder how our
fingers it benumbs:
But we always like the season
When
The first
Frost
Comes.

You can see it blush to crimson on the summer-down
the lane,
You can view it coat prismatic tints upon the
window pane,
You can note it on the teasels that are swaying
in the breeze,
And watch it ripen mine the grapes that cluster
in the trees;
We gather up the hickory nuts, while the pheasant loudly drums,
And vow it's mighty jolly
When
The first
Frost
Comes.

—*Atlanta Constitution.*

On Road Hogs in General.

"IT takes all sorts of people to make a world," says the proverb. This is often singularly apparent to the tourist, for on the highways and byways we find some of the queerest specimens of humanity and scarcely ever are our experiences with road cranks and road hogs brought to see the light of print.

Very often met is that individual whose steed, just slightly frightened by the wheel's appearance, opens the vials of his wrath and calls to his aid a vocabulary common on the tow-path and in the bar room, and sometimes, however, not familiar to the cyclist's ears. But if the tourist will call mother wit to his aid she will enable him often by a sentence to silence the obstreperous individual whose vagaries, are to say the least, uncalled for and out of place. When such a John calls all of earth's sorrows upon the cyclist's head without cause, let the latter reply: "When you take such an unruly horse out of his stall, you should bring a *man* along to drive him." In nine cases out of ten the hearer will be abashed, and the fountains of abuse will cease. No reply of his can out-point the wheelman's quiet satire and the latter consequently has the best of the interview.

ONE KIND.

This reminds me of an experience of mine about four miles west of Batavia, N. Y., last spring, showing that not every driver merits the condemnation of wheelmen. On this occasion I was riding at perhaps a speed of nine miles per hour toward Buffalo when a passing horse suddenly shied, ran into a ditch, overturned the wagon, spilled the lady fair and made chaos of the entire outfit. The man held the reins for a moment then sprang out and caught the horse by the bridle, but the beast dragged him under the wagon and bruised his head. I instantly grasped the animal, while neighbors ran to our assistance. The horse was stopped, the outfit righted, and everything picked up. The man coolly informed me that his horse was a two-year-old, never before on the road, and he was sorry it happened. Not an idle cuss-word even! I handed him my business card, place of residence, etc., expressed my regrets, and we parted as though friends of old.

It struck me as an unusual case and I now am sorry to be minus his name for I would gladly send him the BICYCLING WORLD for a few years gratis. Such an occurrence is an oasis in a tourist's experiences, and I sincerely trust that his son is a wheelman worthy of the father. The latter had learned to govern his temper and this, Holy Writ says, is better than to take a city.

OF ANOTHER STRIPE.

Once in a long while the tourist has such an experience as the writer has recounted in a recent number of *Outing*. In this instance a drunken road hog deliberately drove over the front wheel of my "bike" disabling it so that a twenty-nine mile walk was next in order. In such a case it is perhaps pardonable to pay the villian in his own coin. In case there are two in the party, let one grasp the horses and give the driver to understand that it is for his physical welfare to keep quiet. Then if the other will take his wrench and unscrew one of the bolts that holds a wheel on and carry it away as a memento, one road hog will reverence the rights of wheelmen as the country dog after one application of the Ki-Yi. A challenge to a race might aid to the dismay of the culprit. It is only once in a very long time that such extreme measures are advisable, but I for one would not hesitate to do it when such an occasion occurs.

But as for what course to pursue when two ladies and a scared steed appear on the scene I can give no advice. Cannot some veteran wheelman give us his *modus operandi* in such a crisis? ROBERT BRUCE.

HARRY F. CROMLEY, a rider of but a few months, made a trip to Chicago and the World's Fair, a distance by road nearly 500 miles, from Athens, O., doing the trip in seven days. His route was by way of Columbus, Adams and Piqua, Ohio, and Peru and Logansport, Ind.

Far and Wide

"SHALL woman mount the bicycle?" in pipes a daily paper. "How is she going to ride one if she doesn't mount it? What is worrying us?" 'Sh! Another.

At the annual fall games of the Yale Athletic Association last Saturday afternoon at New Haven, Ct., the two-mile bicycle race was won by Alling '96, scratch; Hill '95, 25 yds., second. Time 6.05 4-5.

Cycling, of Toronto, sends a road map of Ontario which has been completed especially for the use of cyclists and shows the accurate location of towns, roads and railroads. Any wheelmen contemplating a Canadian tour will find this a very valuable fund of information.

In the pool, whist and billiard tournament of the Hyde Park Mass. Cycle Club, last week, in the billiard contest, A. H. Rhodes defeated W. Julian, 50 to 25. The result in the pool match was: F. H. Orcutt, 50; F. E. Newell, 43; C. E. Corbett, 50; F. H. Orcutt, 37. In the whist match, team 1 beat team 2, 28 to 20.

The annual run of the Young Men's Christian Association Cycle Club, of Baltimore, will take place on Election day, November 7. The run will be to Stockton, starting from the Mt. Royal avenue entrance to Druid Hill Park at 9 o'clock in the morning. The century run of the club will come off on Thanksgiving Day.

The Marble Oak Social Club, of Hartford, Ct., held its second annual handicap road race last week, the course being from Elmwood to Albany avenue and return, a distance of eight miles. John J. Adams, the scratch man, finished third, winning the time prize with a record of twenty-four minutes. Fuller, a 6-minute man, came in first; time 29.35. The prizes were silver medals.

The Olympian Cycle Club, of Sellersville, Pa., ran off an 8 1-2 mile road race last week. The route was over a rough country road, from Telford to Moorwood and return. Fourteen members starting, the following named being the prize winners: Warren Clymer, time prize, 29.24; Oliver Wolf, 29.25; Harvey Boltz, 31.57; Allen Hungey, 34.15; A. C. Groff, 36.24; W. E. Matthews, 37.25.

The members of the Eagle Cycle Club, of this city gave an "at home" last Saturday evening. The club-rooms were filled by representatives of the Press, Shawmut, Massachusetts, Roxbury Wheelmen, Somerville, Pequots, Malden, Cambridgeport, Medford, Roxbury and other clubs. An excellent programme of instrumental and vocal music and recitations was rendered. The evening's entertainment opened with a gymnastic exhibition by members of the club and after a musical programme had been rendered, it closed with exhibitions of boxing.

PATRONESS: "You have frequently said that you do not recommend bicycling for invalids, and yet you have just advised my son to get a bicycle." Doctor: "I told him to get one with a pneumatic tire." Patroness: "Oh, that sort of tire makes a difference, I presume." Doctor: "A very great difference. Carrying the wheel back and forth to the repair shop will be most excellent exercise, madam." *Good News.*

THE Linwood Cycle Club of Cincinnati, O., gave a very successful race over an eight-mile course, going through Madisonville and return. The finish was as follows: F. J. Coupe, first; time, 29.05; A. C. Vieth, second; W. W. Goodale, third; F. McCord, jr., fourth; E. S. Brown, fifth; F. C. Walker, sixth; S. M. Ferris, jr., seventh; G. Milligan, eighth. Time medal was won by A. C. Vieth, making the distance in 28.30.

THE Time Wheelmen, of Philadelphia, recently celebrated its third anniversary. The social committee arranged a fine programme for the occasion. Dancing was in order and lasted all the evening, after which the guests were escorted to the spacious dining room, where a sumptuous repast had been prepared. There were present, on invitation, representatives from the different organizations, among them being the Park Avenue, Oxford, Quaker City, Mount Vernon, Century, South End, Pennsylvania and Philadelphia clubs.

QUERIES.

Under this head the BICYCLING WORLD *will be pleased to answer all questions bearing on cycling, so far as it may be possessed of the information. Address all communications, Editor* BICYCLING WORLD.

L. A. W. 20273. The question has not yet been officially decided.

L. A. W. 12381, Newark.—There was no souvenir medal that we know of given for the century run you name.

Westboro.—The Beacon Cycle Co. did build several adaptations of the geared ordinary, utilizing the old Broncho hub.

L. A. W. 29116, New York.—A 63-gear means that the safety will travel, at each revolution of the pedals, as far as a wheel having a diameter of 63 inches would.

L. A. W. 34,733. The first pneumatic tire imported into America was a Dunlop, fitted to a New Rapid safety, imported by S. T. Clark, of Baltimore, in 1890.

L. A. W. 19271, Cleveland.—A time limit can be placed upon *any* race, under the rules, and, although not usual, a time limit can be placed, upon he second and third heats of a race even though the first was run without a limit.

F. E. Hammond, Boston.—As you fail to give your address, we cannot reply by mail. We never received the article mentioned or it certainly would have been accorded the space among club notes always given to such items.

L. A. W. 34,626, Greenbush.—Saddle soreness is as much the result of a want of riding as anything else, although some persons are more subject to it than others. A thoroughly well-fitted pneumatic saddle ought to relieve the trouble, and, it is claimed, does, but the attempts to solve the problem thus far have not been a distinct success.

The Philadelphia Show.

The Associated Cycling Clubs o. Philadelphia have issued their prospectus of the National Cycle Show, in which they say:

"The Associated Cycling Clubs of Philadelphia in announcing the Fourth National Cycle Show for 1894 and asking the support of the trade, can point with pardonable pride to the successes that have attended their past efforts.

Commencing in 1891 each successive exhibition has shown a marked improvement over its predecessor, due in part to the increased interest and growth of the trade and to the committees profiting by past experiences.

Taking into consideration these things, in connection with the fact that the building in which the show will be held is vastly superior to any heretofore used for exhibition purposes, and the continued efforts of the committee, who appointed, from the Association, labor only in the interest of success and the convenience of the manufacturers, is assurance that nothing will be left undone to again excel our previous efforts."

The hall has been divided into spaces located as shown on the accompanying diagram. The sizes of the spaces are the same as last year 12 by 9 feet, with exception of some of the spaces on the sides of the hall which are 12 by 6 feet. Six inch platforms will be erected over all of the spaces without expense to the exhibitors.

The price of spaces are $35, $50, $60 and $75 according to location.

9, 10, 19, 28, 27, 34, 35, 42, 43, 50, 59, 60, $75.00

1 to 18 inclusive, 20 to 25 inclusive, 28 to 33 inclusive, $60.00

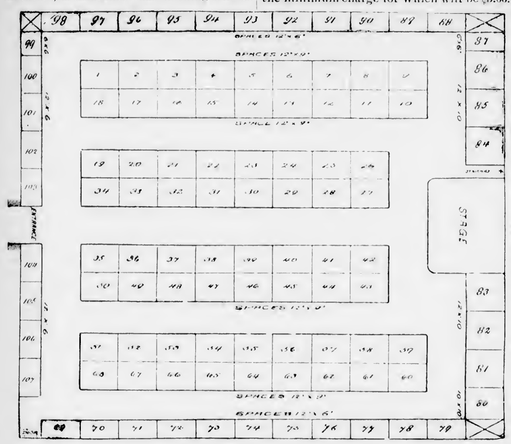
36 to 41 inclusive, 44 to 49 inclusive, 51 to 68 inclusive, $60.00

2 to 8 inclusive, 11 to 17 inclusive, 52 to 58 inclusive, $50.00

61 to 67 inclusive, 80 to 86 inclusive, $50.00

87, $25; 99, $20; 69 to 79 inclusive; 88 to 98 inclusive, $35.00

Half spaces will be rented if desired, and special provision will be made for the exhibition of specialties requiring small space, the minimum charge for which will be $5.00.



BROWSINGS.

Air Wanted—He Hit It But 'Twas The Wrong One—Purely Imaginary.

BY MICHAEL.

THERE is a very good story told about one of the individuals who helped to make a recent wheelman's meet the customary "howling success."

This wheelman had been doing the meet at high pressure with a number of companions for about 18 hours; and at the time of retiring at his hotel, had gotten quite beyond that peculiar happy state, and was experiencing the beginning of "the day afterwards."

With his system full of this feeling, "the boys" rolled him into bed

WITH HIS BOOTS ON.

After a short time our subject called to his chum to raise the window, as he was dying for a breath of fresh air. But Jack, who himself was a little over the streak, after fumbling about the walls for a few minutes, tumbled into bed again, muttering compliments about the architect of the hotel and the hotel people generally. Meantime the sufferer groaned for air. He would have some air if he had to "smash out a portion of the wall to get it!" He got his eyes open just a little slit and saw a shimmer of light playing on the window glass. He grasped at a passing thought and hung on to it with his befuddled brain long enough to campaign. Outward from the bed he waved his arms in the darkness; but not a piece of furniture came within his orbit.

"Where were his shoes?"

"Ah! yes! they were on his feet sure," and after much fumbling one of the tans was removed.

Then our pleader for air got his eyes open another little slit, and, catching sight of that shimmer on the glass, let go the shoe. There was a sound of smashed glass that awakened all the people within a dozen rooms!

But the general public is accustomed to such little freedoms as this from the tournament wheelmen; and these people awakened by the smashed window, very sheepishly tucked their noses into the pillows, chagrined that they had appeared so unsophisticated.

Our patient, refreshed with the outer air, soon went to sleep; and it was very broad daylight when he awoke and found he had thrown his shoe through the mirror on the dressing case, and that his fresh air had been purely imaginary.

MORE IMAGINATION.

Some weeks since I took for trial a wheel that had fitted to it a gear cover. I was informed by the dealer that this wheel was geared to 66; and the sprocket wheels being covered, there was no easy way of calculating the gear, without implying that the dealer was mistaken. I would hardly select so high a gear as 66; for the more I see of gears, the more am I impressed with the idea that we are gearing too high on the road; but I was trying this wheel for the gear cover, and knew it would run hard up hill with the 66. After several trials on the road, up hill and through mud, I had about come to the conclusion that I must change the gear, when one day it occurred that I might find the gear of the wheel by measuring the distance covered by the driven wheel at one revolution of the pedal; and taking this as the circumference, figure the diameter in the regular way. The result of my figuring showed that the wheel was geared to 59 1-5.

I at once mounted the wheel for a trial on the 59 gear. The way it would now go up hill was a caution; and I came back perfectly satisfied with it.

I would suggest that all who are using wheels fitted with gear covers (and what an astonishing number of gear covers there are in this country, September, 1893, to be sure!) may relieve themselves of any such high gear hoodoo as I experienced by figuring their gears as above. *Knowing* your gear means a great deal.

NOT ALL DEAD YET.

More proof that the foot killer feels the general business depression and is running short time, was presented to me on a recent evening. We were preparing for an evening run, and were looking to the lamps, when one of the party—a druggist's clerk, by the way—enquired what he should burn in his lamp. He was told that a half and half mixture of sperm and kerosene was the proper article. On the way out of town this druggist's clerk stopped at his place of employment to fill his lamp; came out, lighted his lamp; and we were away. We had not gone far, however, when ominous blue flames began to play through the top of the drug clerk's lamp; causing the d.c. to expatiate, also in blue, on the worth of agent Blank's cycleabilities in general; of which, he it said the d. c. was in a way to judge, as he had invested several dollars in "sundries," being a new rider. Our drug clerk was just finishing his second stanza in praise of this particular sundry when the forces within the lamp became too powerful and the front was blown clean off.

The bright d. c. had filled his lamp with a "split" of kerosene and ALCOHOL.

"Unreasonable Criticism."

EDITOR BICYCLING WORLD: It would be amusing, if it were not a matter worthy of serious consideration, to observe the conflicting adverse criticism which is aimed at the officers of the L. A. W. by members possessing varying intellectual powers. The criticism referred to is pretty well exemplified by two recent editorials in cycling papers. One editorial charges disloyalty to the L. A. W. by its officers, as I take it, on the grounds that sport is receiving attention by them to the "utter exclusion" of the improvement of highways. The other editorial charges the officers with too much liberality in the use of money "for the furthering of Good Roads' interests," on the grounds that the members at large do not care to have their funds used for that purpose. It is a repetition of the old fable of the countryman and the ass, who not only greatly inconvenienced himself, but lost his jackass, by trying to follow all the contradictory advice given him by people who were more capable of fault finding than they were of being reasonable. If the officers of the L. A. W. were to pay as much attention to these criticisms as the countryman did, the L. A. W. would share a fate similar to that of the ass.

It does not seem possible that any one in his right mind could complain on the grounds that racing has not attracted sufficient attention in League circles during the past year. There has been no lack of criticism on account of the large amount of money spent by the League in racing matters; on the contrary, wheelmen have, not without reason, been charged with going racing-mad. It is certainly true that in the public prints, and among the members at large, racing is more and more receiving the lion's share of attention, and the sport has undoubtedly degenerated into professionalism in spirit, if not in fact. If these tendencies continue, and the advice of those who object to spending money on road improvement is taken, the time will be short when those members of the L. A. W. who exercise the most influence in the business and political world, will desert the L. A. W., and new members of that class will refuse to join.

On the other hand, it is equally unreasonable and unjust to charge the L. A. W. officials with giving attention to sport, to the "utter exclusion" of highway improvement. The editor who makes that charge only a week or so previously published a report showing that the L. A. W. is publishing a Good Roads Magazine at an average monthly expense of $2,000, while the expenses of the office of the Chairman of the Racing Board is reported at only $125 a month. The same report shows that the total income of the Good Roads Magazine for one year last past was $22,432.38, while the total income of the L. A. W. during the same time was only $12,683.27. And this management that editor calls pushing racing matters upon the attention of the public, to the "utter exclusion" of highway improvement! Did the editor mean that remark to be taken as irony?

Such unreasonable nagging and criticism by the members of the L. A. W., of which the foregoing is only a prominent example, is what led to the uncalled-for expense of $5,000 to "inquire" into the management of the affairs of the L. A. W.

Let us expend the same amount of energy, in a manner becoming men of maturity and good judgment, in aiding the management in the performance of its gratuitous services, as we do in unreasonable criticism, and keep an even poise between sport and highway improvement, and the L. A. W. will become an important factor in social, business and political circles of the United States.

Yours truly,

A. B. CHOATE.

Minneapolis, Minn., Oct. 20, 1893.

Morgan & Wright,

Patent ~ Pneumatic ~ Tires

Are Record Breakers.

Are Tires That Cause no Trouble.

Are in Fact, the Embodiment of All That is Excellent in the Tire Line.

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Frank Waller paced Tom Roe from New York to Chicago, using an Arrow fitted with MORGAN & WRIGHT tires; did not use a pump the entire distance; experienced NO TROUBLE from BEGINNING TO END. The Tires do not show even an ABRASION of ANY SORT.

The most SERVICEABLE, LESS COSTLY and BEST MADE tires of the era are

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See that our firm name is in raised letters on the side of tire when purchasing.

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[Mention BICYCLING WORLD.]

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NOW READY.

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USE A STICK

NOW, DO YOU NOT? YES?

We thought so. They all have to hunt around for a stick to clean the mud from their tires.

PURITAN SPECIALTY CO. BOSTON MASS. P O 1239 PATENT APPLIED FOR.

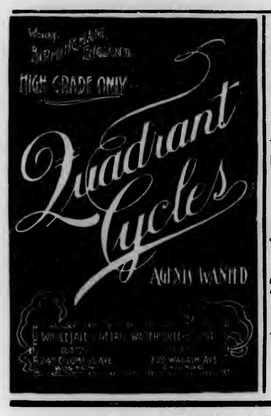
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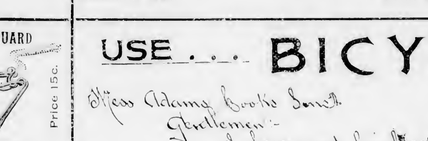
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CALL'S No 5 SUPPORTER

With Lace Front and Adjustable Back Straps.

No. 5, same as cut, 75c.; No. 6, pockets each side of lacing, $1.00; No. 7, hose supporters attached to sides (no pockets), $1.00; No. 8, with pockets and hose supporter, $1.25. Postpaid on receipt of price. Send tight waist measure. Illustrated catalogue Free.



FRONT VIEW



BACK VIEW

S. B. CALL, 229 Main St., Springfield, Mass.



The Billings' Bicycle Wrench.

Adopted by the Pope Mfg. Co., and pronounced by them the Best Bicycle Wrench in the Market.

THE BILLINGS & SPENCER CO., HARTFORD CONN.

HIGHEST GRADE

EXCELSIORS



Prices maintained. Agents fully protected.

Machines Guaranteed Absolutely.

Road Scorchers. Light Roadsters. Full Roadsters. Ladies'.

Weights, 30, 35, and 40 lbs.

BICYCLE SUNDRIES.

ACKNOWLEDGED LARGEST SUNDRY HOUSE IN THE UNITED STATES.

Z. & S. Hose Supporters, Belt Hose Supporters, Hip Hose Supporters, Z. & S. Bundle Carriers, Wrenches, Spoke Grips, Locks, Clocks, Cyclometers, Badges, Tire Tape, Rubber Solution, Cement, Plumbago, Graphite, Chain Lightning, Bicyline, Auto. Chain Cleaner, Repair Outfits, Oilers, Oils, Enamel, Tool Bags, Belts, Saddles, Bells, Lamps, Whistles, Pumps, Pants Guards, Toe Clips, Foot Rests, Safety Stands, Lamp Brackets, Eton Caps, Cork Handles, Rims, Nipples, Spokes, Balls, Tires, Etc.

SEND STAMP FOR ENCYCLOPEDIA NOW READY TO MAIL.

HOWARD A. SMITH & CO., NEWARK, N. J.

.... The "HUESTIS" ....
DETACHABLE PNEUMATIC TIRE.



Cut No. 1 represents the tire in cross-section. A represents the rubber shoe or tread, B the canvas lining of the same, C the air tube, D the light metal band, E the depressions or recesses on the rim, F the rubber prominences on the tire, G the rim. E and F interlock, thus securing a positive attachment and preventing the Tire from moving in any direction.

THE PROBLEM SOLVED
Of How to Construct a Perfect Tire!

THE HUESTIS IS THE RESULT.

Why? Because it is light, strong, easy and simple to attach and detach. Can be put on or taken off in one minute, and when attached it's there and stays there. Absolutely impossible to creep.

The "Huestis" is a Moulded Tire

and is manufactured from the most perfect material and by the highest class of workmanship. We guarantee the "Huestis" to give entire satisfaction in every respect.

If you are unable to obtain the "Huestis" from your local dealer we will ship C. O. D. with privilege of examination.

Send for Complete Descriptive Catalogue.



This cut represents one-half the circumference of the rim and tire.

The NEWTON RUBBER WORKS,

Exclusive manufacturers of the

"HUESTIS" TIRE.

Also manufacturers of Pedals, Air Tubes and a General Line of Rubber Goods.

JOHN HANCOCK BUILDING,

BOSTON, MASS.

The Price of Wheels.

EDITOR BICYCLING WORLD: "L. A. W. 23,032 Sings An Old, Old Song" is a heading in this week's WORLD, and after reading his letter and your comments on it and many others like it which have preceded it, I feel moved to take up the refrain. Imprimis, let me say that I am no carping critic of the WORLD and its editors. I have repeatedly and honestly said in the face of ridicule that I believed, and I still so believe, that the WORLD is the cleanest, ablest, and in every way the best all around exponent of the best interests of cycling published in this country; but I do not think you have ever treated fairly the objections made to the present high prices of wheels.

You say, "when a dollar's worth of gold can be purchased for fifty cents, then will it be possible to get a first-class wheel for the price of a third-class one." Now, honestly, isn't this all rot? Do you really expect any sane person to believe that a high grade bicycle is intrinsically worth $150, even as a given quantity of gold is always worth one dollar, or approximately so. As to gold, it is substantially this: Melt your gold dollar and you have one dollar's worth of bullion, which you can turn around and have recoined into a one dollar gold piece and you can't buy a second hand gold piece or one of last year's pattern for half price. Not much.

How is it with a bicycle of the highest grade? It represents primarily the cost of material contained in it and the cost of work put upon it plus a proportionate part of the running expenses of the business of the manufacturer; then the manufacturer's profit and finally the profit of the dealer, and you maintain that, allowing the manufacturer and dealer each a reasonable profit for capital and time invested, these various items cannot aggregate less than $150.

Let us look at it from another side. If you are a minister do you pay full price? Not much. If you are a racing man with a record, do you pay list? Well, no; you don't pay at all. Speaking of ——— which have as high a standing as any, I have had a last year's $135, brand new, offered me for $80 by the dealer. At a loss? Not much. I have a friend, a missionary to Japan, who bought one far below list price. I have had a ———, Model 30, new, offered me by the agent for a raffle for $90, i. e., for $150; $60 to be paid for in raffle tickets, to be destroyed at once. I have had a ——— '93 model, slightly marred by use as a sample, but refinished like new, offered me at $110, "just what it costs me."

Not long ago a dealer in this city said to me, "B, I will sell you any wheel in the store at cost." "How much?" said I, "for the $150 wheels?" In reply he said that most of the $150 wheels cost him $100 except "a few like the ———" which cost him $112.50. Now if the manufacturer can sell one of the very best wheels to his agents for $90, allowing the agent a profit of $30, then he certainly allows himself a liberal margin of profit. He certainly can sell for $10 less per wheel or $80 net; allowing the dealer a twenty-five per cent. on this, a first-class wheel could be sold at a living profit all around for $100. Again you say "Why don't you buy $75 wheels?" That is not argument neither is it treating an inquirer fairly. You know very well that a $75 wheel is in every way inferior, not because a good wheel cannot be profitably sold for $75, but because so long as the price of a good wheel is kept at $150 just so long can a poor wheel list at $75 and upwards, although it is notorious that these inferior wheels wholesale at forty, fifty and even a greater discount from the list price and, of course, cost much less to make.

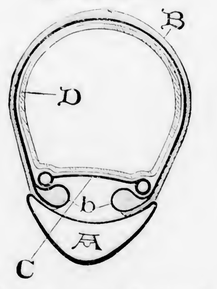
Didn't sewing machines cost two and three times their present prices when they were first introduced? Yet does any one maintain that the present machines are inferior to the old ones or that there is no money now made in their manufacture? Cannot the works of a very fine watch, delicate and strong as they are, be made and sold for less than $50? We have a right to object to high prices whenever we believe that they are not justified and it is neither just, logical nor civil to tell us to buy poor articles if we are unwilling to pay extortionate prices.

And allow me to italicize one more point.

No sane person pretends to believe that high grade and low grade wheels should sell for the same price, and yet you repeatedly assert that a good wheel cannot be sold for the price of a poor one. Of course not when both are sold at just prices. You have maintained for many months that $150 is the right price for good wheels; now you are hedging some and say that perhaps $135 will be enough next season, but $100? Never, $75? Sheer idiocy. And yet I venture to say that, barring some radical change in construction, it will not be many years before $100 or less will purchase the best wheel on the market. L. A. W. 23,378.

[Our correspondent names specifically three different makes of high grade wheels. As they are all A1 make, and as it does not strengthen his argument by naming the wheels, we have substituted ——— for the names.—ED.]

Pippet's Pneumatic.



Of the many recent improvements in pneumatic tires one of the most promising is that for which a patent has been granted to Mr. E. J. Pippet. It consists of the ordinary canvas-lined outer covering (B) with the addition of thickened edges (b b), the inner tube (D), with valve attached and an endless band (C), having beaded edges. It can be fitted to an ordinary crescent rim. To attach the tire one edge of the outer cover is first laid in the rim. The band C is then pushed over it, and the tube laid thereon. The outer edge of the cover is now inserted under the band, which is then pushed into the position shown in the figure, and on inflation it will be found impossible to move the band. It will be observed that the air tube is entirely outside the rim.—*Bi. News.*

If It's English, You Know, It Should Catch on in America.

WHILE speaking of Paris and the Parisian, I have been told the fad this summer is the bicycle. It has become quite fashionable, and any number of smart people have taken it up in England.

Walking in the park on Sunday for church parade, and on certain hours during the week, is the correct thing in London, but it is never done here. And I fear that the bicycle is as utterly out of the question as far as fashion is concerned.

The rather seathing remarks of a distinguished foreigner recently on this very point—American conservatism—come to my mind as I write:

"We can do anything abroad," he said, "because we are all assured of our social positions. In America nobody is sure. If you are a bourgeois or one of the lower middle class in France or in England your place in society is defined. You may advance and perhaps obtain a better position in time, but you and your family are labeled and catalogued. It will take at least a century or gilding to produce the change. You can, therefore, do as you please, and nothing that you may do can in any way effect your social standing."

All this is very true. Our society is modeled after that of England, but it is even more conservative.

So we must wait patiently and perhaps we will awake one morning to find our cycling desires realized. In the future our fondest hopes may come to pass, and we may yet "wheel" through Central Park and up the old Boston road to luncheon at the Country club.—*Vogue.*

Pneumatic-Tired Omnibuses.

THE Pneumatic Wheel Company are now busy turning out wheels for cabs and other vehicles. They have accepted a contract to fit wheels to omnibuses, and ere long the first of them is likely to cause a sensation in London. Should the trial runs prove satisfactory, pneumatic wheel shares will go up with a vengeance. A glance at their latest safety shows the vast improvement this company have made in pneumatic wheels for cycles.—*British Sport.*

WINDING WAY.

Address all communications for this department, Editor "WINDING WAY," Bicycling World, 187 Oliver street, Boston, Mass.

To my Friends of the Cycling Sisterhood.

I DO not lightly assume the responsibility of conducting this department, but enter into my new duties with a spirit of earnestness, and a hope for the friendly co-operation of my readers, especially the women of the wheeling world.

To them I shall look for an exchange of ideas, encouragement, and friendly criticism, in return for which I shall endeavor to make this department interesting and instructive, losing no opportunity to place before my readers all the new, bright and interesting things that I can secure.

Questions will be discussed, bearing on health, dress, and "good form" in connection with wheeling for women.

New ideas on costuming and other items of general interest will be brought out.

In appearing before you each week, I shall not feel that I am meeting with strangers, but rather with old friends. I have so long been connected with the WORLD as correspondent, that I hope in my new capacity, not only to keep all the old friends, but to make many new ones.

When we meet on the "Winding Way" may it always be in a helpful and friendly spirit.

Divergence of opinion does not mean enmity.

May we all work in unity for the more rapid promulgation of the gospel of the wheel.

* * * *

In my former "Talks to Women" on wheeling, I devoted some time to answering questions asked by those in the audience.

I found that although the wheel had made its way in popularity to an astonishing degree during the past year or two, that there was still a widespread ignorance of the physical benefits derived from riding the wheel, and a consequent prejudice against it.

This was the result of wrong ideas emanating from people who jumped conclusions, and who in their desire to tell how much they know, create false impressions that require a vast deal of hard work to counteract. There are many women who question whether it would be well for them to attempt riding. Although they may desire to learn, they think that through some physical disability, or a natural timidity it would not be wise for them to try.

Sometimes a few words of encouragement or advice from a rider of experience, simplifies that which seems an insurmountable objection or difficulty.

While too much importance need not be attached to any one person's opinion, the experience I have gained, in many years' cycling and the advantages that may be derived therefrom will be cheerfully shared with my sister cyclers.

Should they feel inclined to ask me for information, answer will be given to the best of my ability, either through the "Winding Way," or by personal letter.

Correspondents asking questions of too personal a nature to be answered in these columns, must enclose stamped and addressed envelope, for a reply.

* * * *

Stepping into one of our wheeling agencies the other day, and inquiring about the signs for next year in regard to ladies wheels, the salesman blandly said, "Oh; we shall bring out a diamond frame for ladies next season." At the risk of being called too conservative, old-fogyish, etc., I must admit that this declaration seemingly made in good faith, caused me to wince. On further questioning, I found that divided skirts of course were to be worn on this coming wheel, and equally of course, it was to be mounted and dismounted from the rear.

I ventured to remark that even with divided skirts, a woman would find some difficulty in getting on and off her wheel in this way, as divided skirts are full, and would be apt to catch on the saddle. But my informant was of opinion that there would be no difficulty about that.

The edifying spectacle of a woman mounting in this manner did not seem to strike this young man as anything out of the usual line. I made no comment, no audible comment, and walked out of the store, inclined to pinch myself to see if I might not be dreaming. Finding that I was really awake, I concluded that it must have been the young man who had been indulging in a "day-dream."

The papers have been deluged of late with pictures of all kinds of wheeling costumes for women—from the natty, jaunty suits of the fair Parisienne, to the costume shown by a New York paper, which is no more nor less than an ordinary boy's suit, cap, shirt, coat, and knickerbockers. Very practical, but without one line of feminine grace or beauty. Just the thing for a diamond frame, however. This suit possesses one advantage, if advantage it may be called, and that is, no one would be able to tell the boys from the girls when mounted.

* * * *

The question presents itself very forcibly at times—must we divest ourselves of all womanly dignity in order to ride a wheel?

One would naturally come to such a conclusion after reading much that finds its way into print about the impossibility of riding in a skirt.

The average woman could never be tempted into trying the delights of wheeling if she imagined for one moment that she would look like some of the dreadful caricatures that are published as pictures of wheelwomen.

Many of those who are now riding would very soon give it up if they were obliged to dress in any such outlandish way.

Dr. Mary Walker will never be popular either on or off the wheel with women of taste and refinement.

A skirt made with graceful lines, properly lined and weighted, reaching to the ankles, supplemented by gaiters of the same material as the skirt will not interfere with the comfort of the rider, and is far superior to the baggy abominations called divided skirts.

However all this talk will probably amount to about as much the crinoline scare of last year.

We shall see a great addition to the ranks of women riders and most of them will wear skirts notwithstanding all this howling to the contrary.

Alleged Wheeling News From the Big Dailies.

"It is said that Mrs. Cleveland has invested in a bicycle and divided skirts to wear when riding it. She will try to make riding in this way the fashion in Washington this winter."

We wonder if Mr. Cleveland has heard of this?

* * * *

"Mrs. Tailer (nee Lorillard) sports a gorgeous bicycle in the park. The trappings are of gold plate and the side of the guiding handle has her initials set in Rhine stones upon it."

This description is gorgeous without a doubt, but it sounds as if the writer was more familiar with writing up hearses than cycles. "Trappings" has a decidedly funereal sound.

* * * *

"Mrs. Henry Clews presented her debutante daughter with a handsome four-wheeled cycle upon her birthday. Miss C. has never used it in town, but often at Newport."

We have often wondered what had become of all the old tricycles—but we have never found out. However we can set our minds at rest now about the old quadricycles the millionaires are buying them up for birthday presents for their daughters.

* * * *

"Mrs. Ballard Smith during the past summer has ridden a bicycle at Tuxedo. She has never donned the divided skirt, though, and rides in one of the lowest bicycles made."

We are relieved to learn that Mrs. S. does not do her riding "in" a high bicycle—few women do outside the circus ring.

* * * *

Seriously, how can such a lot of muddled misinformation find space in any of our great daily papers? The fact remains that it does, and that it is copied by other papers apparently in good faith.

It gives us something to laugh at, and none of us laugh any too often in this workaday world of ours.

* * * *

Later on I wish to give a composite answer to the question "Why is cycling not more popular with women of leisure?"

I shall be pleased to hear from my readers, both men and women, on this subject. Opinions may be freely given as no names will be published.

LENZ, on his arrival in Calcutta, discovered that his trunk and its contents had been sold by the transportation company, he being six months behind time. Lenz, found the purchaser an Englishman, and bought back his effects.



Among the Clubs.

THE Rose of New England Wheel club of Norwich, Ct., has leased two rooms above their present quarters.

TUESDAY evening of last week thirty Pawtucket bicyclists met in Fuller Hall, High street, and organized a club.

A MOVEMENT is on foot to organize in Phoenix, Arizona, a military bicycle club. The company will be duly mustered into the service as a company of infantry in the National Guard.

THE Pequot Cycle Club, a new organization with a membership of over 100, opened a new suite of rooms at 715 East Broadway, South Boston, last week, and celebrated the event by a house warming.

THE Park Avenue Wheelmen, of Philadelphia, have decided to levy an assessment of $5 on each member to relieve the club debt. Under the resolution passed assessments must be paid on or before Dec. 1.

MEMBERS of the Milwaukee Wheelmen are organizing a polo team to play this winter above the dam on the river in order to keep themselves in condition for next season's riding. Practice will be begun as soon as the ice forms.

As a result of the successful century run held a few weeks ago by the Time Wheelmen, of Philadelphia, that organization is rapidly increasing in membership, and at the next meeting of the club 15 applications will be voted on.

THE Porkopolis Wheelmen, of Cincinnati, O., gave their opening reception, a "musical smoker" at their beautiful new club rooms, No. 20 West Ninth street. The rooms were handsomely decorated and a fine musical programme was rendered. An elegant repast was then served.

THE Minerva Social and cycling club, of Philadelphia, a club just recently organized by uptown lady cyclers to promote sociability among lady cyclers, held its first informal reception on Tuesday evening of last week. The early part of the evening was spent socially and was followed by refreshment and dancing.

THE fall reunion of the Empire Wheelmen, of New York City, was held last week. About a hundred members and friends of the club were present. Smoking was indulged in and an entertaining musical programme was carried out. Refreshments were served at eleven o'clock, the National Banjo Club of Newark discoursing popular music.

THE Beverly Cycle Club, which recently entertained the Laurels at Beverly, Mass., were the guests of the latter organization at Camp Laurel last week. The visitors came over on their wheels Saturday evening. From then till the cyclers started for home Sunday afternoon it was an all round good time and the visitors went away happy.

At the last monthly meeting of the Bay State club of Worcester, Mass., John Shilaljian was proposed for membership by President A. O. Knight. The black balls were cast against Shilaljian, and he was declared defeated. A sharp debate followed. The matter will come up again at the next meeting, and it is likely that Shilaljian will be again blackballed.

THE Haverhill (Mass.) Cycle Club held its second annual illuminated parade last week, nearly 5,000 people being massed along the route. The handsomest float in line was a twenty-foot model of the Vigilant, the outlines of whose rigging were formed by seventy-five Chinese lanterns, the whole being mounted upon two sawhorses.

At the last meeting of the Thread City Cyclers, of Willimantic, Ct., it was voted to disband the club, the rooms were closed and all the property placed in the hands of the treasurer for sale. The club has been an active, prosperous organization the past season, but incongruous elements in the membership affected the social interest and to disband was considered the best policy.

ASHLEY PARK, Manchester, is to have a bicycle clubhouse to cost not less than $4500. The proposals are now in the hands of a building committee, the plans and specifications having been completed. The lot, which cost $2000, is on Biggs avenue. The building will be completely equipped, and will have, besides, a spacious wheelroom, baths, gymnasium, library parlors, smoking room, and a fine dining room.

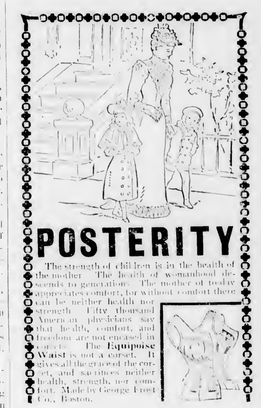
THE Thirteen Cycle Club, of New York, will hold a club race on Election day from St. George to Tottenville, Staten Island, for club championship, winners to receive gold, silver and bronze medals. The race will no doubt be an exciting one, as such fast riders as D. E. Rosenfeld, F. E. Sylvester, M. H. Kahn, F. Luchesi and Dr. Jones are entered. The club will hold a run over the course Sunday, Nov. 5.



For All Stockings

worn by ladies and children only one hose supporter which cannot cut stocking. Genuine WARREN HOSE SUPPORTERS made with Warren Fasteners with Rounded rib on Holding Edges—The Warren for sale everywhere.

Made by George Frost Co., Boston.



POSTERITY

The strength of children is in the health of the mother. The health of womankind descends to generation. The mother of to-day appreciates comfort, for without comfort there can be neither health nor strength. Fifty thousand American physicians say that health, comfort, and freedom are not enclosed in corsets. The Equipoise Waist is not a corset. It gives all the ground the corset does, and sacrifices neither health, strength, nor comfort. Made by George Frost Co., Boston.

FAIRBANKS'

Linen-Covered, Waterproof,

WOOD RIM.

Pat. May 9, 1893. Others pending.

Important in Regard to Wood Rims.

Bicycle Manufacturers .... Read Carefully

In presenting my linen-covered waterproof Wood Rim for your inspection, I feel confident I am offering you the very best article in this line.

To begin with, the built-up rim is the *strongest*, as it has no one weak point, all the joints countcrlapping, and by covering with a linen fabric, and waterproofing it, I add strength very materially, and absolutely prevent a separation of the joints. I am confident that strength is added by at least a ratio of one-third, and liability of breakage is thus decreased by that per cent.

In my experimenting, during the past two years, on wood rims, I have tried nearly everything possible, but this appeals to my common sense to such a degree, that I unhesitatingly offer it with a full conviction that it will fill the bill.

●●●●●

Sample pair of my improved linen covered Waterproof Rims sent by express on receipt of $3.50.

—ADDRESS—

A. C. Fairbanks Co.

No. 178 Tremont St.,

Boston.



Solid Comfort Saddles.

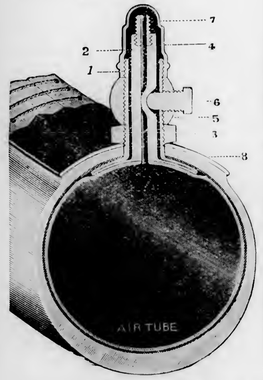
At the annual meeting of the Bretz & Curtis Mfg. Co., of Philadelphia, early in October, it was resolved that the name of said corporation be changed to Curtis-Child Mfg. Co., and proper application having been made, and approval of same under the laws of Pennsylvania from the authorities at Harrisburg having been received, the company will hereafter transact business under the new name of Curtis-Child Mfg. Co.

Officers were elected as follows: A. Kennedy Child, President; George E. Curtis, Vice-President and Treasurer; Charles W. Dailey Secretary.

The Luburg Tire.

THE Luburg Mfg. Co., of 321-25 No. 8th street, Philadelphia, present a new tire for the coming season. The claims for the tire made by the Luburg people are as follows:

"Adaptable to wooden as well as steel rims.
No cement required.
Will fit all crescent rims.
No creeping.
No complicated or leaky valves.
No studs to creep.
No hooked couplings to break.
No levers to shake loose or get strained.
No wires to break.
No bolts to get lost."



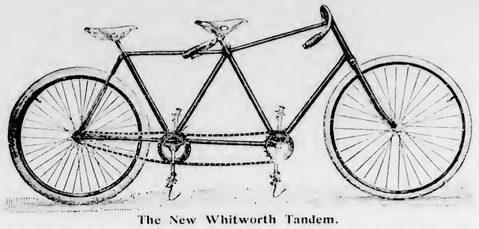
They also state that the Luburg tire is of the Morgan & Wright or Greyhound pattern. It is laced only in one place. The material is of the best that can be purchased and the tires will be made by an entirely new process and will be of the finest Para rubber.

The sectional cut which we produce herewith will aid our readers to understand the construction of tire and valve. The passage of air is controlled by the rubber inner tube No. 2 being compressed by the thumb screw No. 6, which passes through collar No. 5 and metal outer tube No. 1. When air is to be introduced cap No. 4 is removed and the air pump is attached to metal screw No. 7. Then the thumb screw, No. 6, is released so that the air passage is free. After inflation is completed the thumb screw No. 6 is tightened up so that the walls of the rubber air tube meet (as in illustration) the air cannot escape and the pump is removed and cap No. 4 is replaced.

Notice To Dealers.

PREMIER road racing safety No. 78544 was stolen October 27th from the residence of President Johnson of this company, at Orange, N. J. Machine has light colored wooden rims stamped "Fairbanks Patent." Frame is constructed of Premier Helical Tubing and machine was fitted, when stolen, with Lycett's pneumatic saddle and detachable Dunlop tires. A reward of $25 will be paid for its recovery and the arrest of the thief. PREMIER CYCLE CO., 846 8th Av., New York City.

(Continued on page 142.)



The New Whitworth Tandem.

Something Worth Knowing.

To the readers of the BICYCLING WORLD and cyclists I desire to offer a little advice regarding the chain of a bicycle. Cyclists who have gone over one winter with a bicycle know to their sorrow the results of their chain rusting. It has been a great problem to all how to overcome this difficulty. The experiment was tried by using *Bicyline* and the results were simply surprising. The chain on which *Bicyline* was applied looked to be as bright as new and free from rust. All I did was to smear a little on both sides of the chain, rubbed it in well and left it so.

The time is drawing near when cyclists will be putting their wheels away for the winter. Buy a box of Bicyline, try it on your chain and be convinced of what I say. You will never regret it. As a lubricant Bicyline has no equal but as a *rust preventor* it is unequalled.

FROM ONE WHO KNOWS.

NEW YORK, Oct. 24, 1892.

MESSRS. ADAMS & SONS Co.

Gentlemen: "Adams Pain Frutti" is the best gum to be used by all Cyclists and Athletes, as it supplies saliva while racing, and keeps the stomach in good order. YOU. ROOT.

Ride a New Wheel for $18.00.

FOR further particulars see H. W. Smith & Co's. ad. on page 143.

NEW YORK, Oct. 24, 1892.

MESSRS. ADAMS & SONS Co.

Gentlemen: I believe your "Pepsin Tutti Frutti" the best thing for all athletes and cyclists to use, and as the trainer of Martin, the winner of the Six Day International Bicycle Race, gave it to him the entire week, with the best results.

WILLIAM NEWMAN.

MR. JOHN IRELY WARMAN having resigned his position as Managing Director of W. Bush & Hazlewood, Limited, cycle Manufacturers of Coventry, England, he has been appointed by that Company sole agent for the sale of their goods in the United States.

NEW YORK, Oct. 24, 1892.

MESSRS. ADAMS & SONS Co.

Gentlemen: As the Exerciser, I use all the constituents in the International Six Day Bicycle Race, and I have occasion to imbibe into their conditions, and it seems the "Pepsin Tutti Frutti," and speak highly of it as to keeping their stomachs and throats in perfect condition. SAM ROBINSON.



WILSON'S
WONDERFUL NICKEL AND ENAMEL
PRESERVER.

Will Polish Nickel and Enamel, Prevent Nickel and Steel from Rusting.

DIRECTIONS.

MANUFACTURED BY
JOHN W. WILSON, 14-15 Tremont Row
Boston, Mass. U.S.A.

PRICE 50 CENTS.

FOR SALE EVERYWHERE.

THE BILLINGS

Patent Adjustable, Four-Inch

POCKET WRENCH

Is Drop Forged from bar Steel, and finished in a thorough manner and case hardened. In perfecting this wrench all the objections heretofore existing in this class of appliances have been overcome. The result is the production of a wrench unequalled in Material, Finish, Strength and Efficiency.



Adopted by the Pope Manufacturing Co. and pronounced by them THE BEST BICYCLE WRENCH IN THE MARKET.

THE BILLINGS & SPENCER CO.,

HARTFORD, CONN.

WELL CONSTRUCTED! are the words you always hear coupled with

WARWICK BICYCLES.

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LIBERAL DISCOUNTS TO RELIABLE AGENTS.

L. A. W. LEAGUE OF AMERICAN WHEELMEN.

OFFICIAL DEPARTMENT.

Boston, Mass., November 3, 1893.

LEAGUE HEADQUARTERS:

12 PEARL STREET, ROOM 20, - - BOSTON, MASS.

Officers for 1892 and 1893.

PRESIDENT,
COLONEL CHAS. L. BURDETT,
Hartford, Conn.

FIRST VICE PRESIDENT,
THOS. F. SHERIDAN,
Lock Box 951, Chicago, Ill.

SECOND VICE PRESIDENT,
DR. G. CARLETON BROWN,
88 Broad St., Elizabeth, N. J.

TREASURER,
W. M. BREWSTER,
Box 155, St. Joseph, Mo

SECRETARY,
ABBOT BASSETT,
12 Pearl St., Boston, Mass.

The President and Vice-Presidents constitute the Executive and Finance Committee. Dr. G. Carleton Brown is Secretary of this committee, and all correspondence with the committee must be addressed to him.

Standing Committees.

MEMBERSHIP COMMITTEE.

George C. Pennell, 318 West 104th St., New York City.
Howard L. Perkins, P. O. Bx 103, Providence, R. I.
M. A. High, Cincinnati, Ohio.

COMMITTEE ON IMPROVEMENT OF HIGHWAYS.

Isaac B. Potter, Potter Bldg., New York, N. Y.
A. B. Cheek, 430 Temple Ct., Minneapolis, Minn.

COMMITTEE ON RIGHTS AND PRIVILEGES.

Charles F. Cossum, Poughkeepsie, N. Y.
Winfield S. Slocum, 256 Washington St., Boston, Mass.
F. W. Tracy, Bridgeport.

COMMITTEE ON RULES AND REGULATIONS.

J. Wade McGowin, 423 Wood street, Pittsburgh, Penn.
A. C. Willison, Cumberland, Md.
W. C. Harris, Jr., Birmingham, Ala.

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H. E. Raymond, Chairman, 245 Flatbush Ave., Brooklyn, N. Y.
Lewis A. Miller, Meriden, Conn.
Ed. Meglemry, 216 W. Jefferson st., Louisville, Ky.
Geo. D. Gideon, 17 No. 7th St., Philadelphia, Penn
J. M. Erwin, *News-Record*, Chicago, Ill.
John T. Huntington, 588 Arcade, Cleveland, O.

TRANSPORTATION COMMITTEE.

Albert Mott, Chairman, 2234 Madison ave., Baltimore, Md
John O. Blake, 80 Madison St., Chicago, Ill.
H. C. Dickerson, 211 Washington St., Boston
L. D. W. King, 181 Potter Bldg, New York City.

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

ALABAMA—Chief Consul, Wm. C. Harris, Jr., Box 296, Birmingham. Secretary-Treasurer, John A. Snider, 117 North 20, Birmingham.

ARIZONA—Chief Consul, A.W. Gallun, Phoenix.

ARKANSAS—Chief Consul, F. D. Nichols, Fort Smith.

CALIFORNIA—Chief Consul, Geo. H. Strong, 220 Market, San Francisco. Secretary-Treasurer, Lauren W. Ripley, 714 Ninth street, Sacramento.

SOUTHERN CALIFORNIA—Chief Consul, J. S. Thayer Box 3116, Los Angeles. Secretary-Treasurer, Ben C. Jordan, Box 828, Los Angeles.

COLORADO—Chief Consul, Clinde A. Derby, M. D., P. R. R., Pueblo. Secretary-Treasurer, Harry M. Booth, 936 31 street, Denver.

CONNECTICUT—Chief Consul, A. H. Schumacher, Box 952, Hartford. Secretary-Treasurer, F. W. Westlake, 21 Lewis Street, Bridgeport.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington. Secretary-Treasurer, Chas. S. Wilson, 813 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, Samuel W. Shipley, 1227 Pa. Ave., Washington. Secretary-Treasurer, W. H. Stearns, 719 13th street, N. W., Washington.

FLORIDA—Chief Consul, S. A. Adams, 46 Main street, Jacksonville.

GEORGIA—Chief Consul, Samuel M. Whiteside, Box 76, Savannah. Secretary-Treasurer, C. M. Rushing, Savannah.

ILLINOIS—Chief Consul, Frank W. Gerould, 108 Madison street, Chicago. Secretary-Treasurer, Burton F. White, 832 Washington Boulevard, Chicago.

INDIANA—Chief Consul, Thomas Hay, 70 North Pennsylvania street, Indianapolis. Secretary-Treasurer, E. V. Minor, Room 22, Board of Trade, Indianapolis.

IOWA—Chief Consul, Fred H. Beach, 111 West 8th st., Muscatine. Secretary-Treasurer, Geo. W. Tones, Box 1075, Des Moines.

KANSAS—Chief Consul, W. C. F. Reichenbach, Box 685, Topeka. Secretary-Treasurer, Austin Hawley, Girard.

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LOUISIANA—Chief Consul, W. C. Grivot, 116 Gravier street, New Orleans. Secretary-Treasurer, S. H. Grice, cor. St. Charles and Washington avenue, New Orleans.

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MASSACHUSETTS—Chief Consul, George A. Perkins, 15 Court square, Boston. Secretary-Treasurer, Chas. S. Howard, Globe office, Boston

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MISSOURI—Chief Consul, Robert Heim, 908 La Salle street, St. Louis. Secretary-Treasurer, Edgar S. Barnes, Mexico.

MONTANA—Chief Consul, Dr. D. J. Watt, Helena. Secretary-Treasurer, Lewis A. Croll, Anaconda.

NEBRASKA—Chief Consul, A. H. Perrigo, 1305 Dodge Street, Omaha. Secretary-Treasurer, C. R. Nicodemus, Fremont.

NEW HAMPSHIRE—Chief Consul, Geo. A. Place, American House, Concord. Secretary-Treasurer, Frank E. Gale, 59 So. State street, Concord.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 88 Broad street, Elizabeth. Secretary-Treasurer, Theodore P. Mersereau, 66 Montticello Ave., Jersey City.

NEW MEXICO—Chief Consul, Wallace F. Baker, Santa Fe.

NEW YORK—Chief Consul, Chas. H. Luscomb, 280 Broadway, New York City. Secretary-Treasurer, Thomas A. Raisbeck, 280 Broadway, New York.

NORTH DAKOTA—Chief Consul, Miles E. Harlin, Grand Forks.

OHIO—Chief Consul, Andrew E. Mergenthaler, Fostoria. Secretary-Treasurer, S. L. Chaster, Fostoria.

OREGON—Chief Consul, C. L. Howe, 326 Washington street, Portland, Oregon

NORTH CAROLINA—Chief Consul, James L. Yopp, Wilmington. Secretary-Treasurer, Philip Heinsberger, Jr., Wilmington.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Dist. Atty. Office, Philadelphia. Secretary-Treasurer, John A. Scranton.

RHODE ISLAND—Chief Consul, H. L. Perkins, Box 193, Providence. Secretary-Treasurer, Neil Dougherty, 298 Westminster street, Providence.

SOUTH CAROLINA—Chief Consul, James M. Wilson, 14 Wragge street, Charleston.

SOUTH DAKOTA—Chief Consul, W. J. Healey, Mitchell. Secretary-Treasurer, Hal C. Clark, Mitchell.

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TEXAS—Chief Consul, E. W. Hope, Sherman. Secretary-Treasurer, G. W. Hubbard, Sherman.

UTAH—Chief Consul, C. A. Emrie, 272 State street, Salt Lake City. Secretary-Treasurer, A. W. Caine, 529 E. So. Temple stree Salt Lake City.

VERMONT—Chief Consul, F. W. Sherburne, Barre. Secretary-Treasurer, Geo. D. Wheeler, Barre.

VIRGINIA—Vice Consul, D. K. Ammen, box 112, Roanoke, Va. Secretary-Treasurer, J. Hugh Henry, 10 Bute street, Norfolk.

WEST VIRGINIA—Chief Consul, Jason C. Stamp, 2311 Market street, Wheeling. Secretary-Treasurer, H. Ribelmeyer, II S. York St., Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 387 East Water street, Milwaukee. Secretary-Treasurer, E. J. Morawetz, 1019 Wells street Milwaukee.

WYOMING—Chief Consul, Frank Vreeland, Cheyenne.

WASHINGTON—Chief Consul, W. A. Van Lipps, Olympia. Secretary-Treasurer, J. A. Irwin, Spokane.

MORTIMER PROPERT—Chief Consul, Fred L. Rundle, 128 Prince William street, St. John, N. B.

FOREIGN MEMBERS—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C., England.

The Second Half.

THE second half of the League year, during which the dues are $1.50, begins November 1. All applications published this present month will be at the two dollar rate, but the Secretary will receive and hold any that may be accompanied with $1.50 and publish them in issue of November 3. This notice is published, in order that there may be no dissatisfaction arising from the fact that applicants pay the extra 50 cents for membership of but a few weeks. A name once published cannot be withdrawn and carried to another issue. Those who are published up to and including October 27, will have the right to vote in the election of this year, provided the Divisions in which they are located hold the polls open till November 15th, as they are allowed to under the Constitution. Applicants that are held till November 3 cannot vote in the coming election.

Racing Board Matters.

GEORGE W. COSNOS, Orange, N. J., is hereby suspended from all track-racing for one year from Oct. 28, 1893. Entering and competing in novice race having previously won a prize in a track event.

G. D. Stroh, J. W. Young, Pittston, Pa.; H. M. James, W. S. Kerr, Wilkesbarre, Pa.; G. R. Daniels, Plymouth, Pa.; G. W. Keller, Kingston, Pa., are hereby suspended for six months from Oct. ——— competing in unsanctioned races.

The following are declared professionals: F. W. Skinner, Earnest Shay, Cleveland, Ohio; C. M. Church, W. H. Walters, Chagrin Fall, Ohio; George Culbeck St. Johnsbury, Vt.; Herbert T. Harvey, Barre, Vt. violation Clause A, amateur rule.

SANCTIONS GRANTED.

Oct 28—Utah County Wheelmen, Provo, Utah.

Oct 28—H. Williams, Collingswood, N. J.

Nov. 8—Y. M. C. A. C. C., Stockton, Cal. A. E. RAYMOND, Chairman.

Delegate Representation.

The Constitution L. A. W., Art V. Sec. 8, provides that:

SECT. 8. Each Division Board of Officers shall hold its annual meeting in the month of December, and shall then elect from the Division one Delegate to the National Assembly for each four hundred members upon its roll on December 1st.

Applicants published Nov. 17 will become members Dec. 1, and will be counted in the totals which are used as the basis of delegate representation. As delegates may not be appointed on the accession of members, as in the case of Representatives, it is important to Divisions that all applications in hand should be sent in for publication Nov. 17. All such must reach us not later than Nov. 13. The following Divisions are very near to another Delegate, and it will pay for them to make an extra effort to get the few members required: Michigan, 1121; Minnesota, 894; New Hampshire, 367; New Jersey, 1858; New York, 4383. Fraternally,

A. BASSETT, Sec'y.

New League Clubs.

543—West End Wheelmen, Wilkes-Barre, Penn

Arkansas.

F. D. Nichols, the present Chief Consul, declines to be a candidate for re-election. Members in that consulate should nominate some suitable member for the position.

ABBOT BASSETT, Sec.

Colorado Division Ballot.

Chief Consul, J. A. McGuire (official).
Vice Consul—C. A. Derby (official); O. O. Stancliffield (Independent).
Secretary-Treasurer, Harry M. Booth (official).
Representatives at Large—D. L. McConaughy (official); H. Weber (official).

Vote for one candidate for each office with the exception of Representatives, two of which are to be elected.

All ballots must be received by the Chairman of Returning Board not later than Nov. 15, 1893.

Mail ballot in enclosed envelope, directed to E. S. Hartwell, 12 La Veta Place, Denver, Col., Chairman, not later than Nov. 15.

HARRY M. BOOTH, Sec.-Treas.

Delaware.

I desire to place in nomination for Chief Consul of Delaware Consulate Mr. S. Wallis Merrihew of Wilmington, the present incumbent.

Yours respectfully, WM. KIRK, No. 32146.
Wilmington, Del., Oct. 30, 1893.

Georgia.

We hereby nominate the following officers for the Georgia Sub Division:

For Chief Consul, Samuel M. Whiteside.
For Secretary-Treasurer, Charles M. Rushing.

A. W. Bacon	36,496
Leigh M. White	29,578
C. W. Gaines	32,859
W. Edwin Grady	21,257
W. C. Oliphant	31,657
Wm. Denhardt	26,624
G. G. Richmond	24,396

Savannah, Ga., Oct. 27, 1893.

Maryland.

Mr. William Gilliard is appointed Consul at Cumberland.

Diehman's Hotel at New Windsor is appointed a League House. Rates, $1.25 per day; 35 cents per meal.

ALBERT MOTT, C. C.

Baltimore, Oct. 30, 1893.

Maryland.

NEWS NOTE.

At a special meeting of the Board of Officers of the Maryland Division, L. A. W., called to order by the Chief Consul for the purpose of taking consideration and devising ways and means to increase the membership of the Division.

It was resolved, that Mr. J. B. Reed, appointed by the Chief Consul as a committee of one for the above purpose be, and he is hereby, instructed to have printed a book containing twelve or more applications, together with a circular letter, to be mailed to the members of the Division for the purpose of securing an increase of membership, and that he be authorized to offer the following inducements:

First, To give each person who shall secure ten new members to the Maryland Division, L. A. W., on or before the 30th day of April, 1894, a membership ticket, entitling him to all the privileges of one year's membership to the Park Cycle Track.

Second, And to all such persons securing five new members there will be given free one year's dues in the L. A. W., from April 30, 1894, to April 30, 1895.

The book of application blanks has been issued and sent out. It will prove a powerful agent for recruiting.

New York Vs. Road Hogs.

NEWS NOTE.

On Sunday, Oct. 8, a member of the Press Cycling Club of Buffalo, while riding a wheel on the highway near La Salle was run down by two road hogs. Complaint was made to Chief Consul Lascomb of the New York Division, who immediately directed Dr. Packwood of Buffalo to employ counsel and fight the road hogs on behalf of the New York Division. Mr. Trevor F. Hodson was retained on behalf of the New York Division and brought the case to trial before Mr. Justice Adams of La Salle. The attorney for the defendants stated that his clients really believed that the wheelmen had no right on the roadway, but that horses and vehicles had the exclusive right to the road. After hearing the counsel on the wheelmen, the Justice imposed a fine on the offenders and instructed them that a bicycle is recognized by the law as a vehicle the same as a wagon and has equal rights and is entitled to equal protection while being propelled along any highway.

This action, taken so promptly by the officials of the New York Division, will make the name of the L. A. W. a standing terror to any riders or drivers who think that a wheelman is a good object to persecute on the public highways.

New Jersey Division.

ELECTION NOTICE.

BALLOTS for the 1893-4 election of officers for this Division have been sent out. If any members have failed to receive the ballots, and will kindly so advise me, same will be promptly forwarded. Ballots mailed to the Secretary-Treasurer after November 15th will not be counted. THEO. I. MERSEREAU, Sec.-Treas.

Jersey City, Oct. 30, 1893.

Ohio.

ON September 14 M. M. Conlan, L. A. W. No. 29341, Shelby, Ohio, was run down by a farmer and his wheel badly damaged. No apology was offered but on the contrary the farmer drove rapidly away. He afterwards boasted of having "fixed" one bicycle rider. The case was immediately reported to Division headquarters and by the way was turned over to Skiles & Skiles, leading attorneys of the city of Shelby with instructions to secure settlement if possible with out suit but if necessary to carry the case into the courts. This firm secured damages from the farmer to the amount of $75 which were paid to Mr. Conlan and the Division paid the attorney fees which were $15.

A second reward for the conviction of a bicycle thief has been paid to marshall Harry L. Karch, of Xenia, Ohio. The thief convicted was Edward Hill, of Springfield, and wheel stolen was from C. M. Stark, L. A. W. No. 24331.

Fraternally, A. E. MERGENTHALER, Chief Consul.

Fostoria, Ohio, Oct. 23, 1893.

Tennessee.

BELIEVING that Charles J. Schierer made the best Chief Consul that this, the Tennessee Division ever had, I desire to nominate him for that office for the year '94. He has been truly termed "Tennessee's grand old man."

Yours fraternally,
H. W. LINGERFELT, L. A. W. 30,640.

Memphis, Tenn., Oct. 25, 1893.

West Virginia.

WE, the undersigned nominate Jason C. Stamp for Chief Consul West Virginia Sub-Division; H. Ribblaffer, Sec.-Treas. West Virginia Sub-Division.

Yours,
CHAS. H. GEDDES, 26,346.
W. R. SELLERSSON, 17,290.
H. C. SWEENEY, 8,365.
W. J. SAMMONS, 34,702.
NEFF LAING.
H. E. HOOMANS.
A. JUDGGINS.

Virginia.

At a meeting of the Virginia Wheel Club held Wednesday evening, 25th inst., Mr. H. L. Cheatham, of this city, was unanimously nominated for the office of Chief Consul for the Virginia Sub-Division. Yours very truly,

AUSTIN R. NEAL, Sec.

Roanoke, Va., Oct. 28, 1893.

Applications for Membership.

THE following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III. of the Constitution, which is as follows:

SECTION 1. Any amateur wheelman of good character, eighteen years of age or over, shall, with the endorsement of two League members be eligible to membership in this League upon payment of the initiation fee and dues, as provided in this Constitution and By-Laws, and the By-Laws of his Division.

SEC. 3. The name of each applicant for membership must be published in the official organ, and unless within two weeks thereafter, a protest shall be filed with the Secretary, he shall become a member of the League.

Tickets will be issued fourteen days after the publication of names, and on the same date the name of applicant will be put on the no. 1 list of this paper.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding date of publication. All applications received after that hour must go over to the list of the following week. (When a holiday falls on Monday the list is closed on Saturday preceding.)

BOSTON, Nov. 3, 1893.

Total 117—35088.

North California—3—790.

61821	Haas, Al. P.	Fresno
822	Edstrom, E. C.	Santa Cruz
823	Burris, Laura	Santa Rosa

South California—3—292.

61824	McAleer Thos.	Los Angeles
825	Percival, W. H.	Los Angeles
826	Vierock, Ed.	"

Colorado—2—596.

61827	Gibbs, R. H.	Denver
828	Steinenburgh, Gus. P.	Denver

Connecticut—1—2273.

61829	Ronayne, Morris J.	Saugatuck

District of Columbia—2—326.

61830	Cook, Geo W.	Washington
831	Jones, Carlisle R.	"

Georgia—1—151.

61832	Wamack, Ed.	Brunswick

Illinois—4—2449.

61833	Trimmer, C. R.	Chicago
834	Walton, M. S.	"
835	Osten, C. A.	"
836	Melle, James	Chicago

Indiana—1—578.

61837	Connolly, J. T.	Ft. Wayne

Kentucky—3—601.

61838	Labir, M. J.	Paris
839	Smith, Eugene M.	Louisville
840	Harris, C. J.	Owenton

Maryland—1—646.

61841	Bradley, W. H.	Baltimore

Massachusetts—6—6168.

61842	Jeffrey, Walter W.		Boston
843	Marshall, Frederick L.		Roxbury
844	*Thorndike, Mrs. Eva M.*		Boston
845	Wood, Dr. M. W.		Boston
846	Crafts, Wm. H.		Melrose
847	Shialjian, John S.		Worcester

Missouri—8—817

61848	Westervelt, E. R.		St. Louis
849	Bauer, Alfred N.		St. Louis
850	Baker, Ed. C.		Cameron
851	Brocksmith, A. R.		Carrollton
852	Wilson, Jerry J.		Rolla
853	Campbell, Dr. Jesse A.		St. Louis
854	Ehrler, W. A.		"
855	Lund, John M.		"

Nevada—1—18.

61856	Brown, Harrison K.		Carson City

New Jersey—2—1958.

61857	Snyder, Milton J.	W.	Hoboken
858	Zane, Foster S.		Camden

New York—18—4383.

61859	Kieselbach, H. C.		Brooklyn
860	Aldett, Burton E.		Cohoes
861	Cullnan, James		"
862	McCreedy, Wm. A.		"
863	Stewart, James		"
864	Slingerland, Geo.		"
865	Van Deecori, Earl		"
866	Williams, J. Henry		"
867	Zelle, William		"
868	Scovill, E. W.		Hudson
869	Foster, Vernon		New York
870	Lieberi, C. H.		"
871	Roux, Alexander J.		"
872	Schallmer, Chas. E.		"
873	Taylor, W. S.		"
874	Chism, J. D., Jr.		Albany
875	Scrivon, C. E.		Flatbush
876	Richmond, Fred H.		Syracuse

Ohio—9—3202.

61877	Robechek, Louis J.		Cleveland
878	Sage, W. R.		"
879	Felger, E. W.		"
880	Raebert, E. A.		Canton
881	Parrett, J. A.		Circleville
882	Newcomer, I. R.		Prairie Depot
883	Gaines, W.		"
884	Myers, Park L.		Fostoria
885	Schneider, Rudolph		Toledo

Pennsylvania—59—4131.

61886	Shalters, Frank B.		Reading
887	Schroeder, Fritz M.		Reading
888	Barrowman, Geo. J.		Scranton
889	Connell, Theo.		"
890	Connell, E. H.		"
891	Lucas, H. C.		"
892	Moll, Geo. S.		"
893	Newman, H. E.		"
894	Price, C. M.		"
895	Sharp, G. O.		"
896	Shiffer, E.		"
897	Sloan, M. R.		"
898	Waters, Percival		"
899	Wetling, F. C.		"
900	Bowman, Will H.		Wilkes Barre
901	Burdick, J. M.		"
902	Davey, Ben, Jr.		"
903	Cooper, Ben F.		"
904	Gales, Fred H.		"
905	Gunster, Edward, Jr.		"
906	Hughes, John		"
907	Horton, Harry M.		"
908	Hess, Harry L.		"
909	Hunter, John P.,		"
910	Horton, John C.		"
911	Innes, Edgar A.		"
912	Kline, Anthony,		"
913	McGroarty, John S.,		"
914	Norris, Charles S.		"
915	Pursal, James S.		"
916	Pursal, H. W.		"
917	Pabst, Louis E.		"
918	Quirk, Chas. A.		"
919	Ryder, Thomas P.		"
920	Reedler, Chas. J.		"
921	Ridsdale, P. S.		"
922	Rinehimer, John		"
923	Robins, Edwin S. Jr.		"
924	Rothermel, Dr. W. H.		"
925	Steidle, Joseph P.		"
926	Stauffer, Philip E.		"
927	Smith, Fred G.		"
928	Selfridge, E. P.		"
929	Van Horn, E. S.		"
930	Wagner, Dr. E. C.		"
931	Keller, W. G.		Kingston
932	Lloyd, Will,		West Pittston
933	Jones, Elmer E.		Abington
934	Gosling, J. C.		Port Allegheny
935	Lane, H. W.		Russell

Wisconsin—2—491.

61936	Schaller, Frank		La Crosse
937	Andrews, Jos.		Norwalk

HOW TO JOIN THE L. A. W.

Fill up the blank below, and, together with the sum required for Initiation Fee and Dues to April 30th, next ensuing (1894), send it to the Secretary of the League,

ABBOT BASSETT,
12 Pearl Street, - - Boston, Mass.

P. O. BOX, 5267.

Write your FULL NAME, your FULL ADDRESS, and your CLUB name in FULL.

Each applicant must give as references the names of two L. A. W. members.

The name of the applicant will be published in the L. A. W. BULLETIN as soon as possible after it is received, and after two weeks, if not protested, the ticket will be issued. This will consume in all about three weeks.

Stamps of a denomination above two cents will not be received.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for tickets, easily be exposed to view, and a pocket for personal cards, send 25 cts. If you want your name in gold, stamped on the holder, send 50 cts.

MEMBERSHIP FEE.

In April, May, June, July, August, September or October, enclose $2.00 with this blank. In November, December, January, February or March, enclose $1.50. These sums include the initiation fee and the annual dues.

The sum printed on the blank is the proper amount to send on even date with that of this copy of BULLETIN.

Application for Membership.

.....189

ABBOT BASSETT, Secretary:

Dear Sir.—Enclosed you will find $1.50 for Initiation Fee and Dues in the League of American Wheelmen to April 30, next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur. I refer to the two League members named below.

Name.....

Street or Box.....

City.....

State.....

References:.....

.....

.....

Club.....

Write plainly. Autograph signature and required. Printing preferred, or enclose personal card.

Change of Address.

Members desiring change of address will kindly use the form below and send same to the Secretary, Abbot Bassett, 12 Pearl Street, Boston, Mass.

No. .. ..

Name.....

Old Address.....

.....

.....

New Address.....

.....

.....

TRADE NOTES.

Continued from Page 140.

Favored Elliptical Sprockets.

THE Hart Cycle Company, of Philadelphia, in looking over Columbia bicycle testimonials for 1893, develop the interesting fact that out of 50 riders heard from, 15 are in favor of the elliptical sprocket, while 16 stuck to the round. It was noticed that the advocates of the round sprocket are mostly the scorcher element who want high gears, but the sedate riders who form by far the largest majority and who use a comparatively low gear, say 50 inches, found the elliptical wheel a decided advantage in hill climbing and all around riding. This would seem to prove that the elliptical sprocket wheel is in a high feather in Philadelphia.

All but two of the replies were strongly in favor of the new band brake.

Waltham's Company Incorporated.

THE Waltham Manufacturing company was organized in Kittery, Me., last week, with a capital stock of $100,000. The following officers were elected: President, C. H. Metz, Waltham; Secretary, H. L. Thompson, Waltham; Treasurer, F. L. Howe.

Mr. Wilcox Sick.

MR. E. H. WILCOX, manager of the Ariel Cycle Mfg. Co., is at present on the sick list being unable to leave the house.

Holmes' New Sweater.

THE Holmes Company is putting upon the market an improved sweater which is sure to catch on. Although they have turned out many thousands of these garments heretofore, there has always been a seam in the sides of the high collars, but this has now been overcome by an improved method of manufacture. They are now knitting the collars in one piece, with a double thickness of fabric, thereby insuring comfort to the wearer and a proper shaping of the collar when either standing or turned down.

A New Sundry.

CUSHMAN & DENISON have just placed on the market their new "Star" Oiler which is an excellent oil can at a low price. It contains a number of improvements on the cheaper oilers now in use. They guarantee the "Star" to be as good as any oiler in the market except the "Perfect."

The "Perfect" Oiler will be made in larger quantities than ever. With the recent improvements it is even better than the old style which has so long been the leading favorite. The "Perfect" has just taken the highest award at Chicago.

The Essex.

THE Essex is the name of a new waxed brought out by Porter & Gilmour, of New York City, for the '94 trade. The Essex is a light roadster, built on the most approved lines, commonly known as the Humber pattern. The material used is the best selected stock that the market affords; the workmanship is the most expensive; the finish first-class. Every detail of construction has received careful attention. While the wheel is strictly a light roadster, strength has not been sacrificed, and the machine is guaranteed to stand any weight and work over any and all kinds of roads. It is supplied with choice of saddles and gears. The price is $100, and the makers assert without fear of contradiction that it is one of the best value for that money ever produced.

Assignment of Common Sense Co.

LAST week an assignment by the Common Sense Bicycle Manufacturing Company of Philadelphia, Pa., to Frank W. Parvin, as assignee for the benefit of creditors, was recorded. It was signed D. Pettit, president; Frank W. Parvin, secretary, and dated the 21st inst. The assignment, which conveys no real estate, was made in pursuance of a resolution adopted by the Board of Directors on Oct. 19.

Josephi's Change.

MR. JAMES JOSEPHI, who is one of the best known salesmen in the trade, has just joined with the Peerless Mfg. Co. of Cleveland, Ohio, makers of the "Triangle" safety, and will represent this firm in the East.

The "Triangles" will be built of the following weights: Roadster (call on), 30 pounds; road racer, 25 pounds; track racer, 19 pounds; ladies' safety, 29 pounds.

Belanger's Bicycle.

THE Ames Mfg. Co., of Chicopee, Mass., has shipped to Boston a model of a safety bicycle which is the first completed machine of that style embodying the ideas of Victor Belanger. Whether the claims of Mr. Belanger as to the speed and general success of the new wheel will be realized is a matter of much speculation.

The front wheel and frame are the same as in the ordinary safety, and it is only the complicated mechanism connected with the rear wheel which will attract the attention of the curious. A power wheel turned by a crank sprocket operates the rear wheel in which it is placed by friction instead of gears. This power wheel is supported in the rear wheel by an iron framework held in position by two trolleys. A shaft running from the main driving sprocket to the power wheel moves them together, and by this means (carl-centres are overcome. In this overcoming of (carl-centres the inventor looks for the greatest success in attaining speed and making grades easy, and it is the strong point claimed for the machine.

Warwick Company To Incorporate In Massachusetts.

THE Warwick Cycle Company, of Springfield, Mass., which has been incorporated under the laws of Maine, will take action soon to secure incorporation under the laws of Massachusetts. The stockholders are turning over their certificates, and when all are received the necessary legal steps will be taken.

The Hermes Tire.

VERY soon we shall have cuts and description of a new mechanically attached pneumatic tire made by the Hermes' Tire Co., of 1330 Washington street, Boston, and which will be acknowledged when seen to be a most excellent member of the family of pneumatics.

As to details we prefer to avoid them until we can demonstrate with cuts, but we can give some results as to speed and ease with which the tire can be detached, the inner tube taken out and replaced. The first experiment it took Mr. White just fourteen seconds to detach a section of the tire (about a foot in length), draw out a section of the inner tube and replace both ready for inflation. It took the writer about thirty seconds to do the same thing, and that the method of attachment is simple and very easy and quick, all will admit who see it. To remove the entire cover and take out the inner tube and replace both ready for inflation took Mr. White about one and one-half to two minutes, and he didn't hurry at all. The riders and the trade will look with interest on this new tire and we can assure them they will have something very pleasant to look upon.

THE Phillips Wheel Co. has been incorporated to manufacture bicycles in Rochester, N. Y. Capital, $10,000, and directors: C. Phillips, H. S. Durand, E. R. Jennings and W. W. Mumford.

ON Oct. 30, Zimmerman at the Charter Oak Park track, Hartford, Conn., rode one-third of a mile on his Raleigh in 35s. flat, flying start, breaking Windle's world record of 37s., and Johnson's record made the same day of 35 2-5s.

ISAAC BAIRD, the little Southern flyer, has made a very creditable record this year for the amount of time he has given to racing, having won three State Championships of South Carolina and twenty other races, all on his Raleigh.

THE Red Star Mfg. Co. will hereafter put up their Red Star Solid Illuminant for bicycle lamps, in two size cans, pints and half pints. As the illuminant lasts four times as long as fluid oil, one pint is equal to one-half gallon of fluid oil, and as a great many of the riders do not use this quantity during the season, the half pint cans are made to meet the demand from them.

IN our advertising columns will be found an advertisement from "Hilton," desiring a position as advertising manager or salesman. We know the gentleman personally, and we are satisfied that any concern in the cycling business who is desirous of getting a good, able, conscientious and honest worker, can do no better than communicate with "Hilton" as per advertisement.

Send 50c. to us for copy "Zimmerman on Training." The book not only covers points on training, but points for tourists, care of wheels, records, and a host of valuable information.

Position Wanted

By a temperate, reliable man, with a good bicycle house, either as advertising manager or salesman. 3 years' experience with one of the best bicycle concerns.

Address HILTON, 36 Sycamore St., Roslindale, Boston, Mass.

FIXTURES.

Clubs desirous of booming their race meets will be quoted special advertising rates upon application. You reach everybody in the Bicycling World.

NOVEMBER.

7.—Berkeley Oval, Washington Wheelmen's Race Meet.

17-25.—London. Stanley Show, Agricultural Hall.

30.—Stockton, Cal. Oak Leaf Wheelmen's Meet.

DECEMBER.

1-8.—London. National Cycle Exhibition, Crystal Palace.

JANUARY, 1894.

8-13.—New York. National Exhibit of Cycles, etc., Madison Square Garden.

15-21.—Philadelphia. National Cycle Show, First Regiment Armory.

WHY? WHY?

Why does every experienced rider insist on having a "Perfect" Pocket Oiler and will take no other as a substitute?

Why was our $100 open challenge never accepted?

Why has every comparative test resulted in a victory for the "Perfect"?

The answer to the above questions is self-evident. The bicycle public **KNOW** that the "Perfect" Pocket Oiler **IS** the best and neatest oil can in the world. Does not leak. Regulates supply of oil to a nicety.



One-Half Size.

Price 25c. each. Handsomely nickeled.

CUSHMAN & DENISON, 172 9th Ave., New York

FOR SALE OR EXCHANGE.

In this department the prices are 20 cts. per line, 7 words per line, 12 lines per inch.

Stamps will NOT be taken in payment. Cash, check, money order, or postal note must accompany order, or no insertion.

WANTED to buy a new or second hand pneumatic cheap; Columbia preferred. F. W. PIOTROW, Hamilton, N. Y.

STOLEN—Fowler No. 2208; M. & W. front tire; Greyhound rear; belt grip broken; flanged scorcher saddle; several nipples sawed off. Liberal reward. H. A. SMITH, Middletown, N. Y.

L. A. W. bicycle brushes. Send 30 cents in stamps per set. SPENCER & BRANDT, Scranton, Pa.

FOR SALE—Model Queen, Registered 57. Bernard Birch; one of the finest and largest in America. Address, M. M. CONLAN, Shelby, Ohio.

LATEST CYCLING PAPERS from all parts of the world received regularly and for sale. Send for List. FLETCHER & CO., 13 E. Van Buren Street, Chicago.

BICYCLE repairer wanted; one who can take charge of a repair shop and is a first-class workman. WHITE CYCLE CO., Trenton, N. J.

Bicycles. SOME BARGAINS.

Shop soiled Knight Scorcher, $80; Knight Roadster, $70; Triumph, $60; Hero, $40; 2nd hand Jolly, $30; Rambler, $20; Kenwood, $10; Phoenix, $50; Paragon, $40; all with pneumatic tires and in fine condition.

KNIGHT CYCLE CO.,
311 North 11th Street, - - St. Louis, Mo.

$55 CASH buys '93 Model Rover Pneumatic. Garford saddle, pump, good condition. H. S. TOWNER, Lyon, Mass.

TRICYCLE Tandem, Eng ish make, modern style, convertable to a single bicycle. Front steering handle bars, suitable for two ladies or gentlemen and lady. In good order, a great bargain. E. B. HUTCHINSON, Lock Box 52, Andover, Mass.

STOLEN—Ariel safety, No. 2001, Model D, Ideal Tires, Solid Comfort seat, gear 68, rat-trap pedals, puncture on rear wheel repaired, tool bag and bell. Reward for return. ALBERT N. TAYLOR, (L. A. W. 53629), 1901 K St., N. W., Washington, D. C.

CHAP

PED Hands cured in one night with Ryder's Chapine, immediate relief for Chapped Hands, Burns, Salt Rheum, and all Roughness of the Skin. By mail on receipt of price, 15 and 25 cts. Agents can make big profits. JOHN H. RYDER, 2018 Washington St., Boston, Mass.

Ride a New Wheel for $18

Take out your wheels, crate securely and ship to us, express prepaid; we will apply *Standard Mats Pneumatic Tires*, either single or double tube, in At steel rims for $18 per pair, with a pump. Frame spreading and general repairing at the *Lowest Prices*. All of our work and tires guaranteed. H. W. SMITH & CO., 91 Marshall Street, Somerville, Mass.

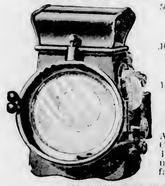
A Bargain.

Quadrant Safety, fitted with new Burris-Michelin rims and tires. First-class condition.

$65 TAKES IT.

T. T., care Bi. World.

BARGAINS IN LAMPS.



500 Good Spring Back Lamps, reduced from $1.50 to $1.00.

100 Powerful Lense Lamps, reduced from $8.00 to $5.00

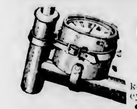
100 Small Lense Lamps, reduced from $6.50 to $4.50.

All new goods. All warranted. Cash with order. I will refund money if not satisfactory.

W. W. WHITTEN,
118, 120, 122 & 124 So. Main St., Providence, R. I
Discount to the regular trade.

BICYCLE ENGRAVING AND ELECTROTYPING

GRAVES & GREEN,
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LEVY'S
Cycle Clock
AND
Speed Calculator.

Warranted good time keepers. Price $2.25 from cycle dealers or

SIMON C. LEVY,
1217 Ridge Ave.,
PHILADELPHIA, PA.

SPECIAL.

In this Department, 25 cents a line. ☞ Cash must accompany the order. ☜

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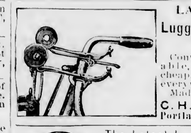
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Solid Gold, - - $3.50
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Any bicycle dealer will order you one. We have L. A. W. Badges from 25c. up. Discount to dealers.

DURYEA JEWELRY CO.,
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- PNEUMATIC -

908, Solid Gold, - $2.50
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Pneumatic L. A. W. Pin,
Sent by mail at our risk.
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PRICE 50 CENTS.

Gives a bright, clean light, that **will not shake out.** ☞ All prominent dealers keep "RED STAR" specialties.

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Jones' Suspension Bicycle Saddle.

Simplest, Cheapest, Neatest and Best.

For Carrying Children on Ordinary Safety Bicycles.

☞ For Sale by all Dealers. Manufactured by

A. H. GOETTING, Springfield, Mass.

The Chicago Cycling Horn



(Pat. June 27, 1893.)

The neatest, smallest, simplest and lightest horn on the market. The tone is very strong and distinct. Horn by mail, $1. Discounts to dealers and clubs. Address,

HERMANN METZGER,
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..ADAMS'..
Pepsin Tutti Frutti
FOR THAT
Full Feeling After Eating.

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Procured in the United States and foreign countries. Trade marks, designs, labels and copyrights. Send description with model, photograph or sketch, and I will tell you how whether you can obtain a patent. All information free. W. E. MCGENEAU, Merrill Building, 908 F'G St., N.W., Washington, D. C.

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Send sketch of model for free examination as to patentability.



WESTON & CO., Jamesville, N.Y.
Wheels for Safety Bicycles.

Old wheels made over, or new wheels to take their place. Rock bottom prices to suit the times.

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For rates and other information see Agents of the Nickel Plate Road, or address

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The
Columbia

Standard Bicycle of the World

Graceful, light and strong, this product of the oldest bicycle establishment in America easily retains its place at the head. Always well up to the times or a little in advance, its well deserved and ever increasing popularity is a source of pride and gratification to its makers. To ride a bicycle and not to ride a Columbia is to fall short of the fullest enjoyment of a noble sport.

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Pneumatic Tires

For Bicycles

And Carriages.

We manufacture a variety of high and medium grade single and inner tube tires for general sale.

Our tires are well constructed, thoroughly reliable, and, without doubt, are unequalled by any tires on the market for the price at which we offer them.

Correspondence solicited from manufacturers and large repairers.

Hartford Rubber Works Co.,

HARTFORD, CONN.

It Requires

A Good Deal to Break and Very Little to Repair.

Ypsilanti, Mich., Sept. 10, 1893.

The HARTFORD CYCLE CO., Hartford, Conn.

Gentlemen—I have ridden my Hartford Safety constantly for three years and thought it could not be broken, but find out when you are run into by a runaway team, something has to suffer. Please send me six new spokes, which will repair damages.

Too much praise cannot be given a Hartford Wheel.

Respectfully,

FRED HUNTOON.

The Hartford Cycle Co.,

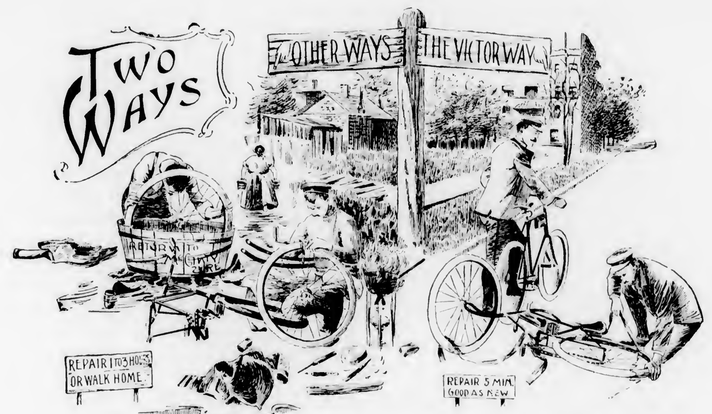
HARTFORD, CONN.

SEND FOR A CATALOGUE.

The BICYCLING WORLD AND L. A. W. BULLETIN

Founded 1877

Volume XXVII. Number 20. BOSTON, FRIDAY, NOVEMBER 10, 1893. 50 Cents a Year. 5 Cents a Copy.



THE SHORTEST AND QUICKEST WAY OF REPAIR IS THE VICTOR WAY.

OVERMAN WHEEL CO.,

BOSTON. WASHINGTON. DENVER. SAN FRANCISCO.

HERE AND THERE.

Send 50c. to us for copy "Zimmerman on Training." The book not only covers points on training, but points for tourists, care of wheels, records, and host of valuable information.

THERE is a modest female bicyclist in Philadelphia who has a side saddle attached to her wheel.

THE employes of the Hickory Wheel Co., of South Framingham, Mass., are talking of securing club rooms for the winter.

MESSRS. WELLS and HAWLEY of Brooklyn, N. Y., will shortly make an attempt to lower the tandem record of two hours and thirty minutes between Patchogue and Brooklyn.

THE Elkland (Pa.) Bicycle Club on Oct. 21 had an interesting meet on their new half mile track. F. P. Taylor, a local wheelman, distinguished himself by winning every event he entered.

A BICYCLING craze has broken out among the women of Paris. The woman astride a wheel will now be accepted by fashionable people in this country—but it took Gaul to make her so.—*Exchange.*

CHIEF CONSUL BRESLER, of Michigan, has returned to Detroit after a six weeks' sojourn in Germany. Mr. Bresler thinks the German associations could give the L. A. W. several valuable pointers.

THE Cohoes, N. Y., wheelmen will have an old-time social at the Opera House in that town on Wednesday evening, Nov. 15th, and the BICYCLING WORLD acknowledges the receipt of a unique invitation.

THE members of the Anawan Cycle Club of Mansfield, Mass., enjoyed a very pretty dancing party in Park street hall last week. The attendance was large, the music gave excellent satisfaction, and everything passed off enjoyably.

THE Garden City Cyclers, of San Jose, Cal., gave their annual party at Germania Hall last week. The affair was invitational and a select party was in attendance. The dance programme consisted of fourteen pieces and was enjoyed by all.

THE wheelmen of Charleston, S. C., are preparing for another tournament. November 18 is the day, and the races are expected to eclipse the two successful tournaments that have already been given under the auspices of the Track Association.

A. L. ATKINS, J. P. Bliss and M. F. Dienberger with T. T. Lyman and D. G. Steaffer, trainers, are at work at West Side Park, Nashville, Tenn., and will make an attempt to lower the record at Cumberland Park either during or just after the present running meeting.

THE fifth social party, dancing 8 to 12, will be given in Oakland Hall, Mattapan, Friday evening, Nov. 17. The Racing Committee, of Mattapan, M. S. S., has decided to hold a hare and hound race Nov. 30, Thanksgiving day, at 9 A. M., start 1,166 from Mattapan square and distance ten miles.

THE Advisory Committee of the Kings County Wheelmen of Brooklyn have made their final report as to the building of its new club house. The necessary building fund will be raised by subscription from the club members. Bids for the building will be opened on November 16. Three sites are under consideration.

FRED COFE, the well known trick rider of Philadelphia, has recently met with a severe and painful accident. While giving an exhibition of fancy riding at the Armory of Battery A, West Philadelphia, his wheel slipped, and his foot was caught between the pedal and the frame of the machine, giving it a nasty wrench. With care he will be able to ride again in a little while.

THE officers of the Owensboro, Ky., Fair Association are about five years behind the times. They recently granted the wheelmen of Owensboro the privilege of running races on the track during one day of the Fair, and then imagined that they had conferred a great favor. They tried so hard to impress this on the cyclists that the latter became disgusted and declared the races off temporarily.

THE proposed indoor cycling meet, which was to take place in Chicago this winter, still hangs fire. The promoters of the affair have for some time been on the look-out for a suitable building wherein they could build about an eight lap track, but there is no building in Chicago large enough for a track of that size, so they will presumably arrange with the managers of Tattersalls to hold the meeting there, although a twelve lap track is rather small for speedy riding.

THE Framingham (Mass.) Cycling Club held its first annual open century run Thursday of last week. The start from South Framingham was made at 6.10 A. M., the route being to Clinton and Lancaster, thirty miles and return, thence to Boston, around Chestnut Hill reservoir and return, finishing at 5.25 P. M.

A BRILLIANT reception was given by the Cleveland (Ohio) Wheel Club at the opening of its handsome new rooms on Huron street last week, over 500 guests being present. The club house is finely furnished and was much admired by the visitors. After the reception to the guests dancing was commenced in the dancing hall and continued until a late hour. A light luncheon and refreshments were served on the second floor.

BECAUSE of the public feeling aroused by the tragic death of Mrs. John Williams, in Duluth, Minn., an ordinance regulating bicycle riding will be introduced in the council. It will provide that no bicycle or tricycle shall be ridden on Superior street between Sixth avenue and Second avenue E, or on any side street within 100 feet of Superior street. The ordinance, with some possible modifications, will doubtless be passed.

TREASURER L. H. ADAMS, of the Springfield (Mass.) Bicycle Club, estimates the net receipts of the recent tournament at $800, a very small sum when compared with last year's receipts of $4,500. There were several causes for the falling off, among which may be included the largely decreased attendance, and the fact that this year the club paid for its prizes outright, and did not depend upon the donations of merchants as in past years.

Worth One Thousand Dollars.

We are just in receipt of a letter from Chas. J. Foskett, a large contractor and builder, of Natick, Mass., in which he says: "I would not take $1,000 for my wheel if I could not get another. I am riding it from 15 to 30 miles every day in my business. Wish I had got one before."

This man rides a regular HICKORY, MODEL "A."

SEND FOR A CATALOGUE DESCRIBING IT, TO

Hickory Wheel Co. South Framingham, Mass.

DUNLOP TIRES

Are weekly breaking records in almost every country in the world.

DUNLOP TIRES have beaten and now hold

More World's Records, More English Records,

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Than all other makes of tires put together. This is no mere assertion—it is the fact,

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The American Dunlop Tire Company,

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.... Samples of the ....

Garford Saddles

FOR 1894

WILL BE READY BY AUGUST 1ST.

Correspondence with manufacturers solicited.

THE GARFORD MFG. CO.,

ELYRIA, O.

Straws are Thickening.

Townsend Harbor, Mass., Oct. 27th, '93.

St. Louis Refrigerator & Wooden Gutter Co., St. Louis, Mo.

Gentlemen: The LU-MI-NUM is here. Came night before last. I did not care to write you before I had tried it. I am more than pleased with it in more ways than one. I have handled a number of the leading wheels and have tried many more, and I never rode a wheel that went any easier than this one, and never one that has the life that this has. It does not seem to be dead and solid like the steel frame. Everyone thinks it a beauty.

Yours truly, E. O. PROCTOR.

Titusville, Pa., Oct. 23rd, '93.

St. Louis Refrigerator & Wooden Gutter Co., St. Louis, Mo.

Gentlemen: As is always the case with a "new thing" the people want to see it tested. Everybody who has examined it is very much pleased. There never has been a wheel here that attracted so much attention, and called forth as favorable comments. I have been riding the wheel every day and am more in love with it every time I mount it.

Yours truly, J. S. WILLARD.

Wind is Freshening.

Aberdeen, Miss., Oct. 26th, '93.

St. Louis Refrigerator & Wooden Gutter Co., St. Louis, Mo.

Dear Sirs: I received by express last night the wheel ordered some time ago, and feel that I am amply repaid for the wait. The parties who ordered other wheels have tried same and express themselves as sorry that they did not wait. In a collision to-day the LU-MI-NUM showed its strength and came out with only a few spokes stripped of their screws, none of the aluminum parts being injured. The wheel is attracting a great deal of favorable attention.

Yours truly, W. D. WENDEL.

Jacksonville, Ill., Oct. 30th, '93.

St. Louis Refrigerator & Wooden Gutter Co., St. Louis, Mo.

Gentlemen: I am in receipt of the LU-MI-NUM wheel. It is a Lulu. Think it is the finest wheel that ever has been put on market. In fact, we have scores of wheelmen ready to discard their old wheels for the LU-MI-NUM. Let us know at once when you can give us the shipment of four or five wheels at least. We also want two ladies' wheels and one racer.

Yours truly, CHAS. PRICE.

"We Keep Our Promises."

ST. LOUIS REFRIGERATOR & WOODEN GUTTER CO.,

Incorporated 1873. *ST. LOUIS, MO.* Capital $500,000.00

The League Chainless the Popular Mount.

Stroudsburgh, Pa., Oct. 18, 1893.

The LEAGUE CYCLE CO.:

Gentlemen:—I have been riding my League Chainless for nearly three months. I have subjected it to the most severe tests, and it stands to-day WITHOUT A FAULT OR BLEMISH.

The principle and construction of the frame and gears is indeed "par excellence," and I would not now go back to a chain wheel under any consideration.

The League Chainless combines three important features which wheelmen cannot fail to appreciate, viz. SIMPLICITY, DURABILITY and SPEED.

Wherever I go my wheel is the center of attraction, and several hundred riders have taken a spin on it "to see how it worked." Many of these riders were agents for other wheels, yet they all acknowledged that the CHAINLESS REQUIRED LESS POWER and had MANY POINTS OF SUPERIORITY OVER CHAIN WHEELS.

THE LEAGUE CHAINLESS IS SURE TO BECOME THE POPULAR MOUNT, and while chains with their noise and disagreeable features may have served their purpose, they soon will be buried in the dust and rust of time, to be like the original "Dandy Horse," forgotten or unknown.

Respectfully at your service.

H. W. KISTLER, Stroudsburgh, Pa.

THE LEAGUE CYCLE CO., - - HARTFORD, CONN.

F. W. HILL & CO., 19 High Street, Boston, Mass., Agents for Boston and Eastern Massachusetts.

THE BICYCLING WORLD.

Published Every Friday

BY

THE WHEELMAN CO.

Incorporated under the Laws of Massachusetts.

167 OLIVER STREET,

BOSTON, MASS., U. S. A.

☞Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as their new, and their League number.

TO OUR ADVERTISERS:

Copy for new advertisements must be handed in by Tuesday morning to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday to insure attention for the following issue.

☞All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN CO. All communications should also be addressed to the Company instead of to individuals.

☞*Postage stamps will not be accepted hereafter in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken.*☜

C. W. FOURDRINIER, Manager.

EDITORS:

C. W. FOURDRINIER. H. CROWTHER.

Ladies' Department, conducted by

MRS. MARY SARGENT HOPKINS.

BOSTON, NOVEMBER 10, 1893.

Our Circulation!

"How is it made up?"

This question was the other day put to us by one of our advertisers. Why "certainly" we are pleased to give particulars, and it is a very nice showing:—

League,		35,855
INDEPENDENT CIRCULATION.		
Subscriptions,	6,768	
Trade,	618	7,416
Total circulation,		43,271

Please observe, oh ye Advertisers, that we have nearly

7,500!

Independent of the L. A. W.

Do we hear any remarks about "PAID CIRCULATION?"

IN a communication addressed to the Ways and Means Committee by Col. Pope on the tariff on cycles and the raw material of which they are made, that gentleman takes the ground that the government should reduce the tariff on the raw material before it considers the reduction of the duty on the completed cycle. There is no doubt that a feeling of uncertainty exists in the minds of both domestic manufacturers and also importers as to just what Congress will do on the tariff question. That some action will be taken goes without saying, but whether bicycles in part or whole will be effected remains to be seen. The party in power are pledged to do something, and that the pledge is to be redeemed is shown in the fact that President Cleveland, in his call for the extra session, reminded Congress of the promise, by suggesting that the tariff receive early consideration.

We, however, do not believe that any sweeping reductions will be made on either raw materials for cycles or manufactured wheels, and even if a reduction is made at all it will go into effect too late in the season to seriously impede the trade of 1894. Of course importers will not import more machines than is necessary to supply the actual demand in this country until such time as the tariff matter is settled. Now that the Silver Bill question has been disposed of it is very evident that President Cleveland does not intend that there shall be any unnecessary delay in taking up the tariff and he is constantly in communication with Chairman Wilson of the Ways and Means Committee to that end. The matter of tariff however can have but little effect on the trade of 1894, as before stated, as the season's business will be practically done before the new tariff will be operative.

MR. JOHNSON and Mr. Dumbleton are at loggerheads. Mr. Dumbleton is credited with making an affidavit to the effect that Mr. Johnson acknowledged to him that the Independence records were fakes. As soon as the statement reached Johnson's ears he very promptly gave Mr. Dumbleton the lie direct by denying ever having made the statement that the renowned Independence records were faked. As it is a matter of veracity, we would prefer to wait developments, but on the face of it it does not look reasonable that Mr. Johnson would ever make such a statement to any one even if it were true.

One curious thing in Johnson's denial, however, was the statement he is credited with to the effect that he "can secure the affidavits of twenty reputable citizens of Independence that every record was correct as reported." If our memory serves us, those original affidavits were not forthcoming when Mr. Johnson presented his claim to the Racing Board. Type-written signatures do not count in proving claims for record, and we understand that the claims rested on type-written signatures, hence the rejection thereof. The question naturally arises, why were not the good offices of the "twenty reputable citizens of Independence" invoked in the form of affidavits when called for by the Racing Board?

OUR Chicago exchanges refer to the late lamented Mayor Harrison as a friend of wheelmen, and cite several instances to prove this. Some ten years since, a great uproar was raised in Chicago because the new-fangled wheel frightened horses, and a demand was made that they be suppressed. Carter Harrison was then Mayor, and he promptly took the ground that wheelmen had the right to use the public highway in common with other vehicles, and he further remarked "any horse that was scared by a bicycle was a ——— fool, and he wouldn't tolerate or ride a fool horse." At the banquet given President Burdett last summer, in commenting on the hump-back position, he likened it to an interrogation point, while he thought an exclamation point represented the correct position. Mayor Harrison's horrible and untimely death is universally deplored by wheelmen all over the country, and in Chicago especially.

THE average reader is very apt to look on the method of making highways introduced by Macadam as being of very ancient origin. On the contrary this system is really of modern date and was conceived by John Loudon Macadam in 1816 and he described his system of "putting broken stone upon a road which shall unite by its own angles so as to form a solid, hard surface. It must remain in the situation in which it is placed, whereas gravel must be in constant motion." The choice of angular stones, "so as to form a sort of mosaic or interlocking system."

He often built a road in what he called "three times"—that is, with a layer of broken stone about four inches thick, worked until it was set, then a second, then a third. He chose wet weather for repairs. He introduced the plan of loosening the hardened surface with a pick before putting in his first layer of broken stone. He had his stone breakers sit down to their work. In short, he introduced many new details, which are now familiar. And his plan of using old material enabled his roads to be built and repaired with unprecedented economy. In time, machine-broken stones came in. His system was presented to Parliament in 1819, but not until 1834 was it supplemented by M. Polonceau's introduction of the steam roller. The elder Macadam lived to see great changes wrought by his system.

We are prone to look on England as having for centuries been a favored country so far as roads were concerned, but as a fact one hundred years ago the fearful bad condition of her highways were as notorious as they are at the present time in this country. The time is not far distant when we shall be able to give pointers even to our European brethren on the matter of road building and maintenance.

GOVERNOR PATTISON of Pennsylvania recently gave utterance to some views before the State Board of Agriculture on the question as to whether the State or local communities should undertake the work of building permanent highways. *Harper's Weekly* does not coincide with Gov. Pattison. It says:

Those who have studied the history of road-making in the civilized countries of the world are well aware of the fact that no good comprehensive system of roads has ever been built by the purely local efforts of one neighborhood and another. Indeed, such efforts have always proved futile. When great good has been accomplished it has been through the efforts of a strong State taking hold for awhile, at least of the administration of the common roads. This was the case in England and in France in modern times, and that of imperial Rome in the days of the Cæsars. Such a reform came near being inaugurated in the State of New York, but that wise plan which contemplated the building of State highways was put aside in favor of Governor Flower's suggestion that each county should do its own road-making. Under this Flower road law practically nothing has been done, even though the farmers and taxpayers of agricultural communities have been shown that the roads could be improved without adding to the burden of taxes.

The trouble has been that for over two hundred years road building in Pennsylvania and the rest of the States has been done entirely under the supervision of the local authorities and the results are not much to their credit. American highways being almost without exception the poorest to be found among civilized nations. Of course there is a reason for this and it is to be found in the fact that the rapid development of our canals and railroads have demanded all of our resources and energies, but the time has come when the importance of good roads to the local community, no less than the country at large, is being recognized, and that importance is bound to increase as the local centres of the country develop; and in many of the States of the Union, notably Massachusetts and New Jersey, the work of highway improvement is being pushed systematically and energetically, much, if not all of the agitation being due primarily to the League of American Wheelmen. Pennsylvania has so many local centres that the States should encourage the efforts of the local governments by aiding them the same as New Jersey has done, in which place since the passage of new road laws granting State assistance to the municipal governments the building of improved highways has increased wonderfully.

A New Quarter-Mile Record.

HARTFORD, Ct., Nov. 7, 1893. The Barker brothers on a tandem to-day broke the record for the quarter-mile flying start, doing it in 26 2-5s.

Johnson Keeps It Up.

INDEPENDENCE, Nov. 2. Johnson lowered the world's two-thirds mile record this morning, with a flying start, to 1.16. He was paced by Bird, Dorner and Burton, the triplets. The record for the half mile was 56 seconds.

Johnson Returns To Independence and Tries the "Kite Track"—The Mile in 1.56 3-5.

INDEPENDENCE, IA., Nov. 7, 1893.—John S. Johnson twice rode a mile in 1.56 3-5 today, lowering Windle's mark one-fifth of a second. The start was a flying one.

Philadelphia's Show—Change of Date.

THE management of the Philadelphia Show advises us that the dates of the Show will be January 29 to February 3, instead of January 15 to 20.

They also advise us that Gormully & Jeffery and the Union will exhibit exclusively there. A later postal from Mr. Schell also states that the Overman Wheel Company will exhibit only at Philadelphia.

Buffalo Bill in Paris?

IN our last week's paper we printed a dispatch, purporting to come from Paris, in which it stated that (Buffalo Bill), Colonel Cody, won a contest with a horse. A Chicago correspondent cuts the dispatch out and returns it to us with the following comment:

"Col. Cody (Buffalo Bill) has not missed a single performance of his Wild West Show in Chicago since April 25th. He was still in Chicago Nov. 1st. The above dispatch is certainly a 'fake.'"

Johnson's Denial.

J. S. JOHNSON has at last denied Dumpleton's statement in regard to the former's reported denial of his own records, in a telegram which is to the following effect:

"INDEPENDENCE, Iowa, October 28.—If Dumpleton has made affidavit that I said my Independence record was faked, he has perjured himself and I could bring action against him for wilful libel and perjury. I never had any conversation with him to my knowledge on any subject. I can secure the affidavits of twenty reputable citizens of Independence that every one was correct as reported. I don't believe there is one person in America who believes Dumpleton's assertions. I am here to try and lower all my other records made last year.

J. S. JOHNSON.

Long Distance Work In England.

A. V. LINTON of Wales made a big cut into the records from 61 up to 100 on the Herne Hill track Oct. 21. At 61 miles he was 5m. 11 1-5s. inside the best previous. Penn Coleman did the clocking. Mr. Linton had hard luck to contend against. For some more or less failure in the machines he was riding he was forced to make no less than nine dismounts. At the conclusion of the ride, beside being 20 1-5s. better than ever, he was also 1m. 24 1-5s. inside the previous best, also his own. But for bad luck the record would have been cut by quite eight minutes. The times and hour distances are as follows:

Mls.	H. M. S.	Mls.	H. M. S.
61	2 47 28 2-5	83	3 41 37 1-5
65	2 50 9 4-5	84	3 44 24 2-5
66	2 53 41 2-5	85	3 47 9 4-5
67	2 56 15 2-5	86	3 50 0 2-5
68	2 58 52 1-5	87	3 52 46 3-5
69	3 1 27 3-5	88	3 55 32 1-5
70	3 4 2 4-5	89	3 58 23 3-5
71	3 7 4 2-5	90	4 1 23 3-5
72	3 10 13 4-5	91	4 4 8 2-5
73	3 13 36 2-5	92	4 6 54 2-5
74	3 16 8 2-5	93	4 9 39 2-5
75	3 19 13 4-5	94	4 12 32 1-5
76	3 21 20 1-5	95	4 15 23 2-5
77	3 24 23 4-5	96	4 18 24 2-5
78	3 27 12 3-5	97	4 21 20 3-5
79	3 30 4 1-5	98	4 24 4 1-5
80	3 32 53 2-5	99	4 26 49 2-5
81	3 35 40 4-5	100	4 29 39 1-5
82	3 38 40 2-5		

Hours.	Mls. Yds.	Hours.	Mls. Yds.
1	22 1740	3	68 759
2	46 250	4	89 872

Press Cycling Club Ten Miles Road Race.

NOTWITHSTANDING the high wind of last Monday the ten miles road race of the P. C. C. of Boston was run close up to record time. The event was somewhat marred by the fact L. A. C. Kelly, the contestant who finished first was disqualified. The terms of the entry blank signed by Kelly required that the contestants ride road wheels and Kelly entered as riding a twenty-seven pound Quadrant Light Roadster. The day before the race he disabled his Quadrant and claimed he had not time to have damage repaired, he then without officially notifying the officers of the race took a machine weighing twenty-two pounds and rode it. A protest was entered and allowed, thus throwing him out of the race entirely and the first place was given to J. P. Clark, who also won the time medal in 27.39, just 4 1-5 seconds short of Willis' record, which is 27.25 4-5.

A few collisions took place. Quinn and Connolly came together but were soon up and at it again. L. Land ran into J. R. Parker and they gave up. By the way Parker had a section of an inner tube fastened to the frame of his machine, this was connected with his mouth by a small rubber tube. Rumor says that it was *not* water in tube. We are constrained to think that rumor was correct, and the thought presents itself can the collision be in any way connected with the imbibing of the mysterious fluid? Jimmie Clark picked up a big nail and his tire went down on him just as he was starting for home. His chances for a place near the head were excellent before the cruel nail threw him out.

The following is the summary as to how the men finished, it being understood that Kelly (No. 1) was disqualified:

L. A. C. Kelly, 1m. 33s., 27.46; J. P. Clark, scratch, 27.39; F. Ourish, 2m. 58s., 29.17; E. H. Snow, scratch, 27.34; A. Langley, 3m., 30.40; C. A. Collins, 5m., 32.47; A. G. Thompson, 1m. 45s., 29.35; A. K. Pressey, 2m., 29.50; W. E. Humphrey, 3m., 30.58; J. Clark, scratch, 28.00; George Quinn, 1m., 29.55; Watson Coleman, 1m. 15s., 30.05; Theo Bothe, 2m., 31.17; C. A. Batlou, 2m. 30s., 31.50; J. M. Fisher, 2m. 15s., 31.51; W. W. Campbell, 2m. 25., 32.13; J. A. Langford, 2m., 31.39; W. P. Kennedy, 2m. 30s., 32.05; E. S. Otis, 3m. 15s., 33.51; D. Connolly, 1m., 33.26 1-5; B. W. Isfort, 2m. 30s., 33.37; W. F. Parks, 3m. 30s., 35.20; W. E. Brown, 2m., not timed.

Seven men covered the ten miles under 30 minutes. W. F. Parks captured the leather medal for the slowest time.



"SAINT BOTOLPH" has been giving some space to a consideration of the question as whether pneumatic tires and other principles of bicycle construction will ever be applied to railway carriages.

The *Saint* thinks that the railroad cars of the future will have wheels built on the plan of the bicycle wheel, with pneumatic tires and ball-bearings. The present style of small, inelastic wheels, with their enormous weight and their trundling, growling motion, will be supplanted by large, springy wheels, hung from their rims, which will carry along car bodies of aluminium at a very high rate of speed and with a motion as nearly like flying as humanity is likely to attain at present.

Perhaps, but the mechanical difficulties to be encountered in such methods of construction will be found to be almost insuperable.

DAN CANARY'S ability as a trick rider must be deserting him.

The story comes from Springfield that one day last week he knocked down a youngster on Main street, in that city, claiming that the lad, who had been standing in the street with his back toward the rider, suddenly turned and ran directly in front of the machine, which was then so close to him that it was impossible to prevent a collision, although his speed was slackened to such an extent the boy was not at all injured.

But what a fall to Dan's reputation. I had always supposed that he was so thoroughly at home on a bicycle that under his control the tricky wheel would never think of running over anybody, and now to know that Dan bangs into people on the street corners and runs them down just like the common, everyday rider, is calculated to shock one's faith in human greatness.

WHILE at the World's Fair, Chicago, I ran up against a gentleman who was introduced to me by Mr. A. H. Overman as John Harrington, and it will not be necessary to do more than mention the name "Arab Cradle Spring" to make lots of the old timers feel as though they needed no further introduction to him. There are those of us who, having been pounded around over all sorts and conditions of roads on the old pig skin and bow spring saddle, found Harrington's cradle spring a luxury that, costing though it did an extra $5 per machine, was yet too much of a revelation and an enjoyment to be foregone until the suspension saddle came in.

Mr. Harrington is still in the spring business, being interested in the Harrington Spring Co., and the English Rocker Base Co., of Toledo, Ohio, but it is not bicycle springs that he manufactures nowadays, but chair and rocker springs.

WHILE paying a flying visit to the Waltham, Mass., track recently, I was hailed by one of the men at work on the grounds, who passed myself and companions the following card:

A. E. STOCKWELL,
GENERAL JOBBER,
West Millbury, Mass.

Bicycle Raised Tracks
A Specialty.

After Mr. Stockwell had assured us that he was ready to execute orders for bicycle tracks of all kinds he appeared to feel hurt when Tom Thursby, of St. Louis, who was among the party, inquired whether he kept a full assortment on hand for immediate delivery and if he prepaid freight on them when shipping to his customers.

This same Stockwell (who really is an excellent track builder, by the way, having built the Waltham track) played it low down on Sterling Elliott at one of the meets last summer.

Elliott had just brought out his electric timing tape, to be used in connection with the chronograph, and was extremely anxious to have the hundred yards straightaway down the home stretch as smooth as possible in order that it might be in first-class condition for the trials. But he also wanted a steel measuring tape and inquired of Stockwell, who was hauling the hand roller around the track to smooth it off, whether he could not get him one. The latter said that he could, provided Elliott would take the roller and continue his work while he went after the tape. No sooner said than done; but Elliott believes to this day that Stockwell sent to Boston for the tape, because it was three-quarters of an hour before he returned, during all of which time Elliott patiently lugged that heavy roller around the track beneath a boiling sun, while the racing men and bystanders cheered him up with encouraging remarks. But Elliott declares that the track never was in such perfect condition as it was on that occasion, and points with pardonable pride to the records which were made on it that afternoon by Tyler and Johnson, both of whom scored, the one in the one-third mile and the other in the two-thirds mile trials against time.

He failed for sixty thousand,
Took a last look at the wreck,
And when next they found him,
Was suspended by the neck.

His creditors said he drank;
His wife said he was robbed;
While his moneyed country partner
Simply sat around and sobbed.

But the wily coroner
(His brain was extra sized)
Said the man was plainly crazy,
For he'd never advertised.
—*Printers' Ink.*

THE *Centurion*, of Philadelphia, the club organ of the Century Wheelmen, is responsible for the following story in regard to the recent marriage of Mr. C. F. Feurer, one of the old members of the club:

Lord Byron says, "The glory of going to war is to lose an arm or leg and have your name spelt wrong in the newspapers." But that is a mild affliction compared with reading an account of your wedding in which the name of the best man appears instead of yours. Such was the experience of our fellow-member, Charles F. Feurer. The *Ledger* inadvertently printed the name of the best man in place of Charlie's, and from the beginning to the end of the account of the wedding no mention was made of Charlie. A corrected notice appeared the next day.

This is almost as bad as having one's obituary written up with the wrong name substituted, although hardly so comforting to the corpse.

THERE is trouble among the Savannah wheelmen.

All caused by that color line.

It appears that the board of managers of the Southern Wheelmen decided to allow the Savannah colored bicycle club the use of their track for a race meet on New Year's day. This, it seems, did not meet the views of a good many of the Georgians who push the pedals, and a circular has been gotten up protesting vigorously against the use of the track by the negroes. Mr. W. J. Lindley, who is Vice President of the Wheelmen's Association and a member of the Board of Managers, states that the Board's action was based upon the wish to benefit the Association in a financial way, and he rather has the whip hand of the argument when he goes on to say that the negroes purchase goods from the stores just as white people do, finding their money to pass current without a question as to its being any lighter or darker than that handled by the Caucasians. Those who are opposed to the leasing of the track claim that it would cause the sport to lose caste in the eyes of the public.

Curious isn't it?

BALL bearings revolutionized the bicycle, but carriage builders do not seem to be uniformly convinced as to their value for vehicles.

At the twenty-first annual convention of the Carriage Builders' National Association of the United States, held in Chicago, in October, the ball bearing was brought up and in discussing this, the latest form of dispensing with friction, one of the prominent vehicle manufacturers said: "I consider that the ball bearing journal has not yet passed the experimental stage, and for these reasons, which seem to me amply cogent: First, the care necessary to keep a ball bearing in proper condition is never given the ordinary light vehicle. Owing to the increased play between the arm and the box there will be deposits which are very destructive, even under the best of care, owing to the increased facilities for attracting them. Again as all vehicle wheels have more or less dish, there is bound to be a more decided strain on the front row of balls than the rear, which soon produces an extra rattle. This is objectionable. And further, as it is impossible to make as tight a fit on the ball bearing axle as on the old style, there can be no job put up under the present condition of things that does not rattle more or less, and to this point alone I attribute one of the most objectionable features, for if there is anything more objectionable than another, it is to have a new buggy rattle when in use. Further, as the cage which holds the bearings is made of brass, and the balls are made of the hardest possible material, naturally the softer metal must give way, and this will in time aggravate the rattling of the vehicle when in use. Now, I do not wish to be quoted as saying anything derogatory of aught that tends to lessen friction or adds to the improvement of vehicles. I stand ready at any time that the ball bearings prove to be what we need, to become a large user of the device, and I further think that the time will come when this will be thoroughly consummated. Yet at present, and under the present condition and construction, I do not think it would be wise for any manufacturer to stock up very heavily on ball bearing jobs."

IN the role of a detective, Mr. C. R. Overman, manager of the O. W. Co.'s Washington branch, is a success, and if there were more dealers like him there would probably be fewer thefts.

A youth came into his store one morning and asked to have some trifling repair made to a Victor D. It was noticed that the number had been filed off, and knowing that one of his customers had lost his wheel a few days before, a note was sent to him at once, together with a request for a detective. The wheel was identified, the detective was in waiting when the supposititious owner called, and after a brief but interesting conversation, the young man was taken in charge, standing trial in the criminal court last week, resulting in a sentence of two years and six months in the penitentiary.

IN these cases where pedestrians get mixed up with bicyclists, the blame is not always on the part of the wheelman. There was an instance of this on Main street yesterday afternoon when a lady was crossing the road. If she had kept right along the bicycle would have gone ten feet or more away from her. Instead of that, she ran back and right in front of the wheel. The rider turned and again the lady jumped back in front of the machine. Then, rather than run into the lady, the cyclist cramped (?) his wheel and fell in a heap in the muddy street. And then the lady delivered an interesting lecture on the recklessness of bicycle riders and their disregard for the safety of others.—*Waltham Tribune.*

As Little Buttercup said to Captain Corcoran, of H. M. S. Pinafore, "Very true; so they do!"

ROLAND HENNESSY recently stated in public (in print) that Sterling Elliott was a Massachusetts Yankee. I beg to set Mr. Hennessy right on this important point. The Hickory man is a product of the "wild and woolly," having come out of Michigan.

Still Mr. Hennessy may well be pardoned for getting mixed on the subject, as Elliott has lived in twenty-nine different states and a good many people are naturally in doubt as to just which state he does hail from.

THE melancholy days have come, the saddest of the year,
When all the records garnered, the cracks from far and near
Disperse to winter quarters far over land and sea,
And wait, in expectation, the coming of Class B.

Ariel

... THE ..

Outburst

OF

Wonder

Which the

RECENT
REMARKABLE
RECORDS

... ON ...

Unions

Have caused, is the natural result of wonderful tests on a wonderful wheel.

UNION
...BICYCLES...

Possess in every part, that rarely found quality,

EXCELLENCE.

As to Their Reliability.

MILLVILLE, N. J., Oct. 18, '93.

Union Cycle Mfg. Co., Highlandville, Mass.

Gentlemen—I purchased a Union 2.10 in August, 1892, and since then have ridden it nearly every day. I weigh 280 lbs., and notwithstanding the fact that I have sustained several severe tumbles and collisions, not a single part of the machine has been broken, not even a spoke. It is, of course, unnecessary for me to say I am very much pleased with the UNION wheel.

Respectfully yours,
[Signed] WM. D. WILSON.

Union Cycle
Mfg. Co.,
HIGHLANDVILLE, MASS.

BRANCHES.

BOSTON. PHILADELPHIA
SPRINGFIELD. CHICAGO.



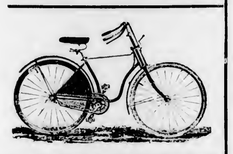
PET, $20.
20 INCH WHEELS,
1 INCH CUSHION TIRES.



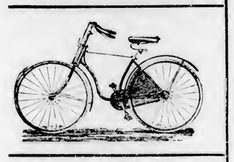
BOY'S JUNIOR, $25.
24 INCH WHEELS,
1 INCH CUSHION TIRES.



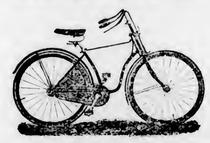
JUNIOR No. 1—Girl or Boy—$35.
24 INCH WHEELS, BALL BEARING,
1 INCH CUSHION TIRES.



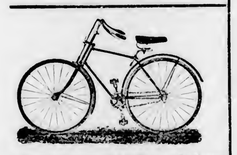
JUNIOR No. 2, $50.
SAME AS NO. 1, ONLY HAS
"W. W. W." 1 1-2 INCH PNEUMATIC TIRES.



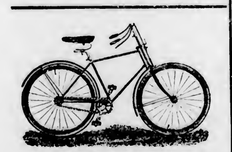
JUNIOR No. 3—Girl or Boy $45.
26 INCH WHEELS,
1 INCH CUSHION TIRES



JUNIOR No. 4, $60.
SAME AS NO. 3, ONLY HAS
"W. W. W." PNEUMATIC TIRES.



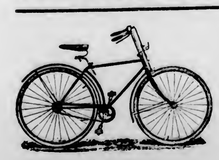
CINCH No. 1, $35.
24 INCH WHEELS, BALL BEARING.
1 INCH CUSHION TIRES.



CINCH No. 2, $50.
24 INCH WHEELS. BALL BEARING,
1 1-2 INCH "W. W. W." PNEUMATIC TIRES.



ROB ROY No. 1, $50.
26 INCH WHEELS,
1 INCH CUSHION TIRES.



ROB ROY No. 2, $65.
SAME AS NO. 1, ONLY HAS
1 1-2 INCH "W. W. W." PNEUMATIC TIRES.

Our
Unequaled
Juvenile
Line.

For the Holiday Trade.

For SEVEN YEARS the most satisfactory and salable line made.

Every One Warranted.

WESTERN WHEEL WORKS

CHICAGO.
501 Wells Street.

NEW YORK.
35 Barclay Street.

The Absent One.

BY ROBERT BRUCE.

On a day in cool October in a year now far away,
From the village sped a wheelman, and his name
I cannot say;
No one asked the tourist "Whither?" not a single
word was said;
Not an eye but mine was watching, as he quickly
past me sped;
O'er the hills I saw him fleeting; in an instant he
was gone,
Yet to see him just a moment I would wait from
dark 'till dawn.

Many months have passed so quickly since that
day I now recall,
And in dreams I often see him—see his form so
straight and tall.
His acquaintance I would welcome and my hand
would grasp his own,
With an eager, earnest fervor he perhaps has
never known.
Now a word of slight digression may explain the
way I feel—
When the scoundrel left the village, he was
mounted on My wheel.

The Old War Horse Comes Out In The Matter Of Wood Rims.

EDITOR BICYCLING WORLD: The "Wood Rim" business seems to be narrowing down to hard pan, especially as Mr. Fairbanks, under the lash of "Telemachus" takes some of it back and confines himself to built-up rims, but at the same time he lets his sheets fly in another part of the vessel, and we must put in a call for another "haul in" where Mr. Fairbanks says that "the first pair of built-up wood rims ever made were manufactured in my factory, etc."

As an illustration of the application of wood rims to steel spokes we distinctly recall that we saw and rode a wheel of this kind in 1879 which was built by a man named Dimock, in proof of which I will refer to Mr. Al. Ballard, of Brighton, who was his shopmate at the time and who saw and rode the wheel.

This gets it pretty well back to hard pan as far as wood rims on steel spokes are concerned, and the same idea was again brought out by J. C. Garrood, now of Lynn, Mass., and at the time foreman in my repair shop, somewhere about the year 1886, in proof of which we will offer Mr. Garrood's testimony and will say that we have at present an old pair of rims made in my shop at that time, intended for use in a light tricycle.

The impossibility of properly protecting the edges of the rims, which were made of one piece lap-jointed and turned to shape afterward, while in use with solid tires, rendered their introduction impossible, but as soon as the pneumatic obviated that difficulty the one piece wood rim was put on the market and was the progenitor of those which followed.

Mr. Fairbanks' idea was probably based on the fact that at the time, he was connected with the bicycle business and also made his well-known and justly celebrated banjo (the frame or drum of which was made up of thin sheets of hard wood glued together) the benefit of this method of construction led him to apply the principle to bicycle rims with the result that he has proved conclusively that built-up wood rims are the best for bicycle use for reasons well known and unnecessary to elucidate here.

However, while we give Mr. Fairbanks credit for his discernment in applying the principle, we find on combing over the patent office that "there is nothing new under the sun" with a vengeance.

Few riders know that

THE PNEUMATIC TIRE WAS PATENTED IN AMERICA

by an Englishman named Thompson, in 1847, in such way that his claim has held water and prevented others from patenting anything more than mere method of construction and detail. Poor old Thompson, he was too soon and breathed pneumatic filling about 45 years too quickly!

Returning to the subject, we find that built-up wood rims were invented by Jabez Coney of South Boston in 1869, which seems to be the original of a series of patents on the same thing.

Coney describes the identical rim as made by Fairbanks, giving the process of manufacture and the result exactly as apparent in Fairbanks' rim, except that the latter is grooved to take the round tire while Coney provided for the usual flat tire of a carriage.

It will be seen from this retrospect that it is not safe to say "I am the original," as we may travel in the direction of the spheres and yet discover other worlds as remote as those which we started to find.

We think that Mr. Fairbanks should have a goodly share of the honors for applying the old idea to a practical use after it had lain so long with the dust of ages upon it, and all that is necessary now is for him to continue the good work and perfect the principle.

We note that Mr. Fairbanks in his patent, the only one we can find to date, allows half the honor of the "discovery" to Peter J. Berlo, the patent having been taken out jointly by the two.

As Mr. Fairbanks' patent is based on a technical point and barely covers that issue we think that he probably knows as much about this matter as we do, and the only thing we have to offer as new is the point that we have personally looked into it and found enough of novelty in it to enable us to take out four patents aggregating twenty-five or thirty claims, and this after Mr. Fairbanks had had all the time that there was to help himself.

The wood rim business has come to stay and we think that it will keep Mr. Fairbanks and ourselves—and others as well—pretty busy to keep up with the demand for the coming year, so I should recommend that the fight be declared off and that we get a hustle on for the spring trade.

Boston, Nov. 3, 1893. W. W. STALL.

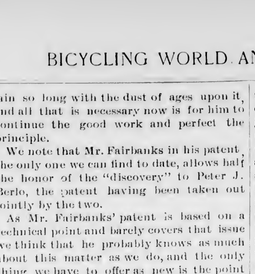
A TWIN-SCREW BICYCLE.

How We Will Drive Our Machines In The Future.

FREDERICK HELLER, a plumber, living in Caldwell, N. J., has devised a scheme, says a New York daily, for the auxiliary propelling of bicycles which, he thinks, will revolutionize all existing records. Realizing the necessity for speed in his daily avocations, he set about devising some scheme that would get him over the ground faster than an ordinary bicycle could be propelled.

He had read of the screw propeller's being used on air as on steamships, and thought that if it were properly fitted to the rear of a bicycle and connected with a driving wheel by some light contrivance for transmitting power, the benefit derived would more than compensate for the power expended in driving it.

His first apparatus which consisted of a single screw, worked fairly well, but as it had to set on one side of the wheel, he found that it affected the steering.



He then thought of twin screws. The difficulty presented, however, was that the gearing required would be too heavy, but he overcame that obstacle by having the different parts made of aluminum.

Mr. Heller uses a light wheel, and has not altered it to any considerable extent in fitting it to work the screws, the cut giving a fair idea of attachment. The power is derived from leather belts that pass around drums at the axle. The propellers used are made of brass, and are similar to those used as electric fans. They are driven at a high rate of speed, as the wheel on the shaft is not more than one-eighth the size of the drum.

Mr. Heller is not a crack rider, and he has only recently perfected his invention, but he says that within the past week he has beaten most of the local riders and some pretty good horses. He has made an application for a patent on his scheme, and says he would not sell it for a large sum.

Mr. C. S. Merrill And That Uniform.

SOME of the daily papers in Boston made a bad break when they accused Mr. C. S. Merrill of wearing a uniform without authority on the occasion of the Ninth Regiment M. V. M. field day. The editor has before him a copy of original commission, made in the handwriting of Col. F. W. Sherwood of the "Life Guard" of the State of Illinois, which appoints C. S. Morrill a captain in that organization. The commission dates Aug. 6, 1892. Thus we find that an injustice has been done Mr. Merrill in accusing him wrongfully of wearing a uniform which he had no authority to don. In our article announcing that the cause for his arrest was without foundation, and that Mr. Merrill had been discharged, we promised to print proof that the accusation in re wearing the uniform episode was also false. We are pleased to end the chapter by making the above announcement and thus clearing Mr. Merrill's skirts of the charge laid at his door.

Socrates On Amateurism.

Translated from the Greek by Robert Bruce.

I HAVE spoken of the benefits to be derived by the youth of Greece from the public games and festivals, in particular from the Olympiads. I now intend to speak of the prizes that reward the victors.

Mankind as a rule does not put forth the best efforts of which it is capable unless something is to be gained by so doing. The valiant warrior exerts his utmost strength in charging the foe and endures hardships without end that the glory of his fatherland may be untarnished, and that his own deeds may be sung by the bards and also endure after he has crossed the Styx. The grievous wound received in defending the city is rewarded by the fervent kiss of the loved one whose safety has depended upon the cities' defence.

The orator spends long years in mastering the Grecian tongue and makes sacrifices without end that his ears may hear the applause of the multitude and his labors are repaid thereby. Thus it is with he whose pen writes for the instruction and entertainment of others.

Now as regards the prizes at the games, some are inclined to desire a change therein. Some are not content with the wreath of olive, but long for gold, silver and lands in repay for their victories in the arena.

He hath the right mind who contends in the games to show his superiority in the struggle and physical mastery of his fellow competitors. What feeling can be more pleasing to an athlete than the knowledge that in strength and speed he excels all others of his countrymen. It is right that he should receive the applause of the multitude and the praise of the bards, for the youth will pattern after him hoping in turn to become masters of the games themselves. What more should be desired than this? This is the pinnacle of glory from which a youth can look no higher. Of this distinction is the wreath of olive is the emblem and the athlete is crowned with this emblem in the presence of the multitude. He receives it as an ensign of his distinction. The wreath of olive may fade away, so may his glory be surpassed by another. Silver and gold can never be the ideal ensign of strength and virtue. They are dross. Happy is he who is content with the applause of the spectators and the crown of glory."

Can This Be True?

A DESPATCH from Hartford states that "Zimmerman was offered $250, win or lose, to run a mile against Directum, but demands $500, and the matter is not yet decided." We very much doubt the authenticity of the report and we cannot conceive that A. A. would jeopardize his amateur status so easily.

Sues For The Loss of An Eye.

WM. K. FRIEND, by his father, George W. Friend, has sued Anna Fries in Philadelphia to recover damages for personal injuries received. On July 19, last, young Friend was riding a bicycle along the East River drive in the park, when he was run into by a carriage driven by the defendant. He was thrown from his wheel, and sustained injuries which resulted in the loss of his left eye, and have permanently crippled him.

Killed By a Bicycle.

A FATAL accident occurred in Duluth Minn., last week. G. L. Robbins was walking down one of the streets with two young girls, schoolmates. He had his bicycle with him at the time. He parted with the girls and mounted his wheel and a moment later ran into the mother of the two girls, Mrs. J. L. Williams, knocking her down, and in fifteen minutes she was dead. Mrs. Williams did not see Robbins until the latter sounded his alarm. She then glanced around and stepped backward as though startled. Robbins in the meantime being unable to stop his wheel had attempted to pass behind her, and her action brought her directly in the course of the wheel. Robbins leaned over to avoid the collision, but struck her with his shoulder, throwing her to the ground, and her head came in contact with the curb.

An inquest was held over her body and the jury returned a verdict that there was no felonious intent, but gross carelessness on the part of Robbins, and he was at once arrested on a warrant issued by Deputy Coroner Slocker.

A Novel Chain Lubricant.

EDITOR BICYCLING WORLD: For the benefit of wheelmen in general I wish to call attention to the use of ordinary mercurial ointment (blue ointment) as a chain lubricator.

It should be applied for the first time by melting the ointment and violently stirring the chain through it for a few moments and subsequently make applications as necessary same as Bicycline is used.

It is superior to graphite or any of the secret lubricators, besides being cheap. It is also an excellent anti-rust and polishing agent.

Should the surfaces be tarnished allow the ointment to remain in contact for a day or two before polishing.

J. FINLEY BELL, M. D.

East Hampton, Long Island, N. Y.

You may be SATISFIED with a good oil can.

BUT

You will be DELIGHTED with a better one.

Be sure you have a "PERFECT" POCKET OILER. This is the king of oilers. Does not leak. Regulates the supply of oil to a nicety. Price 25 cents each.





PUMP AND OILER HOLDERS.

We make a small size holder to carry above oiler on your wheel. Also a larger size holder to carry your pneumatic pump. Easily attached to any wheel.

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Fourth National Cycle Show,

AT PHILADELPHIA,

Under the auspices of

The Associated Cycling Clubs,

January 29 to February 3, inclusive.

1894

Exhibition of Cycles and Cycling Accessories.

FIRST REGIMENT ARMORY,

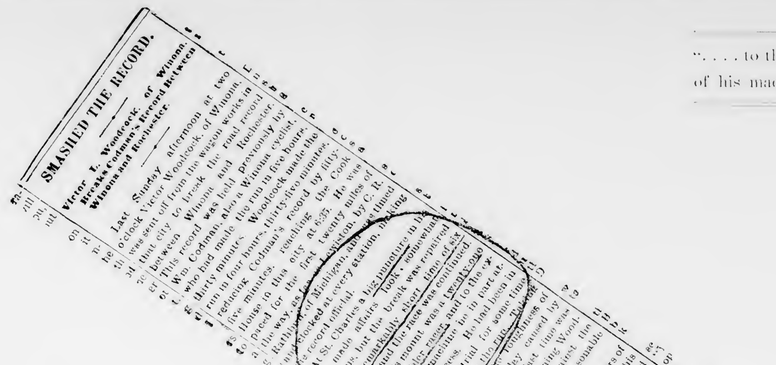
Broad and Callowhill Streets.

Ample floor space and seating capacity. Applications are in hand for forty-seven spaces.

For further information, apply to . . . .

THOMAS HARE, CHAIRMAN,

104 So. 5th Street, Philadelphia, Pa.


SMASHED THE RECORD.
Victor L. Woodcock, of Wilmon, Breaks Column's Record Between Wilson and Rochester.
Last Sunday afternoon at two o'clock Victor Woodcock, of Wilmon, started from the Wilson house in that city to break the road record between Wilmon and Rochester, a thirty mile run in five hours. This record was held previously by L. Wm. Column, also a Wilmon cyclist, who had made the run in five hours, fifty-five minutes. Woodcock made the run in four hours, fifty-five minutes, reaching Coleman's Corners at 8:55. Cook was the first to reach the finish, arriving at 9:55. He was followed at every station by the official party, Charles A. Lozier, Jr., and Frank Woodcock, and the time was announced. Woodcock's mount was a Lozier, and the time was announced. Woodcock's mount was a Lozier, and the time was announced. Woodcock's mount was a Lozier

BROWSINGS.

A Dissertation On the Front Driver From One Who Has Tried It.

BY MICHAEL.

It is with much interest that I read one of the recent talks of "Telemachus" in which that "low-down" appellation given to the safety by "X. C. C.," of the *American Cyclist*, is made to introduce a dissertation upon the general highness and lowness of wheels. I am held by the article because some three years since this same "X. C. C.," in a personal letter, told me to mark the beginning of the end of the rear driver; and pointed to the front driver of a Western concern, which f. d. always reminds me of the old geography picture of the equipage used by the Indian squaw for transporting her camp outfit—a pony dragging two poles. It should be known that such disparaging remarks are quite in order since the Western firm, in its '92 catalogue, pronounced with a frankness never before approached, that their f. d. was wrong in principle and of little use any way.

And now again, after three years, I notice in the *American Cyclist* a paragraph, presumably from the pen of "X. C. C." in which a little laugh is indulged at the expense of those people who made prophecy that this year would witness the waning of the rear chain-driven safety's popularity, and mark the coming of the geared ordinary.

SAFE, "LOW-DOWN," FAST.

I do not believe altogether in the "low-down" argument of "Telemachus." I think that the chiefest reason why the safety caught on was that it was *safe*. It was low at the same time. We have front drivers now that are as low as the safety, but they are not *safe* in the same way that a rover type safety is safe, say what you will.

The front driver of whatever height has not yet made a speed name for itself, and until any new type of wheel is proven faster than all others it will attract little attention.

The safety came because it was *safe;* the people took to it because it was safe and "low-down," thereby comfortable to mount and dismount from, even were one not an acrobat or a juggler. It became very fast by the application of the pneumatic tire; and we may confidently expect that the rover type will be on top so long as it is both safe and fast. It is interesting to note that the pneumatic tire applied to the ordinary produced nothing but a few pneumatic tired racing ordinaries advertised for sale by Billie Windle and Willie Murphy (how does that look?), while the safety was at once improved in speed some ten seconds to the mile.

THE G. F. D.

I have now been riding a front driver a little over 1000 miles and have all the old safety motion so thoroughly out of my system that I need about two roads in which to steer a safety; and I feel competent to judge the thing as *related to my own riding.*

The wheel that I have been experimenting with is a 38x21, 59 inch gear, 6 1-2 inch cranks, 33 pounds.

AT HILL WORK.

Immediately I became acquainted with the mount, I was surprised to find that in climbing some hills that could be easily negotiated with an equal gear r. d. safety, the driving wheel of the f. d. slipped like a locomotive wheel on a wet track; this to an extent that was very annoying. Hills had to be rushed at the foot, and the stand-still-and-coax-act used at the top. I found this scant traction most troublesome on sandy and dusty roads. Here, then, was a part of the reason why the f. d. would not go up hill so well as the safety. My reading had taught me that the f. d. would not go up hill *"quite"* so well as the r. d., but I believe the whole truth concerning this has always been studiously avoided by the f. d. advocates.

THE REARWARD POSITION.

It is argued that with the f. d. the weight of rider is carried midway between the wheels with a consequent lessening of vibration. So much is good; but this placing the rider from 14 to 17 inches back of crank axle is done to secure a "reasonable degree of safety." This rearward position takes power from the average rider, who, in climbing hills, uses his weight as a part of the power to a very noticeable extent.

STRAIN ON ARMS.

It is further agued for the f. d. that in climbing hills one can pull the handles. This statement would be more to the purpose if it read, "*must* pull at the handles." And this pulling *must* be done appreciably, on all the little grades where the r. d. would go without calling upon the arms. Compared with the r. d., I find that on a moderately hilly road the f. d. calls for an expenditure of nerve force through the arms and shoulders that in the r. d. is borne by the crank shaft hanger. To this fact an extra set of callosities on my hands and two weeks of lame arms and shoulders bear me ample witness.

And even on the level, some force must be used in holding the forks against the foot thrust. This force, as all riders of the ordinary can appreciate, is not noticeable after one is accustomed to the type of wheel; but it *is* required, as a shifting from one type to another will show. The f. d. rider, mounting a r. d., finds the steering very erratic, because a certain muscular movement in the arms necessary to holding the alternating thrust of the pedal, has become voluntary; and until these muscles learn repose, the handles are pulled at every pedal thrust. On the other hand a r. d. rider in the saddle of a f. d. finds himself pushing the wheel first to one side and then to the other, until the arms and body and legs learn to hold, to balance and to pedal in rythm, this rythm of action being the "steering" of the old ordinary—the "unity between man and machine" so much vaunted by the good old has beens.

NOT FAST: WHY?

It is commonly accepted that the f. d. (so far) is not comprable with the r. d. safety as a short distance racing wheel because it has no sprint by reason of the deflection of power applied to the driving wheel through a non-rigid crank-shaft hanger. Further than this, I believe there is considerable loss of traction in the f. d. spurt; and a very considerable effort is demanded from the arms and back to keep the crank shaft as firm as may be. In other words, the f. d. rider has to hold his wheel together while he rides; the r. d. rider just rides his wheel, which was put together at the factory.

AS TO SAFETY.

One has only to move about in company with a low f. d. for a few days to find that the first question the public will ask is concerning the safety of the thing. It is hardly to the point to tell these people that the f.d. is "reasonably safe," and there is cold assurance in the statement that one has not far to fall; for there is extant a very decided consciousness which seems to take possession alike of him who holds the laws of physics in his head and of the man who knows not the difference between a squirtgun and a bilge pump, that a wheel so constructed as to subject its rider to the whims of inertia is out and out wrong in principle.

My f. d. can be put through a deal of rough going, but I know it takes a certain amount of jugglery to stay on at times; and this jugglery consumes nerve. This is brought forcibly to mind by the fact that since I began to ride the f. d. it would seem that Brushville's dog population has increased fourfold. And all these dogs appear to have lost their ears and go gyrating about in most lackadaisical manner, whenever I come down the street; so that I involuntarily slow up till I find which tack they intend to stand on, rather than run the risk of being dropped over on the telford.

No, kind reader, the f. d. as at present made, is not safe. It may be "low-down" and look real docile; but some sweet day, a little, inconsequential flaw in the road or path will drop you gently, oh, so gently, down among the roots of the hazel brush and that same old tired feeling will steal over you for the irony of the fling is hardly tempered by the fact that you did not have far to fall.

GOOD POINTS.

So far as I can see the f. d. is superior to the rover type in but one respect, and that is as a wet weather wheel. The way it will "foot" away from a rear driver on a muddy way is delightful to behold unless you happen to be on the r. d.; and it is probably as a wet weather wheel that the f. d. has caught on to such extent as it has in England.



Miss Annie Oakley, Champion Shot, on Her Ladies' Warwick.

This One Was a Tandem.

HERVEY E. GUPTIL, of Haverhill, Mass., is looking for his tandem bicycle. With Mrs. Guptil he rode over to Bradford last week to make a brief visit at a Locke street residence, leaving his machine standing by the sidewalk. When he came out of the house, however, the machine was missing and has not since been seen.

Johnson On Skates.

JOHN S. JOHNSON announces that as soon as he has wound up the cycling season he will get his long skates out from under the stairway and start for Norway, where he intends to enter all the skating contests this year. All the Norwegian cracks who were in this part of the country last season, including Harold Hagen, will be in the Norwegian contests this year, and from the manner with which Johnson beat Donoghu last year, there is hardly a doubt that he will make the Norwegian contingent hump themselves.

Morgan & Wright.

Patent ~ Pneumatic ~ Tires

Are Record Breakers.

Are Tires That Cause no Trouble.

Are in Fact, the Embodiment of All That is Excellent in the Tire Line.

H. H. Wylie breaks the record from NEW YORK to CHICAGO. He rode a Sterling Special, fitted with our

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NOT A Puncture. A Burst. A Scratch. A Moment's Delay.

Frank Waller paced Tom Roe from New York to Chicago, using an Arrow fitted with MORGAN & WRIGHT tires; did not use a pump the entire distance; experienced NO TROUBLE from BEGINNING TO END. The Tires do not show even an ABRASION of ANY SORT.

The most SERVICEABLE, LESS COSTLY and BEST MADE tires of the era are

Morgan & Wright's

PATENT PNEUMATIC TIRES

They Are What YOU Want

See that our firm name is in raised letters on the side of tire when purchasing.

Catalogue gives a World of Information.

Morgan & Wright.

331-339 West Lake St.,

CHICAGO, ILL.

[Mention BICYCLING WORLD.]

"ZIMMERMAN on Training

WITH POINTS FOR CYCLISTS."

NOW READY.

Price 50 Cents, Handsomely Bound in Cloth.

A Valuable Work of Reference for All Riders.

Sent postpaid on receipt of price.

WHEELMAN CO., 167 Oliver St., Boston.

USE A STICK

NOW, DO YOU NOT? YES?

We thought so. They all have to hunt around for a stick to clean the mud from their tires.

PURITAN SPECIALTY CO. BOSTON MASS P O 1234 PATENT APPLIED FOR.

STOP IT IMMEDIATELY.

And send for one of our pneumatic tire cleaners. Hard rolled, polished brass, laquered. Goes in any tool bag or in any pocket. Nice people. Sent post-paid to any address upon receipt of postal note or money.

PRICE, 25 CENTS.

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For Baseball and Footballists. Athletes, Cyclists, Horseback Riders, Boxers and Oarsmen's use.

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PRICE, 20c. & 35c. Per Box.

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Distance Makes No Difference.

Our Superior Line of Cycles and Remarkably Low Prices Bring Us Orders From Everywhere.

ROUSE HAZARD

Glancing over our sales-record for the past few days, we find orders have come in regularly, many of them from points thousands of miles away.

Orders have been received from the far off Island of Java, near Sumatra; Island of Tahiti, one of the Society group; East of Australia; Bahama Islands; Canada; while nearly every State and Territory in the United States has responded likewise, the number varying in different localities.

Is the Above Not a Pointer—

Valuable Suggestion—

To intending purchasers of Cycles? Does this not indicate that we offer superior inducements? No matter where you live it will pay you to write to us for prices. For 14 years, or almost, from the first introduction of cycling in America, we have catered to the cycling trade, and that we are interested in the race is evident from the fact that we sell all over the world and throughout the entire year. We make prices that are interesting to everybody.

Catalogue Free. Agents Wanted Everywhere.

ROUSE, HAZARD & CO., 9 G ST., PEORIA, ILL.

Manufacturers, Jobbers and Oldest Dealers in America.

IT HAS MANY FRIENDS.

CALL'S No 5 SUPPORTER

With Lace Front and Adjustable Back Straps.

No. 5, same as cut, 75c.; No. 6, pockets each side of lacing, $1.00; No. 7, hose supporters attached to sides (no pockets) $1.00; No. 8, with pockets and hose supporter, $1.25. Postpaid on receipt of price. Send tight waist measure. Illustrated Catalogue Free.

FRONT VIEW BACK VIEW

S. B. CALL, 229 Main St., Springfield, Mass.

The Billings' Bicycle Wrench.

Adopted by the Pope Mfg. Co., and pronounced by them the Best Bicycle Wrench in the Market.

THE BILLINGS & SPENCER CO., HARTFORD CONN.

HIGHEST **EXCELSIORS** GRADE

Prices maintained. Agents fully protected.

Machines Guaranteed Absolutely.

Road Scorchers. Light Roadsters. Full Roadsters. Ladies'.

Weights, 30, 35, and 40 lbs.

BICYCLE SUNDRIES.

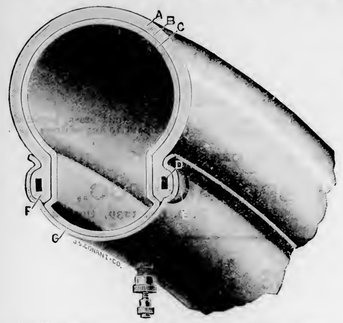
ACKNOWLEDGED LARGEST SUNDRY HOUSE IN THE UNITED STATES.

Z. & S. Hose Supporters, Belt Hose Supporters, Hip Hose Supporters, Z. & S. Bundle Carriers, Wrenches, Spoke Grips, Locks, Clocks, Cyclometers, Badges, Tire Tape, Rubber Solution, Cement, Plumbago, Graphite, Chain Lightning, Bicyline, Auto. Chain Cleaner, Repair Outfits, Oilers, Oils, Enamel, Tool Bags, Belts, Saddles, Bells, Lamps, Whistles, Pumps, Pants Guards, Toe Clips, Foot Rests, Safety Stands, Lamp Brackets, Eton Caps, Cork Handles, Rims, Nipples, Spokes, Balls, Tires, Etc.

SEND STAMP FOR ENCYCLOPEDIA NOW READY TO MAIL.

HOWARD A. SMITH & CO., NEWARK, N. J.

.... The "HUESTIS" ....
DETACHABLE PNEUMATIC TIRE.



Cut No. 1 represents the tire in cross-section. A represents the rubber shoe or tread, B the canvas lining of the same, C the air tube, D the light metal band, E the depressions or recesses on the rim, F the rubber prominences on the tire, G the rim. E and F interlock, thus securing a positive attachment and preventing the Tire from moving in any direction.

THE PROBLEM SOLVED

Of How to Construct a Perfect Tire!

THE HUESTIS IS THE RESULT.

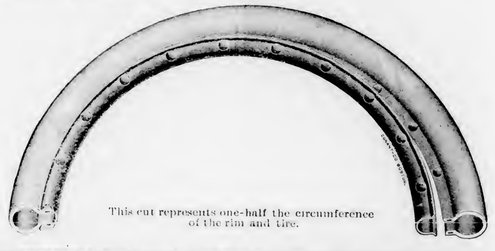
Why? Because it is light, strong, easy and simple to attach and detach. Can be put on or taken off in one minute, and when attached it's there and stays there. Absolutely impossible to creep.

The "Huestis" is a Moulded Tire

and is manufactured from the most perfect material and by the highest class of workmanship. We guarantee the "Huestis" to give entire satisfaction in every respect.

If you are unable to obtain the "Huestis" from your local dealer we will ship C. O. D. with privilege of examination.

Send for Complete Descriptive Catalogue.



This cut represents one-half the circumference of the rim and tire.

The NEWTON RUBBER WORKS.

Exclusive manufacturers of the

"HUESTIS" TIRE.

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JOHN HANCOCK BUILDING,
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Half mile handicap, final—Cushing, first; Jarman, second. Time 1.06.

One mile, open—Wilbur Edwards, first; C. S. Wells, second; G. H. Osen, third. Time 2.33 4-5.

Two mile handicap—Edwards, first; Delmas, 175 yards, second; Jarman, 325 yards, third. Time 5.01.

Foxboro (Mass) Club's 18-Mile Race.

THE fourth annual 18 mile road race of the Foxboro (Mass.) Cycle and Athletic Club was run Nov. 6. Summary: James Campbell, Mansfield; William Starkey, James Geary, Thomas Tarment, Charles Dixon, Thomas Caton, all of Foxboro; Murray Winter, Mansfield; Walter Young, Alfred Young, Fred Newton, all of Foxboro; David Whiting and A. N. Briggs of Mansfield; William Elkerton, Foxboro. The special time prize was won by James Campbell, his time being 56m. 8s. Tarment ran into a boy, disabled his bicycle, mounted another machine, and finished only 25 seconds behind Campbell. Tarment would have undoubtedly won only for his unfortunate accident.

A New Orleans Race.

P. CASSE, of the Southern Athletic Club, won a half mile race Oct. 29, beating A. C. Abbott, B. J. Godberry, E. W. Tomlinson, L. Trouard, L. J. Godberry, and M. F. Hickman. Casse, who is only 15 years old, is regarded as one of the coming Southern riders, and the race between he and Abbott was very interesting. Casse won by a length in 1.15.

NEW YORK, Oct. 24, 1891.

MESSRS. ADAMS & SONS CO., Brooklyn, N. Y.:

Gentlemen—Your "Pepsin Tutti-Frutti" is certainly the best aid to any cyclist and makes a man fit for a hard struggle, as it prevents the throat from becoming dry. One strong point in its favor is that it retains its moisture for quite a length of time. Very truly yours,

W. S. (SENATOR) MORGAN.

"I love you," said the bicyclist
To the maid he did admire.
"Oh, dear!" said she, "you cause in me
A large pneumatic tire."

—*Judge.*

NEW YORK, Oct. 24, 1891.

MESSRS. ADAMS & SONS CO., Brooklyn, N. Y.:

Dear Sirs—I have used your Pepsin Tutti-Frutti in all my races and find it does all you claim for it, and I will never be without it.

Very truly yours,
PETER HEGELMAN (Pedestrian).

THE Kenton Wheel Club of Covington, Ky., last week entertained a large number of guests at their annual banquet at their club rooms. The winners of the various prizes were toasted and a jolly time was had.

NEW YORK, Oct. 24, 1891.

MESSRS. ADAMS & SONS CO., Brooklyn, N. Y.:

Dear Sirs—I have used and will continue to use your Pepsin Tutti-Frutti in all six-day races that I will participate in, as I find it prevents the old complaint of bad stomach, besides keeping the mouth moist.

Yours very truly,
PETER GOLDEN (record 578 miles).

Business Chance.

AN investor of about $10,000 wanted in a well established bicycle manufactory that has a complete working plant. Capital needed only to increase the output. Address "Business," BICYCLING WORLD.

NEW YORK, Oct. 24, 1891.

MESSRS. ADAMS & SONS CO., Brooklyn, N. Y.:

Dear Sirs—In all my career as trainer and handler of athletes, cyclists, etc., your Pepsin Tutti-Frutti is the best thing for men to use in races, as it keeps the throat and stomach in good order and gives general satisfaction.

Yours truly,
JOHN FRASER.

Are You Going South This Winter?

IF SO MAKE YOUR ARRANGEMENTS TO GO VIA THE BIG FOUR ROUTE.

WHETHER in pursuit of health or pleasure, no portion of the country offers so many and varied attractions at this season as the Sunny South. The Orange Groves of Florida, redolent with the perfume of sweet blossoms, wave their branches in hearty welcome to the tourist from the Snow-clad Northland and the mellow breezes of the southern Sea woo the invalid from the Blizzards of the Frozen North. There is one line to Florida "The Big Four Route" which on account of its excellent train service, perfect connections in Union Depots and absence of transfers, forms the "Tourists Ideal Line to Florida." From all points north of the Ohio River the Big Four Route, in connection with the Through Car lines from Cincinnati, will be found to offer the Best Time, Best Service and Best Equipment to all Southern Points, and if you desire to travel with comfort and ease be sure your tickets read via the Big Four Route.

E. O. MCCORMICK, Pass'r. Traffic Mgr.
D. B. MARTIN, Gen'l. Pass'r. Agt.
CINCINNATI, OHIO.

NEW YORK, Oct. 24, 1891.

MESSRS. ADAMS & SONS CO., Brooklyn, N. Y.:

Gentlemen—Having used your Pepsin Tutti-Frutti in all races myself, I know its good qualities for keeping the throat and stomach in good condition. As the trainer of Martin I have given it to him and it has aided him materially in breaking the cycling record.

Yours truly,
ORIE MOORE.



An Interchangeable Tandem.

AN English concern, the Ripley Cycle Works Co., builds a tandem bicycle which is an interchangeable machine. It can be converted into a single by simply unscrewing four nuts, and weighs but 52 pounds.

Good Tires, Good Wheel, Good Man.

FRANK J. ASHTON of Rockford, Ill., has ridden 22 centuries since May 1st, including three double "centuries," using a 27 pound Sterling fitted with Morgan & Wright racing tires. His total mileage for 1893 is 4200 miles to date, the same pair of racing tires being used throughout.

Sager Saddles.

IN writing of his recent century run in which he broke his former record by about 9 minutes, J.W. Linneman of Buffalo speaks very enthusiastically of the 1894 Sager Racer Saddle which he rode. It is a matter of note in this connection, also, that Harry Tyler has used the same saddle in his late record breaking career.

All the styles of Sager saddles for 1894 are proving very popular, and we understand many large orders have already been placed for them by leading manufacturers.

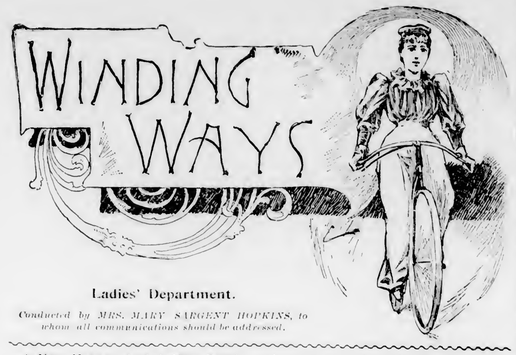
A Victor Record.

F. HOWARD HARVEY, of the Century Cycle Club and the Baltimore Cycle Club, on a Victor, broke the Maryland long distance record Oct. 26, riding 224 1-4 miles in 24 hours.

He rode 206 miles in 22 hours, which equalled Williams' record made about three weeks ago. That a man could ride this distance over the roads of Maryland in 24 hours speaks volumes for the rider and the wheel.

Harvey finished in fine shape and could have continued for six hours longer. There is no doubt as to Harvey being the best long distance rider in the State of Maryland.

(Continued on page 156.)



Ladies' Department.

Conducted by MRS. MARY SARGENT HOPKINS, to whom all communications should be addressed.

A New Heaven And A New Earth.

I CONFESS to being much like the little boy, who, after writing a composition on the delights of early rising, wound up his effort with these words: "I like to lie in bed in the morning."

I have the same fondness for my morning nap. Although in the abstract I thoroughly believe in early rising, and that no part of the day is so witchingly lovely as the early dew-wet hours, in reality, I had seen the sun rise only at rare intervals until I began riding a bicycle.

A wheel is a most bewitching piece of mechanism; and the combination of the same, with a clear bright morning and a good road, is a mixture fairly intoxicating in its fascination.

Is this the same old earth? Is this the same brazen sun, that yesterday glared so pitilessly on the gray and tired world?

Somehow the words of the old song keep time with whirling wheels:

"The bright rosy morning peeps over the hills,
With blushes adorning the meadows and fields;
While the merry, merry horn calls, 'Come, come away,
Awake from your slumbers, and hail the new day.'"

How bright and sweet everything seems! In the freshness and purity of the morning, our souls take on new strength, our Earth-worn spirits revive. Our cycle is a good angel, to thus beguile us from our hitherto much loved morning nap and spread such a feast before us. We have found no such transcendent lovliness when walking. Now we are treading on air, each step a fresh exhilaration.

Every sense alive and aglow. "Hills, hollows and high places" alike to us as we bound along. Don't say our wheel is an insensate thing. The spirit of joy and beauty has full possession of us and it. The flowers are still nodding their sleepy heads as we rush along. The very grass sends up an unexpected fragrance as our wheels lightly press its vivid green.

On we go, alive to our very finger tips. Heedless of the "Has-beens;" careless of the "To-comes;" enjoying to the fullest extent this brief hour that connects unconscious night with busy, tiresome day. We take no heed of time or distance, thinking only of the loveliness above, beneath, and around us; yes, and in us; for so surrounded, so steeped are we, in all that is fresh, pure and beautiful, that it permeates our very souls.

The golden glory of God is over all.

Speaking on the subject of physical improvement, Jemess-Miller's Monthly says:

"We have been told a great deal by teachers in the gymnasium and the lecture room of the influence muscular development and proper exercise have on the health. But little is said regarding the influence of the physical over the mental and moral being; or the power that resides from sympathetic development of mind and soul. Our physicians tell us that not only is the power of thought affected, but that a shadow is thrown over the disposition by degenerate physical life. Want of activity of the muscles affects not only the heart, but the organs of respiration and digestion as well. These have a reflex action upon the nervous system, and mental depression, irritability, hypochondria and melancholia are the results."

* * * *

In no instance is this power of the physical life over the mental, emphasized more clearly than in the effect produced upon nervous, overworked people by cycling. I have in mind a case which came under my personal observation not long ago.

A woman who occupies a very high position, and whose duties are onerous, calling upon both physical and mental forces, has found in the use of the wheel, escape from the constant work, work, of her brain. She tells me that no matter how tired she may be, that an hour on her bicycle serves to insure a clearing of her mental faculties to the extent of sending her back to her work refreshed and recuperated. That she cannot think of her work while she is riding, and her brain, therefore, has a short season of complete rest, such as she does not find even in sleep.

The bodily functions, which have become torpid, resume their work without recourse to my spur or stimulant in the shape of medicine.

This testimony was given me gladly by the lady, who is white-haired and past middle age, and it should go far as an argument in favor of the adoption of the wheel by elderly women.

We quote still further:

"Women of varying ages alike find correct physical practice beneficial, and no woman who retains the energy of will-power, need regard herself as too old to undertake any new work. The women who stay young in spite of years are those whose lives hold many interests. They are the ones who do not feel that with the attainment of a certain age desuetude of all the powers must ensue. They never grow too old to enjoy life and all its stimulating influences. Let, therefore, no woman feel herself too old to become identified with any interest, which means a quickening to mental, moral or physical being."

The Bicycler and the "Trike."

Years ago, and not so many years either, in the days when the three wheeler was the only style of machine which lovely woman could avail herself of, and when the male wheeler sometimes looked askance at the rider of the "ordinary" way up in the air, and contented himself with a "bar-steerer." In short, before the day of safeties, I used to wonder why the tricycler was so unwilling to let the bicycler try his mount. He seemed always willing, and sometimes anxious that the non-wheeler should initiate himself into the mysteries of the tricycle. But the rider of the high wheel must be watched very closely.

I was always told that the steering was so different that the rider of the bicycle was always sure to come to grief on first mounting a tricycle, his preconceived ideas on steering only precipitating sure disaster.

A little story told by a friend the other day will illustrate this. I will tell it in her own words. She said:

"Calling on a friend who lives out in the country, not long ago, I found out in the barn, a duplicate of the machine on which I had ridden hundreds of miles, years ago a Singer straight steerer. I had always prided myself as being complete mistress of this machine. Quickly my mind went back to the good old days, I thought of the North Shore tours and sundry other merry parties and times. Something akin to the fire of the old war-horse flashed through my veins. No woman cycler was ever allowed to pass me without a struggle in those halcyon days. Up hill and down, I led the van (women riders were few). A wild idea flashed through my mind, that I could distance any and all of the party of bicyclers gathered around that "light of other days" in the shape of the old trike." There were no less than fourteen ladies' wheels in sight beside my own, not mentioning our escort of never mind how many (this was in Massachusetts), when I rolled that wheel out of the barn. I looked it over, found it in good order, in fact it had been in daily use up to within a short time, when its owner bought a bicycle.

As I rolled it out the eyes of all the party were upon me. Not one of the women except the owner had ever ridden a tricycle; some had never even seen one. They all knew that I was a veteran rider; some of them had heard wonderful stories of hills I had climbed, and long runs I had made on the wheel, long ago (time and repetition had not detracted anything from them I found).

I must allow that a little feeling of superiority mingled with my feelings of gladness at this unexpected meeting with my three wheeled friend of long ago. I thought, these girls are all pretty good riders, and each one thinks her own wheel is the best one in the party. I have a notion to challenge them for a little scorch down the smooth road. How surprised they would be to see what speed there is in a tricycle.

I have recently been trying to cultivate a habit of thinking twice before speaking once, and you shall see," said my friend, "how well this stood me in hand at this particular time.

I walked around behind the wheel, stepped on the axle, and mounted in the most approved 1887 manner. Down went my feet on the pedals, my hands fell in the old time way on the old time handle-bar.

I started—intending to cross the quite extensive area of concrete in front of the barn, and circle around the outer edge, gradually increasing my speed under the admiring glances of my audience—I started with these intentions well defined; but alas! The first thing I did was to turn almost a complete circle; the next to start off in a tangent, aiming directly for a flower bed; in trying to avoid that I ran down into a cobble-stone gutter, from which I emerged without the remotest idea where I should land next. The wheel, however, seemed fully able to decide for itself, and was under full sail for a rather steep terrace, down which I should certainly have rolled, to the destruction of the wheel, to say nothing of myself, when one of the party, who had been my companion on many a ride in the 80's, kindly intercepted this wild flight of the wheel possessed, and brought it to a standstill. It is unnecessary to say that I did not issue the challenge; but rather found myself in a contemplative mood; as to the folly of vaingloriousness in general; and of this case in particular."



As The Leagues Go By.

In the airy whirling wheel is the springing strength of steel,
And the sinew grows to steel day by day,
Till you feel your pulses leap at the easy swing and sweep
As the hedges flicker past you on your way.
Then it's out to the kiss of the morning breeze
And the rose of the morning sky,
And the long brown road where the tired spirit's load
Slips off as the leagues go by!

Black and silver, swift and strong, with a pleasant under-going
From the steady rippling murmur of the chain,
Half a thing of life and will, you may feel it start and thrill
With a quick elastic answer to the strain,
As you ride to the kiss of the morning breeze
And the rose of the morning sky,
And the long brown road where the tired spirit's load
Slips off as the leagues go by!

Miles a hundred you may run from the rising of the sun,
To the gleam of the first white star,
You may ride not long twenty towns, meet the sun upon the downs,
Or the wind on the mountain scaur,
Then it's out to the kiss of the morning breeze
And the rose of the morning sky,
And the long brown road where the tired spirit's load
Slips off as leagues go by!

Down the pleasant country-side, through the wood and's summer pride,
You have come in your lone moon spin,
And you never would have guessed how delicious is the rest
In the shade by the wayside inn,
When you've sought the kiss of the morning breeze
And the rose of the morning sky,
And the long brown road where the tired spirit's load
Slips off as the leagues go by!

There is many a one who teaches that the shining river reaches
Are the place to spend a long June day,
But give me whirling wheel and a boat of air and steel
To float upon the Queen's highway:
One give me the kiss of the morning breeze,
And the rose of the morning sky,
And the long brown road, where the tired spirit's load
Slips off as the leagues go by!

—*The Spectator.*



For All Stockings

worn by ladies and children only one hose supporter which cannot cut stocking. Genuine WARREN HOSE SUPPORTERS made with Warren Fasteners with Rounded rib on Holding Edges—The Warren for sale everywhere.

Made by George Frost Co., Boston.



POSTERITY

The strength of children is in the health of the mother—The health of womanhood descends to generations—The mother of to-day appreciates comfort, for without comfort there can be neither health nor strength—Fifty thousand American physicians say that health, comfort, and freedom are not enjoyed in corsets. The Empress Waist is not a corset. It gives all the graces of the corset, and sacrifices neither health, strength, nor comfort. Made by George Frost Co., Boston.

WOOD RIMS

Attention Manufacturers!
Attention Riders!!

The Original
The Best.

Pat. May 9, 1893. Others pending.

The test of Wood Rims during '92 and '93 has been decided favorably; 20 wheels can be had of any make with this valuable improvement.

There are RIMS and RIMS.

Be sure you get the best. The BEST are the STRONGEST, lightest and most resilient; the BEST are the "Fairbanks' Linen-Covered, Waterproof, Built-up Wood Rims." Pat. May 9, '93; others pending. Demand these of the makers of the wheel you decide to ride in '94. We have put them to the most severe tests, and a strain that will buckle a steel rim, and break a plain wood rim so that you could not ride, your wheel home—will not compel you to walk. Think of this!

—PONDER ON THIS.—

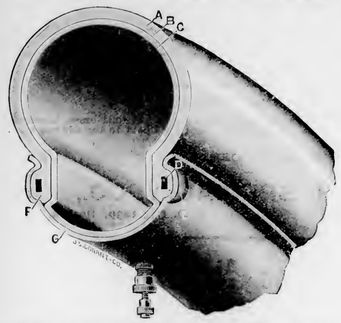
Examine this Rim carefully, and finally first, last, and always ride the Fabric-covered, built-up Wood Rim. Send for circular and prices.

You can see this Rim at the following addresses, also at Dudley's on Columbus Avenue, Bicycling World office, and any manufacturer will preserve them. All we ask is a careful examination.

●●●●●

The A. C. Fairbanks Co., which
178 Tremont St., Boston. 27 ... is merged. A to them, but up n received.
—A. A. ZIMMERMAN.

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DETACHABLE PNEUMATIC TIRE.



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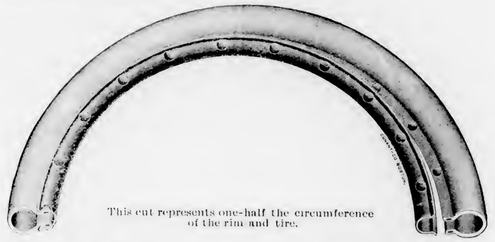
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One mile, 2.40 class, final—Wells, first; Long, second. Time 2.47 1-5.

Half mile, open—C. L. Davis, first; C. S. Wells, second. Time 1.18. No race.

Half mile handicap, final—Cushing, first; Jarman, second. Time 1.06.

One mile, open—Wilbur Edwards, first; C. S. Wells, second; G. H. Oscn, third. Time 2.33 4-5.

Two mile handicap—Edwards, first; Delmas, 175 yards, second; Jarman, 325 yards, third. Time 5.01.

Foxboro (Mass) Club's 18-Mile Race.

THE fourth annual 18 mile road race of the Foxboro (Mass.) Cycle and Athletic Club was run Nov. 6. Summary: James Campbell, Mansfield; William Starkey, James Geary, Thomas Tarment, Charles Dixon, Thomas Caton, all of Foxboro; Murray Winter, Mansfield; Walter Young, Alfred Young, Fred Newton, all of Foxboro; David Whiting and A. S. Briggs of Mansfield; William Etherton, Foxboro. The special time prize was won by James Campbell, his time being 56m. 8s. Tarment ran into a boy, disabled his bicycle, mounted another machine, and finished only 25 seconds behind Campbell. Tarment would have undoubtedly won only for his unfortunate accident.

A New Orleans Race.

P. CASSEC, of the Southern Athletic Club, won a half mile race Oct. 29, beating A. C. Abbott, B. J. Godberry, E. W. Tomlinson, L. Trouard, L. J. Godberry, and M. F. Hickman. Casse, who is only 15 years old, is regarded as one of the coming Southern riders, and the race between he and Abbott was very interesting. Casse won by a length in 1.15.

NEW YORK, Oct. 24, 1891.

MESSRS. ADAMS & SONS CO., Brooklyn, N. Y.:

Gentlemen—Your "Pepsin Tutti-Frutti" is certainly the best aid to any cyclist and makes a man fit for a hard struggle, as it prevents the throat from becoming dry. One strong point in its favor is that it retains its moisture for quite a length of time. Very truly yours,

W. S. (SENATOR) MORGAN.

"I LOVE you," said the bicyclist
To the maid he did admire.
"Oh, dear!" said she, "you cause in me
A large pneumatic tire."

—*Judge.*

NEW YORK, Oct. 24, 1891.

MESSRS. ADAMS & SONS CO., Brooklyn, N. Y.:

Dear Sirs—I have used your Pepsin Tutti-Frutti in all my races and find it does all you claim for it, and I will never be without it.

Very truly yours,

PETER HEGELMAN (Pedestrian).

THE Kenton Wheel Club of Covington, Ky., last week entertained a large number of guests at their annual banquet at their club rooms. The winners of the various prizes were toasted and a jolly time was had.

NEW YORK, Oct. 24, 1891.

MESSRS. ADAMS & SONS CO., Brooklyn, N. Y.:

Dear Sirs—I have used and will continue to use your Pepsin Tutti-Frutti in all six-day races that I will participate in, as I find it prevents the old complaint of bad stomach, besides keeping the mouth moist.

Yours very truly,

PETER GOLDEN (record 578 miles).

Business Chance.

AN investor of about $10,000 wanted in a well established bicycle manufactory that has a complete working plant. Capital needed only to increase the output. Address "Business," BICYCLING WORLD.

NEW YORK, Oct. 24, 1891.

MESSRS. ADAMS & SONS CO., Brooklyn, N. Y.:

Dear Sirs—In all my career as trainer and handler of athletes, cyclists, etc., your Pepsin Tutti-Frutti is the best thing for men to use in races, as it keeps the throat and stomach in good order and gives general satisfaction.

Yours truly,

JOHN FRASER.

Are You Going South This Winter?

IF SO MAKE YOUR ARRANGEMENTS TO GO VIA THE BIG FOUR ROUTE.

WHETHER in pursuit of health or pleasure, no portion of the country offers so many and varied attractions at this season as the sunny South. The Orange Groves of Florida, redolent with the perfume of sweet blossoms, wave their branches in hearty welcome to the tourist from the Snow-clad Northland and the mellow breezes of the Southern Sea woo the invalid from the Blizzards of the Frozen North. There is one line to Florida "The Big Four Route" which on account of its excellent train service, perfect connections in Union Depots and absence of transfers, forms the "Tourists Ideal Line to Florida." From all points north of the Ohio River the Big Four Route, in connection with the Through Car lines from Cincinnati, will be found to offer the Best Time, Best Service and Best Equipment to all Southern Points, and if you desire to travel with comfort and ease be sure your tickets read via the Big Four Route.

E. O. MCCORMICK, Pass'r. Traffic Mgr.
D. B. MARTIN, Gen'l. Pass'r. Agt.
CINCINNATI, OHIO.

NEW YORK, Oct. 24, 1891.

MESSRS. ADAMS & SONS CO., Brooklyn, N. Y.:

Gentlemen—Having used your Pepsin Tutti-Frutti in all races myself, I know its good qualities for keeping the throat and stomach in good condition. As the trainer of Martin I have given it to him and it has aided him materially in breaking the cycling record.

Yours truly,

ORIE MOORE.



An Interchangeable Tandem.

AN English concern, the Ripley Cycle Works Co., builds a tandem bicycle which is an interchangeable machine. It can be converted into a single by simply unscrewing four nuts, and weighs but 52 pounds.

Good Tires, Good Wheel, Good Man.

FRANK J. ASHTON of Rockford, Ill., has ridden 22 centuries since May 1st, including three double "centuries," using a 27 pound Sterling fitted with Morgan & Wright racing tires. His total mileage for 1893 is 4200 miles to date, the same pair of racing tires being used throughout.

Sager Saddles.

IN writing of his recent century run in which he broke his former record by about 9 minutes, J. W. Linneman of Buffalo speaks very enthusiastically of the 1894 Sager Racer Saddle which he rode. It is a matter of note in this connection, also, that Harry Tyler has used the same saddle in his late record breaking career.

All the styles of Sager saddles for 1894 are proving very popular, and we understand many large orders have already been placed for them by leading manufacturers.

A Victor Record.

F. HOWARD HARVEY, of the Century Cycle Club and the Baltimore Cycle Club, on a Victor, broke the Maryland long distance record Oct. 26, riding 221 1-4 miles in 24 hours.

He rode 206 miles in 22 hours, which equalled Williams' record made about three weeks ago. That a man could ride this distance over the roads of Maryland in 24 hours speaks volumes for the rider and the wheel.

Harvey finished in fine shape and could have continued for six hours longer. There is no doubt as to Harvey being the best long distance rider in the State of Maryland.

(Continued on page 156.)



Ladies' Department.

Conducted by MRS. MARY SARGENT HOPKINS, to whom all communications should be addressed.

A New Heaven And A New Earth.

I CONFESS to being much like the little boy, who, after writing a composition on the delights of early rising, wound up his effort with these words: "I like to lie in bed in the morning."

I have the same fondness for my morning nap. Although in the abstract I thoroughly believe in early rising, and that no part of the day is so witchingly lovely as the early dew-wet hours, in reality, I had seen the sun rise only at rare intervals until I began riding a bicycle.

A wheel is a most bewitching piece of mechanism; and the combination of the same, with a clear bright morning and a good road, is a mixture fairly intoxicating in its fascination.

Is this the same old earth? Is this the same brazen sun, that yesterday glared so pitilessly on the gray and tired world?

Somehow the words of the old song keep time with whirling wheels:

"The bright rosy morning peeps over the hills,
With blushes adorning the meadows and fields;
While the merry, merry horn calls, 'Come, come away,
Awake from your slumbers, and hail the new day.'"

How bright and sweet everything seems! In the freshness and purity of the morning, our souls take on new strength, our Earth-worn spirits revive. Our cycle is a good angel, to thus beguile us from our hitherto much loved morning nap and spread such a feast before us. We have found no such transcendent lovliness when walking. Now we are treading on air, each step a fresh exhilaration.

Every sense alive and aglow. "Hills, hollows and high places" alike to us as we bound along. Don't say our wheel is an insensate thing. The spirit of joy and beauty has full possession of us and it. The flowers are still nodding their sleepy heads as we rush along. The very grass sends up an unexpected fragrance as our wheels lightly press its vivid green.

On we go, alive to our very finger tips. Heedless of the "Has-beens;" careless of the "To-comes;" enjoying to the fullest extent this brief hour that connects unconscious night with busy, tiresome day. We take no heed of time or distance, thinking only of the lovliness above, beneath, and around us; yes, and in us; for so surrounded, so steeped are we, in all that is fresh, pure and beautiful, that it permeates our very souls.

The golden glory of God is over all.

Speaking on the subject of physical improvement, Jenness-Miller's Monthly says:

"We have been told a great deal by teachers in the gymnasium and the lecture room of the influence muscular development and proper exercise have on the health. But little is said regarding the influence of the physical over the mental and moral being, or the power that senses from sympathetic development of mind and body. Our physicians tell us that not only is the power of thought affected, but that a shadow is thrown over the disposition by degenerate physical life. Want of activity of the muscles affects not only the heart, but the organs of respiration and digestion as well. These have a reflex action upon the nervous system, and mental depression, irritability, hypochondria and melancholia are the results."

* * * *

In no instance is this power of the physical life over the mental, emphasized more clearly than in the effect produced upon nervous, overworked people by cycling. I have in mind a case which came under my personal observation not long ago.

A woman who occupies a very high position, and whose duties are onerous, calling upon both physical and mental forces, has found in the use of the wheel, escape from the constant work, work, of her brain. She tells me that no matter how tired she may be, that an hour on her bicycle serves to insure a clearing of her mental faculties to the extent of sending her back to her work refreshed and reinvigorated. That she cannot think of her work while she is riding, and her brain, therefore, has a short season of complete rest, such as she does not find even in sleep.

The bodily functions, which have become torpid, resume their work without recourse to any spur or stimulant in the shape of medicine.

This testimony was given me gladly by the lady, who is white-haired and past middle age, and it should go far as an argument in favor of the adoption of the wheel by elderly women.

We quote still further:

"Women of varying ages alike find correct physical practice beneficial, and no woman who retains the energy of will-power, need regard herself as too old to undertake any new work. The women who stay young in spite of years are those whose lives hold many interests. They are the ones who do not feel that with the attainment of a certain age desuetude of all the powers must ensue. They never grow too old to enjoy life and all its stimulating influences. Let, therefore, no woman feel herself too old to become identified with any interest, which means a quickening to mental, moral or physical being."

The Bicycler and the "Trike."

Years ago, and not so many years either, in the days when the three wheeler was the only style of machine which lovely woman could avail herself of, and when the male wheeler sometimes looked askance at the rider of the "ordinary" way up in the air, and contented himself with a "bar-steerer." In short, before the day of safeties, I used to wonder why the tricycler was so unwilling to let the bicycler try his mount. He seemed always willing, and sometimes anxious that the non-wheeler should initiate himself into the mysteries of the tricycle. But the rider of the high wheel must be watched very closely.

I was always told that the steering was so different that the rider of the bicycle was always sure to come to grief on first mounting a tricycle, his preconceived ideas on steering only precipitating sure disaster.

A little story told by a friend the other day will illustrate this. I will tell it in her own words. She said:

"Calling on a friend who lives out in the country, not long ago, I found out in the barn, a duplicate of the machine on which I had ridden hundreds of miles, years ago—a Singer straight steerer. I had always prided myself as being complete mistress of this machine. Quickly my mind went back to the good old days. I thought of the North Shore tours and sundry other merry parties and times. Something akin to the fire of the old war-horse flashed through my veins. No woman cycler was ever allowed to pass me without a struggle in those halcyon days. Up hill and down, I led the van (women riders were few). A wild idea dashed through my mind, that I could distance any and all of the party of bicyclers gathered around that "flight of other days" in the shape of the old "trike." There were no less than fourteen ladies' wheels in sight beside my own, not mentioning our escort of never mind how many (this was in Massachusetts), when I rolled that wheel out of the barn. I looked it over, found it in good order, in fact it had been in daily use up to within a short time, when its owner bought a bicycle.

As I rolled it out the eyes of all the party were upon me. Not one of the women except the owner had ever ridden a tricycle; some had never even seen one. They all knew that I was a veteran rider; some of them had heard wonderful stories of hills I had climbed, and long runs I had made on the wheel, long ago (time and repetition had not detracted anything from them I found).

I must allow that a little feeling of superiority mingled with my feelings of gladness at this unexpected meeting with my three wheeled friend of long ago. I thought, these girls are all pretty good riders, and each one thinks her own wheel is the best one in the party. I have a notion to challenge them for a little scorch down the smooth road. How surprised they would be to see what speed there is in a tricycle.

I have recently been trying to cultivate a habit of thinking twice before speaking once, and you shall see," said my friend, "how well this stood me in hand at this particular time.

I walked around behind the wheel, stepped on the axle, and mounted in the most approved 1887 manner. Down went my feet on the pedals, my hands fell in the old time way on the old time handle-bar.

I started intending to cross the quite extensive area of concrete in front of the barn, and circle around the outer edge, gradually increasing my speed under the admiring glances of my audience. I started with these intentions well defined; but alas! The first thing I did was to turn almost a complete circle; the next to start off in a tangent, aiming directly for a flower bed; in trying to avoid that I ran down into a cobble-stone gutter, from which I emerged without the remotest idea where I should land next. The wheel, however, seemed fully able to decide for itself, and was under full sail for a rather steep terrace, down which I should certainly have rolled, to the destruction of the wheel, to say nothing of myself, when one of the party, who had been my companion on many a ride in the '80's, kindly intercepted this wild flight of the wheel possessed, and brought it to a standstill. It is unnecessary to say that I did not issue the challenge; but rather found myself in a contemplative mood; as to the folly of vainglorionsness in general; and of this case in particular."



As The Leagues Go By.

IS the airy whirling wheel is the springing
strength of steel,
And the sinew grows to steel day by day,
Till you feel your pulses leap at the easy swing
and sweep
As the hedges flicker past you on your way.
Then it's out to the kiss of the morning breeze
And the rose of the morning sky,
And the long brown road where the tired spirit's load
Slips off as the leagues go by!

Black and silver, swift and strong, with a pleasant under-going
From the steady rippling murmur of the chain,
Half a thing of life and will, you may feel it start and thrill
With a quick elastic answer to the strain.
As you ride to the kiss of the morning breeze
And the rose of the morning sky,
And the long brown road where the tired spirit's load
Slips off as the leagues go by!

Miles a hundred you may run from the rising of the sun,
To the gleam of the first white star,
You may ride through twenty towns, meet the sun upon the downs,
Or the wind on the mountain scaur.
Then it's out to the kiss of the morning breeze
And the rose of the morning sky,
And the long brown road where the tired spirit's load
Slips off as leagues go by!

Down the pleasant country-side, through the wood and's summer pride,
You have come in your foremost spin,
And you never would have guessed how delicious is the rest
In the shade by the wayside inn,
When you've sought the kiss of the morning breeze
And the rose of the morning sky,
And the long brown road where the tired spirit's load
Slips off as the leagues go by!

There is many a one who teaches that the shining river reaches
Are the place to spend a long June day,
But give me whirling wheel and a boat of air and steel
To float upon the Queen's highway!
Oh! give me the kiss of the morning breeze,
And the rose of the morning sky,
And the long brown road, where the tired spirit's load
Slips off as the leagues go by!

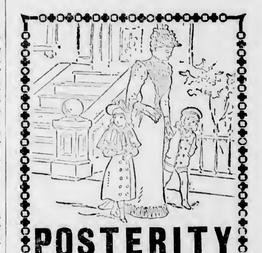
—*The Spectator.*



For All Stockings

worn by ladies and children only one hose supporter which cannot cut stocking. Genuine WARREN HOSE SUPPORTEKS made with Warren Fasteners with Rounded rib on Holding Edges—The Warren for sale everywhere.

Made by George Frost Co., Boston.



POSTERITY

The strength of children is in the health of the mother—The health of womanhood depends to generations—The mother of to-day appreciates comfort, for without comfort there can be neither health nor strength—Fifty thousand American physicians say that health, comfort, and freedom are not enjoined in corset. The Equipoise Waist is not a corset. It gives all the grace of the corset, and sacrifices neither health, strength, nor comfort. Made by George Frost Co., Boston.

WOOD RIMS

Attention Manufacturers!
Attention Riders!!

The Original—
—The Best.

Pat. May 9, 1893. Others pending.

The test of Wood Rims during '92 and '93 has been decided favorable; '94 wheels can be had of any make with this valuable improvement.

There are Rims and RIMS.

Be sure you get the best. The best are the STRONGEST, lightest and most resilient; the best are the "Fairbanks' Linen-Covered, Waterproof, Built-up Wood Rims." Pat. May 9, '93; others pending. Demand these of the makers of the wheel you decide to ride in '94. We have put them to the most severe tests, and a strain that will buckle a steel rim, and break a plain wood rim so that you could not ride your wheel home—will not compel you to walk. Think of this!

—PONDER ON THIS.—

Examine this Rim carefully, and finally—first, last, and always—ride the Fabric-covered, built-up Wood Rim. Send for circular and prices.

You can see this Rim at the following addresses, also at Hadley's on Columbus Avenue, Bicycling World office, and any manufacturer will procure them. All we ask is a careful examination.

●●●●●

The A. C. Fairbanks Co.
178 Tremont St., 27...
Boston

TRADE NOTES.

Continued from Page 154.

The Premier Company To Move.

SEVEN years ago L. H. Johnson, the President of this company, commenced the importation of Premiers into America. His establishment consisted of a store about 20x35 and a loft of the same size at Orange, N. J. The following year he leased the adjoining store and loft and tore down the partitions. In this establishment the wholesale business was steadily developed until it amounted to over a thousand machines a year and became too bulky to be handled with the limited freight and express facilities Orange afforded. In 1891 Mr. Johnson organized the present company, the corner store and basement at 846 8th avenue, New York, was leased for a main establishment and the Orange stores retained as a retail branch. In 1892, it was found necessary to add the store and basement 844 8th avenue, and now that further extension at this location is impossible, the company will leave their present quarters and remove to the large and new fireproof building at Nos. 34, 36 and 38 Watts street. This is in the heart of the wholesale New York trade, and it is the intention of the company to transact no retail business whatever at its new establishment, but to devote all its energies to the development and handling of its rapidly increasing wholesale trade. Premier agencies will be found with responsible houses in the retail centres of the city.

The new offices and warerooms are but two blocks from the Desbrosses street Station of the 9th avenue Elevated R. R.; two and a half blocks from the Grand street station of the 6th avenue line, and convenient to Broadway, to the ferries and the steamship lines. The floor space is nearly ten thousand square feet. Power, steam heat and electric light will be used.

The growth of the Premier Cycle importing business in the face of a heavily increased tariff and the development of American cycle manufacture, is remarkable, and speaks volumes for their excellence.

In the first place, Mr. Johnson was the first American to appreciate the desirability of lightness. His tandem pneumatic racing Humber ordinaries of 1885 were followed by thirty pound Catford Premier Safeties in 1888 and he has succeeded in keeping his line in the very front rank of lightness, durability and speed. It is an interesting fact to note that the weight of his racer of 1888, the 18.5 inch Safety, is exactly the same as that of the 1893 Helical Premier racer with 1.5-8 inch pneumatics. Another point that Mr. Johnson has insisted upon is that the machine should be constructed especially for the American rider and as a cycler of sixteen years' standing, he is well fitted to gauge correctly that rider's requirements.

Mr. Johnson's policy with his agents is a most liberal one—he builds "not for a day but for all time." A shrewd financier, a close buyer but with stern integrity and indomitable push, he is a man to lend any enterprise in which he may become interested to success.

What It Really Was.

A REMARKABLE scene was witnessed at Needham (Mass.) Depot on Oct. 28. Just before the arrival of the Boston train, and in full view of the passengers who were waiting, a well dressed young man was seen riding rapidly towards the depot. He quickly reached it, crossed the platform, and without dismounting, rode off the edge, a clear drop of 12 inches—forced his bicycle across the rails, and, getting between them, sent a rattling pace over the ties in the direction of Highlandville, a mile distant. In a short time he was seen to be returning over the same uncomfortable surface, and the various observations made by the witnesses were very amusing to those who were "on to the racket." One gentleman remarked, "That young fellow has evidently got more money than brains, to use a fine wheel like that." Another thought him "a lunatic;" another was sure "it was closer to some track," but they were all wide, wide of the mark—it was Mr. Charles Measure, of the Union Cycle Mfg. Co., the champion bicycle smasher of Massachusetts, testing their new model. He was badly broken up when he brought his victim in, but the closest examination of the machine failed to reveal the slightest damage to any part of it, and it is now looked upon as a good successor to the Union P. D. Q.

Position Wanted

By a temperate, reliable man, with a good bicycle house, either as advertising manager or salesman. 3 years' experience with one of the best bicycle

...TON, 36 Sycamore St., ...Mass.

The Union Cycle Mfg. Co. Move Their Office.

THE Union people will hereafter be found at No. 239 Columbus avenue, the store recently vacated by the Coventry Machinist Co. As stated in a former issue, all the offices of this company will be removed from Highlandville and the business consolidated in their new quarters. This store is one of the best locations on Columbus avenue, and is in the very heart of "Bicycle Row." We congratulate the Union people on securing such a splendid location.

Corson Corrects.

EDITOR BICYCLING WORLD: I see by the BICYCLING WORLD for Oct. 27th in trade notes that you state that I have removed my entire business to East Rochester, N. Y. This is a mistake. It should be East Rochester, N. H. Will you please correct this mistake, as the notice has already caused my mail to go astray.

In regard to my move, will say that I have removed my Rochester business to East Rochester where my repair shop has been for the past two seasons. I have as fine a plant, to say the least, for its size as can be found in the country. All my business will be done under one roof hereafter, including the management of my general agency for the States of Maine, New Hampshire and Vermont; the publication of my monthly which, by the way, is soon to take a new name, and my repair shop. I am also aiming at making a special high grade bicycle for some of my select trade, and shall do this in the near future. E. H. CORSON.

GEORGE SEYMOUR, so long connected with the Coventry Machinist Co., has opened a repair shop at No. 243 Columbus avenue (next door to the late office of the Coventry Machinist Co.). Mr. Seymour will do repairing on all make of machines and his long connection with the Coventry people makes him particularly capable of making repairs on other machines.

DICK WALKER, the popular manager of the Louisville Bicycle Co., was surprised upon the arrival of a twelve-pounder at his home last week. Dick was around telling all the boys about *his* big boy.

IN our last week's issue we spoke of several foreign countries from which Rouse, Hazard & Co., Peoria, Ill., had recently received orders. In their letter enclosing new copy for their advertisement in this number of our journal, they state they have just received an order for a number of bicycles from Kingston, the capital of the Jamaica Island. This firm does business when others are practically doing nothing, owing to the superior inducements they offer.

W. H. WILHELM & CO., of Reading, Pa., will erect an addition to their bicycle works at 311 Bingaman street. Improved machinery will be placed in the addition, which will be run by a twenty-horse power engine manufactured by Snell & Mcharg, of Hamburg.

L. C. GRANT, of the National Cycle Company, Fitchburg, Mass., has patented another bicycle handle grip which is made of a wooden shell wound with twine.



WILSON'S
WONDERFUL NICKEL AND ENAMEL
PRESERVER.

Will Polish Nickel and Enamel. Prevent Nickel and Steel from Rusting.

DIRECTIONS.

Shake well before using. Saturate a piece of cotton flannel with the solution, rub lightly, and finish with a clean, dry piece of cloth.

The solution leaves a fine coating, preventing the air from penetrating to it.

The solution is to be applied on good nickel. If such is the case and done carefully, you will not be obliged to leave the polish or cranks unscrewed.

If the nickel has already begun to peel off, the solution should be applied to cover, for so doing it will prevent the rust from going any further.

The solution is the best thing in the known world to prevent nickel from rusting and restoring the enamel. I make no claim to retrieve rust.

MANUFACTURED BY
JOHN W. WILSON, 14-15 Tremont Row,
Boston, Mass., U. S. A.

PRICE 50 CENTS.

FOR SALE EVERYWHERE.

Whitworth Cycles & THE METRICAL SYSTEM.

In the Old and the New World alike the Whitworth is as good at kilometres as it is at miles. On the 12th of August, L. S. Meintjes won the 100 kilometres World's Championship at Chicago, reducing records all the way up and riding, as also was the second man, a Whitworth No. 8. On the 24th of September, Jaap Eden, at Gladbach in Germany, made on a Whitworth records for 2, 4, and 5 kilos., riding the total distance in 7 mins. On the 8th of September, Houben won the 100 kilometres championship of Belgium, and again on the 11th of October Fournier and Louvet, on a Whitworth tandem, rode 1 kilo. in 1 m. 14 3-5 s., which is exactly at the rate of 30 miles an hr., and it was but the second time they had mounted the machine. Any type of machine, any country, any distance! It is indeed true that we know something of the design of speed cycles.

The Whitworth Cycle Co. Ltd., 644 & 646 Broadway, NEW YORK

WELL CONSTRUCTED! are the words you always hear coupled with

WARWICK BICYCLES.

They have always stood for all that is best in the way of MATERIAL and WORKMANSHIP, and we mean they always shall. LIGHT, HANDSOME, DURABLE, SWIFT. They give satisfaction. All of our wheels are GUARANTEED FOR ONE YEAR. We want you with us, and once mounted on a WARWICK, we believe you will find satisfaction. Send for book that tells about our wheels.

WARWICK CYCLE MFG. CO., = Springfield, Mass.

SINGER CYCLES.

NO CHANGE IN PRICE

The Only Wheels Absolutely Guaranteed. The Only Wheels Fitted with 1893 Improvements.

Our prices correspond with the value of the articles furnished, and in the future, as in the past, will be maintained in all countries, against the inflated prices of goods of inferior make.

SINGER & CO., 6 and 8 Berkeley St., and 2 Warren Avenue, BOSTON, MASS.

LIBERAL DISCOUNTS TO RELIABLE AGENTS.

L. A. W. LEAGUE OF AMERICAN WHEELMEN.

OFFIGIAL DEPARTMENT.

Boston, Mass., November 10, 1893.

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12 PEARL STREET, ROOM 20, - - BOSTON, MASS.

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SECOND VICE PRESIDENT,
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88 Broad St., Elizabeth, N. J.

TREASURER,
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Box 155, St. Joseph, Mo.

SECRETARY,
ABBOT BASSETT,
12 Pearl St., Boston, Mass.

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M. A. High, Cincinnati, Ohio.

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A. B. Choate, 430 Temple Ct., Minneapolis, Minn.

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TRANSPORTATION COMMITTEE.

Albert Mott, Chairman, 2234 Madison ave., Baltimore, Md.
John O. Blake, 85 Madison St., Chicago, Ill.
H. C. Nickerson, 211 Washington St., Boston.
I. D. W. King, 181 Potter Bldg, New York City.

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

ALABAMA—Chief Consul, Wm. C. Harris, Jr., Box 246, Birmingham. Secretary-Treasurer, John A. Fisher, 117 North 20, Birmingham.

ARIZONA—Chief Consul, A.W. Galpin, Phoenix.

ARKANSAS—Chief Consul, F. D. Nichols, Fort Smith.

CALIFORNIA—Chief Consul, Geo. H. Strong, 250 Market st., San Francisco. Secretary-Treasurer, Lauren W. Ripley 714 Ninth street, Sacramento.

SOUTH CALIFORNIA—Chief Consul, J. S. Thayer Box 3116, Los Angeles; Secretary-Treasurer, Ben C. Jordan, Box 828, Los Angeles.

COLORADO—Chief Consul, Claude A. Derby, 1st N. Of R. R., Pueblo. Secretary-Treasurer, Harry M. Booth, 816 324 street, Denver.

CONNECTICUT—Chief Consul, Jay H. Schumacher, Box 952, Hartford. Secretary-Treasurer, P. W. Westlake 31 Lewis Street, Bridgeport.

DELAWARE—Chief Consul, S. Wallis Mathew, 906 Jackson street, Wilmington. Secretary-Treasurer, Chas. S. Wilson, 813 Franklin street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, Samuel W. Stinemetz, 1237 Pa. Ave., Washington. Secretary-Treasurer, W. H. Stearns, 710 13th street, N. W., Washington.

FLORIDA—Chief Consul, S. A. Adams, 46 Main street, Jacksonville.

GEORGIA—Chief Consul, Samuel M. Whiteside, Box 76, Savannah. Secretary-Treasurer, C. M. Rushing, Savannah.

ILLINOIS—Chief Consul, Frank W. Gerould, 168 Madison street, Chicago. Secretary-Treasurer, Burton F. White, 832 Washington Boulevard, Chicago.

INDIANA—Chief Consul, Thomas Hay, 70 North Pennsylvania street, Indianapolis. Secretary-Treasurer, E. J. Minor, Room 22, Board of Trade, Indianapolis.

IOWA—Chief Consul, Fred H. Beach, 111 West 4th st., Muscatine. Secretary-Treasurer, Geo. W. Tones, Box 1075, Des Moines.

KANSAS—Chief Consul, W. C. F. Reichenbach, Box 205, Topeka. Secretary-Treasurer, Austin Hawley, Girard.

KENTUCKY—Chief Consul, W. W. Watts, 548 West Jefferson, Louisville. Secretary-Treasurer, Orville W. Lawson 2510 West Jefferson, Louisville.

LOUISIANA—Chief Consul, W. C. Grivot, 110 Gravier street, New Orleans. Secretary-Treasurer, S. H. Grice, cor. St. Charles and Washington avenue, New Orleans.

MAINE—Chief Consul, Chas. L. Bachelder, Saco. Secretary-Treasurer, Chas. A. Litchfield, Lewiston.

MARYLAND—Chief Consul, Albert Mott, 2234 Madison ave., Baltimore. Sec.-Treasurer, Wm. J. Unverzagt, Box 306, Baltimore.

MASSACHUSETTS—Chief Consul, George A. Perkins, 17 Court square, Boston. Secretary-Treasurer, Chas. S. Howard, Globe Office Boston.

MICHIGAN—Chief Consul, Joseph M. Brestler, 22 Lafayette avenue, Detroit. Secretary-Treasurer, A. R. Baker, Bay City.

MINNESOTA—Chief Consul, A. B. Choate, 430 Temple court, Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSOURI—Chief Consul, Robert Holm, 908 La Salle street, St. Louis. Secretary-Treasurer, Edgar S. Barnes, Mexico.

MONTANA—Chief Consul, Dr. D. J. Watt, Helena. Secretary-Treasurer, Lewis A. Crull, Anaconda.

NEBRASKA—Chief Consul, A. H. Perrigo, 1315 Dodge street, Omaha. Secretary-Treasurer, C. B. Stroebemus, Fremont.

NEW HAMPSHIRE—Chief Consul, Geo. A. Place, American House, Concord. Secretary-Treasurer, Frank E. Gale, 59 So. State street, Concord.

NEW JERSEY—Chief Consul, Dr. G. Carleton Brown, 88 Broad street, Elizabeth. Secretary-Treasurer, Theodore F. Merseles, 66 Monticello Ave., Jersey City.

NEW MEXICO—Chief Consul, Wallace E. Baker, Santa Fe.

NEW YORK—Chief Consul, Chas. H. Luscomb, 280 Broadway, New York City. Secretary-Treasurer, Thomas A. Raisbeck, 280 Broadway, New York.

NORTH DAKOTA—Chief Consul, Miles E. Harbin, Grand Forks.

OHIO—Chief Consul, Andrew F. Mergenthaler, Fostoria. Secretary-Treasurer, S. L. Ghaster, Fostoria.

OREGON—Chief Consul, C. L. Howe, 326 Washington street, Portland, Oregon

NORTH CAROLINA—Chief Consul, James L. Kenyon, Wilmington. Secretary-Treasurer, Philip Heinsberger, Jr., Wilmington.

PENNSYLVANIA—Chief Consul, Samuel Y. Boyle, Dist. Atty. Office, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, H. L. Perkins, Box 103, Providence. Secretary-Treasurer, Nelson H. Gibbs, 288 Westminster street, Providence.

SOUTH CAROLINA—Chief Consul, James M. Wilson, 4 Wragge street, Charleston.

SOUTH DAKOTA—Chief Consul, W. J. Headley, Mitchell. Secretary-Treasurer, Hal C. Clark, Mitchell.

TENNESSEE—Chief Consul, T. J. Dempree, 88 Front street, Memphis. Secretary-Treasurer, Geo. T. Brendan, 236 Main street, Memphis.

TEXAS—Chief Consul, E. W. Hope, Sherman. Secretary-Treasurer, G. W. Hubbard, Sherman.

UTAH—Chief Consul, C. A. Emise, 272 State street, Salt Lake City. Secretary-Treasurer, A. W. Caine, 229 S. 2nd Temple street, Salt Lake City.

VERMONT—Chief Consul, F. W. Sherburne, Barre. Secretary-Treasurer, Geo. D. Wheeler, Barre.

VIRGINIA—Chief Consul, D. K. Ammen, box 112, Roanoke, Va. Secretary-Treasurer, J. Hugh Henry, 100 Bute street, Norfolk.

WESTERN VIRGINIA—Chief Consul, Jason C. Stamp, 1311 Market street, Wheeling. Secretary-Treasurer, H. Rhedaffer, 41 S. York St., Wheeling.

WISCONSIN—Chief Consul, W. L. Simonds, 382 East Water street, Milwaukee. Secretary-Treasurer, F. J. Morawetz, 1019 Wells Street Milwaukee.

WYOMING—Chief Consul, Frank Vreeland, Cheyenne.

WASHINGTON—Chief Consul, W. A. Van Epps, Olympia. Secretary-Treasurer, J. A. Drain, Olympia.

MARITIME PROVINCES—Chief Consul, Fred L. Temple, 128 Prince William street, St. John, N. B.

FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C., England.

Racing Board Matters.

The final correspondence in the Zimmerman case is given below. A letter from the National Cyclists Union, answer of the Racing Board, Zimmerman's statement and vote of Racing Board are in the order named.

LOSNON, Aug. 21, '93.

MR. H. E. RAYMOND, Esq., 245 Flatbush ave., Brooklyn, N. Y.:

DEAR SIR—Your letter dated July 24th was placed before the General Committee of the Union at their meeting of the 18th. Before replying thereto I am requested by the committee to express its surprise that you should have thought fit to publish letters sent to you while the matter was still under consideration and without signifying your intention to do so.

With regard to your contention that the N. C. U. has no power to require an explanation from Mr. A. A. Zimmerman regarding his amateur status while riding in England this year, I am directed to inform you that the N. C. U. claims and exercises full power over any person competing in England. The acts of professionalism alleged against Mr. A. A. Zimmerman were committed with an English firm and if no satisfactory explanation to them is forthcoming, he became disqualified the first time he rode in England, and the fact that he left the country before it was possible to call him to account before the proper authorities, in no way deprives the N. C. U. of its remedy. The N. C. U. is quite willing that the L. A. W. shall conduct the inquiry into the truth or otherwise of the charges against Mr. A. A. Zimmerman but they insist that his explanation shall be submitted to them, and if such explanation is not forthcoming or is in their opinion unsatisfactory, they reserve their full right to deal with the matter in any way they think fit, according to the rules of the N. C. U.

They would also point out to you that it was not in the power of Mr. Zimmerman to refuse a license granted to him. He signed the application form in which he bound himself to accept a license if granted to him, and consequently he is still the holder of a constitutional license. The General Committee do not wish, however, to stand on any such technicality, but on the broad fact that it is not possible for a man to break the rules of any foreign Union and then deprive them of the power of punishment by leaving the country and putting himself under his own Union, which may or may not choose to act.

The N. C. U. wish most emphatically to disclaim any wish to interfere with the jurisdiction of the L. A. W., but claim the fullest right to investigate and adjudicate upon Mr. Zimmerman's status while competing in England, and his absence from the country cannot annul the result of his actions while there.

Having no doubt you will recognize the justice of our demands, and awaiting the result of your Board's inquiry and Mr. Zimmerman's explanation, I am Yours faithfully,

W. R. ELDERFIELD, Asst. Secretary.

BROOKLYN, Nov. 1, 1893.

Mr. W. R. Elderfield, 57 Basinghall street, London, Eng.

DEAR SIR: Your letter Aug. 21st has remained unanswered, owing to a desire on our part to be able to place before you, the tin nigs of this board in regard to the Zimmerman case, in its entirety and thus close the matter up, without further correspondence. We regret the delay should have exceeded our anticipations, when resolving on this course.

The propriety of publishing all correspondence regarding the case without first having consulted your body, is largely a matter of opinion, and justice to the League of American Wheelmen. The case was one of widespread interest in both this country and England. To have refused the wheelmen at large the information they had a right to expect in view of the vague nature of the rumored charges, would have resulted in giving a handsome color to them, unwarranted, and certainly detrimental to the organization, which we have the honor to serve in an official capacity. The case is one which, in our opinion, can only be conducted in justice to all with the utmost publicity, reserving no single detail in the background.

Referring you to our previous letter, we would call your attention to the fact that our contention was not that you had no claim to receive a full explanation, but that the channel for such explanation is and should be, through the governing body over amateur cycle racing of this country. At no time will the L. A. W. refuse the courtesy due from it to a sister organization, and having sent your specific charges to this board, the fullest examination has been made, and a full report of the findings of the board are enclosed, giving in detail every item of proof submitted to Mr. Zimmerman in support of his claim to having in no way violated the amateur rule of the League of American Wheelmen. The question of your jurisdiction was of course a matter largely for you to settle to your own satisfaction. While we might disagree in your interpretation of the limitations of your powers in this direction, we fully recognize that our disagreement would not affect your actions in the least.

Briefly our stand is as follows: Mr. Zimmerman, while in this country or elsewhere, was bound not to violate the amateur rule of the League of American Wheelmen. If he did violate it he is not amenable or expulsion from this body. In exactly the same way your organization has undoubtedly the right to say what shall and who shall not compete under your auspices in England.

Through an international courtesy a man from America or any other country, visiting your shores carries with him credentials from his own organization. These credentials certify practically that up to a certain time no charges were pending against him, or his amateur standing questioned. If you discover while the man is racing under your rules, that there is good ground to base charges of having violated the amateur rule of the organization that gave him credentials in good faith, it is certainly just and right that you should by those charges before his home body and if you see fit, refuse him a ticket. This same equity would seem to apply to all governing bodies of various countries.

While in England our Representatives are bound to recognize our rules governing competition. When they leave there for Ireland, France, Scotland or any other foreign place, they ride under the rules of those countries, and certainly cease to be under the jurisdiction of the N. C. U. and while the rules of your foreign states, "any rider holding such license knowingly competing in any competition or cycles whatsoever against an unlicensed rider" except as hereafter stated) or at any unauthorized meeting, shall thereby forfeit his license."

To interpret that, to mean that no matter in what country a man competes, necessarily riding under the rules of said country, he must not in any case race against a man that has been refused a license by your Union, even though the man is still recognized by the Union, has not in any way broken none of its laws, would be to extend your jurisdiction throughout the entire World.

Regarding your statement that Mr. Zimmerman could not recuse a license, but is still the holder of a conditional one, based upon the assumption that having signed the application, he was bound to accept same as it was not in his power to refuse it. We cannot believe your general committee means that statement, as a valid answer to our claim that having refused him a license Mr. Zimmerman could only be reached through your board under existing circumstances. To do so would be to insult the intelligence of your committee. When Mr. Zimmerman or any other man signs an application for a license, he does so under your own specific rule which reads, "and I undertake to accept a license, if granted me, and be bound by the conditions *printed* thereon." If *you* add to those printed conditions, which are, "This license is granted relying on the strict truth of the statements made in application form, and shall and who shall not compete under your auspices in England.

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Briefly our stand is as follows: Mr. Zimmerman, while in this country or elsewhere, was bound not to violate the amateur rule of the League of American Wheelmen. If he did violate it he is not amenable or expulsion from this body. In exactly the same way your organization has undoubtedly the right to say what

STATE OF PENNSYLVANIA, } ss.
COUNTY OF PHILADELPHIA, }

A. A. Zimmerman, of full age, being duly sworn on his oath, saith that the matters and things in the above statement, so far as they relate to his own acts, are true, and so far as they relate to the acts of others he believes them to be true.

Sworn and subscribed before me this 23d day of Sept., A. D., 1893.

A. A. ZIMMERMAN.

JAMES S. BROWN, Notary.

THE RACING BOARD VOTE.

With Mr. Zimmerman's statement, was sent all the documentary evidence to sustain same; submitted.

The Board examined all the papers and unanimously voted to accept the statement, sending a copy of said vote to the N. C. U. of England.

H. E. RAYMOND.

Racing Board Matters.

In order to avoid any error the following correction is made: On August 25, 1893, the name of Ralph Knightly was printed as a professional; it should have been Ralph Kitely, Longmont, Cal.

Louis Block, Denver, Col., is hereby appointed to fill the vacancy on the Division Racing Board of colorado, vice W. L. Sperry, resigned.

A. G. Tillelson, C. E. Newton, Earlville, N. Y., and Frank Partridge, Hubbardsville, N. Y., are hereby declared professionals, violation clause a, amateur rule.

SANCTIONS GRANTED.

Oct. 21—N. M. Cornelius, Elkland, Pa.
Nov. 9—N. M. Cornelius, Elkland, Pa.
Oct. 30—Queen City Wheelmen, Knoxville, Tenn.
Nov. 10—Gainsville Cycling Club, Gainsville, Texas. H. E. RAYMOND.

New Jersey Division.

Notice to League Clubs:

Article V, Section 4, of the By-Laws of the New Jersey Division, L. A. W., provides that Club Representatives must be elected by their clubs as soon after October 15th as practicable.

Clubs having twenty active members should elect one representative; those having one hundred active members, two representatives, and those having two hundred active members three representatives.

It should be remembered that every active member of a League Club must, of necessity, be a member of the L. A. W.; and the club must have in its by-laws a provision requiring every active member to be a member of the League of American Wheelmen.

Representatives from League Clubs shall file with the Secretary of this Division, a certificate of their election signed by the President and Secretary of the club they represent.

If any active members of your club are not members of the L. A. W., you are not a League Club, and entitled to no Club Representative. Club secretaries should see to it that every active member of their club is a member of the L. A. W. THEO. F. MERSELES, Sec'y-Treas.

Jersey City, N. J., Nov. 6, 1893.

Michigan.

The following nominations have been received by me and according to Art. VI., Section 2, are hereby published.

The undersigned members of the Michigan Division, L. A. W., hereby ask you to place the following names on the League ticket to be voted on between October 15, 1893, and November 15, 1893.

Chief Consul—H. J. Gute, Detroit.
Vice-Consul—J. C. Shattuck, Owosso.
Sec.-Treas.—H. W. Stebbins, Grand Rapids.
Representatives—L. W. Schinnerl, Detroit; R. E. Kellerman, Flint; E. A. Boyd, Lansing; A. R. Baker, Bay City; A. B. Richmond, Grand Rapids.

Yours truly,

1—John T. Holmes; 2—E. R. Easter; 3—G. A. Hobart; 4—C. M. Hobart; 5—A. T. Roberts; 6—Walter Stoubner; 7—H. W. Beers; 8—E. F. Vincent; 9—C. A. Cuson; 10—J. E. Scott.

We, the undersigned members of the L. A. W., in compliance with Article 6, Section 2, of the Michigan Division By-Laws, request that the following nominations for the different State offices be published in the official organ of the Division and properly printed on the official ballot as an independent ticket to be voted for at the coming election:

INDEPENDENT TICKET.

Chief Consul—A. H. Griffith, Detroit.
Vice-Consul—Clarence L. Westover, Bay City.
Sec.-Treas.—Mark A. Gardner, Detroit.
Representatives—Ed. W. Staebler, Ann Arbor; Thos. L. Dunlevy, Jackson; O. E. Price, Kalamazoo; Dan T. Cutting, Alpena; L. A. Sherman, Port Huron.

Respectfully yours,

J. H. Gould, C. A. Cuson, H. D. Purinton, M. W. Roller, R. J. Graham, C. Hoff, F. R. Deming, G. T. Thorne, Wm. C. Rands, Geo. Hilsendegen, F. H. Wherry, J. M. Griffin, R. G. Lambert, W. T. Watson, Frank Shepard, W. C. Noack, Fred H. Hubbell, H. E. Dennis, F. W. Owen, B. G. Chappee, F. S. Case, R. C. M. Judge, all of Detroit; Burt Hulbert, Armada.

Fraternally,

Jos. M. BRESLER, C. C.

Detroit, Oct. 28, 1893.

New League Clubs.

544—League of Licking Wheelmen, Newark, Ohio.

West Virginia.

The following nominations have been received by me and according to Art. VI., Section 2, are hereby published.

The undersigned members of the West Virginia Division, L. A. W., hereby ask you to place the following names on the League ticket to be voted on between October 15, 1893, and November 15, 1893.

Chief Consul—H. J. Gute, Detroit.
Vice-Consul—J. C. Shattuck, Owosso.
Sec.-Treas.—H. W. Stebbins, Grand Rapids.
Representatives—L. W. Schinnerl, Detroit; R. E. Kellerman, Flint; E. A. Boyd, Lansing; A. R. Baker, Bay City; A. B. Richmond, Grand Rapids.

Yours truly,

1—John T. Holmes; 2—E. R. Easter; 3—G. A. Hobart; 4—C. M. Hobart; 5—A. T. Roberts; 6—Walter Stoubner; 7—H. W. Beers; 8—E. F. Vincent; 9—C. A. Cuson; 10—J. E. Scott.

We, the undersigned members of the L. A. W., in compliance with Article 6, Section 2, of the Michigan Division By-Laws, request that the following nominations for the different State offices be published in the official organ of the Division and properly printed on the official ballot as an independent ticket to be voted for at the coming election:

INDEPENDENT TICKET.

Chief Consul—A. H. Griffith, Detroit.
Vice-Consul—Clarence L. Westover, Bay City.
Sec.-Treas.—Mark A. Gardner, Detroit.
Representatives—Ed. W. Staebler, Ann Arbor; Thos. L. Dunlevy, Jackson; O. E. Price, Kalamazoo; Dan T. Cutting, Alpena; L. A. Sherman, Port Huron.

Respectfully yours,

J. H. Gould, C. A. Cuson, H. D. Purinton, M. W. Roller, R. J. Graham, C. Hoff, F. R. Deming, G. T. Thorne, Wm. C. Rands, Geo. Hilsendegen, F. H. Wherry, J. M. Griffin, R. G. Lambert, W. T. Watson, Frank Shepard, W. C. Noack, Fred H. Hubbell, H. E. Dennis, F. W. Owen, B. G. Chappee, F. S. Case, R. C. M. Judge, all of Detroit; Burt Hulbert, Armada.

Fraternally,

Jos. M. BRESLER, C. C.

Detroit, Oct. 28, 1893.

West Virginia.

The nomination that you received from Mr. Frank Davis of the Mountain State Cycling Club is not as it was made out in the meeting of the club; it should be as follows:

We, the Mountain State Cycling Club, nominate Mr. Harry Gruber of Wheeling, W. Va., as Chief Consul and Mr. Edward Nelly of Parkersburg as Secretary-Treasurer. R. R. MAHLER, Captain of Mountain State Cycling Club.

Wheeling, W. Va., Oct. 30, 1893.

Missouri Division.

Minutes of special meeting Board of Officers held Oct. 28, in St. Louis.

Chief Consul Holm called meeting to order, and Secretary-Treasurer Barnes read the call for the meeting. The following members of the Board were present: Chief Consul Holm, Secretary-Treasurer Barnes; Representatives Laing, Wilder, Alvord, Gilbert, Bettis; Club Representatives: Davis, Emory, Stifi, Butler, Staehlin, Robert. The proxies of Representatives Moriarty and Jaeard were accepted.

The proposed amendments to Art. V., carrying with them the repeal of sections 2 and 3 of Art. V. of the By-laws were read.

Mr. Butler moved the repeal of Sect. 2 and 3 or Art. V. and the adoption in their place of the following:

"SECTION 2. This election shall be by mail vote. The Secretary-Treasurer shall send to each member a voting blank with a list of the officers to be voted for printed thereon. These blanks must be properly filled in, signed by the member casting the vote, together with his or her League number, and returned to the Secretary-Treasurer, who will count the same and publish the result in the League of American Wheelmen *Bulletin* not later than Dec. 1st. Ballots received later than the last mail of Nov. 15th will not be counted.

Sect. 3. The Secretary-Treasurer shall invite each candidate to be present, either in person or by proxy, and shall not open the ballots except in the presence of at least three of the candidates or their proxies."

The motion prevailed, ayes 8, nays 6. The following members voted aye: Messrs. Stahlin, Butler, Bettis, Gilbert, Moriarty, Alvord, Stifi, Barnes. The following members voted nays: Messrs. Davis, Robert, Jaccard, Laing, Wilder, Emory.

Mr. Butler moved the adoption of the proposed changes in the numbers of the sections of Art. V., the adoption of the amendment to Section 5 and the adoption of Section 6 as follows:

Also make the following changes:

As Sec. 3 of this Article was changed to Sec. 4, and there was already a Sec. 4, change old Sec. 4 to Sec. 5, erasing all the section after the word "practicable" and adding thereto the following: and must have their election certified to by the club President and Secretary, and the certificate must be accompanied with a list of the club members, sworn to as being bona fide members, by their club Secretary. It shall be the duty of the Division Secretary to ask for and ascertain al information possible regarding a League club Representative, and he must satisfy himself that the club is a bona fide, and that the members are not already represented on the Board of Officers. On the issuance of the certificate by the Secretary of the Division, a club representative shall be entitled to a seat on the Board.

There was also an old Sec. 5 of this Article which I move be changed to Sec. 7, and the following added as Sec. 6:

If at any time the League membership of a League club shall fall below the number required to elect a Representative (20), its representative on the Board of Officers shall cease to be a member of the Board.

The motion prevailed, ayes 8, nays 4. Those voting aye were Messrs. Butler, Alvard, Gilbert, Moriarty, Bettis, Staehlin, Stifi, Barnes. Those voting nay were Messrs. Davis, Laing, Wilder, Emory. Adjourned. EDGAR S. BARNES, Sec.-Treas.

Iowa Division.

November 1, 1893. Ballots have been mailed to all Iowa members this day. Should you not receive one through change of address or any other cause, please address the Secretary-Treasurer at once and he will be pleased to mail you one immediately. Yours truly,

GEO. W. TOMES, Sec.-Treas.

Box 875, Des Moines, Iowa.

Alabama Division.

I have this day appointed R. F. Hodgkins Local Consul at Tuscumbia, Ala., and the Parshall House of that city as League hotel. Fraternally, W. C. HARRIS, Jr., Chief Consul.

Birmingham, Ala., Oct. 30, 1893.

Nebraska Members.

The following ticket has been nominated by the Division. You will all receive ballots, and are requested to mail them to the Secretary-Treasurer on or before Nov. 15:

For Chief Consul, James E. Ebersole of Omaha.
Vice Consul, Harry D. Dunning of Fremont.
Secretary-Treasurer, Chas. B. Nicodemus of Fremont.

Respectfully,

Nov. 2, 1893. C. B. NICODEMUS, Sec.-Treas.

Virginia.

Bradford Wheelmen nominate:

H. L. Cheatham, Roanoke, for Chief Consul.
M. M. Osborne, Radford, for Secretary-Treasurer.

Fraternally, W. J. KENDERDINE, Pres.

North California.

The Returning Board report the following result of the canvass of the votes cast in the election in the Division:

Total number of ballots cast.....161
Rejected as illegal.....6
For Chief Consul, L. W. Ripley.....155
For Vice Consul, H. A. Alexander.....155
For Secretary-Treasurer, A. J. Storey.....155
For Representatives a. large:
C. J. Belloni.....153
J. S. Dunnigan.....152
Fred A. Eckstrom.....155

Respectfully, L. W. RIPLEY, Sec.-Treas.

Oct. 28, 1893.

Applications for Membership.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III. of the Constitution, which is as follows:

SECTION 1. Any amateur wheelman of good character, eighteen years of age or over, shall, with the endorsement of two League members be eligible to membership in this League upon payment of the initiation fee and dues, as provided in this Constitution and By-Laws, and the By-Laws of his Division.

SECT. 3. The name of each applicant for membership must be published in the official organ, and unless within two weeks thereafter, a protest shall be filed with the Secretary, he shall become a member of the League.

Tickets will be issued fourteen days after the publication of names, and on the same date the name of applicant will be put on the mail list of this paper.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week. (When a holiday falls on Monday the list is closed on Saturday preceding.)

BOSTON, Nov. 10, 1893.

Total 88—30076.

Alabama—3—202.

61938	*Brinkerell, Miss Rosalie*	Birmingham
939	Fleck, J. F.	"
940	Hodgkins, R. F.	Tuscumbia

Colorado—1—537.

61941	Van Culin, Trabue	Denver

Connecticut—6—2279.

61942	Philbrick, B. W.	Hartford
943	Kohn, Edmund P.	"
944	Gorman, Clifon W.	Rockville
945	Mettnane, John F.	"
946	Payne, Walter E.	"
947	Wendhiser, Geo. P.	"

District of Columbia—1—330.

61948	Armor, G. Grant	Washington
949	Blackford, Fred	Washington
950	Jones, Robt. C.	"
951	Eggleston, J. D.	Washington

Illinois—3—2452.

1952	Degen, Lewis	Chicago
953	Peter, Edw. C.	Algonquin
954	Loper, H. T.	Springfield

Kansas—1—335.

61955	Sterling, E. M.	Peabody

Kentucky—2—603.

61956	Jones, R. F.	Stanford
957	Rice, J. S.	"

Maryland—1—641.

61958	Davis, W. E.	Baltimore

Massachusetts—12—6180.

61959	Hobbs, Ralph W.	Dorchester
960	Prevear, Herbert P.	Leominster
961	Cutler, Edward J.	"
962	Rugel Clemens A.	Boston
963	Hodgkins, Chas. E.	Boston
964	Kelberg, Allen D.	"
965	Rollins, F. W.	Dorchester
966	Martin, Thomas	Rockland
967	Ballard, Eugene T.	Springfield
968	*Sterling, Leon A.*	"
969	Frost, Frank P.	"
970	Ball, W. S.	Shelburne Falls

Michigan—3—1124.

61971	Fenner, T. Howard	Romeo
972	Curtis, Fred D.	Traverse City
973	Carver, Chas. O.	"

Minnesota—1—395.

61974	Glessner, Frank	Minneapolis

Missouri—7—824.

61975	Fladeskamm, Louis	St. Louis
976	Brinckner, Edw. J.	"
977	Battersley, Fred R.	"
978	Stone, Geo. R.	"
979	Schill, W.	"
980	Searcre, R. E.	Plattsburg
981	Beckerman, H.	St. Louis

New Hampshire.—1—368.

61982	Woodman, Irving L.	Manchester

New Jersey—12—1970.

61983	Maddox, Harry H.	Asbury Park
984	Parsons, Alonzo R.	"
985	Shreves, Harry	"
986	Martin, Jno.	"
987	Schanck Chas. E.	"
988	Ralph, Justus E.	"
989	Wilson S., Jr.,	Newark
990	Russel, A. T.	Westfield
991	Taggart, F. A.	"
992	Fleming, Geo. H.	Camden
993	Pancoast, T. J.	Jerchantville
994	Dinsmore, W. H.	Paterson

New York—7—4390.

61995	Clute, U. S.,	Cohoes
996	Biardot, O.	New York
997	Biardot, E.	"
998	Farnan, Jules	"
999	Luck, Wm. H.	Albany
62000	Jones, Howard S.	Brooklyn
001	Davis, Oron V.	Pulaski

North Carolina—2—69.

62002	Davis, Frank B.	Morganton
003	Taylor, Isaac M., M.D.	"

Ohio—2—3204.

62004	Schumacher, H. J.	Cincinnati
005	Shaw, W. A.	Shelby

Pennsylvania—3—4434.

62006	Hays, Walter L.	Allegheny
007	Tyson, Arthur R.	Bloomsburg
008	Schadenberger, Frank	Coudersport

Virginia—16—165.

62009	Schank, Powhatan	Norfolk
010	Dewordy, Gordon	"
011	Arnold, John	"
012	Bull, Southey	"
013	Benjamin, J. H. C.	"
014	Creecy, D. R.	"
015	Coleman, J. P.	"
016	Fergusson, W. F.,	"
017	Glazier, Geo. M.,	"
018	Griffith, L. H.	"
019	Jones, J. R.	"
020	McBride, J. N.	"
021	Oxydeltte, O. F.	"
022	Shipp, L. O.	"
023	Richardson, C. H.	"
024	Veith, W. R.	"

West Virginia—1—122.

62025	Smith, Clarence	Martinsburg

HOW TO JOIN THE L. A. W.

Fill up the blank below, and, together with the sum required for Initiation Fee and Dues to April 30th, next ensuing (1894), send it to the Secretary of the League,

ABBOT BASSETT,
12 Pearl Street, - - Boston, Mass.

P. O. BOX, 5267.

Write your FULL NAME, your FULL ADDRESS, and your CLUB name in FULL.

Each applicant must give as references the names of two L. A. W. members.

The name of the applicant will be published in the L. A. W. BULLETIN as soon as possible after it is received, and after two weeks, if not protested, the ticket will be issued. This will consume in all about three weeks.

Stamps of a denomination above two cents will not be received.

If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cts. If you want your name in gold, stamped on the holder, send 50 cts.

MEMBERSHIP FEE.

In April, May, June, July, August, September or October, enclose $2.00 with this blank. In November, December, January, February or March, enclose $1.50. These sums include the initiation fee and the annual dues.

The sum printed on the blank is the proper amount to send on even date with that of this copy of BULLETIN.

Application for Membership.

.....189

ABBOT BASSETT, Secretary:

Dear Sir.—Enclosed you will find $1.50 for Initiation Fee and Dues in the League of American Wheelmen to April 30, next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur. I refer to the two League members named below.

Name.....

Street or Box.....

City.....

State.....

References:.....

.....

.....

Club.....

Write plainly. Autograph signature not required. Printing preferred, or enclose personal card.

Change of Address.

Members desiring change of address will kindly use the form below and send same to the Secretary, Abbot Bassett, 12 Pearl Street, Boston, Mass.

No. .....

NAME.....

OLD ADDRESS.....

.....

NEW ADDRESS.....

.....

FIXTURES.

Clubs desirous of boosting their race meets will be quoted special advertising rates upon application. You reach everybody in the Bicycling World.

NOVEMBER.

12-25.—London. Stanley Show, Agricultura Hall.
30.—Stockton, Cal. Oak Leaf Wheelmen's Meet.

DECEMBER.

1-8.—London. National Cycle Exhibition, Crystal Palace.

JANUARY, 1894.

8-13.—New York. National Exhibit of Cycles, etc., Madison Square Garden.
29 to Feb. 3.—Philadelphia. National Cycle Show, First Regiment Armory.

FOR SALE OR EXCHANGE.

In this department the prices are 20 cts. per line, 7 words per line, 12 lines per inch.

Stamps will NOT be taken in payment. Cash, check, money order, or postal note must accompany order, or no insertion.

BICYCLE repairer wanted; one who can take charges of a repair shop and is a first-class workman. WHITE CYCLE CO., Trenton, N. J.

WANTED—To purchase an old collection of postage stamps. H. CORBETT, 113 Washington St., Boston

MUST SELL my 23-lb. Cleveland, special make; enamelled white; brand new; $100 cash takes it; cost $175. Address at once, R. A. GRAMM, Chillicothe, Ohio.

BICYCLES

It is late, so any price will buy them.

Ordinaries	$ 5.00
24-inch safeties	5.00
26-inch safeties	15.00
30-inch safeties	15.00
28-inch pneumatics	25.00
30-inch safeties, cost when new, $150, for	75.00

Renting and repairing.

KNIGHT CYCLE CO.,
311 North 11th Street, - - St. Louis, Mo.

FOR EXCHANGE—Cash register, best make; in exchange for a first-class type-writer. Address, WHITMORE, Huntington, Ind.

WANTED—Light Roadster bicycle in exchange for 26-lb. Rudge racer. DAMPMAN, 262 N. Broad street, Philadelphia, Pa.

CHAPPED Hands cured in one night with Ryder's Chapine, immediate relief for Chapped Hands, Burns, Salt Rheum, and all Roughness of the Skin. By mail on receipt of price, 15 and 25 cts. Agents can make big profits. JOHN H. RYDER, 293 Washington St., Boston, Mass.

A Bargain.

Quadrant Safety, fitted with new Burris-Michelin rims and tires. First-class condition.

$65 TAKES IT.

T. T., care Bi. World.

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Can obtain everything required in Bicycle construction and repair, including Brown's & Perry's goods, Weldless and Cresdenda Tubes, Rims, Forksides and Forgings, both rough and finished, at rock bottom prices, of

W. W. WHITTEN,
118, 120, 122 & 124 So. Main St., Providence, R. I.
Manufacturer and Importer.

BICYCLE ENGRAVING AND ELECTROTYPING
GRAVES & GREEN.
302 WASHINGTON ST., BOSTON.



LEVY'S Cycle Clock AND Speed Calculator.

Warranted good time keepers. Price $2.25 from cycle dealers or

SIMON C. LEVY,
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PHILADELPHIA, PA.

PATENTED.

WESTON

WESTON & CO., Jamesville, N.Y.
Wheels for Safety Bicycles.

Old wheels made over, or new wheels to take their place. Rock bottom prices to suit the times.

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Checks, Money Orders or Postal Notes only will be taken.

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The Official Design in Sterling Silver. Send for catalogue to

C. H. LAMSON, 203 Middle St., Portland, Me.
The Original Inventor and Maker.

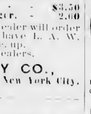




The Latest L. A. W. Badge
Official Pneumatic Tire.
Solid Gold, - - $3.50
Gold Plate, larger, - 2.00
Any bicycle dealer will order you one. We have L. A. W. badges from 25c. up.
Discount to dealers.

DURYEA JEWELRY CO.,
191 Broadway, New York City.

- PNEUMATIC -



908, Solid Gold, - $5.50
958, Rolled Gold, - 1.25
Send $2.50 to

Martin, Metzger & Co.,
12 Maiden Lane, New York.
FOR A
Pneumatic L. A. W. Pin,
Sent by mail at our risk.
Discount to jewelers.
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and
Century Run
SOUVENIRS

BRONZE,
SILVER,
GOLD PLATE.

Send for designs and estimates.

JOHN HARRIOTT,
3 Winter St., BOSTON, MASS.

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We want every rider in this country to know all about

The Red Star Solid Illuminant
FOR BICYCLE LAMPS.
The Red Star Chain Lubricant
AND
The Red Star Lubricating Oil.

And as you can't all come to the Cycle Show in New York, where we will exhibit, send us your name and address and we will send you, when ready, our little book and anything else we may get up.

RED STAR MFG. CO.,
P. O. Box 1092. NEW YORK.

Scientific American Agency for

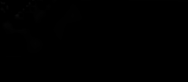


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Bicycle Clock.



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To keep good time for one year. Sold by all dealers, or sent on receipt of price, $2.50.

A. S. KEYSER,
Patentee and Manufacturer,
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Patented in United States and England.

The Chicago Cycling Horn



The neatest, smallest, simplest and lightest horn on the market. The tone is very clear and distinct. Horn by mail, $1. Discounts to dealers and clubs. Address,

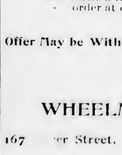
HERMANN METZGER,
1222 Seminary Place, - - Chicago, Ill.

[Pat. June 27, 1893.]

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Pepsin Tutti Frutti
FOR THAT
Full Feeling After Eating.

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$25 to $50 per week, for Ladies or Gentlemen, using or selling "Old Reliable Plater." Only practical way to plate worn knives, forks, spoons, etc; quick done by dipping in melted metal. No experience, polishing or machinery. Thick plate guaranteen; lasts 5 to 10 years; handle as hot as to take from the plater. Every family has plating to do. Plates sells readily. Postal brings W. C. Harrison & Co., Columbus, O.

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ATLANTIC BLDG., WASHINGTON, D.C.
Send sketch of model for free examination as to patentability.

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Superb Equipment, Excellent Train Service, Fast Time, and Courteous Employees make the

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THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.

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The

Columbia

Standard Bicycle of the World

Graceful, light and strong, this product of the oldest bicycle establishment in America easily retains its place at the head. Always well up to the times or a little in advance, its well deserved and ever increasing popularity is a source of pride and gratification to its makers. To ride a bicycle and not to ride a Columbia is to fall short of the fullest enjoyment of a noble sport.

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Pneumatic Tires

For **Bicycles**

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We manufacture a variety of high and medium grade single and inner tube tires for general sale.

Our tires are well constructed, thoroughly reliable, and, without doubt, are unequalled by any tires on the market for the price at which we offer them.

Correspondence solicited from manufacturers and large repairers.

Hartford Rubber Works Co.,

HARTFORD, CONN.

It Requires

A Good Deal to Break
and Very Little to Repair.

Ypsilanti, Mich., Sept. 19, 1893.

The HARTFORD CYCLE CO., Hartford, Conn.

Gentlemen—I have ridden my Hartford Safety constantly for three years and thought it could not be broken, but find out when you are run into by a runaway team, something has to suffer. Please send me six new spokes, which will repair damages.

Too much praise cannot be given a Hartford Wheel.

Respectfully,

FRED HUNTOON.

The Hartford Cycle Co.,

HARTFORD, CONN.

SEND FOR A CATALOGUE.

The BICYCLING WORLD AND L. A. W. BULLETIN

Founded 1877

Volume XXVII. Number 11. BOSTON, FRIDAY, NOVEMBER 17, 1893. 10 Cents a Year. 5 Cents a Copy.



Victors Lead the World

For 14 years the leading bicycle of America.

From high wheel to safety--from solid to cushion--from cushion to pneumatic—Victors have led the van.

The first Rover-type safety manufactured in America, and therefore the oldest.

It has been from the very start the embodiment of latest improvements, making the pace which others were obliged to follow.

Better than ever as years roll on and always the standard.

OVERMAN WHEEL CO.,

BOSTON. WASHINGTON. DENVER. SAN FRANCISCO.

HERE AND THERE.

Send 50c. to us for copy 'Zimmerman on Training." The book not only covers points on training, but points for tourists, care of wheels, records, and a host of valuable ifnormation.

The Toronto (Ont.) Bicycle Club has reorganized its debating society.

The Massachusetts highway commission held a meeting in Northampton last week.

The Foxboro (Mass.) Athletic and Cycle Club are making arrangements to have a track built at that place next spring.

The Kings County Wheelmen, of Brooklyn, will hold a ten mile handicap race on the Merrick, L. I. course on Thanksgiving Day.

The Century Cycling Club of Syracuse, N. Y., held a stag progressive euchre party last week. There were 10 tables and 15 games were played.

The Castle Point Cyclers of Hoboken, N. J., will hold their first annual invitation ball at Quartette Club hall on Thanksgiving eve, Nov. 29.

The Pawtuxet Valley Wheelmen of Riverpoint, R. I., are rehearsing for a minstrel show to be held in Odd Fellows' Hall Tuesday evening, Nov. 21.

The members of the Rockville (Ct.) Wheel Club at a business meeting last week chose a committee to arrange for the lease of the new rooms in the Dowling block.

The Bay State Bicycle Club, of Worcester, Mass., has completed arrangements for a select assembly to be held Dec. 5 at Horticultural Hall. The tickets will be limitde to 100.

An effort is being made in Springfield, Mass., to build a good road between that city and Westfield, President Miller of the Springfield Club taking an active part in the work.

Edmund N. Montgomery, who died of typhoid fever at Windsor Locks, Ct., last week, aged 21, was well known in cycling circles in Western Massachusetts and throughout Connecticut.

Henry Baedecker, of the Castle Point Cyclers, Hoboken, N. J., won the medal presented by the road officers to the member attending the greatest number of club runs for the season.

The Springfield (Mass.) Bicycle Club has received a challenge from the Hartford wheel club to play a game of football on the Trinity college grounds at Hartford, Ct., Thanksgiving Day.

The Columbus (Ohio) Cycle Club will give a theatre party at the Grand Opera House on Monday, Nov. 20. Palmer's Stock Company in "Alabama" being the attraction. They will also have a Thanksgiving entertainment on the evening of Nov. 30, particulars of which will be announced later.

Two wheelmen in Lansing, Mich., came together in a violent collision last week in the midst of a storm of rain and wind, and as both were going at a rapid gait, they were quite badly cut and bruised.

Youth—How am I to know that this bicycle is a model '93?

Dealer—My dear sir, if it were not a '93, we should not dare charge so much more than it is worth.—*Good News.*

A meeting of the wheeling clubs of New York, Brooklyn, and New Jersey will soon be called by the Kings County Wheelmen, for the purpose of organizing a road record association, the object being to give authenticity to records.

Gustave Johnson indulged in a brief bicycle ride on the sidewalk in Springfield, Mass., last week, and was much surprised when Officer Atkins arrested him for violating a city ordinance. He was arraigned before Judge Bosworth and fined $5.00, which he paid.

The Gulf City Cycling Club of Mobile gave a delightful entertainment last week which they called "a log rolling," another name for "smoker." The programme was a pleasing one, and included an overture by the Elks' orchestra, singing, sparring, and refreshments.

The Shawmut Cycle Club held their second grand social in Highland Hall, Roxbury, Mass., last week. The floor was under the direction of Joseph L. Rankin, who was assisted by Rupert L. Holden. Fully 200 couples were present and perch jested in the dance, which was kept up till [illegible] morning.

"When winter comes, as soon it must—
We see e'en now the sign—
'Twill give the bicyclist a chance
To straighten out his spine."—*Ex.*

A number of members of the old Tioga Cycling Club of Philadelphia recently held a meeting and decided to reorganize the club and to elect a set of officers this month. It was determined to retain the club membership in the Associated Cycling Clubs and to apply for admission to the L. A. W. The number of members will be limited to thirty.

The annual five-mile race of the Germania Bicycle Club of New Haven, Ct., was held last Saturday afternoon over a course around the suburbs of the city. This year entries were limited to riders weighing over 185 pounds. Henry Smith won in the time, 20 minutes, 45 seconds, with O. Rickett a good second. A large crowd witnessed the finish.

Just a dozen spring-framed cyclists turned out for the annual high-wheel run to Pullman on Sunday last, and although the crowd was by no means so large as expected the rare sport afforded those who did venture out amply repaid them for their soreness of body the following day. George Thorne, Gilbens, Barrett, Levy, Sinsabaugh, Fairchild, Adams, and the Dacey brothers were among the crowd, and returned home with a wholesome respect for all solid tired wheels in general, and an unmistakable yearning for soft-seated chairs.—*Chicago Inter-Ocean*

Worth One Thousand Dollars.

We are just in receipt of a letter from Chas. J. Foskett, a large contractor and builder, of Natick, Mass., in which he says: "I would not take $1,000 for my wheel if I could not get another. I am riding it from 15 to 30 miles every day in my business. Wish I had got one before."

This man rides a regular HICKORY, MODEL "A."

SEND FOR A CATALOGUE DESCRIBING IT, TO

Hickory Wheel Co. South Framingham, Mass.

DUNLOP TIRES

Are weekly breaking records in almost every country in the world.

DUNLOP TIRES have beaten and now hold

More World's Records, More English Records,

And More Continental Records,

Than all other makes of tires put together. This is no mere assertion—it is the fact,

AND CAN BE PROVEN.

The American Dunlop Tire Company,

504-506 West Fourteenth Street, New York.

.... Samples of the ....

Garford Saddles

FOR 1894

WILL BE READY BY AUGUST 1ST.

Correspondence with manufacturers solicited.

THE GARFORD MFG. CO.,

ELYRIA, O.

Straws are Thickening. Wind is Freshening.

Townsend Harbor, Mass., Oct. 27th, '93.

St. Louis Refrigerator & Wooden Gutter Co., St. Louis, Mo.

Gentlemen: The LU-MI-NUM is here. Came night before last. I did not care to write you before I had tried it. I am more than pleased with it in more ways than one. I have handled a number of the leading wheels and have tried many more, and I never rode a wheel that went any easier than this one and never one that has the life that this has. It does not seem to be dead and solid like the steel frame. Every one thinks it a beauty.

Yours truly, E. O. PROCTOR.

Titusville, Pa., Oct. 23rd, '93.

St. Louis Refrigerator & Wooden Gutter Co., St. Louis, Mo.

Gentlemen: As is always the case with a "new thing" the people want to see it tested. Everybody who has examined it is very much pleased. There never has been a wheel here that attracted so much attention, and called forth as favorable comments. I have been riding the wheel every day and am more in love with it every time I mount it.

Yours truly, J. S. WILLARD.

Aberdeen, Miss., Oct. 26th, '93.

St. Louis Refrigerator & Wooden Gutter Co., St. Louis, Mo.

Dear Sirs: I received by express last night the wheel ordered some time ago, and feel that I am amply repaid for the wait. The parties who ordered other wheels have tried same and express themselves as sorry that they did not wait. In a collision to-day the LU-MI-NUM showed its strength and came out with only a few spokes stripped of their screws, none of the aluminum parts being injured. The wheel is attracting a great deal of favorable attention.

Yours truly, W. D. WENDEL.

Jacksonville, Ill., Oct. 30th, '93.

St. Louis Refrigerator & Wooden Gutter Co., St. Louis, Mo.

Gentlemen: I am in receipt of the LU-MI-NUM wheel. It is a Lulu. Think it is the finest wheel that ever has been put on market. In fact, we have scores of wheelmen ready to discard their old wheels for the LU-MI-NUM. Let us know at once when you can give us the shipment of four or five wheels at least. We also want two ladies' wheels and one racer.

Yours truly, CHAS. PRICE.

"We Keep Our Promises."

ST. LOUIS REFRIGERATOR & WOODEN GUTTER CO.,

Incorporated 1873. ST. LOUIS, MO. Capital $500,000.00

The League Chainless the Popular Mount.

Stroudsburgh, Pa., Oct. 18, 1893.

The LEAGUE CYCLE CO.:

Gentlemen:—I have been riding my League Chainless for nearly three months. I have subjected it to the most severe tests, and it stands to-day WITHOUT A FAULT OR BLEMISH.

The principle and construction of the frame and gears is indeed "par excellence," and I would not now go back to a chain wheel under any consideration.

The League Chainless combines three important features which wheelmen cannot fail to appreciate, viz. SIMPLICITY, DURABILITY and SPEED.

Wherever I go my wheel is the center of attraction, and several hundred riders have taken a spin on it "to see how it worked." Many of these riders were agents for other wheels, yet they all acknowledged that the CHAINLESS REQUIRED LESS POWER and had MANY POINTS OF SUPERIORITY OVER CHAIN WHEELS.

THE LEAGUE CHAINLESS IS SURE TO BECOME THE POPULAR MOUNT, and while chains with their noise and disagreeable features may have served their purpose, they soon will be buried in the dust and rust of time, to be like the original "Dandy Horse," forgotten or unknown.

Respectfully at your service,

H. W. KISTLER, Stroudsburgh, Pa.

THE LEAGUE CYCLE CO., - - HARTFORD, CONN.

F. W. HILL & CO., 19 High Street, Boston, Mass., Agents for Boston and Eastern Massachusetts.

THE

BICYCLING WORLD.

Published Every Friday

—BY—

THE WHEELMAN CO.

Incorporated under the Laws of Massachusetts.

167 OLIVER STREET,

BOSTON, MASS., U. S. A.

☞Entered at the Post Office as second-class mail matter.

Leaguemembers who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address as well as their new, and their League number.

TO OUR ADVERTISERS:

Copy for new advertisements must be handed in by Tuesday morning to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday to insure attention for the following issue.

☞All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN Co. All communications should also be addressed to the Company instead of to individuals.

☞*Postage stamps will not be accepted hereafter in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken.*☜

C. W. FOURDRINIER, Manager.

EDITORS:

C. W. FOURDRINIER. H. CROWTHER.

Ladies' Department, conducted by MRS. MARY SARGENT HOPKINS.

BOSTON, NOVEMBER 17, 1893.

NOW

(Not next month but)

NOW

ADVERTISE your goods—your next year's wheels NOW and be ahead of the procession.

Take advantage of our big circulation, as follows:—

League, . . .	36,150
Independent, . .	7,458
	43,608

If you want to make your goods known,

Advertise

Now!! Now!!!

LATE OFFICIAL.

The "Bulletin" Contract.

TO THE MEMBERS OF THE L. A. W.:

In view of the acts of several of the Divisions in relation to the establishment of Division organs, in fact or in name, it may become necessary to change to some extent the conditions of the present contract with the Wheelman Company, and one result may be that but one issue of the BULLETIN will be sent to the members during each of the coming months up to the meeting of the National Assembly.

Whatever action is taken by the Executive Committee will be subject to the approval of the National Assembly at its next meeting. This explanation is made in order to account for the possible failure of members to receive more than one copy of the BULLETIN in the months of December, January and February. Respectfully,

CHAS. L. BURDETT,

President and Chairman Executive Com.

Nov. 14, 1893.

THE foregoing letter from President Burdett is self explanatory, and needs but a word from us to emphasize the fact that the responsibility of a possible discontinuance of the weekly organ must rest with those Divisions and officers which have violated the contract with this Company for the publication of the official organ. For months past this Company has been carrying the contract, though violated, in the hope that the Executive Committee would be able to carry out the same, and further, our desire not to embarrass the L. A. W. in its work has prevented final action. We are sorry to say, however, that though the Executive Committee has endeavored to protect us their effort has been without avail. [EDITOR.]

OUR Ladies' Department calls attention to a subject which we have more than once strongly advocated the need of lighter safeties for women. The weaker of the two, women who cycle have for years been compelled to drag around machines weighing far in excess of those for men, and it is little wonder that more than one disconsolate fair one has given up the sport in despair of ever getting a machine suited to her weight and strength.

Fortunately this is all changing, and rapidly too at that. Manufacturers have awakened to the demand for light wheels for the feminine portion of the cycling world, and there are now a sufficient number of light makes on the market to render it unnecessary for women to invest in heavy mounts.

THE fastest mile ever ridden on the bicycle now stands to the credit of John S. Johnson. His 1.55 3-5 on the 8th was a marvelous performance, and this is none the less true that the conditions of track and pacing were exceptional of their kind. Kite track or no kite track, and horse pacing or not, to Johnson belongs the honor of the fastest mile ever ridden, and as the season is so near its close it is probable that he will hold the record for the year.

It is also worthy of note that advices state that all the requirements of the League of American Wheelmen were strictly complied with, so that there could be no question raised as to the authenticity of the records.

THE English cycling press in giving space to the account of Pope's attempts on records at Herne Hill, Oct. 26, claim his three mile figures of 6.53 2-5, and the five mile figures of 11.33 1-5 as records, comparing them only with Stock's previous times, and utterly ignoring the fact that W. W. Windle, at Springfield, Sept. 17, covered the three miles in 6.43, while L. S. Meintjes at the same place on Sept. 11 did the five miles in 11.09 3-5.

Will our English exchanges please note that these are *world's records*?

This Time The Cyclists Won.

PARIS, Nov. 13.—The race between Gaby and Fournier, bicyclists riding tandem, and Cody, riding horses, began Saturday morning and ended yesterday. The bicyclists won, covering 178 kilometers while Cody was covering 173. The race was for 10,000 francs a side.

The Cody named is *not* Col. W. F. Cody, better known as "Buffalo Bill," who is in Chicago.

Sold By The Sheriff.

THE $150 Union bicycle and the $65 diamond stud won by W. A. Rhodes in the recent tournament were sold at auction at the court house at Springfield, Mass., by Deputy Sheriff Joseph B. Lombard. The prizes, it will be remembered, were attached to satisfy a claim of Mrs. Alice S. Hunt. The wheel started at $25, and ran up to $75, at which price it was bid in for the plaintiff. The stud was sold to William Clough for $39, where it climbed from $15.

For Charity's Sake.

THE cyclers of Cincinnati have tendered their services for a grand spectacular carnival which is to be given at Music Hall in that city. The opening scene will be the creation of the wheel, the stage disclosing a group of gnomes forging a bicycle for the use of the Queen of the Fairies, and the play proceeds on the same general line, demons, fairies, brownies, and mortals all utilizing the wheel on the stage during its progress.

1.55 3-5.

Johnson Accomplishes an Unparalleled Feat—Wonderful Records.

INDEPENDENCE, Nov. 8.—After many trials Johnson has at last succeeded in capturing the mile record, and aided by a fast track, perfect weather, and with Al pacemaking, he placed it in a notch where it probably will not be disturbed for this season at least.

Johnson wheeled in behind the runner at the head of the short loop on the kite, and they scored down to the wire at a merry clip. He kept his place close behind the bicycle sulky which the runner drew for the first third of the distance, when the horse pulled out, and Johnson followed the triplet machine around the long loop. At the head of the stretch the quadruplet was waiting for him, and, without slacking speed, Johnson turned in behind it. Down the long stretch they came at a wonderful pace, and the mile was finished in 1.55 3-5, a second faster than he made yesterday, and also a second faster than he made last year when paced the entire distance by running horses.

The Standing Start Goes.

INDEPENDENCE, Nov. 9.—With favorable conditions of wind and weather the mile standing start record was lowered to 1.58 1-5 by Johnson this morning. A horse carried him to the one-third mile, a triplet to the two-thirds, and a quadruplet the balance of the way. The two-thirds was covered in 1.21—record.

Five More Records.

INDEPENDENCE, Nov. 10. Johnson left to-night for Minneapolis. As a farewell to the Rush Park track he broke five records over it to-day. The first was the one-eighth mile, flying start, which he reduced to 12 2-5 seconds, beating the old record four-fifths of a second. In the second attempt he beat the one-third mile flying start record by two-fifths of a second, covering the distance in :41 3-5. The 100-yard, flying start, was made in 5 2-5 seconds, and standing start for the same distance in 9 1-5 seconds. He also made a new mark for the one-eighth mile, standing start, 17 1-5 seconds.

One Hundred Miles Tandem Road Record.

MONDAY last (Oct. 30) was the occasion of the fourth beating this season of the tandem safety record for the one hundred miles on the road, which stood at the beginning of the year at 5h. 53m., which was successively reduced by S. D. Begbie and W. W. Robertson, M. A. Holbein and A. Brown, F. Cole and W. H. M. Burgess, and now by A. R. Child and A. McMillan Todd, who went out and home on the record fifty course, half time being 2h. 35m., and the 100-miles figures, the new record, 5h. 16m. 24s. Child and Todd had a cold day with a light northerly breeze, and expected to make faster time home than on the outward journey, but at the foot of Alconbury Hill, owing to the loosening of a crank, they had only three legs available at full power, and consequently lost much time, accounting in part for the fact that the tandem figures are still behind those registered for the single safety.—*Bi. News.*

50 Miles Safety Road Record.

ON the 23d October, a date pretty late in the year for a successful attempt on a road record, A Pellant scored the best time yet accomplished on a single safety bicycle for fifty miles, his figures, 2h. 21m. 46s., being nearly three minutes faster than R. L. Ede's record in June, 1891. Pellant took the recognized fifty course between Hitchin and Peterborough, and was led throughout by Stocks and Burgess on a tandem safety. After a short stoppage, start was made to endeavor to beat Hale's newly established 5h. 12m. for the hundred, but Pellant suffered from cramp, and the delay caused by having to turn against the wind at Lynn, and thus lost on the requisite time table, and the tandem becoming interested in the record for the double machine, persevered, but were just too late for that also.—*Bi. News.*

Bob Garden Leaves Chicago.

MR. R. D. GARDEN left Chicago for his new home at Hartford, Conn., this week and was the recipient of a complimentary dinner at the Grand Pacific Hotel last Saturday evening by prominent Chicago wheelmen.

ORGANIZE.

And The L. A. W. Would Be a Power In Politics And In Highway Improvement.

EDITOR BICYCLING WORLD: It would appear that an organization of the strength and power (in numbers) of the League of American Wheelmen, at least in the States of the Union where the organization is the oldest, would have a more extended influence in matters vital to themselves, i. e., better roads throughout their precincts. And further it is a fact that although powerful in numbers, their organization is a small factor in such matters, and for the reason that there is very little unity of action among League members, as members. Except in isolated instances, the body of wheelmen do very little in pushing on the work, which is left to the general committee on highway improvement and to occasional "spurts" in the trade journals or local papers.

Is not this a matter of general interest to wheelmen? We take the answer to be a hearty responsive "aye" and presuming on that basis, offer few suggestions, leaving to others who believe in action to add to or amend, so as to get at something practical soon. Much time, money and brain work is devoted to the matter of racing, runs, meets, and matters of sport, but of the 36,000 members of to-day, what

A MERE CORPORAL'S GUARD

is the number who attend on the various occasions given up to play!

A very large majority never attend races or meets, do not belong to local clubs, seldom make century runs, but use the wheel in their daily avocations and indulge temperately in outings when they have leisure.

It is to this large number of wheelmen that we appeal to enlist in a work that each should have much interest and here at the outset we are met by the query, how can this be accomplished?

Our State Divisions have their meetings, and *their* work we do not depreciate, but the individual members of the League have as little interest in the annual meetings as they might in any organization in Pan-America.

Why cannot there be a little more *general* work than simply "to promote in the public mind a sense of the utility, general economy and desirability of first-class roads, and an active sentiment in their favor?"—which sounds well enough to read about, but don't amount to much in a practical way.

I would ask in what manner will this influence the general office-holders having streets, roads and highways in charge? These people generally know who put them in office. Their inclination to do the best they can may be all right, their duties may be performed honestly and well, the work may be done in a judicious manner, but so far as they are at all influenced by the "sentiment" quoted above, coming from a League source, it is an unknown quantity in their action.

Why cannot wheelmen generally "get together" in each locality where there are a dozen or more and have a talk between ourselves as to what we think can be done to utilize our strength?

Why cannot Division officers appoint committees and sub-committees, and call local meetings of wheelmen generally in the communities to start the work of road-reform by unity of action?

Perhaps many new candidates for League membership would result from such meetings and our strength become greater.

Perhaps a few meetings in various localities would have an effect to "promote a greater sense of the utility," etc., of good highways; and some *practical* work be started among the multitude who use the wheel, at present unknown to organization, purpose, or work in the direction indicted.

Let us "get together," and see what can be done. Will the Division officers act under authority of Art. II of the Constitution, which is broad enough to "promote general interest" among wheelmen as well as the public? L. A. W. 35,831.

Bridgeport, Conn., Nov. 12, 1893.

Send 50c. to us for copy "Zimmerman on Training." The book not only covers points on training, but points for tourists, care of wheels, records, and a host of valuable information.



JOHNSON'S unparalleled achievements last week effectually set at rest any doubts as to last year's record, but why the deuce was not a properly attested claim for that record—which as I have said before had a great commercial value—fulfilling in every particular the plain and reasonable requirements of the Racing Board, forthcoming?

That is what caused the well-posted to question its accuracy.

WITHOUT doubt Johnson's work establishes the fact that the kite track is the fastest in the world.

No one who followed the circuit this year, and witnessed the contests on the path when Johnson rode against Windle and Tyler will for a moment question the statement that he is not *quite* in the same class with either of these two—say nothing of Zimmerman and Sanger—and it would be of extreme interest to know what they could do on the same track and under similar conditions. Windle's 1.56 4-5, made on Hampden Park's half-mile is a more wonderful performance than the 1.55 3-5 on the Independence kite track, with its practically no curve at all and its slight down grade, and Johnson's rides would seem to indicate very clearly that the day of the circular track as a record breaker is over.

Nor need the ambitious trier for time's honors journey all the way to the far regions of Iowa. Down in Delaware (near Kirkwood, if I remember aright) is a kite track which is said to be the peer of any in the country, and inasmuch as the owners, through Chief Consul Merrihew, of that State, last year placed it at the disposal of the wheelmen for record trials (incidentally supplementing the offer by promising a valuable prize to any one breaking record) I presume there would be no difficulty in securing its use now.

In fact I am surprised that this has not already been done. If, instead of wasting time at Hartford, with its earlier frosts and cold, Zim had journeyed southward to the milder regions of Delaware, I believe we should have heard echoes from the timers' nearer the neighborhood of 1.50 than 1.55.

Why?

Simply because I believe that Arthur A. Zimmerman, fit, is just about five seconds to the mile faster than John S. Johnson.

NO one is more glad to receive any explanatory details of what seemed to be on the surface a somewhat doubtful affair than I, and hence it is with great pleasure that I give space to a letter from Mr. Colie Bell, re my par. in issue of Nov. 3rd., in which I said:

> The news which is keeping hot the wires from Independence, Iowa, would at the present time seem to indicate that either Johnson is the most remarkable rider in the world at short distances, or else that the kite track out there is the fastest course in the country. * * * It is a three-cornered fight between Johnson at Independence, Windle and Tyler at Springfield and Zimmerman at Hartford * * * .
>
> There is one thing, however, to which I would like to call attention in the account of the records made at the Western track on Tuesday. It will be noted that it says "Will Littlejohn, a local wheelman in ordinary attire, rode a quarter unpaced in 29 4-5 seconds." Now this is a feat which would tax the abilities of either Windle, Tyler or Zimmerman, and several interesting questions suggest themselves. As for instance: Who is Mr. Will Littlejohn; was the quarter carefully measured; at what rate of speed per hour was a gale of wind blowing on his back when he rode it * * * .

Mr. Bell's letter confirms what I surmised about the wind in Mr. Littlejohn's case, and it also gives some other interesting facts. This is it:

MINNEAPOLIS, MINN., Nov. 11, 1893.

Dear Ariel—Your paragraph in the last issue of BICYCLING WORLD, in "The Passing Hour" columns noted, and as I have been a witness of Mr. Johnson's performances at Independence, I think that I can truthfully say that I saw more pains taken to secure time-keepers and other officials than were ever taken before at any trials that I have seen.

As his records will show, I do not see how you can say that there has been a fight. If there has been one, it has been the most mildly conducted fight that I ever heard of, for his records are seconds better, not fractions, in almost every instance.

Johnson is undoubtedly the fastest and the most wonderful little rider in the world against the watch (Doubted. ARIEL., and Eck is the best trainer that ever handled a man.

The track is a fast one, but the surface is nothing different from the regular Iowa soil. In making the track the dirt was simply thrown up into a pile and then leveled off.

Johnson was also troubled in regard to a lack of pacemakers and would have made his mile in the regular way, that is not used a horse for one-quarter mile, if he could have gotten a good tandem team.

If "Ariel" had been on the track the morning Mr. Will Littlejohn rode his quarter-mile he would not doubt his ability to ride a fast quarter. For "Ariel's" benefit I will say that the wind *was* blowing a hurricane, though how many miles an hour I cannot say. If I remember correctly, my watch stopped at 27 1-5, instead of 26 4-5. Johnson did not try for records at that time, deciding to wait for afternoon, when it would be a little warmer. COLIE BELL.

MCREDY rehearses and rehashes the amateur question over again and arrives at the logical conclusion that amateurism, as it was once known, is a thing of the past. He says nothing however that the BICYCLING WORLD has not been saying for a year or more, although it has had the pleasure of noting that one by one the reputable journals of the sport are coming around to its views. One thing is evident, and that is that the time has come for a change, so let us get rid of the old reproaches once and for all time. A good pull, a strong pull and a pull all together will do it.

Not only here but in England as well.

A PLEASANT reminder of Henry E. Ducker follows the announcement of the celebration of his silver wedding in the shape of a fac-simile of the original marriage certificate between himself and Mrs. Ducker, in 1868, accompanied by their photographs, taken at the time of their marriage and now, and although the contrast is very striking there is a strong likeness between the features of the young man of '68 and those with which cyclers are so familiar.

POLITICS, whether cycling or municipal, are always a disturbing element at this season of the year when the political caldron is seething. We have just gone through a political upheaval which did not suit a good many people, albeit some others were pleased, and we are now being brought nearer and nearer to the L. A. W. campaign—which will, I think, prove to be a walk-over, with Charles H. Luscomb as the man.

But it will be the proper thing for embryo statesmen and politicians to keep well in mind the Machiavellian maxim to treat all friends as if they might one day be enemies, and all enemies as if they might one day be friends. Politics is a delightful game, full of excitement, exercise and throw-downs, but it may be taken too seriously. In any event it is a mistake to have one's passions unduly involved in the pursuit of politics and more than all is it a mistake to forfeit old friendships or imperil lifelong imities for the sake of gaining one's point or seating a pet candidate.

THE possibilities of the cycle are evidently boundless, a glamour of romance attaching to the recent achievement of a wild riding western vigilance committee at Lee's Summit, Kansas.

Three desperadoes, it appears, robbed and beat a farmer near that town and although two of them were arrested on the spot, the other found that he had urgent business elsewhere and skipped on horseback. Two of the vigilantes were delegated to overhaul and bring him back, and like sensible men they selected bicycles instead of horses, with the result that having chased him to Kansas City they nailed him before he got away and he was sent back in charge of an officer to receive his just deserts.

And yet there are some people who claim that the bicycle is an article of no practical utility.

THE woods are full of rumors of holiday issues of the various cycling papers and each and all promise us the best of the kind. They are very interesting, undoubtedly, particularly in their reminiscent articles belonging to the early days and men of the sport, but I wonder how many of the readers knew anything about the old timers mentioned in the last year's holiday number of the BICYCLING WORLD.

Who remembers, for example, that E. C. Hodges was the first chairman of the first racing board which the L. A. W. ever had, and that he compiled the first set of racing rules, which have, with some modifications of course, ever since served as the basis upon which the present rules are built?

Or how many now recognize the names of some of the others which were recalled in that issue—Woodward, Chandler, Dalton, Heath, and Agassiz among them. Of course the names of Weston, Pratt, Dean, and some of the rest of the old guard are familiar to many from their present connection with the sport, but there are lots and lots of the others which fail to stir even a ripple of recollection.

A SOMERVILLE, Mass., man, who is an ardent Democrat, but who, two weeks ago, could not be convinced that a Republican victory was in the air, is walking from his home to Boston in the morning and back again at night as a result of a wager. He will continue his pedestrian exercise for a week.

The funniest part of the wager, however, is the loss of his bicycle for a month. He is a confirmed lover of the wheel, and every night found him spinning over the roads of the surrounding country. His Republican neighbor likes to ride, but does not own a wheel, but he now will have the use of the Democratic bicycle until December 7, while its owner is compelled to pay all bills for repairing in the meantime.

Moral: If you must bet on an election, pick out a dead sure thing.

FOR one of the most delicate pieces of sarcasm ever penned commend me to the following extract from a recent editorial in *Bi.-Xews*, on American racing men (in replying to some criticisms in which "Peter-machus" indulged in recently) in which that paper says:

> Unfortunately, English riders are precluded from accepting financial assistance, or even from receiving the profits of a book to "give them an interest" in the cycles they ride.

And now read this, from the *Irish Cyclist*:

> "For years amateurism has never been stronger than it is to-day." This strange statement, presumably from the pen of G. Lacy Hillier, appears in *B. N.*. We cannot see the use of trying to deceive the cycling public. We have some knowledge of the inner working of the trade, and at the present moment there are only two or three crack riders in England of whom we could say for certain that they do not receive remuneration, and one of these is interested in the machine he rides. Amateurism, as defined by the N. C. U., was never weaker than at present. We remember a great friend of ours standing up for the amateurism of a certain noted rider last year, and he was quite indignant when we smiled an incredulous smile. A short time ago he told us that he had found out that the rider in question was paid large sums for his various feats. So it is with most of them, and so it will be to the end, despite the most stringent restrictions of the N. C. U. True amateurism never had a stronger upholder than ourselves, but at length we have come regretfully to recognize that it is impossible.

Quite singularly refreshing, isn't it?

"Whenever a new paper starts
They bore us for an "ad,"
And say our well-known name imparts
Prestige not elsewhere had.

But one thing that we don't admire
In publications new—
Sometimes the newspapers expire
Before the contracts do!"

Ariel

Records Riven.

Above the talk and claims of those who try for records, this clear, unassailable fact stands out.

UNION BICYCLES

... HOLD ...

All World's

FROM THE

STANDING START,

QUARTER MILE,

To the Three Miles and even the Microscopic 100-Yard Record

HAS BEEN

GATHERED IN.

Speed influences some, strength and handsome appearance takes the fancy of others. The

UNION P. D. Q.

has all these excellent attributes and many others which use alone will discover to riders.

DR. G. W. WHITSETT.
SURGEON DENTIST.

GREENSBORO, N. C., Nov. 2, '93.

Union Cycle Mfg. Co., Highlandville, Mass.

Gentlemen—My wheel has given me entire satisfaction; have spent only 25 cents for repairs and that was for a bent pedal.

The tires are good as new, in fact the whole wheel is a No. 1 now.

I would like also to thank your firm for the gentlemanly manner in which they have always treated me. I feel I made no mistake in buying a Union.

Excuse me for writing so much, but want to say, when I got my wheel there were some disparaging remarks made about it from agents of the lighter wheels. The lighter wheels have been constantly going back for repairs, and the tires have given the riders lots of trouble. Needless to say I have smiled a couple of times, and then when Windle and Tyler did about so, well, I smiled again. I KNOW there will be some Unions sold here next season.

Very truly,
[Signed] G. W. WHITSETT.

Union Cycle

Mfg. Co.,

239 COLUMBUS AVENUE,

BOSTON, MASS.

BRANCHES:

Springfield. Philadelphia. Chicago.

Unequaled Juvenile Line



PET, $20.
20 inch wheels. 1 inch Cushion tires.



BOY'S JUNIOR, $25.
24 inch wheels. 1 inch Cushion tires.



CINCH No. 1, $35.
24 inch wheels. ball bearing.
1 inch Cushion tires.



CINCH No. 2, $50.
24 inch wheels. ball bearing.
1 1-2 inch "W. W. W." Pneumatic tires.



ROB ROY No. 1, $50.
26 inch wheels. 1 inch Cushion tires.

For the Holiday Trade.

For SEVEN YEARS the most satisfactory and salable line made.

Every One Warranted.



ROB ROY No. 2, $65.
Same as No. 1. only has
1 1-2 inch "W. W. W." Pneumatic tires.



JUNIOR No. 1 (Girl or Boy) **$35.**
24 inch wheels. ball bearing.
1 inch Cushion tires.



JUNIOR No. 2, $50.
Same as No. 1. only has
"W. W. W." 1 1-2 inch Pneumatic tires.



JUNIOR No. 3 (Girl or Boy) **$45.**
26 inch wheels. 1 inch Cushion tires.



JUNIOR No. 4, $60.
Same as No. 3. only has
"W. W. W." Pneumatic tires.

CHICAGO, 501 Wells St. **WESTERN WHEEL WORKS** 35 Barclay St., NEW YORK.

Another Richmond in the Field.

EDITOR BICYCLING WORLD: How long must this controversy about wood rims continue? Statements perverted, misrepresentation in every line, words, idle words, to confuse the many, while only the few are able to read between the lines. In one sentence the "Old War Horse" tells of a wheel with wood rims in use in 1879; while in my last article it was admitted that they were used in 1868. Then he takes my statement that the first pair of built-up wood rims for bicycles were made in my factory in 1891-2 to task. The first pair of built-up wood rims ever put in to a safety bicycle *were* made at 145 Columbus avenue in my banjo factory. This fact stands; second ditto.

THE FIRST PATENT

ever issued on the built-up wood rims for bicycles is the one issued May 9, '93. This stands also, and methinks we hear a whisper "So will the patent." Only wait "War Horse Richmond!" "Old War Horse" accuses me of taking back part of my previous statements, urged on by the lash of "Telemachus." I deny it. Any one who has read my letters, and all who know me personally know that never in all my efforts to introduce wood rims for bicycles have I claimed to have invented wood rims. Built-up wood rims are my points every time.

One thing is certain. If A. C. F. should make any such statement as the one where W. W. S. says he has twenty-four claims on improved rims, he would at once be declared insane, put in a straight jacket and carried hence or elsewhere; either would suffice. But he is doing nothing of the kind. He is sawing wood every minute, and while he was the first to issue a circular and price list about wood rims, the first to manufacture them in any quantities, the first to show them up to prominent manufacturers during '92, or at any other time; the first to receive a patent in the United States for improved built-up wood rims for bicycles. He is also the first to offer a radical departure in their construction, "patent applied for," viz.: the fabric-covered built-up wood rim. Watch this rim carefully. See how many will claim to have been the first to *invent* it.

We will endeavor not to blush at the implied compliment from "Old War Horse," but really we do not understand what banjos or wagon wheels have to do with this subject. It is only another case of evading the issue to get a hearing. If any patent is based on a technical point, how about the twenty and four, and many more, of my followers?

The temptation is too strong to resist. Once more, and possibly for the last time, keep your eye on the fabric-covered built-up wood rim. There is no technical point about this, a thirteen ounce rim will stand as much strain as a sixteen ounce plain built-up or single lap rim without this improvement.

A. C. FAIRBANKS.

Boston, Nov. 12, 1893.

The High-Framed Safety.

SOME 60 or 70 miles further riding on the high-framed safety during the past week have served to still more closely weld our affections to it. We have in the course of this experience discovered two peculiarities about the type. First of all it is necessary to ride with a very much tighter chain than with an ordinary safety. If the chain is slack it drops away from the teeth on the driving wheel, and as it does not wrap round this wheel so much as when sloping the other way, the tendency is to slip a tooth on sudden back pedaling or extra strain, if the chain is too slack. The other peculiarity is that the tires also must be kept tightly blown up. It so happened that both the tires on our machine went down flat in 24 hours, and so we had plenty of opportunity for observing the behavior of the machine with slack tires. When the tires are at all down, the "roll" is strikingly apparent. It seems exaggerated by the height of the machine, and a slackness of tire which would be scarcely noticeable on the low safety at once asserts itself on the high. Moral therefore: When riding the H. F. S. keep both chain and tires tight.—*Cyclist.*

The Question Of The Day.

By L. A. W. 41,935.

While men's souls are waxing earnest
And afraid,
Over problems such as Tariff
And Free Trade;
Tammany and silver coinage,
Rights of man,
(Ne'er, till now, disputed since
The world began);
How to best evade the payment
Of a debt;
How to gracefully inhale
A cigarette;
How to reconcile State Banking
With the law;
How to solve the color problem
Without war;
While mens' souls are groping dimly
For the light,
Hoping out of wrong to stumble
Into right;
Lo, he finds his sister woman
Ill at ease,
Asks the reason and is told that
Girlish knees,
Clad in skirts, are not a sight that
All admire,
When the girl is riding a pneu-
Matic tire;
He is told that skirts get soiled
By muddy spokes,
Therefore skirts are damned by all
Aesthetic folks;
Told that skirts are apt to bag (not
At the knees,
But from hem to waist), because they
Catch the breeze;
And in doing so not only
Please the eye
Of the loafer, who of course is
Standing by,
But the work of pedaling
Is multiplied,
And diminished is the pleasure
Of a ride;
He is told that bloomer costumes
Are disgraced;
That divided skirts betray a
Vicious taste;
He is told that she has "nothing
Fit to wear";
Told, in short, that she is verging
On despair;
Told that she has now, at last made
Up her mind,
(Though he knows she has done nothing
Of the kind),
To swear off; whereat he grinneth
Silently,
And she sees and straightway snubs him
Violently;
Calls him all the "mean" and "hateful"
Things she can;
Wishes she had never seen a
"Horrid man!"

* * * *

Next day, early, they are wheeling,
Best of friends;
He in suit, and she in skirts,
And so it ends.

L'ENVOI.

Girls, you may be just as modest
As you please,
But you cannot help the fact that
You have knees;
And although your skirts may sometimes
Catch the wind,
And retard your flying progress—
Never mind.
"Be a man" and bear it bravely—
You shall find
We will hold you dearer when you
Are refined.
Wear your skirts all womanly, and
You may wear
Men who love and honor woman;
But who care
For the manly girl in trousers
Not a jot;
One he holds in reverence—the
Other not.

The Collier Two-Speed Gear.

MR. A. C. COLLIER, of the Collier Cycle Co., of Manchester, England, arrived in Boston the beginning of this week with his two-speed safety. This machine embodies Mr. Collier's invention of a practical two-speed gear, which, by the touch of a lever, can be instantly changed from a high to a low gear or vice versa.

It is free from the usual complications; one pinion only being used for the low gear, and as it runs on adjustable ball bearings at both speeds and weighs but two pounds it is not an objection on account of being cumbersome. The gears on the machine which Mr. Collier is showing at present are 56 and 70 respectively.

We hope to soon give details of a practical test of the new idea.

Since writing above we have been enabled to test the practical workings of this two speed gear on the road and we must say we were delighted with the working of the device. We propose to give it further and more prolonged test and it is the intention of Mr. Collier to place the machine at the disposal of well-known road riders in this vicinity, so that its capabilities may receive a thorough trial. Any letters asking for information addressed to Mr. A. O. Collier, care BICYCLING WORLD office, will receive attention.

WHEEL PRICES.

One Rider Who Wants The Best and Believes In Paying For It—A Veteran's Opinions and Advice.

EDITOR BICYCLING WORLD: I have just got back from a long trip to the West, and find your paper of the 12th of October among others on my desk. If not too late, allow me to say a word or two in reply to the objections of L. A. W. 33,032 against high grade wheels.

THE TAILORS OF TOOLEY STREET.

Many years ago, nine tailors met in Tooley street, London, and issued a manifesto against some real or supposed political evil beginning: "We the people of England do, etc." While the wrong which they deprecated has long been forgotten, the amusing piece of presumption of one man (nine tailors being said to make a man) has lived in our literature down to the present day, and the tailors of Tooley street have come to be quoted as the type of a certain class of fools wherever English is spoken. I know of but two somewhat similar cases; one, that of the Western Legislator who brought in a bill in his House of Representatives making it a penal offence for the tailors of his State to put back-pockets in pantaloons, because people placed pistols in them; and the other that of your correspondent L. A. W. 33,032.

From the tenor of his whole letter I think it is evident that the writer is a disgruntled young man who, unable to buy a high grade wheel, is vexed because somebody else can. If this is so, I do not wonder that the lad feels bad, is sad, and gets "mad as a shad," when a $150 high grade wheel, like mine, passes him on the road. If this is so, I say, I do not wonder if, under his breath, he curses both the high grade wheel and its rider when it leaves him wobbling behind on his old cone bearing ordinary, which has not even got a trouser guard. It is the old story of the "dog-in-the-manger" endeavored to be hidden in apparent sympathy for the under off-beaver's apprentice, who works in a brick-yard, because Mr. Pope, Mr. Overman, or Mr. Gormully will not sell him a $150 wheel for $17.43.

L. A. W. says in a jaunty, winking way that he belongs to a class of "older riders" who "are capable of taking care of themselves," and whose "wheels never cost them the full price."

HOW TO GET A WHEEL CHEAPLY.

Passing by the possibly very sharp and cunning trade suggestion contained in the expression "taking care of" himself while buying his wheels, I would say that the way a man may get a wheel cheaper than by paying an "extravagant" or a "full price for it," or "an enormous profit" on it (these are L. A. W. 33,032's own words, by which he means current retail market price) may be counted on the fingers of one's hand. He may be engaged in the cycle trade (but this, certainly L. A. W. 33,032 is not; otherwise he would not belittle the business of building the best bicycles and of besmirching their buyers, and besides he would have nothing to bemoan or to bewail, because he would be able to have the benefit, being himself in the business); Then again he may have a wheel given to him; or he may buy a third or fourth-hand wheel from some junk shop, or he may scalp a pawn ticket; or, he may have found one leaning up against a tree or a fence. All these plans are feasible, but the last way of getting a wheel is certainly the best, to avoid paying an "extravagant" or "full" or market price for one.

While any of these methods, except two or three of them, are really natural deductions to be drawn from the L. A. W. 33,032's words, I do not really think he is as bad as he impliedly paints himself, and that however sharp he is—however common the graded wheel may be, which he is obliged to ride—however well he takes care of himself and avoids paying the regular price for regular article—he undoubtedly does pay *something* for it—for is he not an L. A. W.? I have no time to follow him through his farrago, but there is so much richness in his closing paragraph that I must have a shot at it. Herein we see the simile to the nine tailors of London—the man of Tooley street. Says this settler of the laws of trade of supply and demand—this silent partner of the firm of Overman, Pope, Coventry & Co.—in a categorical, dogmatic manner, "We do not want $150 wheels for $100, but want to insist that there are no $150 wheels made." Apart from the sour-grape smack about this ungrammatical sentence, mark the *pluralis magistatis* air which is in it. "*We* do not want," *we* want to *insist*." Who's "we"? A youth probably who still keeps the hollow of his foot on his pedal and Hitchity humps his back roundly; a fellow whose "liver swells" because he has not money wherewith to buy a high-grade mount, and who "insists" therefore communistically on it that, because, he can't, I shan't; a Hoosier who cannot write grammatically, and uses the sign of the present tense for the future; a chap who not having a stiver's interest in the plants of Gormully & Jeffery, the Pope Mfg. Co., the Overman Wheel Co., the Premier or the Raleigh companies, or any other of the well-known makes of the day, "wants," nay, "insists," that, they are all shut up, and so made to shut down!

But this is

NO LAUGHING MATTER.

If these bicycle-anarchical ideas ramify and permeate among the elevator boys, and the cobbler's apprentices, and the tailor's apprentices who once in seven days rest their week-day cross-legs on a bike, the Lord only knows where the thing will end! It is sincerely to be hoped, however, that our makers of high grade wheels will be proof against nervousness or intimidation, and that in spite of this lad from Lafayette, they will pursue the even tenor of their business way, and continue to manufacture and sell the highest grade mounts without trepidation, boldly, fearlessly, undaunted.

L. A. W. 5551.

Philadelphia, Pa.

Sound English Opinions on the Zimmerman Matter.

IT might have been supposed that the N. C. U. had had enough of Zimmerman, and would be glad to drop him for ever. It seems, however, that they are determined to keep up the game, judging from a paragraph in the official report which we published last week. We learn that "the secretary was instructed to write to the League of American Wheelmen, and also to Mr. A. A. Zimmerman, for replies to letters sent, which replies must be received by December 1 next, or the case will be dealt with upon the evidence at present before the committee." This may be simply bounce, or it may be wild infatuation. We are inclined to think that is the latter.

Mr. Raymond has already replied to the Union's letter in a manner that was at once unmistakable and unanswerable. Zimmerman—doubtless remembering his treatment by the Union and knowing, further, that he is responsible only to the L. A. W.—has naturally enough, treated Mr. Elderfield's letter with contempt. He has passed out of English cycling, and has vowed never again to race in this country. Why, then, should the Union court another snub by pursuing him with ridiculous charges that cannot be substantiated? He is recognized as an amateur in his own country, and if the N. C. U. were to declare him a professional to-morrow, they would simply bring about a rupture with America and with all the other Unions, for we do not suppose for a moment that any of the other countries would side with the insane policy of Basinghall street in this matter. At first we were inclined to regard the Union's interference with American insolence, but we now think that the usual verdict must be returned—"Temporary insanity." Let us hope that it may not become permanent.—*Wheeling.*

Better Than a Solid.

THE first time Holbein beat a record, when (in 1888) he made his celebrated one hundred miles in 6h. 20m. 26s.—which, by the way, has never been beaten on a solid—he set out to continue for twelve hours, but after going three or four miles his tire came off, and we spent such a long time endeavoring to refix it by aid of rags, dipped in a cottager's paraffin-can, that he had to give up the attempt. Had he been on detachable pneumatics, a puncture could have been effectually repaired in a tenth of the time, without resort to any materials beyond those contained in the little tin box in his own tool bag.—*Irish Cyclist.*

LATE OFFICIAL NEWS

The following committee appointments are hereby announced:
Auditing Committee—
A. C. Willison, Maryland, Chairman,
J. Fred Adams, Massachusetts,
W. W. Watts, Kentucky,
A. A. Billingsly, Illinois.
Committee on League Publications—
Sterling Elliott, Massachusetts, Chairman;
T. J. Kirkpatrick, Ohio,
W. S. Bull, New York.

CHAS. L. BURDETT.

Murder!

WHAT a Sensation we are creating among Manufacturers and Riders of Bicycles? Every person who rides a bicycle as well as those who will are under obligations to us for putting on the market superior tires at a reasonable price. Next week we will give you an idea of the tire situation just before we made known our prices to the trade. Don't fail to read our advertisements then as well as every following week, as we have valuable information to impart. Our Brands are . . . . . .

CLIMAX, GEM, FLEETWOOD, ARROW, REX, ROAD . . . AND CYCLONE. . . . . .

Our Guarantee reads as follows:—

"To be made of the finest grade of Para Rubber in the best possible manner. We will repair or replace any of our Pneumatic tires which burst or become defective from imperfections in material or construction while under reasonable use and care during one year from date of purchase. We will repair any of these tires which are punctured in any way during the same period, free of charge unless they have been worn out in service or injured by a severe accident."

Send for our beautiful souvenir catalogue printed in colors and sample of our tubes cut into useful rubber bands.

Address all communications

Eastern Rubber Mfg. Co.,

TRENTON, N. J.

DISTRIBUTING BRANCHES:

New York, Boston, Buffalo, Chicago, Philadelphia, Washington, Cincinnati.

To Manufacturers. Our Compliments.

This is your busy season—we will not bother you with personal calls, but will ask you to write us. We can interest you in several things—save you money, that's one. We refer to

THE G. & J. PNEUMATIC TIRES.

"YOU KNOW OUR SUCCESS WITH TIRES."

Our 1894 product will be much changed in appearance, but absolutely the same in principle as at present. Still more easily attached and removed—still more readily repaired—still better as to quality of rubber and fabric—valve without fault.

The NEW G. & J. RIMS. "Everybody is talking rims." Light steel, of improved design. Very strong. Also new design of wooden rim for Detachable Pneumatic Tire.

NEW SADDLES AND TOOL BAGS.

"THIS WILL INTEREST YOU, NO DOUBT."

Few saddles in the past have been entirely satisfactory. A "comfortable fit" is the thing desired—we have it now. We would also like the privilege of submitting samples and prices of TOOL BAGS. Our facilities are of the best.

STEEL TUBING. "The good old Climax." We have experimented largely in new and novel things in steel tubing, but have settled down to "that which we are certain of." We are exporters, represent the manufacturers and can quote export prices.

CORRESPONDENCE SOLICITED. SAMPLES CHEERFULLY SUBMITTED.

GORMULLY & JEFFERY MFG. CO., 221, 229 AND 222, 228 NORTH FRANKLIN STREET, CHICAGO.



Belleville Bicyclists.

THE Belleville (N. J.) Wheelmen held their third annual club races on the river road, Belleville, on election day afternoon. There were between four and five hundred spectators. Following is summary of the races:

One mile handicap—John Grossgebauer, 100 yards, first; J. H. Kearney, 125 yards, second. Time 3.20.

Two mile handicap—W. Knight, 200 yds., first. Time 6.05.

One mile novice—J. E. Sandford, first; A. B. Robertson, second. Time 3m.

Quarter-mile dash—J. H. Kearney, first; W. Knight, second. Time 38s.

Five mile handicap—J. H. Kearney, 1m., first; John Grossgebauer, 1m., second. Time 18m.

Riverside Riders.

THE Riverside Wheelmen and their friends journeyed in the morning of election day to the Englewood-Tenafly course. Summary of the events ridden:

One mile novice—W. J. Shannon, first; J. H. Scott, second. Time 2.45.

One mile handicap—T. Ward, 200 yards, first; C. Granger, scratch, second. Time 2.39.

Five mile handicap—T. Green, first; Edward Powers, second. Time 11.56.

Five mile club race—C. Granger, first; E. Powers, second. Time 11.04 1-5.

Manhattan's Men.

IN the Manhattan, (N. Y.) Club's annual road races on election day, Chester Clemens won three out of the five events. Summary:

One mile novice, handicap—R. L. McFarland, 50 yds., first; J. W. Sheehan, scratch, second. Time 3.18.

Half-mile open—C. E. Clemens, first; R. H. Bartsch, second. Time 1.01 1-5.

One mile, handicap—C. E. Clemens, scratch, first; R. H. Bartsch, 80 yds., second. Time 2.51 1-5.

Two mile, handicap—C. E. Clemens, scratch, first; R. H. Bartsch, 130 yds., second. Time 6.12 2-5.

Five mile, handicap—R. L. McFarland, 4 minutes, first; J. M. Gilmour, 1.30, second. Time 13.14 2-5.

Around Morris Park.

IN the fifteen mile New York Club race on election day, there were eight starters. The course was around Morris Park, crossing car tracks twice. The race was won by Sniffen with ten minutes handicap; T. T. Betts, scratch, second. Time 51.49.

On Orange Roads.

THE newly organized Bloomfield Cycling and Athletic Association, of Orange, N. J., held a five mile handicap club road race election day. Five men started and finished. The winner was John Hague, 2m., time 17m.; Frederick Whitbeck, 3m., second, time 17.03; James H. Gilmour, scratch, third, time 17.10.

Murphy Lowers Irvington - Milburn Record.

THE Kings County Wheelmen held their annual fall handicap 25-mile road race on the Irvington-Milburn course election day.

Eighteen riders started and William F. Murphy, one of the scratch men, succeeded in lowering the course record for the distance to 1 hour, 14 minutes, 19 1-2 seconds. The previous record was 1 hour, 15 minutes, 10 seconds, held by C. M. Murphy.

The men finished as follows:

Name.	Handicaps.	Actual Time h. m. s.
1 W. F. Murphy	Scratch	1 14 19 1-2
2 S. Lewis	20 seconds.	1 37 42
3 C. S. Hart	20 seconds.	1 39 20
4 E. Hawley	Scratch	1 14 34
5 F. K. Blauvelt	20 seconds.	1 42 13
6 I. S. Bowlish	10 seconds.	1 39 56

Ramblers Race.

ON the Coney Island Boulevard, election day, the fifth annual ten mile handicap club road race of the Brooklyn Ramblers was decided over a heavy road. The prize winners:

	Handicap.	Start.	Finish.	Actual Time.
	m. s.	h. m. s.	h. m. s.	m. s.
T. A. Wilson	4 00	10 28 00	11 07 00	39 00
Theodore Lane	3 30	10 29 30	11 07 25	40 29
W. H. Richardson	4 00	10 28 00	11 07 44	39 44
C. McManus	4 00	10 28 00	11 08 00	40 00
W. C. Fisher	7 00	10 25 00	11 06 13	41 13
W. J. Schelecke	10 00	10 22 00	11 03 15	41 15
E. L. Blauvelt, scratch		10 32 00	11 00 29	37 29
Charles H. Bush	9 30	10 31 30	11 09 55	38 25

Washington Wheelmen.

AT the grounds of the Berkeley Athletic Club the Washington Wheelmen had a cycle tournament and field games on election day. The summary of cycling events:

One mile novice—Harry J. New, first; G. W. Price, second. Time, 3.03 1-5.

Quarter-mile handicap; club members only—R. Rimington, 7 yds., first; Samuel Webb, 12 yds., second. Time, .41 1-5.

One mile handicap—C. Granger, 110 yds., first; Raymond McDonald, 30 yds., second. Time, 2.30.

Half-mile handicap—H. Ackerman, 50 yds., first; Edwin Crossingham, 10 yds., second. Time, 1.23 1-5.

One mile scratch—E. L. Blauvelt, first; F. F. Goodman, second. Time, 2.48.

One mile handicap—Edwin Crossingham, 20 yds., first; A. Fraser, Jr., 20 yds., second. Time, 2.54.

Two mile handicap—Eugene Oswald, 160 yds., first; E. L. Blauvelt, scratch, second. Time, 5.51 1-5.

The Prizes Were Burned Up.

A NUMBER of the cyclers of Flushing, L. I., were disappointed by the postponement of the Mercury Wheelmen Club's races in that town on election day.

The prizes for the events were on exhibition in the window of Mr. Charles West's store, when a cartridge ignited, setting fire to a keg of powder, demolishing the store and damaging the prizes so the club was obliged to postpone the races, but compromised by entertaining the visiting wheelmen at the club house.

Record Over The Course.

OWING to the repairing of the Staten Island roads over which the Thirteen Cycle Club of New York were to race on election day the course was changed to the Kingsbridge, Yonkers course and return.

The race was very exciting between the scratch men: D. E. Rosenfeld, scratch, first; Dr. F. E. Sylvester, scratch, second; Dr. Jones, 5m., third; J. Good, 10m., fourth, and F. Lockwood, 10m., fifth. Time 21.30. Distance 7 1-4 miles. This beats previous record for course and return by 1.30.

Distance between first and second man at the finish was 20 feet.

To Have a Track.

THE Framingham (Mass.) Union Street Railway Co. will put in a quarter of a mile bicycle track at the Wayside Park. The track will be built at once and will harden through the winter. The season of 1894 will see a series of cycle race meets at this track, which fits in very nicely with the Waltham, Worcester and Springfield circuit.

Scratch Man Came In First.

MILLS, MASS., Nov. 11.—The second annual seven mile road race of the Millis Cycle Club was run this afternoon over the Medfield course. It was won by Fred Stobbart from scratch. The times were: F. Stobbart, 25m.; J. Finley, 2 1-2m., 25 1-2m.; J. Howe, 1m., 27m.; Traynor, 3m., 39 1-4m.; H. Goss, 2 1-2m., 32 1-2m.

Waitt Won.

MALDEN, MASS., NOV. 9.—The first annual road race of the Linden Bicycle Club of Malden was held at 2.30, yesterday afternoon. The distance was seven miles, and the course was from Linden to Cliftondale and return. The result was as follows:

Harry Waitt, 5m. handicap, 24.16; A. G. A. Hunter, 3m., 22.11; John D. Lord, 2m., 22.16; E. F. Faulkner, 2m. 30s., 23.02; Wm. Faulkner, 1 1-2m., 22.15; James Davis, 3m., 23.51; B. W. Pierce, scratch, 21.52; Harry Pote, 3m., 26.35; Fred Pratt, scratch, 26.36, F. O. Brooks, 4m., 31.36.

50 Miles.

NEWARK, N. J., Nov. 11.—The 50-mile road race of the Newark wheelmen in five-mile relays and between two teams of the club, was run this afternoon. Charles H. Collins was the winner, and the time was 2 hours, 54 minutes, 7 seconds.

Boston Men Win Time Prizes.

A. BATSH won the annual road race of the Holyoke (Mass.) Bicycle Club held last Tuesday afternoon. Time 45.59. F. J. Walker, John H. Shinglton and J. F. Young finished second, third and fourth, respectively. The time prize was won by James Clark of Boston, E. A. McDuffee of the Malden Club winning second time prize.

Overman Wheel Co. Will Exhibit In New York.

EDITOR BICYCLING WORLD: We have a letter this morning from Messrs. Singer & Co., of Boston, calling our attention to an article published in the Philadelphia *Ledger* of November 8, that the Overman Wheel Co., with others, will not exhibit in the New York Cycle Show, and asking if the above is true, and if A. G. Spalding & Bros. have taken spaces 22 and 23.

This statement is in line with many others of the same kind emanating from the Philadelphia Show people.

Our committee wish to inform the press that never since they have projected this show have they been guilty of any misstatements. The telegrams, letters and contracts securing the spaces for Overman Wheel Co. and A. G. Spalding & Bros. for the New York Cycle Show are in the hands of the committee and can be seen or examined by anybody who so desires at any time.

Yours truly,
CYCLE SHOW COMMITTEE,
By A. EDMUND BILDICK.

New York, Nov. 13, 1893.

What England Thinks of Wooden Rims.

WE are hearing a good deal about wooden rims just now, but we are much inclined to think the idea partakes largely of a momentary craze. Of course the argument which attracts is that they are lighter than metal ones, but we fancy that if makers will take the trouble to actually weigh the rims against each other, the metal ones will not be found wanting. We have also to remember, too, that, however successful these rims may be in the dry climate of America, they are not so likely to prove successful in the varying temperature and humid atmosphere of England, and damp and changes of temperature are things to be considered when dealing with any construction of wood.—*The Cyclist.*

The Wheelman And Towser.

BY ROBERT BRUCE.

Toward the home of William Wallace
Turned the valiant youth s.. fearless,
Dreading not the boot of papa,
Nor the ghosts that old tradition
Says have lived among the treetops
In that home far up the valley.

In this mansion lived a maiden
Daughter of the Elder Wallace;
Fair she was, and only heiress
Of the miller's modest fortune;
And in truth this loving maiden
Waited only for his coming.

Ugly Towser, foe of lovers,
First beheld the youth approaching.
He was thirsty, and quite angry
At the unannounced intrusion.
Soon the trousers of the lover
Bore the marks of fiercest struggle.

Then the swain appeared disheartened,
But 'twas only for a moment.
He a wheelman was and valiant,
Thinking only of the maiden;
Now he frees himself from Towser
And "instanter" races homeward.

But he's back so very quickly
One would scarce have thought him missing;
In his hand he brings a Ki-yi,
And his face a smile is bearing.
Towser comes again to battle;
Towser now is howling grandly.

From behind a hidden tree stump
Towser now beholds the wheelman
Come on every moonlight evening,
Caring not for any canine.
And the moon looks down in silence
On the scene of happy lovers.



TELEMACHUS' TALKS.

What Was It Worth?—Speed Possibilities—Chains and Chain Cases.

Now that the Chicago Fair is over it will be in order for the exhibiting cycle manufacturers to count up what they got out of it. Some of them, no doubt, got their money's worth, either in the shape of actual business done, or in the advertising received through their exhibit. The firms which did this, however, were the wide-awake and progressive ones, and they brought to bear the same principles which have made their business successful.

There were other firms, however, and not a few of them very prominent ones, who seemed to think that all that was necessary to make a successful exhibit was to secure a space and to stock it with the best their factories produced. The idea that it was essential to have in charge of the exhibits representatives who knew their business and attended to it, never seemed to have entered their minds. Or, if it did, and they arranged for the proper representation, they expended their money very injudiciously.

It was no uncommon thing to find stand after stand utterly deserted, and with the wheels in a disgraceful state of neglect. The dust was so thick on them that one's name could easily be written upon the tubing, and the inflated tires had long since ceased to merit the name, there being absolutely no air in them. In fact, the general appearance of such stands was as if the attendant was about due for his regular weekly or monthly visit, the exhibit meanwhile having had to trust to the Fair watchmen for its sole protection.

The firms suffering in this way were not unimportant ones, as one would naturally think, but numbered some of the greatest names in the trade, mainly English houses. Some of them had made an especially fine exhibit, and one, at least, had sent a well-informed representative all the way from England to look after its interests, and their stand was one of the most forlorn ones of the whole lot. This was in August, and during the week of the Chicago meet, and it is possible that such reprehensible neglect was not in evidence all the time. Whether it was or not, however, the conduct of the persons in charge merited a very sharp rebuke at the hands of their employers.

When we begin to look at the modern triplets and quadruplets, and, comparing what they have already done with what it is probable that they can accomplish, it seems as if instead of the limit of speed having been reached, and the bicycle improved to the point where there was nothing beyond, we were just beginning to learn the possibilities of this modern Pegasus.

We know pretty well what our best racing men can do paced by the usual pacemakers, as all (now that Zimmerman has followed suit) have had a try at record-breaking. But we can hardly imagine the speed that can be attained on a quadruplet manned by four second or third-rate men who make a specialty of that sort of riding; to say nothing of what four men like Zimmerman, Windle, Tyler and and Sanger or Johnson could accomplish if they would devote to the "family carriage" one-half the time that they do to riding alone.

It has always been known that two men on a tandem could ride very much faster than the same men could on single wheels; and experience has shown, and is still showing, that the gain on a cycle manned by three or four men is much greater in proportion. There never has been an effort made by two really first class men to show what speed could be gotten out of a tandem, but in spite of that we have seen second or third-raters knock seconds off their best time on singles.

Now that record-breaking has become a regular business, in which the big cycle makers have assumed importance equal to the record-breakers themselves, the value of the triplets and quadruplets has begun to be realized. Both the Union Company and the Stearns Company have turned out fine specimens of the latter machine, and already the makers have more than reaped the benefit in the records and advertising.

Next year it will be necessary for any manufacturer who bankers after records to go into the business of making a quadruplet or two, and the stable of no maker or racing man will be complete without the usual complement of these useful articles. Men to man them are not hard to get, as there are hundreds of racing men who are sufficiently fast to get on a quadruplet and push it fast enough to make any reasonable pace.

What a delightful vista is opened to us when we imagine the wonderful records that will be made by the flyers of the future, when the art of record-breaking has been brought to a perfection; when the Zimmermans, Windles and Tylers of that day have been trained to go as fast as their pace makers can take them; when the latter have become accustomed to driving huge machines, manned by six or eight good riders, at top speed around an immense track with practically no turns preferably a kite-track! Although we have bidden good-bye to the trotting horse and are full-cry after the runner, yet we are still a long way in the rear; shall any of us see the time when we shall overtake and pass him also? Wonderful as the present record seems to be, yet it is plain that a good man can hang on to pace makers going much faster than any have yet succeeded in doing, and there is no telling where the limit is.

A few weeks ago Messrs. E. C. Stearns & Co. had something to say about chains, and they, very naturally, thought that their chain was something very fine in its way, as they made it themselves and knew just what was in it. Having watched the working of the chain on a Stearns wheel, I happen to know that their boast is well founded, and it is to be wished that every other cycle manufacturer was as particular in this matter as they are.

The chain of the safety probably gives more trouble than any other part, except the tire. Not only does it wear and stretch in a comparatively short time, but it is one of the few parts of a bicycle where no provision is made for taking up the wear. Of course the chain adjustment permits its being tightened as it stretches, but there is no way of making it fit the sprockets when it has worn.

It was bad enough with the wide chains used on the heavy wheels, but is much worse with the light chains now used. When one of these chains has been run, say 1,500 or 2,000 miles, it begins to give trouble, and from that time forth there is but little enjoyment to be gotten out of riding unless a new chain is put on. The annoyances of the chain even in its perfect state, are very great, the only time when it does not give trouble being when it is free from either dust or mud, and is kept well lubricated, and it seems strange that the defects of the average chain are not remedied.

It is true that their is a tremendous strain on chains, particularly on those fitted to light, high-geared wheels, but the makers of the chains know just what they have to stand, and should make them so they will stand the strain. If one maker can do this all of them can, and the sooner they set about it the better.

Within the next few months we shall hear more about the necessity of having chain cases on first-class wheels than we do all the rest of the year. In fact, the beginning of the riding season, oddly enough, practically ends the discussion, and as we discard mud guards, brake rigging and all other impedimenta which it is possible to get rid of, in the spring, we dismiss all idea of gear cases, which seemed so essential when the roads were wet and muddy, and we had little else to do than to talk about such things.

Last winter I was of the opinion that gear cases, although a nuisance in many ways, would eventually be put on all first-class American wheels, but I have changed my mind on the subject. The less we carry with us, and the easier every part of our wheels is to get at, the better, and it is doubtful that even if a perfect gear case was invented—one that would not rattle, would not become dinted by falls, would not leak, and could be put on or taken off almost instantly—it would be desired or favorably received by American riders.

An unprotected chain is in plain sight, and the rider can instantly see if there is anything wrong with it and apply a remedy. It gets dirty without a case, it is true, but it is that much easier to clean, and one can see when it is dirty, while if it is covered with a case one does not know what is going on in there. We have more dry weather than wet, and the necessity of a case is not felt so much in the former as in the latter. while in England, the home of the gear case, the reverse conditions prevail, and a case is almost a necessity. For these reasons it is very doubtful if the case will ever obtain a foothold in this country. TELEMACHUS.

G. Lacy Hillier On Rational Dress For Ladies.

"Why should the *weaker* sex be handicapped with the skirt? it is a terrible handicap. Not only does it catch the wind like a sail, but it necessitates a weakening of the safety frame to accommodate it. The French lady riders are to-day using ordinary safety bicycles with the straight top stay. Why should our ladies be handicapped? I repeat, apart altogether from the danger of accidents with a loose skirt. The woman who went bathing in a ball dress or hunting in a tea gown, would be dubbed an imbecile. The hunting, the boating, and the tennis girls dress to suit those sports, and why should not the cycling girl follow their example? I am sure I don't know of any reason beyond that crystallized in the good old French saw, "*C'est le premier pas qui coute.*"

But Miss Reynolds has made "*le premier pas.*" This girl of sixteen has ridden in a costume suited to cycling. It is so inconspicuous that, without doubt, many persons who saw the rider failed to recognize her sex, and if lady cyclists begin on these lines the Rubicon will be crossed, and the aspirations of many "dress reform" advocates fulfilled in the complete emancipation of the weaker sex from the thrall of the petticoat. In France, if all we hear is true, the movement has overrun the bounds which might legitimately be set to it, and "cyclists" in tights and very abbreviated skirts are to be seen. But I do not think that the English "young person" is likely to run to extremes. A very full knickerbocker can, as I know from actual experiment, be worn with comfort on the safety. If this be supplemented by a stocking, matching in color, and a gaiter of the same cloth as the knickers, with a Norfolk jacket, or blouse body, a costume in every way convenient and suitable for cycling will be secured.

Thus, it seems to me not only possible, but highly probable, that the reform in feminine dress will be started as a popular movement in the ranks of cycling, and lady riders will do well to bear in mind that hundreds of ladies in quiet country districts have materially modified the accepted female costume in their pursuit of various forms of pastime and sport.

Miss Reynolds sets an example, and so long as a lady can ride well and mount gracefully I see no objection at all to the adoption by her of a suitable, eminently rational, and peculiarly safe costume, which relieves her once for all of the flapping and dangerous skirt, which catches the wind, impedes the free action of the limbs, and every now and then has a pleasing trick of getting mixed up with the machinery.

If practical female dress reform originates with cyclists, I for one shall be delighted at the fact, and shall unhesitatingly claim the credit for our sport.—*Bi. News.*

Morgan & Wright.

Patent ~ Pneumatic ~ Tires

Are Record Breakers.

Are Tires That Cause no Trouble.

Are in Fact, the Embodiment of All That is Excellent in the Tire Line.

H. H. Wylie breaks the record from NEW YORK to CHICAGO. He rode a Sterling Special, fitted with our

Racing Tires.

NOT A Puncture. A Burst. A Scratch. A Moment's Delay.

Frank Waller paced Tom Roe from New York to Chicago, using an Arrow fitted with MORGAN & WRIGHT tires; did not use a pump the entire distance; experienced NO TROUBLE from BEGINNING TO END. The Tires do not show even an ABRASION of ANY SORT.

The most SERVICEABLE, LESS COSTLY and BEST MADE tires of the era are

Morgan & Wright's

PATENT PNEUMATIC TIRES

They Are What YOU Want

See that our firm name is in raised letters on the side of tire when purchasing.

Catalogue gives a World of Information.

Morgan & Wright.

331-339 West Lake St.,

CHICAGO, ILL.

[Mention BICYCLING WORLD.]

"ZIMMERMAN on Training

WITH POINTS FOR CYCLISTS,"

NOW READY.

Price 50 Cents, Handsomely Bound in Cloth.

A Valuable Work of Reference for All Riders.

Sent postpaid on receipt of price.

WHEELMAN CO., 167 Oliver St., Boston.

USE A STICK

NOW, DO YOU NOT? YES?

We thought so. They all have to hunt around for a stick to clean the mud from their tires.

PURITAN SPECIALTY CO BOSTON MASS P O 1234 PATENT APPLIED FOR.

STOP IT IMMEDIATELY.

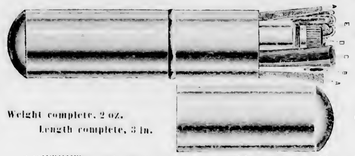
And send for one of our pneumatic tire cleaners. Hard rolled, polished brass, lacquered. Goes in any tool bag or in any pocket. Nice people. Sent post-paid to any address upon receipt of postal note or money.

PRICE, 25 CENTS.

PURITAN SPECIALTY CO.,

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MIDGET REPAIR KIT



Weight complete, 2 oz. Length complete, 3 in.

Will repair any Hose-pipe or Inner-Tube Tire on the market.

CONTENTS:—(a) emery paper for smoothing surface; (b) needle for lacing tire; (c) roll of pure gum patching; (d) tube of elastic cement; (e) special lacing for tire, also one foot of tire tape in the bottom of the case.

Packed in a Nickel Case, all complete, by mail 25 cents.

Manufacturers should give one of these with every wheel.

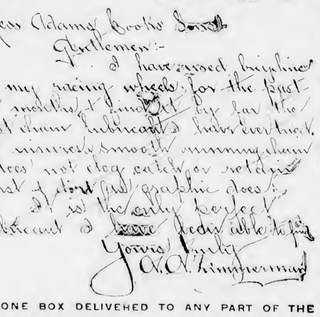
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Before placing any orders for PNEUMATIC TIRES, steel rims, wooden rims, FRAMES, cork grips, pedals, cranks, fork sides, spokes, hubs, nipples, forgings, or in fact anything in the bicycle hardware line, LAMPS? LAMPS? LAMPS? All new styles for '94.

See us at the New York Show, Space 76, or write for prices.

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USE . . . **BICYCLINE** FOR YOUR **CHAINS**



If you want to be a record breaker. Nothing like it. Reduces friction and lubricates chain perfectly.

Will Keep Your Chain From Rusting Through the Winter.

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Price, 25 Cents.

ONE BOX DELIVERED TO ANY PART OF THE U. S., 30 CTS.

IT HAS MANY FRIENDS.

CALL'S No 5 SUPPORTER

With Lace Front and Adjustable Back Straps.



FRONT VIEW

No. 5, same as cut, $2.00; No. 6, pocket each side of lacing, $3.00; No. 7, hose supporters attached to sides (no pockets), $3.00; No. 8, with pockets and hose supporter, $3.25. Postpaid on receipt of price. Send light waist measure. Illustrated Catalogue Free.

S. B. CALL, 320 Main St., Springfield, Mass.



BACK VIEW



The Billings' Bicycle Wrench.

Adopted by the Pope Mfg. Co., and pronounced by them the Best Bicycle Wrench in the Market.

THE BILLINGS & SPENCER CO., HARTFORD CONN.

HIGHEST GRADE

EXCELSIORS

Prices maintained. Agents fully protected.



Machines Guaranteed Absolutely.

Road Scorchers. Light Roadsters. Full Roadsters. Ladies'.

Weights, 30, 35, and 40 lbs.

BICYCLE SUNDRIES.

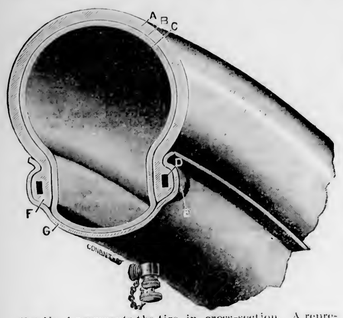
ACKNOWLEDGED LARGEST SUNDRY HOUSE IN THE UNITED STATES.

Z. & S. Hose Supporters, Belt Hose Supporters, Hip Hose Supporters, Z. & S. Bundle Carriers, Wrenches, Spoke Grips, Locks, Clocks, Cyclometers, Badges, Tire Tape, Rubber Solution, Cement, Plumbago, Graphite, Chain Lightning, Bicyline, Auto. Chain Cleaner, Repair Outfits, Oilers, Oils, Enamel, Tool Bags, Belts, Saddles, Bells, Lamps, Whistles, Pumps, Pants Guards, Toe Clips, Foot Rests, Safety Stands, Lamp Brackets, Eton Caps, Cork Handles, Rims, Nipples, Spokes, Balls, Tires, Etc.

SEND STAMP FOR ENCYCLOPEDIA NOW READY TO MAIL.

HOWARD A. SMITH & CO., NEWARK, N. J.

.... The "HUESTIS" ....
DETACHABLE PNEUMATIC TIRE.



Cut No. 1 represents the tire in cross-section. A represents the rubber shoe or tread, B the canvas lining of the same, C the air tube, D the light metal band, E the depressions or recesses on the rim, F the rubber prominences on the tire, G the rim. E and F interlock, thus securing a positive attachment and preventing the Tire from moving in any direction.

THE PROBLEM SOLVED
Of How to Construct a Perfect Tire!

THE HUESTIS IS THE RESULT.

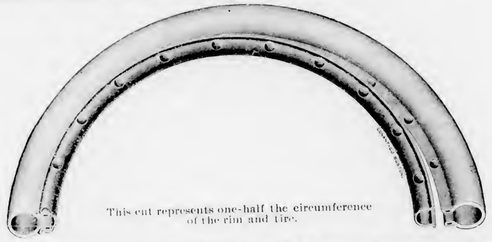
Why? Because it is light, strong, easy and simple to attach and detach. Can be put on or taken off in one minute, and when attached it's there and stays there. Absolutely impossible to creep.

The "Huestis" is a Moulded Tire

and is manufactured from the most perfect material and by the highest class of workmanship. We guarantee the "Huestis" to give entire satisfaction in every respect.

If you are unable to obtain the "Huestis" from your local dealer we will ship C. O. D. with privilege of examination.

Send for Complete Descriptive Catalogue.



This cut represents one-half the circumference of the rim and tire.

The NEWTON RUBBER WORKS,

Exclusive manufacturers of the

"HUESTIS" TIRE.

Also manufacturers of Pedals, Air Tubes and a General Line of Rubber Goods.

JOHN HANCOCK BUILDING,

BOSTON, MASS.

Why Philadelphia Changed Her Dates.

EDITOR BICYCLING WORLD: The Committee of the Associated Cycling Clubs of Philadelphia beg to announce that they have changed the date of the National Cycle Show from Jan. 15th–20th, inclusive, to January 29th–Feb. 3d, inclusive. This decision has been made for good reasons. The close proximity of the date set for the New York show presents a large number of exhibitors at that show removing their goods to Philadelphia in time to open on Jan. 15th, the date first decided upon by us, a number of firms having signified their disposition to exhibit with us providing sufficient time elapsed to make possible such removal. In addition to these, the later date will insure the presence of several of the largest manufacturers who would not exhibit elsewhere nor at a later date, and whose absence would preclude the National Show being thoroughly representative.

We can state that those firms who had applied for space for Jan. 15th to 20th have notified us of their perfect willingness to the change of date.

We wish to call attention to the misrepresentations that are being made by the promoters of the New York show in their efforts to influence the trade. In a recent circular issued under the signatures of the Advisory Trade Committee, statements are made that are positively untrue, and others so disingenuous as to be equally misleading. The statement that the Philadelphia Committee can name only 23 firms who have stated that they would probably exhibit at Philadelphia, and of these 23 firms, 7 had already secured space at the New York show, leaving 16 firms favorable to Philadelphia, was not warranted by facts. Our circular letter of Oct. 24th stated plainly that the list of 23 which was included therein was merely "a few of the well-known manufacturers" from a list of over 50, and no names are included in that list who had not actually expressed their intention of exhibiting in Philadelphia whether they did so in New York or not; the width of the aisles in the Armory building are incorrectly stated, and the astonishing statement is made "in the Philadelphia Armory there is not one seat and there is no seating capacity," when the facts are, there is a commodious gallery with ample seating accomodations. The original proposition to hold a show in New York was on the false assumption that Philadelphia had no suitable building; that the Market House where it had been held was not only too small but was unsanitary; in fact it was perfectly well known that the Market House had been torn down months ago.

We have no disposition to enter into a controversy, but in justice to ourselves and in fairness to the trade, we think these statements should not be allowed to pass by unnoticed. Respectfully Yours,

THOMAS HARE, Chairman,
O. S. RUNNELL,
J. R. LINCOLN EDWARDS,
D. R. PERKINPINE, JR.,
Committee.

Philadelphia, Nov. 6, 1893.

Assignment Of Spaces At Philadelphia Show Up To Date.

Overman Wheel Co. 9, 10, 81, 82, 83 and 84.

FOR WORLD'S FAIR EXHIBITION PAVILION.

A. G. Spalding & Bros.—8, 11.
Buffalo Wheel Co.—12.
Boston Woven Hose Co.—18.
John T. Bailey & Co.—19, 31.
Singer & Co.—20, 33.
Pennsylvania Bicycle Co.—21.
League Cycle Co.—32.
Hart Cycle Co.—22, 31.
Hartford Cycle Co.—23.
Hickory Wheel Co.—30.
Pope Mfg. Co.—24, 29.
W. H. Wilhelm & Co.—28.
Telegram Cycle Co.—26, 27.
Union Cycle Mfg. Co.—35, 50.
Curtis Child Mfg. Co.—36.
Eagle Cycle Mfg. Co.—37, 38.
E. K. Tryon & Co.—39.
J. P. Lovell Arms Co.—47, 48.
Eastern Rubber Co.—46.
Gormully & Jeffrey Mfg. Co.—40, 41, 43 and 44.
H. A. Lozier & Co.—42, 43.
E. C. Stearns & Co.—59, 60.
Relay Mfg. Co.—58.
R. L. Coleman & Co.—71, 72, 73, 74.
Light Cycle Co.—79.
Central Cycle Mfg. Co.—81.
Cycle Guide—89.
Newton Rubber Works—90.
Hilliard Cyclometer Co.—91.
Codman & Shurtleff—92.
Chicago Drop Forge Co.—93.

NOT YET LOCATED.

Wm. H. Hart.
New York Belting & Packing Co.
Roger B. McMullen & Co.
Philadelphia Drop Forge Co.
Athlete, Cycling and Demorest Mfg. Co.

THOS. HARE, Chairman.

Nov. 13, 1893.

Beware o' the Tandem.

No more surprised people were ever seen than the cycling fraternity of Stamford, Ct., recently, when a daily paper gave away the fact that Mr. John E. Michaley and Miss Helen Tucker had been married several days, and had been riding that dreadful old tandem about town the same as usual. So demure and pretty was Miss (as we thought) Helen, and bold and gay was John, that we were completely distanced, and have not recovered fully yet.

In view of such experiences as the above, it may be well for this pen to sound a word of warning to those who contemplate going in for tandems, as those mounts are known to be entirely lacking in the matter of consciences, and that the young man who invests in one does so at considerable risk.

IN AUTUMN WOODLANDS.

Again the golden leaves come down, scarlet, yellow, gray and brown, and how at each return they revive pleasant memories of other autumns when we went wheeling in the old days, days never to be forgotten, when the cycles first came to gladden human lives and lengthen them out, as they surely do, and now much more than in the times of the G. O. O.

There, don't think that I have started in to tell any story in which Cupid was mixed up, for I have not. The days that will remain with me while life does, were those when I first knew that thrilling, exhilarating sensation of gliding along a dusty highway in old Connecticut, atop of a fifty-inch ordinary.

That reminds me to say that I am preparing to celebrate the tenth anniversary of my union with Miss L. A. W., next month (see small bills), when I shall hope for the pleasure of taking by the right hand, figuratively or otherwise, many a fellow wheelman who joined the League in November, '82.

How the years go by! For between you and I they fairly fly in their evident race for the—the end of time, if such a thing there be.

Ten years! Whence have they flown?
Have you anything to say, "Secretary," or you "Michael," or you, "Tentoon?"

STAMSON.

NEW YORK, Oct. 24, 1891.

MESSRS. ADAMS & SONS CO.:

Gentlemen—Adams' Pepsin Tutti Frutti is the best gum to be used by all cyclists and athletes as it supplies saliva while racing and keeps the stomach in good order.

ALF ROBB.

The Elwell Bicycle Tour To Jamaica

Starts the first of February. Those desirous of joining the party should apply to F. A. ELWELL, Portland, Me.

NEW YORK, Oct. 24, 1891.

MESSRS. ADAMS & SONS CO.:

Dear Sirs—For a long while I was decidedly prejudiced against the use of chewing gum, particularly during cycle racing. I was induced to try your Pepsin Tutti-Frutti at a time when my stomach was in very bad shape from long indoor track riding. The relief I experienced was almost instantaneous, and I can cheerfully contribute my testimony as to the sterling merits of your Pepsin Chewing Gum in all cases of weak and refractory stomach.

Very sincerely,

WM. MARTIN.

Are You Going South This Winter?

IF SO MAKE YOUR ARRANGEMENTS TO GO VIA THE BIG FOUR ROUTE.

WHETHER in pursuit of health or pleasure, no portion of the country offers so many and varied attractions at this season as the Sunny South. The Orange Groves of Florida, redolent with the perfume of sweet blossoms, waxy their branches in hearty welcome to the tourist from the Snow-clad Northland and the mellow breezes of the Southern Sea woo the invalid from the blizzards of the Frozen North. There is one line to Florida "The Big Four Route" which on account of its excellent train service, perfect connections in Union Depots and absence of transfers, forms the Tourists Ideal Line to Florida." From all points north of the Ohio River the Big Four Route, in connection with the Through Car Lines from Cincinnati, will be found to offer the Best Time, Best Service and Best Equipment to all Southern Points, and if you desire to travel with comfort and ease be sure your tickets read via the Big Four Route.

E. O. MCCORMICK, Pass'r. Traffic Mgr.
D. B. MARTIN, Gen'l. Pass'r. Agt.
CINCINNATI, OHIO.

NEW YORK, Oct. 24, 1891.

MESSRS. ADAMS & SONS CO.:

Gentlemen—I believe your Pepsin Tutti-Frutti is the best thing for all athletes and cyclists to use, and as the trainer of Martin the winner of the international six-day bicycle race, gave it to him the entire week with the best of results.

WM. NEWMAN.

Business Chance.

As investor of about $10,000 wanted in a well established bicycle manufactory that has a complete working plant. Capital needed only to increase the output. Address "Business," BICYCLING WORLD.

NEW YORK, Oct. 24, 1891.

MESSRS. ADAMS & SONS CO.:

Gentlemen—Your Pepsin Tutti-Frutti is away and far the best of all gums for trainers to give his man. Albert Schock, whom I handle this week, has used same all week with the best of results.

FRED E. MORRITT,
Trainer of Pedestrians.



Ladies' Department.

Conducted by MRS. MARY SARGENT HOPKINS, to whom all communications should be addressed.

Hints To Manufacturers On Wheelwomen's Wants.

AN exchange says, "The question of proper saddles for women's wheels has never been given a due amount of consideration," which assertion is perfectly true, and it may be applied still further, with equal truth, to the wheels themselves.

Not but what there are good wheels on the market—some of them seemingly so near perfection that one or two strokes of genious would bring them to that state. Still the woman side of the wheel question has never been given due importance. It has always been very much underestimated by the manufacturers, who do not seem to be alive to the fact that the time is surely coming when the sale of women's wheels will equal, if it does not outrank the sale of men's. Women are only just waking up to the pleasures and benefits of riding. Mrs. Grundy has only recently set her seal of approval upon it, and in some localities this ubiquitous old dame is still looking askance. Cycling for women is making great strides in popularity, and only awaits the advent of a mount more thoroughly adapted to the wants of the sex, more adjustable to women of different weights, to become an acknowledged necessity. Wheels are graded in size and weight for men, by some of the leading makers, who are accredited with having very long heads and a remarkable faculty for looking into the business future.

Now why, I ask, in the name of common sense, do they insist that a woman weighing less than one hundred pounds, shall ride a wheel no lighter in construction than her sister who may tip the scale at twice that weight? Women are handicapped sufficiently, without dragging around nobody knows how many pounds of unnecessary weight in steel and other material. We are told that in order to compensate for the loss of strength in the construction of the wheel with the drop frame, it must be made stronger and heavier in other ways. This is in a measure true, but not to the extent to which it is carried. A woman, and I speak of the average woman, not the scorcher, or the exceptional long distance rider, does not subject her wheel to the wear and tear, is not generally as heavy, does not ride so far, nor is her wheel as weatherbeaten as the average man's. A man does not mind heavy roads, and in many ways takes more out of a wheel than a woman does.

I never see a man on a light racing machine, stripped of every ounce of superfluous weight, and then look at a delicate, little woman struggling with a wheel that weighs from a quarter to a third more than it ought to be commensurate with her strength, but what I think of the little girl, who sat very quiet and thoughtful one afternoon until all at once she turned to her mother and asked, "Mamma, if I should grow up and get married, would I have a husband like papa?" "Yes," answered the mother. "But," persisted the child "suppose I should grow up, and not get married, would I be an old maid like Aunt Maria?"

"I suppose you would," again answered the mother.

The child remained silent for awhile, and then heaving a deep sigh, said, "This is an awful hard world for us women folks, ain't it, mamma?"

* * * *

Either the manufacturers do not understand, or they are more or less indifferent to the wants of women. Not so very many years ago, a member of one firm was heard to say that they did not care for women's trade at all, thereby giving the impression that they did not propose to cater to said trade. But they soon found themselves forced to do so, or else let a greater amount of business slip through their hands than they cared to lose.

The trouble seems to be just here. The manufacturers would be willing to make a wheel more suitable for women if they saw the necessity for it (since they have found out how important a factor she is); not being women, they do not realize women's needs. They work the problem out beautifully in theory, but when we come to a practical test, we find a wheel made on the same principle as the bedstead belonging to the ancient tyrant, whose subjects were all obliged to fit that delightful piece of furniture. Those who were too short were stretched, and for those who were too long, the axe was brought into requisition, to lop off any superfluous length.

Too often a tall woman sits her wheel with an appreciation to that most disgusting sight, the "bicycle hump;" and she is powerless to help herself. Why? Because her handle bar is too low and too far forward by several inches. Becoming aware of the difficulty, and finding that the bar is raised to its highest possible point, she tries to exchange it, finds that there is not a longer bar in the establishment, is politely told, "We will have one made expressly for you." She wonders if they are obliged to make them expressly for all the tall women who ride, but concludes that the firm is showing her a special courtesy, when she sees how many women are riding with sunken chests and curved spines. She possesses her soul in patience, and waits, riding her wheel with vexation of spirit. The season wanes, the fall comes, but the handle bar does not; her patience is exhausted, and she finishes the season hoping that she will shrink, or the bar will stretch before another year. The petite woman has the advantage, in that her saddle and bar can be lowered in most cases to suit, but where she gains in this, she loses in being obliged to carry around unnecessary weight.

It may be argued that there are not enough women riding to permit of different styles of wheels being made for them; that manufacturers cannot afford to do anything of this sort. This may be true to a certain extent, but there is no maker to-day who can afford to ignore the wants of the women who are now riding, to say nothing of the almost countless throngs that will travel on wheels to the exclusion of almost all other modes of locomotion after the ideal wheel is put within their reach.

Sometime, before a great while, some far-seeing man will realize how far behind the procession women are, and why.

When that time arrives, we shall see a woman able to fit herself with a wheel, just the same as her more fortunate brother or husband can now. We shall no more behold the disheartening spectacle of a woman whose knees describe an acute angle, while she curves her spine in anything but a line of beauty in her endeavors to reach the handle-bar.

We shall see handle-bars with sufficient sweep to allow of a stout woman mounting without scraping the buttons off the front of her dress. We shall see a wheel where the smallest detail has been carefully looked after. There will be no sharp angles and points about the pedals to catch and tear clothing, or to scarify ankles should one unconsciously get too near, while walking with the wheel.

We shall see a saddle that is a little less hard than the nether mill-stone.

We shall see a lighter wheel, made more in proportion to the rider's strength; but before this beatific vision dawns upon us, there must be discovered some maker who does not already have the perfect wheel for sale. One who would not feel himself above listening to a sensible suggestion, even though it might emanate from a woman's brain.

(To be continued.)

How They Do It In France.

ONE of the latest fads is to attend the women's races, and the fair riders attract much attention.

The following description of one of these contests is from the European edition of the New York *Herald*:

On Sat was in a smiling mood yesterday at the Velodrome Buffalo, when soon after 3 o'clock the numbers were hoisted for the ladies' five kilometres (three and one-tenth miles) contest.

There were ten entries in all and the race was run in three heats and a final, the competitors being Mlles. Debatz, Labey, Suzanne de Bal, Arval, Saviane, Robertson, Lydie, Pelletier and Leon. Many of these had never raced on a track before, so it goes without saying that they made but a poor show.

It was a pretty sight, however, for encircled with the other in the matter of dress, and one or two went as far as to adopt the satin blouse and knickerbocker of different colors, while others, such as Mlles. Debatz and Darval, kept to their more sober and appropriate white flannel costumes.

The final trio were Mlles. Lydie, Pelletier and F. Leon, and this heat was soon reduced to a match, owing to a slight accident to Mlle. Leon's knickerbockers, which showed an inclination to hide her stockings and scrape an acquaintance with her shoes.

The tussle between the remaining pair which followed was the best of the day, for after leading in turn and running side by side, each doing her level best, Mlle. Lydie just crossed the line, amidst loud cheering, a wheel ahead. Although the time (1020) was not as quick as that of the initial heat both the competitors were completely vanned.

The greatest excitement prevailed when Mlles. Debatz, Darval, Lydie and Labey were placed in line for the final, and no small amount of betting in money and gloves on level terms took place over the chances of the leading pair.

At a funeral pace, with Mlle. Labey in the van, the quartet went around thrice, when Mlle. Darval rushed to the fore, followed by Mlle. Debatz. After the fifth turn Mlle. Lydie withdrew and Mlle. Labey was out of the hunt. The remainder of the running was tame, as Mlle. Debatz could never catch her opponent, who eventually won by a quarter of a lap in 10.14.

A Tip for Winter Riders.

JUST a word to the unwary and the thoughtless on the care of the cycle during the winter season now close upon us. Those who are privileged to stow their cycles in warm dry rooms need give no heed, but the less fortunate who stable their steeds of steel in out-houses, sheds, conservatories, and the like have need for care, if they desire to keep their machines in good condition. Let no tyro run away with the notion that nickel, however good, and enamel, however well laid on and baked, will, naked and unassisted, resist the subtle attacks of the demon Rust. This Mr. Rust is a most insidious agent, and worms his way under the deposited metal, and baked gloss, with horrible pertinacity. He breaks out in an epidemic of red spots on the former and scaly blisters on the latter, when he has attained his baleful object. But all-penetrating as he is, he may be beaten back and defeated by care, and the judicious use of Silico-enamel and vaseline.

In preparing the machine for its winter rest of preservative, it should be thoroughly cleaned, and all the nickelled work wiped with a rag soaked in paraffin to free them from all grease. Then the bright parts should be carefully painted over with the Silico-enamel, and left to dry. One coat is enough, but two are better, and will take a machine right through the winter. The enamelled work should be rubbed over with vaseline rags, and this covering will not only protect the parts, but will render the cleaning of the machine after a dirty ride a comparatively easy job. The openings to the bearings should be well smeared round with the vaseline, as this will exclude all damp from these important parts. As to the chain, if there is no gear case, or the latter has no oil-bath, we recommend that the chain should be first thoroughly cleaned by stepping in paraffin for a day or two, and then dipped in hot Russian tallow, or suet fat; clean off the extraneous tallow before the chain cools. So treated, and particularly if covered with a piece of tarpaulin or waterproof canvas, the latter for choice, a machine may almost be left in the open without damage, but is certainly quite safe under the sparsest shelter. The saddle leather, however, must not be forgotten, or if left ungreased, and in a damp place, will, after a few days, be found to be covered with a fine healthy crop of blue mould, which would not disgrace a Stilton.
—*Cyclist.*



For All Stockings

worn by ladies and children only one hose supporter which cannot cut stocking. Genuine WARREN HOSE SUPPORTERS made with Warren Fasteners with Rounded rib on Holding Edges—The Warren for sale everywhere.

Made by George Frost Co., Boston.



POSTERITY

The strength of children is in the health of the mother. The health of womanhood depends to generations—The mother of to-day appreciates comfort, for without comfort there can be neither health nor strength. Fifty thousand American physicians say that health, comfort, and freedom are not encased in corsets. The Equipoise Waist is not a corset. It gives all the grace of the corset, and sacrifices neither health, strength, nor comfort. Made by George Frost Co., Boston.



WOOD RIMS

Attention Manufacturers!
Attention Riders!!

The Original
The Best.

Pat. May 9, 1893. Others pending.

The test of Wood Rims during '92 and '93 has been decided favorably; '94 wheels can be had of any make with this valuable improvement.

There are Rims and RIMS.

Be sure you get the best. The most are the STRONGEST, lightest and most resilient; the most are the "Fairbanks' Linen-Covered, Waterproof, Built-up Wood Rims." Pat. May 9, '93; others pending. Demand these of the makers of the wheel you decide to ride in '94. We have put them to the most severe tests, and a strain that will buckle a steel rim, and break a plain wood rim so that you could not ride your wheel home—will not compel you to walk. Think of this!

—PONDER ON THIS.—

Examine this Rim carefully, and finally—first, last, and always ride the Fabrite-covered, built-up Wood Rim. Send for circular and prices.

You can see this Rim at the following addresses, also at Dudley's on Columbus Avenue, Bicycling World office, and any manufacturer will procure them. All we ask is a careful examination.

●●●●●

The A. C. Fairbanks Co.,
178 Tremont St., 27 Beach St.,
Boston, Mass.



A New Valve.

GUTHRIE & HALL, an English firm, have a new valve invented by Mr. Hall. It is not a non-return valve, so has nothing to get out of order. It is a double tube, with a side inlet to the space between the tubes. A cap with a leather seating screws down on the open end of the inlet tube, and keeps the air in, and when the pump is in position on the side screw the cap is loosened a half turn of the screw, and the air is free to enter.

Records On The Stearns.

E. C. STEARNS & CO., Syracuse, N. Y., makers of the Stearns bicycle, point with pardonable pride to the qualities in their wheel suitable to speed, as demonstrated by the remarkable performances of John S. Johnson at Minneapolis, and at Independence, Ia., the past 150 weeks.

Johnson on his 16¾-pound Stearns racer has succeeded in lowering the following world's records:

	Date.	Time.	Start.	Time.
Minneapolis	Oct. 24	1-30	Standing	39 3-5
Independence	Oct. 30	1-30	Flying	35 1-5
Independence	Oct. 31	1-30	Standing	38
Independence	Oct. 31	1-10	Flying	24 2-5
Independence	Oct. 31	1-20	Standing	50 2-5
Independence	Oct. 30	1-20	Flying	55
Independence	Nov. 9	2-20	Standing	1 21
Independence	Nov. 2	2-20	Flying	1 16
Independence	Nov. 8	1m	Flying	1 55 3-5
Independence	Nov. 9	1m	Standing	1 58 1-5

Within as many days, Johnson rode four different miles each under two minutes.



THE RANKIN TOE CLIP.

THE name of Rankin & Bruce of Custom House street, Providence, has always been connected in the minds of our readers with the toe-clip business. A new thing in this line is shown in the above cut. It is made of the best material and carefully tempered. The hole in the clip through which the bolt goes to fasten to pedal is an elongated slot which allows the clip to be lowered or raised as may be required.

Coventry Machinists' Co. Remove.

EDITOR BICYCLING WORLD: We beg to inform you that we have decided to close our Boston branch. As soon as the necessary arrangements are completed, we will furnish you our new business address, which will probably be in New York. In the meantime, accounts due us should be paid Messrs. Williams & Copeland, 53 Tremont street, Boston, Mass., who are authorized by us to collect the same.

Mr. George Seymour, who has been many years in our employ, has located himself at 243 Columbus avenue, and will execute any repairs that may be entrusted to him. He carries a complete line of Swift parts, and Swift riders, if they send their repairs to him, can depend on prompt attention and moderate charge.

We shall shortly be in a position to place under your notice, our "new model" for 1894, which will show beyond question, that the Swift wheels still lead.

Yours respectfully,
THE COVENTRY MACHINISTS' CO.,
Limited.

(Continued on page 174.)

WANTED—a position as salesman with some reliable firm for New England or the West by a gentleman who represented one of the leading bicycle firms in New England last season; best of references furnished as to ability, etc.; moderate salary. Address, G. L., 15 Elmore St., Roxbury, Boston, Mass.

Position Wanted

By a temperate, reliable man, with a good bicycle house, either as advertising manager or salesman. 3 years' experience with one of the best bicycle concerns.

Address HILTON, 36 Sycamore St., Roslindale, Boston, Mass.



WILSON'S
WONDERFUL NICKEL AND ENAMEL
PRESERVER.

Will Polish Nickel and Enamel, Prevent Nickel and Steel from Rusting.

DIRECTIONS.

Shake well before using. Saturate a piece of cotton flannel with the solution, rub lightly, and finish with a clean, dry piece of cloth.

The solution leaves a fine coating, preventing the air from penetrating the nickel.

The solution is to be applied on good nickel. If such is the case, and done carefully, you will not be obliged to have the pedals or cranks re-nickeled.

If the nickel has already begun to peel off, the solution should be applied at once; by so doing it will prevent the rot from going any further.

The solution is the best thing in the known world to prevent nickel from rusting, and restoring the enamel. I make no claim to remove rust.

MANUFACTURED BY
JOHN W. WILSON, 14-15 Tremont Row,
Boston, Mass., U. S. A.

PRICE 50 CENTS.

FOR SALE EVERYWHERE.

Fourth National Cycle Show,

AT PHILADELPHIA,

Under the auspices of

The Associated Cycling Clubs of Philadelphia,

January 29th to February 3rd, inclusive, 1894.

Exhibition of Cycles AND Cycling Accessories.

FIRST REGIMENT ARMORY,

BROAD and CALLOWHILL STS.

Space has been secured by nearly all of the leading firms in the trade, and the success of the Show is assured. To secure space early application is necessary.

For further information and Prospectus apply to

THOMAS HARE, Chairman of Committee,
104 So. 5th Street, PHILADELPHIA, PA.

Whitworth Cycles

In the Old and the New World alike the Whitworth is as good at kilometres as it is at miles.

On the 12th of August, L. S. Meintjes won the 100 kilometres World's Championship at Chicago, reducing records all the way up and riding, as also was the second man, a Whitworth No. 8. On the 24th of September, Jaap Eden, at Gladbach in Germany, made on a Whitworth records for 2, 4, and 5 kilos., riding the total distance in 7 mins. On the 8th of September, Houben won the 100 kilometres championship of Belgium, and again on the 11th of October Fournier and Louvet, on a Whitworth tandem, rode 1 kilo. in 1 m. 14 3-5 s., which is exactly at the rate of 30 miles an hr., and it was but the second time they had mounted the machine. Any type of machine, any country, any distance! It is indeed true that we know something of the design of speed cycles.

&

THE METRICAL SYSTEM.

The Whitworth Cycle Co. Ltd., 644 & 646 Broadway, NEW YORK

WELL CONSTRUCTED! are the words you always hear coupled with

WARWICK BICYCLES.

They have always stood for all that is best in the way of MATERIAL and WORKMANSHIP, and we mean they always shall. LIGHT, HANDSOME, DURABLE, SWIFT. They give satisfaction. All of our wheels are GUARANTEED FOR ONE YEAR. We want you with us, and once mounted on a WARWICK, we believe you will find satisfaction. Send for book that tells about our wheels.

WARWICK CYCLE MFG. CO., = Springfield, Mass.

SINGER CYCLES.

NO CHANGE IN PRICE

The Only Wheels Absolutely Guaranteed. The Only Wheels Fitted with 1893 Improvements.

Our prices correspond with the value of the articles furnished, and in the future, as in the past, will be maintained in all countries, against the inflated prices of goods of inferior make.

SINGER & CO., 6 and 8 Berkeley St., and 2 Warren Avenue, BOSTON, MASS.

LIBERAL DISCOUNTS TO RELIABLE AGENTS.

L A W LEAGUE OF AMERICAN WHEELMEN

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Boston, Mass., November 17, 1893.

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Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League Literature of all Kinds. Post Office addresses will be found below:

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FOREIGN MARSHAL—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad street, London, E. C., England.

Racing Board Matters.

Messrs. J. C. Dollee, R. Smith, and Horace E. Hale, Tampa, Fla., are hereby declared professionals, violation Clause A, amateur rule.

Messrs. Bert E. Brown, Peru, Ind., C. V. Malmedie, Norwalk Ohio, are hereby declared professionals, violation Clause C, amateur rule.

SANCTIONS GRANTED.

Nov. 28—Victor Cycle Club, Washington, D. C.
Nov. 30—Maryland Division, Baltimore, Md.
Special sanction to run a District of Columbia championship, for a special trophy known as the Evening News cup, under special conditions, on Nov. 28 under the auspices of the Victor Cycle Club.

H. E. RAYMOND.

District Columbia Election.

At the election of the D. C. Division, L. A. W., held Nov. 3, 1893, the following officers were elected:

Chief Consul—G. B. French, No. 37,124, War Department.

Vice Consul—Chas. Holmes, No. 30,583, 1908 13th street.

Sec.-Treas.—W. H. Stearns, No. 3825, 710 13th street.

Representatives—Wm. Jose, No. 25,655, 1003 Pa. avenue; J. H. Britain, No. 38,577, 1911 Pa. avenue.

Yours truly,
W. H. STEARNS, Sec.-Treas.

Washington, D. C., Nov. 11, 1893.

Election of Delegates.

Attention is called to the following extract from the constitution:

ART. V. SECT. 8. Each Division Board of Officers shall hold its annual meeting in the month of December, and I shall then elect from the Division one Delegate to the National Assembly for each four hundred members upon its roll on December 1st.

Divisions are entitled to elect Delegates as follows:

North California	1	Massachusetts	15
Colorado	1	Michigan	7
Connecticut	5	Missouri	2
Illinois	6	New Jersey	4
Indiana	1	New York	11
Iowa	1	Ohio	8
Kansas	1	Pennsylvania	11
Kentucky	1	Rhode Island	1
Maine	1	Wisconsin	1
Maryland	1		
		Total	73

Last year's total of Delegates was 147.

The National Assembly will be constituted of

Consuls	45
Vice Consuls	23
Secretary-Treasurer	33
Delegates	73
Ex-Officio	11
Total	187

Washington.

At a regular business meeting of the Spokane Wheel Club held on the evening of Nov. 2, 1893, the following nominations were made for the offices of Chief Consul and Secretary-Treasurer of the State of Washington for the coming year, and we respectfully submit the same for ratification, as follows:

For Chief Consul, J. A. Drain, L. A. W. No. 2803, Spokane, Wash.

For Secretary-Treasurer, L. P. Bagge, L. A. W. No. 60,788, Colfax, Wash.

SPOKANE WHEEL CLUB,
per Wm. Heaton, Secretary.

Spokane, Wash., Nov. 3, 1893.

New Mexico.

The following nominations have been made by the L. A. W. members of the New Mexico Division, viz:

For Chief Consul, Mr. Robert L. Gortner, of Santa Fe, N. M.

For Chief Consul for N. Mex., L. A. W.
WALLACE F. BAKER.

Santa Fe, N. M., Nov. 4, 1893.

New League Clubs.

585 Aquidneck Cycle Club, Newport, R. I.
586 Pittsburg Athletic Club Wheelmen, Pittsburg, Pa.

New York.

To the Representatives and Officers composing the Board of Officers of the New York Division:

Pursuant to Art. 2, Sec. 2, of the By-Laws, notice is hereby given that the annual meeting of said Board will be held at the Grand Union Hotel in the City of New York on Monday, the 18th day of December, 1893, at 8 P. M.

CHARLES H. LEXOMBE, C. C.

Connecticut.

MR. A. M. CARTER and Mr. Gershom Smith have been elected by the Columbia Cycle Club as their representatives on the Board of Officers of this Division.

PHILIP W. WESTLAKE, Sec.

Applications for Membership.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III. of the Constitution, which is as follows:

SECTION 1. Any amateur wheelman of good character, eighteen years of age or over, shall, with the endorsement of two League members, be eligible to membership in this League upon payment of the initiation fee and dues, as provided in this Constitution and By-Laws, and the By-Laws of his Division.

SECT. 3. The name of each applicant for membership must be published in the official organ, and unless within two weeks thereafter a protest shall be filed with the Secretary, he shall become a member of the League.

Tickets will be issued fourteen days after the publication of names, and on the same date the name of applicant will be put on the mail list of this paper.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week. (When a holiday falls on Monday the list is closed on Saturday preceding.)

BOSTON, Nov. 17, 1893.

Total 125 36201.

North California 2 701.

62826	Hyde, L. C.	Visalia
627	Lawrence, L.	"

South California 2—294.

62628	Porter, J. W.	Perris
629	Loakin, I. S.	Riverside

Colorado 2—539.

62630	Keen, George E.	Trinidad
631	Vanbruggen, W. D.	Trinidad

Connecticut 3—2282.

62632	Covey, Wm. H., Jr.,	Norwich
633	Maynard, Chas. L.	Hartford
634	Coe, Ernest W.	"

District of Columbia 1 331.

62635	Davis, Silas B.	Washington

Illinois 7 2154.

62636	Banks, W. C.	Chicago
637	Wiesenthal, Fred R.	"

Iowa 3—615.

62638	Brown, Ben P.	Ottumwa
639	Hankins, Jas. S.	Buchington
640	Jacobson, Frank	Ottumwa

Kansas 1 796.

62641	Loy, Wm.	Peabody

Kentucky 1 761.

62642	White, Clarence	Louisville

Maryland 9—666.

62643	Wallis, George R.	Baltimore
644	Becker, Henry A.	Baltimore
645	Crook, Daniel	Baltimore
646	Hoffmann, Dr. Robt	"
647	Heinz, Henry	"
648	Leonard, Harry A.	"
649	Volkmar, Harry L.	"
650	Wolfereck, Jr.,	"
651	De Haven, Irvin C.	Ellerslie

Massachusetts 32—6242.

62652	Cooling, Wm. S.	Boston
653	Calhoun, J. C.	"
654	Davis, Bradford R.	Haverhill
655	Carr, Chas. A.	"
656	Lamott, Frank	"
657	Magrath, Edwin	"
658	Sayers, Fred A.	"
659	Tilton, A. H.	"
660	Turner, Alb. 14th,	"
661	Hewitt, Frank F.	"
662	Cleveland, F. W.	Springfield
663	Thompson, Aaron S.	Lowell
664	Carey, Theodore S.	Turners Falls
665	Twigg, George T.	Dorchester
666	Archfield, Ed	Hyde Park
667	Gilmore, H. S.	Greendale
668	Hamel, N. L.	"
669	Hamel, G. S.	"
670	Lincoln, L. H.	"
671	Murphy, T. Henry	"
672	Murphy, John F.	"
673	Taylor, Wm. R.	"
674	Wilder, W. M.	"
675	Ad'ms, Walt'r G.	Worcester
676	Brown, W. L.	"
677	Jeppson, Geo. N.	Worcester
678	Peters, Jno. E.	"
679	Scott, Arthur L.	"
680	White, J. Henry	Essex
681	Buck, Edward	Melrose
682	Buck, Elmer M.	"
683	Richardson, P. L.	Woburn

Michigan 4—1128.

62684	Lyman, L. H.	Bay City
685	Dungerford, J. H.	Detroit
686	Hopkins, D. D.	"
687	Rudolph, Andrew	"

Missouri 1—895.

62688	Harbut, J. S.	Kinmswick

Nebraska 2 305.

62689	Dean, Norman P.	Omaha
690	Peck, B. S.	Stromsburg

New Jersey 2 1957.

62691	Douglas, James, M.D.	Morristown
692	Henry, Jacob C.	Lehmon

New York 33—1424.

62693	Van Kleeck, Wm.	Albany
694	Cosgrave, John	Albany
695	Cone, Roy	Ilion
696	Barnet, John H.	Syracuse
697	Conklin, F. D.	"
698	Fish, Chas. A.	"
699	Hoshman, George	"
700	Hughes, H. J.	"
701	Hurd, E. W.	"
702	Hanford, Geo. C.	"
703	Kinne, Jesse	"
704	Lisser, Ben	"
705	Murray, E. W.	"
706	Palmeter, L. C.	"
707	Patterson, G. W.	"
708	Russell, A. B.	"
709	Varney, A. L.	"
710	Stevens, C. Frank	Troy
711	Percival, Chas. L.	Lockport
712	Rice, Chas.	"
713	Sellick, Arthur P.	"
714	Whitney, W. T.	"
715	Brunner, E. H.	New York
716	Blanck, Thos. J.	"
717	Bressler, L.	"
718	Hapgood, W. F.	"
719	Foster, John W.	"
720	Davids, Chas. H.	"
721	Roiss, P. W.	"
722	Curtis, Dana more	"
723	Hobden, Edwin B.	"
724	Dodge, Richard P.	Albany
725	Halsey, E. M.	Long Island City

Ohio 3—3207.

62726	Lane, A. D.	Bellefontaine
727	Geis, Chas.	Cincinnati
728	Hess, A. Hermann	Goes Station

Pennsylvania 19—4453.

62729	Richards, Chas. F.	Bellefonte
730	Hall, H. C.	New Castle
731	Katzen, Louis	Pittsburg
732	Graff, Harry H.	Philadelphia
733	Horner, Philander B.	Philadelphia
734	Karcher, James D.	"
735	Moore, Wm. A.	"
736	McClelland, Bernard J.	"
737	Reazor, W. S.	"
738	Schmidt, E.	"
739	Taylor, Chas. S.	"
740	Saltzeller, C. N.	Athens
741	Lewis, Elmer L.	East Berlin
742	Jacobs, Howard	Glenolden
743	Lindsey, R. J.	Mcdonald
744	Jamison, W. A.	"
745	Custer, Harry	Rogers Ford
746	Brooks, John P.	South Bethlehem
747	Funk, H. H.	Springtown

Rhode Island 1—628.

62748	Mason, Robt. S.	Providence

Virginia 2—467.

62749	Blackford, Dr. C. M. Jr.	Lynchburg
750	Vaughan, G. E.	"

HOW TO JOIN THE L. A. W.

Fill up the blank below, and, together with the sum required for Initiation Fee and Dues to April 30th, next ensuing (1894), send it to the Secretary of the League,

ABBOT BASSETT,
12 Pearl Street, - - Boston, Mass.
P. O. BOX, 5267.

Write your FULL NAME, your FULL ADDRESS, and your CLUB name in FULL.

Each applicant must give as references the names of two L. A. W. members.

The name of the applicant will be published in the L. A. W. BULLETIN as soon as possible after it is received, and after two weeks, if not protested, the ticket will be issued. This will consume in all about three weeks.

Stamps of a denomination above two cents will not be received.

☞If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cts. If you want your name in gold, stamped on the holder, send 50 cts.

MEMBERSHIP FEE.

In April, May, June, July, August, September or October, enclose $2.00 with this blank. In November, December, January, February or March, enclose $1.50. These sums include the initiation fee and the annual dues.

The sum printed on the blank is the proper amount to send on even date with that of this copy of BULLETIN.

Application for Membership.

.....189

ABBOT BASSETT, Secretary:

Dear Sir.—Enclosed you will find $1.50 for Initiation Fee and Dues in the League of American Wheelmen to April 30, next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur. I refer to the two League members named below.

Name.....

Street or Box.....

City.....

State.....

References:.....

.....

.....

Club.....

Write plainly. Autograph signature not required. Printing preferred, or enclose personal card.

Change of Address.

Members desiring change of address will kindly use the form below and send same to the Secretary, Abbot Bassett, 12 Pearl Street, Boston, Mass.

No. .....

NAME.....

OLD ADDRESS.....

.....

.....

NEW ADDRESS.....

.....

.....

FIXTURES.

Clubs desirous of booming their race meets will be quoted special advertising rates upon application. You reach everybody in the Bicycling World.

NOVEMBER.

17-25.—London. Stanley Show, Agricultura Hall.
30.—Stockton, Cal. Oak Leaf Wheelmen's Meet.

DECEMBER.

1-8.—London. National Cycle Exhibition, Crystal Palace.

JANUARY, 1894.

8-13.—New York. National Exhibit of Cycles, etc., Madison Square Garden.
29 to Feb. 3.—Philadelphia. National Cycle Show, First Regiment Armory.

TRADE NOTES.

Continued from Page 172.

Eastern Rubber Mfg. Co.'s Tires.

THE Eastern Rubber Mfg. Co. of New Jersey are on the market with one of the most complete lines of tires known to the trade. They illustrate in their very complete little catalogue, the Climax tire, which has a separate casing and inner tube and cements on the rim, being laced only in one place; the Gem pneumatic, which is another inner tube tire, with each end of the tube being closed separately, having their special road fabric; the Rex racing tire, of the "hose pipe" or Boothroyd variety; the Arrow, which is a racing tire of the same construction as the Fleetwood; and the Cyclone, a mechanically fastened tire, for the method of fastening which they claim many advantages. The valve which is used on all of their tires is their new "Perfection," which is very simple in construction and very reliable, the cap having a projection suitable for deflating the tire by insertion in the air hole, thus doing away with the nails, pins and sticks which are used for deflating many tires.

In addition to this large line of tires, they manufacture cement, pedal rubbers, combination cork and rubber handles, rubber solution, repair outfits, adhesive tape, etc., altogether one of the largest lines made by any tire manufacturing company in the country.

Record on a Quadrant.

W. T. HOLMES, of the Everett Wheelmen rode from Everett Square (Mass.) to Gloucester, a distance of thirty-three miles, in 1.58, including four stops, one of which was caused by a punctured tire. The first sixteen miles were ridden in fifty-eight minutes. He rode a Quadrant road racer weighing twenty-three pounds and geared to sixty-four. His time is a local record.

Latest News From the Seat of War.

ST. LOUIS, Nov. 1, 1893.

E. C. STEARNS & Co., SYRACUSE, N. Y.:

Dear Sirs—Your favor of Oct. 25 was duly received, but seems to call for no answer.

We have since heard from some of the judges, asking us who they were to look to for pay for their labors. This is in line with the matter on which we have been vainly trying to reach an understanding with you. We now submit you one more proposition, namely, that you agree to abide by whatever decision the judges themselves may make after the result of the test as to who should pay them for their labors.

Will you kindly write us one way or the other on this point at once so that we may answer the inquiry above referred to?

Yours truly,
ST. L. R. & W. G. Co.,
L. W. CONKLING, Manager.

SYRACUSE, N. Y., Nov. 4, 1893.

St. L. R. & W. G. Co., St. Louis, Mo.:

Gentlemen—In reply to your favor of the second inst., we would make a proposition which would be more satisfactory to us than the one submitted by you, namely:

You pay your two judges and we will pay ours. The question as to who shall pay the fifth judge to be determined upon later, as it is our idea that a personal interview would be desirable after the fifth judge is selected.

Trusting this will meet your views, we are
Very truly yours,
E. C. STEARNS & Co.,
H. E. MASLIN.

ST. LOUIS, MO., Nov. 9, 1893.

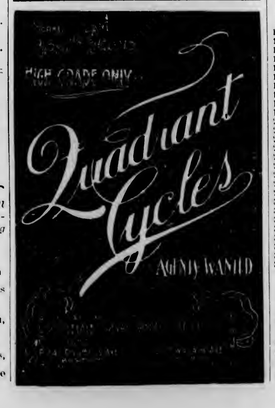
MESSRS. E. C. STEARNS & CO., Syracuse, N. Y.:

Dear Sirs—We are duly in receipt of your letter of the 4th inst. In reply will say that your proposal relative to the payment of the judges, and for room and apparatus for the tests varies but little from our second proposition in our letter of the 2d inst., and we are disposed to accept your plan, so far as it goes, and we hope that by thus doing we can expedite matters somewhat.

Of course it will be necessary to make some definite arrangements relative to payment of the fifth judge and room and apparatus for the test, and we will give best consideration to any suggestions you may have to make on this point.

As to your suggestion that a personal interview would be desirable before proceeding with the tests, will say we shall always be very glad to meet you in the most friendly spirit and discuss any question *aside* from the coming test. We feel, however, that this matter has now to a large extent passed out of our hands and that it is appropriate for us to refer you to our judges for discussion of any further details relative to the test.

Yours truly,
ST. L. R. & W. G. Co.,
L. W. CONKLING, Manager.



THE "Batavia Cycle Factory" is the name of a new industry which has been established by Thomas H. Cooley & Co., at Batavia, N. Y. Mr. Cooley was formerly superintendent of the Batavia Pedal Company's factory. The firm will do a general repair business and will also manufacture pedals and other bicycle parts.

THE schedules of Chas. E. Van Vleck, dealer in bicycles at No. 310 Broadway, New York city, show liabilities, $9,181; nominal assets, $3,900; actual assets, $1,630.

JOHN C. SPEIRS & Co., the Worcester (Mass.) manufacturers of drop forgings and parts, will resume operations in full this week to fill a contract for 3000 bicycles for Hulbert Bros., New York. The contract calls for one of the largest orders the firm has had to fill, and will keep the works running until June. It was secured about six weeks ago, but the unsettled business situation precluded the beginning of the work of filling the order at that time.

McDuffee Robbed.

P. J. MCDUFFEE, the well-known cyclist, mourns the loss of a valuable gold watch which was stolen from him on Hampden Park, Springfield, Mass. A few days ago his brother, E. A. McDuffee, introduced a fellow named Corbett, who claimed to be a brother of the prize fighter. For several days he was at the park watching the trials and yesterday he asked P. J. McDuffee to lend him his watch while he took the time of one of the trials. McDuffee did so and has not seen "Corbett" or the watch since.

INVENTIONS.

Last Week's Patents.

A list of recent patents, reported specially for the BI. WORLD by W. E. Anghinbaugh, patent attorney, Washington, D. C. Copies of these patents may be had of the above named attorney at twenty-five cents each.

507,290. Wheel. Chas. W. Smart, Carbondale, Ill. Filed Jan. 12, 1893.

507,325. Pneumatic Tire. Alexander P. Morrow, New Brighton, assignor of one-half to Harmon H. Fulton, Beaver Falls, Pa. Filed July 20, 1893.

507,392. Drive-Chain. Wm. H. Hart, New Britain, Conn., assignor to The Stanley Works, same place. Filed July 20, 1892.

507,402. Velocipede. Thomas Broadbent, Worcester, Mass. Filed Dec. 27, 1892.

507,413. Saddle for Velocipedes. Thomas Broadbent, Worcester, Mass. Filed Mar. 23, 1893.

507,481. Umbrella-Support. Neil D. Brooks, Columbus, Ohio. Filed Jan. 3, 1893.

507,513. Bicycle. Edward Warwick, Birmingham, England. Filed Nov. 18, 1892.

507,514. Saddle for Velocipedes. Edward Warwick, Birmingham, England. Filed Nov. 18, 1892.

507,656. Cover or Case for Chain-Gear of Velocipedes. Chas. W. Blucmel, Ernest A. Bluemel and Frank H. Bluemel, London, England. Filed May 29, 1893. Patented in England Dec. 8, 1892.

507,681. Gearing. Andrew J. Hoyt, Philadelphia, Pa. Filed Dec. 11, 1892.

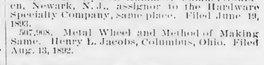
507,801. Bicycle-Bell. Samuel Goulden, Newark, N. J., assignor to the Hardware Specialty Company, same place. Filed Feb. 2, 1893.

507,805. Rotary Bell-Hammer. Samuel Goulden, Newark, N. J., assignor to the Hardware Specialty Company, same place. Filed June 19, 1893.

507,908. Metal Wheel and Method of Making Same. Henry L. Jacobs, Columbus, Ohio. Filed Aug. 13, 1892.

"PERFECT" POCKET OILER

Best and neatest oil can in the world. Does not leak; regulates supply of oil exactly. Highest award, World's Fair, Chicago, 1893.



1-2 Actual Size.

Price 25c. each. Handsomely nickeled.

"STAR" OILER.

Second to none but the "Perfect." This is an excellent oiler and embodies many improvements.



One-half Actual Size.

Price, 15 cents each.

CUSHMAN & DENISON,
172 NINTH AVE., N. Y.

NATIONAL EXHIBIT

... OF ...

CYCLES, CYCLE SUNDRIES AND ACCESSORIES.

Madison Square Garden, New York City,

JANUARY 8 TO 13, 1893.

Under the auspices of the

METROPOLITAN ASSOCIATION OF CYCLING CLUBS

OF NEW YORK AND NEW JERSEY.

Grand Promenade Concerts every afternoon and evening by SEVENTH REGIMENT BAND, N. G. S. N. Y. W. B. Rogers, the eminent Cornetist, Conductor.

Special exhibitions by the greatest TRICK and FANCY CYCLE RIDERS during each Concert.

The Following Firms Have Taken Spaces Numbered Opposite Their Names:

2. Yost Mfg. Co.
3. Ira Perego & Co.
4. Warman-Schub Cycle House.
5. Bailey Mfg. Co.
6. Rochester Cycle Co.
7. Parkhurst & Wilkinson.
8. Rich & Sager Mfg. Co.
9. C. F. Stokes Mfg. Co.
10. " " "
11. E. C. Stearns & Co.
12. American Dunlop Tire Co.
13. " " "
14. Garvin Machine Mfg. Co.
15. " " " "
16. " " " "
17. " " "
18. Kenwood Mfg. Co.
19. Singer & Co.
20. " "
21. " "
22. A. G. Spalding & Bros.
23. " " "
25. Central Cycle Mfg. Co.
26. Capitol Mfg. Co.
27. Palmer Tire Co.
28. Cleveland Iron Wheel Co.
29. " " " "
30. N. Y. Cycle Co.
31. Western Wheel Works.
32. " " " [Review
33. The Wheel and Cycling Trade
34. " " " "
35. William Read & Son.
36. Columbia Rubber Works Co.
37. Pope Mfg. Co.
38. Pope Mfg. Co.
39. " "
40. " "
41. Hartford Wheel Co.
42. Hickory Wheel Co.
43. Relay Mfg. Co.
44. John P. Lovell Arms Co.
45. " " "
46. J. J. Warren & Co.
47. Morgan & Wright.
48. N. Y. Belting & Packing Co.
49. Peerless Mfg. Co.
50. Raleigh Cycle Co.
51. Marion Cycle Co.
52. Royal Cycle Works.
53. Stover Bicycle Mfg. Co.
54. Premier Cycle Co.
55. Hill Mfg. Co.
56. Ariel Cycle Co.
57. Hulbert Bros.
58. Black Mfg. Co.
59. " "
60. Hulbert Bros.
61. Porter & Gilmour.
62. Hermes Tire Co.
63. Washburn Cycle Co. [Co.
70. Simonds Rolling Machine
72. New Departure Bell Co.
73. H. A. Lozier & Co.
74. " " "
75. League Cycle Co.
76. Elastic Tip Co.
77. E. C. Stearns & Co.
79. Eagle Bicycle Mfg. Co.
80. Boston Woven Hose Co.
81. Warwick Cycle Mfg. Co.
82. Newton Rubber Co.
83. Roger B. McMullen & Co.
84. John S. Leng's Sons & Co.
85. Red Star Mfg. Co.
86. R. B. McMullen & Co.
88. Wilson, Myers & Co.
89. " " "
90. Hartley & Graham.
91. Indiana Bicycle Co.
92. " " "
93. Eastern Rubber Mfg. Co.
94. Schoverling, Daly & Gales.
95. Fenton Metallic Mfg. Co.
96. Remington Bros. & Co.
97. Overman Wheel Co.
98. " " "
99. Smith Wheel Mfg. Co.
100. Cushman & Denison.
101. McKee & Harrington.
102. " " "
103. Quadrant Cycle Co.
104. Overman Wheel Co.
105. " " "
106. " " "
107. " " "
108. " " "
109. Maunesmann Tube Co.
110. " " "
114. Butler & Ward.
A. Curtis-Child Mfg. Co.
B. Persons & Muller Mfg. Co.
C. Grant Anti-Friction Ball Co.
D. Erie Rubber Co.

SPECIAL RAILROAD RATES of one and one-third of regular fare has been arranged for all dealers in Cycles, Cycle Sundries or Accessories visiting this show; tickets good from Jan. 5 to 16, 1894.

HOTELS.—Special rates of $1 and upwards for rooms with steam heat, European plan, have been arranged at the following hotels: Grand Union, Everett House, New Amsterdam, Ashland House, Union Square Hotel, Sturtevant House.

The Metropolitan Association, through their committee, take this opportunity to thank the manufacturers of Cycles and other firms, who, by their co-operation and support have so generously assisted in bringing this show to a success.

A. EDMUND HILDICK, FREDERICK KEER, HENRY L. SALTONSTALL,
Cycle Show Committee.

FOR SALE OR EXCHANGE.

In this department the prices are 20 cts. per line, 7 words per line, 12 lines per inch.

Stamps will NOT be taken in payment. Cash, check, money order, or postal note must accompany order, or no insertion.

BICYCLE repairer wanted; one who can take charge of a repair shop and is a first-class workman. WHITE CYCLE CO., Trenton, N. J.

WANTED—Light Roadster bicycle in exchange for 20-lb. Rudge racer. DAMPMAN, 262 N. Broad street, Philadelphia, Pa.

BICYCLES.

See our Knight Scorchers, 20 lbs.; Knight Roadsters, 34 lbs. Nothing finer made. Best of material and workmanship; fully guaranteed. They are right, and we know it, and you would know it if you would know it. They list at $150, but we have a few samples we will close out at $75.

KNIGHT CYCLE CO.,
311 North 14th Street, - - St. Louis, Mo.

$75 BUYS a new $140 Pneumatic with Morgan & Wright tires; 30 inch wheels. Box 172, Ashland, Pa.

TRICYCLE Tandem, English make; modern style; convertable to a single tricycle; front steering handle bars; suitable for two ladies or gentleman and lady; in good order; a great bargain. E. B. HUTCHINSON, Lock Box 52, Andover, Mass.

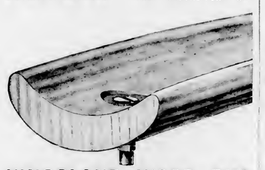
$95 CASH for a new full nickeled Hickory bicycle, latest pattern. Address, EDWARD BLACKBURN, 48 Mentor Ave., Cleveland, Ohio.

$90 CASH takes a new Victor Flyer. Address, C. A. BRAMLEY, 310 Grand Ave., Cleveland, Ohio.

LATEST CYCLING PAPERS from all parts of the world received regularly and for sale. Send for list. FLETCHER & CO., 43 E. Van Buren Street, Chicago.

BILLIARD TABLE, in fine condition, for sale or exchange for tandem. DEVILLE & HEFFELMAN, Canton, Ohio.

DISTINCTLY AMERICAN. "THE" FEATURE FOR "94."



KINGSLAND WOOD RIM.

Single piece of wood with patent lap joint Any shape, Crescent or Clincher. Send for catalogue.

BICYCLE WOOD RIM COMPANY,
KINGSLAND, N. J.

BICYCLE ENGRAVING AND ELECTROTYPING
GRAVES & GREEN.
302 WASHINGTON ST., BOSTON.



LEVY'S Cycle Clock AND Speed Calculator.

Warranted good time keepers. Price $2.25 from cycle dealers or

PATENTED. SIMON C. LEVY,
1817 Ridge Ave.,
PHILADELPHIA, PA.

WESTON

WESTON & CO., Jamesville, N.Y.
Wheels for Safety Bicycles.

Old wheels made over, or new wheels to take their place. Rock-bottom prices to suit the times.

A Bargain.

Quadrant Safety, fitted with new Burris-Michelin rims and tires. First-class condition.

$65 TAKES IT.
T. T., care Bi. World.

SPECIAL.

In this Department, 25 cents a line. ☞*Cash must accompany the order.*☜

☞Postage stamps will not be accepted hereafter in payment for advertisements or subscriptions.☜

☞*Checks, Money Orders or Postal Notes only will be taken.*

L. A. W. Badges.

The Official Design in Sun in GOLD. Send for Catalogue to

C. H. LAMSON, 203 Middle St., Portland, Me.
The Original Inventor and Maker.





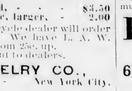
The Latest L. A. W. Badge
Official Pneumatic Tire.

Solid Gold, - - - $3.50
Gold Plate, larger, - 2.00

Any bicycle dealer will order you one. We have L. A. W. badges from 25c. up. Discount to dealers.

DURYEA JEWELRY CO.,
194 Broadway, - - New York City.

- PNEUMATIC -



908, Solid Gold, - $2.50
958, Rolled Gold, - 1.25

☞Send $2.50 to

Martin, Metzger & Co.,
42 Maiden Lane, New York,
FOR A
Pneumatic L. A. W. Pin.
Sent by mail at our risk.
Discount to jewelers.
Catalogue will be sent *FREE.*

Road Race and Century Run SOUVENIRS

BRONZE,
SILVER,
GOLD PLATE.

Send for designs and estimates.

JOHN HARRIOTT,
3 Winter St., BOSTON, MASS.

Special

We want every rider in this country to know all about

The Red Star Solid Illuminant
FOR BICYCLE LAMPS.
The Red Star Chain Lubricant
— AND —
The Red Star Lubricating Oil.

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Pepsin Tutti Frutti
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Full Feeling After Eating.



This is the Hump that holds the pants for men who ride Bicycles.

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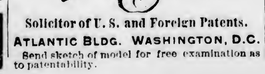
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Graceful, light and strong, this product of the oldest bicycle establishment in America easily retains its place at the head. Always well up to the times or a little in advance, its well deserved and ever increasing popularity is a source of pride and gratification to its makers. To ride a bicycle and not to ride a Columbia is to fall short of the fullest enjoyment of a noble sport.

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For Bicycles And Carriages.

We manufacture a variety of high and medium grade single and inner tube tires for general sale.

Our tires are well constructed, thoroughly reliable, and, without doubt, are unequalled by any tires on the market for the price at which we offer them.

Correspondence solicited from manufacturers and large repairers.

Hartford Rubber Works Co.,

HARTFORD, CONN.

It Requires

A Good Deal to Break and Very Little to Repair.

Ypsilanti, Mich., Sept. 19, 1893.

The HARTFORD CYCLE CO., Hartford, Conn.

Gentlemen—I have ridden my Hartford Safety constantly for three years and thought it could not be broken, but find out when you are run into by a runaway team, something has to suffer. Please send me six new spokes, which will repair damages.

Too much praise cannot be given a Hartford Wheel.

Respectfully,

FRED HUNTOON.

The Hartford Cycle Co.,

HARTFORD, CONN.

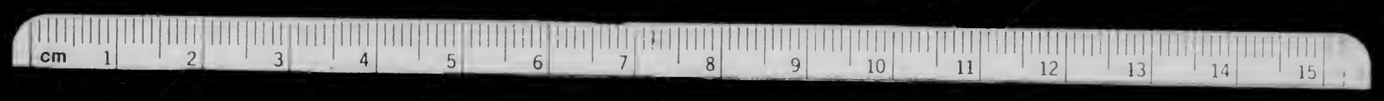
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VOLUME NO.

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THE BICYCLING WORLD

AND L. A. W. BULLETIN.

Vol. XXVIII No. 1. | Boston, Friday, Dec. 1, 1893. | $1.00 a Year. 5 Cts. a Copy.



EIGH-HO!

The first of December, and winter's frosts are upon us! Well, you've had a long season of fine riding, and no doubt you've enjoyed it to the full. Now come thoughts of '94. As for us, we've been thinking of '94 for a good while past. We have to do a lot of long distance thinking so as to be fixed for you at all points when you come to us early in the spring, expecting us to have ready for you the best bicycle that ever blest the sight of man. Well, we don't begrudge the exertion—mental, physical, financial—for really you're good fellows and we take a lot of interest in you—at so much per.

You don't expect us to wear ourselves out making bicycles for you because we like you, or because you're good fellows?

No, we're just as mercenary as you are, and do it for money, and that's the great reason we won't do anything we don't thoroughly believe you'll find the BEST thing.

If we don't succeed in making the best bicycle, some of the other fellows will probably get your money.

Now, we've made some pretty good Catalogs in past years, but we take this opportunity to say to you that never has it been so well worth your while to send us your name in this connection as it is just now. The '94 book is not quite ready for you yet, but the mailing lists are growing every day. Drop us a line at the point nearest you, Boston, Washington, Denver, San Francisco, Detroit, or Springfield, Mass.

Yours, hard at it,

OVERMAN WHEEL CO.

.. Worth ..
One Thousand Dollars.

We are just in receipt of a letter from Chas. J. Foskett, a large contractor and builder, of Natick, Mass., in which he says: "I would not take $1,000 for my wheel if I could not get another. I am riding it from 15 to 30 miles every day in my business. Wish I had got one before." This man rides a regular

HICKORY, MODEL "A."

SEND FOR A CATALOGUE DESCRIBING IT, TO

Hickory Wheel Co. South Framingham, Mass.

SAGER SADDLES.



ROADSTER. STYLE F.

New Designs for '94.

THEY FIT the RIDER.

...TEN...
Different Styles.



TRACK RACER. STYLE A.

Handsomely Finished by New Process—BLACK or RUSSET.

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THE RICH & SAGER COMPANY, - - - ROCHESTER, N. Y.

SINGER CYCLES.

NO CHANGE IN PRICE

The Only Wheels Absolutely Guaranteed. The Only Wheels Fitted with 1893 Improvements.

Our prices correspond with the value of the articles furnished, and in the future, as in the past, will be maintained in all countries, against the inflated prices of goods of inferior make.

SINGER & CO., 6 and 8 Berkeley St., and 2 Warren Avenue, BOSTON, MASS.

LIBERAL DISCOUNTS TO RELIABLE AGENTS.

This Breeze is Steady and Strong. Watch it.

St. Louis Refrigerator & Wooden Gutter Co., St. Louis, Mo. Plano, Texas, Nov. 16, '93.

Gentlemen—I received my LU MI NUM bicycle three days ago. I have ridden it many times and must say that I like it better than any wheel I have ever been on. It is attracting a great deal of favorable attention.

Yours truly, R. G. ROACH.

St. Louis Refrigerator & Wooden Gutter Co., St. Louis, Mo. New Haven, Conn., Nov. 15, '93.

Gentlemen—Your machine has fully justified your claims for it, and we are more than pleased with it. The first one we have sold right in among the Yale College boys. Can you send us three machines by express at once?

Yours truly, C. W. HAZEL & CO.

St. Louis Refrigerator & Wooden Gutter Co., St. Louis, Mo. Oswego, N. Y., Nov. 11, '93.

Gentlemen—It is here at last, and I feel well repaid for my waiting. When can we have more? Have had ten chances in three days to trade for other makes of wheels.

Yours truly, H. C. SMITH.

St. Louis Refrigerator & Wooden Gutter Co., St. Louis, Mo. Columbia, S. C., Nov. 15, '93.

Gentlemen—The LU MI NUM came Friday. Those who have seen it since its arrival are all delighted with its appearance, with the exception of two men, both of whom are selling another bicycle. Of course we can give no opinion of our own as to the wheel's durability until we have proved it by more experience, but we can go this far and say that it is undoubtedly the prettiest bicycle we have ever seen and that we have every faith in its strength; basing our faith upon your very stringent guarantee and the report of Prof. Johnson, whom we know, and whose word we take for a great deal.

Very truly yours, GONZALES & WITHERS.

St. Louis Refrigerator & Wooden Gutter Co., St. Louis, Mo. Oswego, Kas., Nov. 10, '93.

Gentlemen—My No. 500 LU MI NUM came to-day in good shape, and am very highly pleased with it. It is a daisy. What are the prospects for the ladies' wheel?

Yours truly, W. A. WYKOFF.

St. Louis Refrigerator & Wooden Gutter Co., St. Louis, Mo. Pueblo, Colo., Nov. 13, '93.

Gentlemen—We have shown the LU MI NUM you sent us very extensively, with most gratifying results; wherever shown it meets with highest praise and admiration. We have not tried, and in fact we do not desire to make a sale until you are in a position to supply the demand more promptly, as we believe we can do more for the wheel with it on exhibition.

Yours truly, AVERY & BURRIS.

St. Louis Refrigerator & Wooden Gutter Co., St. Louis, Mo. White Haven, Pa., Nov. 16, '93.

Gentlemen—I am in receipt of yours of the 13th inst., and am happy to say that I think the two LU MI NUM wheels we have are the finest machines on the market, and will make a great showing before another year has passed around. It is a great pity you did not get more of them out before the season was too late.

Yours truly, C. S. STAPLES.

St. Louis Refrigerator & Wooden Gutter Co., St. Louis, Mo. Alpena, Mich., Nov. 13, '93.

Gentlemen—The LU MI NUM arrived Saturday in good shape, and it is indeed a beautiful machine. I have been out all this afternoon exhibiting it to the riders, and they all say that for the coming wheel, and all have words of praise for it. They are always astonished when they pick it up and find it so light and yet so staunch and solid.

Yours truly, C. A. HOWARD.

"We Keep Our Promises."

St. Louis Refrigerator & Wooden Gutter Co.,

ST. LOUIS, MO.

BICYCLE FORGINGS

WE ARE PREPARED TO QUOTE PRICES FOR FIRST-CLASS DROP FORGINGS OF ALL DESCRIPTIONS IN

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We make this class of work TO ORDER ONLY, and carry no forgings in stock. Upon receipt of drawings, or full-sized models and quantity, **we will make estimates on anything desired.** We now have in daily operation

FIFTY HAMMERS,

And have the largest and best equipped establishment in the world for the manufacture of these goods. Being pioneers in the making of DROP FORGINGS, our long experience enables us to turn out the best quality of work in the shortest time consistent with the high standard which we have always maintained.

THE BILLINGS & SPENCER CO., - HARTFORD, CONN.

We Make One Quality Only—THE BEST!

THE LEAGUE CHAINLESS

THE POPULAR MOUNT.

Stroudsburgh, Pa., Oct. 18, 1893.

The LEAGUE CYCLE CO.:

Gentlemen:—I have been riding my League Chainless for nearly three months. I have subjected it to the most severe tests, and it stands to-day WITHOUT A FAULT OR BLEMISH.

The principle and construction of the frame and gears is indeed "par excellence," and I would not now go back to a chain wheel under any consideration.

The League Chainless combines three important features which wheelmen cannot fail to appreciate, viz. SIMPLICITY, DURABILITY and SPEED.

Wherever I go my wheel is the center of attraction, and several hundred riders have taken a spin on it "to see how it worked." Many of these riders were agents for other wheels, yet they all acknowledged that the CHAINLESS REQUIRED LESS POWER and had MANY POINTS OF SUPERIORITY OVER CHAIN WHEELS.

THE LEAGUE CHAINLESS IS SURE TO BECOME THE POPULAR MOUNT, and while chains with their noise and disagreeable features may have served their purpose, they soon will be buried in the dust and rust of time, to be like the original "Dandy Horse," forgotten or unknown.

Respectfully at your service.

H. W. KISTLER, Stroudsburgh, Pa.

The LEAGUE CYCLE CO., - - Hartford, Conn.

F. W. HILL & CO., 19 High Street, Boston, Mass., Agents for Boston and Eastern Massachusetts.

Whitworth Cycles

In the Old and the New World alike the Whitworth is as good at kilometres as it is at miles. On the 12th of August, L. S. Meintjes won the 100 kilometres World's Championship at Chicago, reducing records all the way up and riding, as also was the second man, a Whitworth No. 8. On the 24th of September, Jaap Eden, at Gladbach in Germany, made on a Whitworth, records for 2, 4, and 5 kilos., riding the total distance in 7 mins. On the 8th of September, Houben won the 100 kilometres championship of Belgium, and again on the 11th of October Fournier and Louvet, on a Whitworth tandem, rode 1 kilo. in 1 m. 14 3-5 s., which is exactly at the rate of 30 miles an hr., and it was but the second time they had mounted the machine. Any type of machine, any country, any distance! It is indeed true that we know something of the design of speed cycles.

&

The WHITWORTH CYCLE CO. Ltd.,

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THE METRICAL SYSTEM.

THE

BICYCLING WORLD.

And L. A. W. BULLETIN.

Published Every Friday

BY

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Incorporated under the Laws of Massachusetts.

167 OLIVER STREET,

BOSTON, MASS., U. S. A.

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TO OUR ADVERTISERS:

Copy for new advertisements must be handed in by Tuesday morning to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday to insure attention for the following issue.

☞All checks and postals for advertising or subscriptions must be made to the order of the WHEELMEN CO. All communications should also be addressed to the Company instead of to individuals.

☞*Postage stamps will not be accepted hereafter in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken.*☜

C. W. FOURDRINIER, Manager.

EDITORS:

C. W. FOURDRINIER. H. CROWTHER.

BOSTON, DECEMBER 1, 1893.

FOR some time past the columns of this paper have contained much discussion on the price of high grade wheels, and though the editors of the WORLD have canvassed the trade as to their individual intentions we have not until now been able to elicit anything definite.

For the first time since 1877 we now have the important information (and we believe it is exclusive) that prices on strictly high grade bicycles, made by a leading manufacturer, are to be reduced, and we have the interesting information to impart to our readers that the Overman Wheel Company will place their 1894 pattern of wheel on the market at ONE HUNDRED AND TWENTY-FIVE DOLLARS.

This will be news indeed to the trade and to the riding public, and as the Overman Wheel Company have always claimed to be leaders they certainly must be given the credit of leading the trade in making this most important reduction. It cannot fail to have a decided effect on the action of other manufacturers, and this reduction we cannot but believe marks the era of lower prices so fervently prayed for by riders; and that it will prove a most popular move goes without saying, although it must be understood that the reduction does not go into effect until the 1894 Victors are placed on the market.

This action of the Overman Wheel Company we believe will greatly influence the question of prices of high grade bicycles for next season.

WE are confident that our appearance in a new form will meet with the universal approval of our subscribers, the L. A. W. membership, the trade, and the cycling world at large.

IT will be Classes A and B next year.

The Racing Board has spoken, and what it says is worthy of serious consideration inasmuch as its suggestions will in all probability influence the National Assembly in the changes at the February meeting, and as it decided on Monday, at its Cleveland meeting, to recommend two classes, there can be but little doubt that they are an assured thing. And so fair and honest dealing will prevail for the season of 1894. Gentlemen, you have done well!

But apart from this the meeting was important.

Hereafter horse-pace-making does not go.

The Board turned down Johnson's mile records of 1.55 3-5 and 1.58 1-5, flying and standing, respectively, declaring, that while it believes the times made to be correct, it is unable to define the rules to cover any kind of pacemaking save those strictly within the term cycling, as applicable to record breaking attempts. So Windle's 1.56 4-5, flying mile, and Tyler's 2.00 2-5, standing, stand upon the books of the L. A. W. as the record.

WILL Congress either declare its intentions on the tariff question forthwith, or else kindly quit tinkering with the clause under which bicycles and their accessories will come?

The present agitation of the tariff question, whether it results in any radical changes or not, undoubted will continue to a large extent the existing stagnation in business and materially check new enterprises, and for this reason alone it is imperative that the matter should be promptly and finally settled, and then stay settled. Nothing creates more distrust among manufacturers and unsettles values and trade to a greater extent than the dread and uncertainty produced by this constant agitation of the subject.

WHAT effect would a reduction of duty have on the cycling industry?

One of the prominent manufacturers of the country has been quoted as giving utterance to the statement that he would not oppose a total abolition of the duty on English bicycles provided the raw materials used in their construction were also placed upon the free list, but it is a question whether this was ever intended to be said, or if said, was to be construed literally.

Let us look at it for a moment:

All signs point to a reduction in the price of high-grade bicycles to about $125 for next season.

With the tariff at 45 per cent. ad valoren as at present this would mean so marked a decrease in the profits of those English factories which are exporting to us that only the very best and strongest concerns would be able to stand the pressure, although the agents of the representative makes are unanimous in saying that they could still maintain their trade; a reduction in the duty to say 35 per cent. as is purposed by the new Wilson bill, would leave things very much in their present condition; but an entire abolition of duty would so reduce the prices of machines that, despite the free raw material (which is so small a factor in the case as to practically amount to nothing) there would be but one course open for American manufacturers.

Would you know what that course is?

Reduce the wages of their workingmen.

Not a very large sentence nor one formidable to look at, but yet one whose vital and universal importance and wide significance must but be considered to be realized.

Far reaching in its possible ultimate effects it is a question that must be fronted as a possible contingency, even although the idea that the duty will be entirely taken off is so extreme a view that none but the most rabid of free-traders could entertain it. Still it is possible, and therefore we say: Settle the tariff at once—or leave it alone!

OF almost equal importance with the tariff—from quite another standpoint—is the question of "Woman's Clothes in Relation to Her Latter-day Development in Connection with the Bicycle."

Admitted that it is a delicate and an awful subject to be profaned by masculine hands, it is yet so self assertive and prominent a one of the day that it is, at this close of the year of grace, eighteen hundred and ninety-three, fairly dividing the honors of public attention with the tariff, the shows, the records and Class B; and that is saying a good deal.

As a matter of fact woman's dress is one of the great problems of this universal-problem age, although the subject is so inextricably bound up in its amusing associations that but few are willing to admit its importance. It is all very well to laugh at it and make fun of it; indeed it is a very good thing to make fun of it—for every reform must have a beginning and there is no better weapon of attack upon the supercilious front of time-worn

prejudice than a lively ridicule which has common-sense and reason at its back. And no more important factor in the evolution of woman's dress ever sprung into existence when it was most needed than the modern bicycle.

Tell it in the time to come, when the fairer sex shall have been entirely emancipated from the thraldom of the skirt and rational dress shall be universal.

SHALL wheelmen take an active part in politics is one of the mooted questions of the day. It is the result of the tremendous increase in the number of riders, and the realization that united for a common cause they are a power. In matters affecting the comfort and welfare of wheelmen and not detrimental to the interests of the general public it is their duty to unite for men or measures promising the best results. The coming municipal election in Boston presents a case where wheelmen are justified in taking an active part and one that affords an opportunity to show their strength at the polls. The candidates are Ex-Mayor Hart and Mayor Matthews. The first has never done anything that we know of that entitles him to an election from the wheelman's standpoint, but has steadily opposed the park system with its splendid highways. Mayor Matthews on the other hand has given his personal attention to the park work, and by reason of his energetic labors we find the Fens and Riverways completed, so that it is possible now to ride from the Back Bay Park to Jamaica Pond upon the Parkways. The circuit drive at Franklin Park has been finished; the Commonwealth Avenue improvement is being pushed forward, and we are promised a direct way from Park Square to Franklin Park by way of Columbus Avenue. These things are of especial and direct interest to wheelmen. On the one hand we have a man whose policy would be detrimental to their interests; on the other we have a candidate who believes in good roads and is doing all he can to make driving and wheeling about Boston a pleasure. Mayor Matthews' record, too, is in other respects above reproach, so that not only will the cause of good government be served by his re-election, but the wheelmen of Boston will be supporting a man who has done and is doing much for their indirect benefit.

?

A MAN rode down Washington street last evening on a bicycle. There was nothing very remarkable about that, but he led a dog by means of a long strap that went over his shoulder. When he got tired of dragging the dog he would gather up the slack line, and by means of a few swift, well-directed kicks force the canine to draw him.—*Boston Post.*

The Proposed New Tariff As Effecting Bicycles.

THE text of the tariff published in the daily papers of last Tuesday does not SPECIFICALLY name the duty on completed bicycles. However after enumerating many special iron and steel manufactures a clause appears which we read to mean that the tariff on bicycles will be reduced to 35 per cent. We base our opinion on the fact that we suppose all the specific manufactures are mentioned in the clauses which precede the following clause:

"Manufactured articles or wares, not specially provided for in this act, composed wholly or in part of any metal, and whether partly or wholly manufactured, 35 per cent. ad valorem."

Among the raw material it will be found that iron ore and coal are to be admitted free if the proposed bill becomes a law; also that forgings of iron or steel, or forged iron or steel combined, of whatever shape, or in whatever stage of manufacture, will be taxed 30 per cent.

Covering tubing is this clause:

"Boiler or other tubes, pipes, flues or stays of wrought iron or steel 25 per cent."

On the free list also appears India rubber, crude, or milk of, and old scrap or refuse rubber fit only for manufacture.

Just what effect these changes, if carried out, will have upon the bicycle industry remains to be seen.

Responsibility Of Cyclists.

A LAWSUIT, which has been started in Guthrie, O. T., promises to become a famous one. Some days ago while Ralph Robertson was riding a bicycle along the street, a mule belonging to John Chadwick became frightened at the wheel, and, plunging forward against the telegraph pole to which he was tied, broke his neck. Chadwick thought Robertson should pay for the dead mule and at once brought suit against him for $80. The case came up for trial, but was dismissed because Robertson was not of age, but Chadwick will bring suit against his father.

Recovered Damages.

THE case in which wheelman Phillips who claimed he was run into by a man who was driving one of Geo. E. Brown's horses, and had his bicycle smashed, was on trial before Judge Willis at Geneva, Ill., last week and was won by the wheelman, the jury bringing in a verdict in favor of Mr. Phillips, awarding him $50 damages, the judge deciding that a cycle must be given half the road.

The Illinois Division fought the case as a matter of principle and won, although the evidence was quite conflicting, each claiming that he was on the right side of the road and that the other ran into him.

Racing Board Meeting.

CLEVELAND, NOV. 27, 1893.—Meeting called to order at 10 A. M. Members present: Messrs. H. E. Raymond, Chairman, Brooklyn, N. Y.; E. Meglemry, Louisville, Ky.; J. M. Erwin, Chicago, Ill.; L. A. Miller, Meriden, Ct.; J. T. Huntington, Cleveland.

Subject of records first discussed. Recommendations adopted for presentation to next racing board, establishing standard set of records that will be recognized in future; also regarding safeguards surrounding same. Moved by Erwin, and carried. When pacemakers are used, to accept only such records as are made by assistance of cycling machines propelled by men.

RECORDS ACCEPTED.

The Board then proceeded to pass upon the claims for record in the order received. The following were accepted:

A. A. Zimmerman—Hartford, Ct., Nov. 30, '93; 1-4 mile flying—26s.; 1-3 mile flying—35s.

W. W. Windle—Springfield, Mass., Oct. 3, '93—1-2 mile flying 56 3-5s.; Oct. 11, '93—1 mile flying 1.56 4-5; Oct. 17, '93—3 mile flying—6.43.

H. C. Tyler—Springfield, Mass., Oct. 9, '93—1-4 mile standing—29 1-5; Oct. 11, '93—1 mile standing—2.00 2-5.

E. A. McDuffee and Jas. Clark, Oct. 5, '93—One mile tandem flying—2.01 1-5.

J. S. Johnson, Independence, Ia., Nov. 10, '93—100 yards standing—9 1-5s.; Nov. 10, '93—100 yards flying—5 2-5s.; Nov. 10, '93—1-8 mile flying—12 2-5s.; Nov. 10, '93—1-8 mile standing—17 1-5s.; Oct. 31, '93—1-4 mile flying—24 2-5s.; Oct. 31, '93—1-4 mile standing—28s.; Nov. 10, '93—1-3 mile flying—34 3-5s.; Oct. 24, '93, Minneapolis, Minn.—1-3 mile standing—39 3-5s.; Oct. 31, '93, Independence, Ia.—1-2 mile standing—59 2-5s.; Oct. 30, '93—1-2 mile flying—55s.; Nov. 9, '93—2-3 mile standing—1.21; Nov. 2, '93—2-3 mile flying—1.16.

Under resolution adopted the one mile flying, 1.55 3-5 and one mile standing, 1.58 1-5 made by Johnson was not recorded. The Board believed the times to be correct, but cannot define the rules to cover any kind of pacemakers, save those strictly within the term cycling, as applicable in record breaking attempts.

The afternoon was devoted to a discussion of the amateur question, and after prolonged debate the following was moved and carried:

Motion by Huntington, seconded by Meglemry:

That the two class rule as discussed be recommended to the National Assembly for adoption, mainly in the lines of draft read, subject to change by correspondence until January 1, 1894. Carried unanimously. (Signed) J. T. HUNTINGTON, Secretary.

JACK FECITT has been admitted to membership to that veteran club, "The Boston." Mr. Fecitt has cycled himself for 19 years.



OF all queer things in this queer world, one of the queerest is that assumption of the most austere and uncompromising virtues by people whose observance of those laws is invariably honored in their breach.

Of this some cycling editors are shining examples.

Not a thousand miles from Wanamakertown dwells (or did while the cash prize league was in the heyday of a jocund youth whose bright promise—of the nimble dollar was alas, so soon to fade before the cold indifference of an obdurate public which, strangely blind to its own interests, persistently and unaccountably refused to assist in the truly laudable endeavor to put shekels into the pockets of its misguided backers), temporarily, one of these gentlemen whose wails have perennially ascended (through the columns of the sporting paper on which he does the cycling work) because of the violence done his incubrations through their unwarranted appropriation by the rest of the cycling press, and who never, no, never, would be guilty of such a thing himself; despite the fact that its own columns are weekly made up of "special dispatches" specially "dispatched" by the editorial shears.

Now in Chicago there lives another writer not unknown to fame in the cycling world, who does work on the Chicago *Inter Ocean* and the *Sportsmen's Review* and whom I will designate by the cabalistic initials H. H. W.

Just what connection there can exist between persons inhabiting places between which there could not by any possibility be a greater difference in speed and habits remains to be shown:

NOT long since I had occasion—knowing a good thing when I see it—to scissor a paragraph from the cycling columns of the *Inter Ocean*, whereat there came a touching protest from H. H. W., which might have had the more effect had not the current issue of the *Sportsmen's Review*, then lying on my desk, contained a clean reprint of *my* little article of the subject of "Woman's Dress," which I had written in the "Passing Hour" of September 15; so I accordingly indited a letter to Chicago suggesting that although we might, in common with all papers, utilize small paragraphs for our "Far and Wide" columns, *we* never appropriated leading articles from others without credit. To the intense amusement of the office back came a letter acknowledging the corn and promising amendment for the future, but stating, at the same time that he had just had a letter from the Philadelphian giving him thunder for "lifting" the same article from *his* columns. Not being much of a believer in clairvoyance, I sent out and borrowed a file of the paper in question, and there, in its issue of October 21st, I found my own article, mutilated and sandwiched in between baseball news and cycling items, cut in half, with a part on one page and a part on the other! But mary a credit—oh, no! "Can anything good come out of Nazareth?"

But the cool, unparalleled effrontery which could first "lift" such an article, and then, seeing it used by another paper, accuse the latter of stealing it (from the stealer himself!)—that was what amazed my Chicago friend and made him feel as though the palm for concentrated "gall" belonged further east than Chicago.

NOW that the Salvation Army has taken up cycling we shall find the hallelujah lads and lassies parading through the streets of our large cities awheel.

A Philadelphia paper is authority for the statement that a brigade of the army in that city has been equipped with bicycles, and, using them for this work, a dozen girls may be seen riding daily through the haunts of vice, dismounting frequently and holding an extemporaneous prayer meeting, after which they right about face, vault into their saddles like regular cavalrymen, and then take up their good work in another quarter.

The light cavalry or bicycle corps auxiliary of the Salvation Army is just being organized in this country, although Commander-in-Chief Booth introduced it into England over a year ago, and it has proved to be a strong feature in hunting up sin in the land of John Bull.

"WILL It Be $125?" asks Prial in headlines last week.

No answer! And what it will be no one knows; least of all the "Eastern sundry man," who was authority (?) for the statement that the Pope Company had set its price and that "The Colonel told me what it would be." Think of that; the Colonel told *him*.

Oh dear, oh dear!

When even E. W. Pope and Pattison themselves don't know.

At least that's what they told me only yesterday, which statement was emphatically indorsed by the Colonel himself. And if they *have* got a dim shadowy idea of what it is to be, you can put it down that they are not giving away to any "hustling little sundry man."

"WE looks towards you," MacOwen, "and we likewise bows." Thanks for the kind wishes you extend in the present condition of affairs. Cut thanks a thousand times mere for the generous feeling which prompted so frecan editorial expression of that feeling, and which was in refreshing contrast with some others.

AND so Osmond—Frederick J. of that ilk—has taken the fatal step, and is no longer a bachelor.

Much joy to you, F. J., from all your American friends!

Incidentally and confidentially: Shall you now retire from the path?

MICHIGAN again!

Is there no loophole by which the long-suffering National Assembly can crawl out of having another case to decide from Michigan?

The last one is still fresh—alas, too fresh!—in mind.

THINK of Atkins and his merry men preempting the Nashville track for their own exclusiveness!

We'll soon be building twenty thousand dollar tracks for the exclusive use of each team.

GOALS, touch downs, punts, drop kicks, flying wedges and all the rest of it are fast becoming familiar terms to members of cycling clubs in many localities.

INDIAN summer dying, and winter almost here. But what a glorious autumnal season to look back to!

Ariel

SPECIAL OFFER.—For a limited period only we will accept yearly subscriptions to the World at the present rate of 50 cents, although we have put the price back to $1.00. This offer will not remain open long.

WHEEL PRICES SOME MORE.

And Another Thing Of Which The Last Is Not The Least Important.

EDITOR BICYCLING WORLD: In your issue of Nov. 17 L. A. W. 5554 treats the communication of L. A. W. 33,032 rather flippantly to say the least. Nowhere in the article of Oct. 13th (*not* 12th) do I find an objection to *high grade wheels*, and yet this is the statement made by L. A. W. 5554, some of his other statements being quite as accurate.

That L. A. W. 5554 may not think me too limited in wheel owner-ship to be able to judge of merit and value, I want to state that I have five wheels in the house at this time, all of them modern, one of them a '94 wheel, and three of them high grade. Of these three, one cost $175, one $100, and one $90; the $90 wheel is the best, and more than that, there is no better wheel made than this $90 wheel, no matter what price may be charged.

Twenty years ago I sold sewing machines for $85 that cost but $14.50 to manufacture; my commission on each machine was $28; to-day a much more complete machine is retailed for $15 and $20.

Five years ago $150 was a fair price for a high grade wheel, as the primary expense of putting in the plants to manufacture and introduce the wheel had to be put on the price of the wheel, in addition to which the slow sales counted heavily. All this is now changed, and I am assured, on authority sufficient for me, that the cost to manufacture a high grade wheel does not exceed $35. There should be margin enough between this and $100 to pay everyone touching it a fair profit, beside the advertising bill (an important item to any wheel manufacturer who wants to succeed). The fact of the matter is, prices are adjusting themselves to the demand. People are not blind to their own interest; neither are agents. An agency in Brooklyn, selling for one of the oldest wheel makers in the country, was obliged to fill customers' orders for a high grade wheel that was reduced last summer from $150 to $90. The result: They sold very few of the $150 wheel, but more than enough of the wheel reduced in price to make up the difference in profit. If a man pays $150 for a wheel he has a perfect right to, but he don't have to. There are three different makes of high grade (?) wheels selling to-day in New York city for $100 and less, and a Western manufacturer is turning out a wheel listed at $150, factory price, $68; this is a first-class wheel in every respect. I have examined it closely and know whereof I spea' They will forward you one direct from the factory at the latter price.

AS TO THE BULLETIN CONTRACT.

There is something troubling me more than the price of wheels just now; it is the possicility that I shall receive but one BICYCLING WORLD AND L. A. W. BULLETIN a month, for the next three months, instead of four and five a month; it's too long a wait. I don't know how to get over it. There isn't a paper to which coming I look forward with as much pleasure. [Spare our blushes!—ED.]

If it will change matters any I trust that protests will pour in by the thousands against any such change as this. If it cannot be adjusted will you please state in your columns whether you supply it weekly to independent subscribers and let us tide over the three months, or a year if necessary, in this manner. If the Division Officers have broken faith with you they have treated us in like manner, for they promised us THE BICYCLING WORLD weekly, not monthly, and if we have to subscribe for it in addition to annual fees, why I'm sure there are thousands who would rather do this than lose sight of its bright pages weekly.

L. A. W. 45880.

Brooklyn, N. Y.

[We have received a number of communications on the subject of prices, and singular to relate they are all of the same general tenor as the above. In all fairness we desire to say: Our correspondent falls into the same unjust way of comparing sewing machines with bicycles. He might as well compare plows with embroidering needles. They cannot be compared. When a standard pattern of wheel is adopted, so that annual and expensive changes are dispensed with and guarantees are no longer given, then prices must come down; but so long as the riding public demands improvements and strong guarantees makers must hold up their prices.—ED.]





'T was the race course by the sea
And sport was brisk as sport could be.
From far and near the cyclists came
(All they of speed and skill and fame.)
Here Greek met Greek, to lose or win,
And naught of malice entered in;
Prizes were good and times were fast.
And all went smoothly to the last.

I heard it said, "A day like this
No true old sport should dare to miss."



But one consumptive lingered there,
Whose narrow chest and vacant stare,
Told well disease's dreadful sway
That soon would take his life away.

"Tell me," he asked,
"Why all this glee?
It seems like foolishness to me!
Does victory hungry mortals feed
Or records help a friend in need?
Why should a man with strength and grace
Waste nature's gifts on such a race?"



The answer came from by his side,
From one who in his ardor cried:
"The strength and skill you here survey,
And think it worse than thrown away,
Is nature's tonic for the ills
That many a human life-time fills;
If you had used a wheel for years
And wagged your legs and not your ears,
'Twould take you from consumption's hand,
To long enjoy this pleasant land."

—*By Robert Bruce.*



OSWEGO, N. Y.

Baltimore's New Ordinance.

THE ordinance just passed by Baltimore's city councils forbids riders of bicycles, tricycles, and velocipedes to coast down the hills within the old city limits. Riders of the vehicles named are to be required to keep their feet on the pedals while going down hill, and their hands are to be kept on the handle bars. The fine provided for each violation of the ordinance is not less than $2 nor more than $5. The measure is aimed at reckless cyclers. The ordinance goes into effect on January 1.

Met Us Half Way.

OUR old friend, *Bi. News*, comes across the Atlantic this week in enlarged form—newspaper size—simultaneously with our own reduction.

Burned Out.

OUR bright contemporary, the *Scorcher*, of Springfield, Mass., was burned out in the big Springfield fire last week, losing their entire November issue, and the Christmas number so far as completed. We extend our sincere sympathy, having passed through the same experience within a year.

Ran a Boy Down.

NORMAN H. YOUNG, sixteen years old, of Nineteenth and Oxford streets, Philadelphia, last Thursday evening ran over and seriously injured James Beattie, ten years old, at Twenty-sixth and Oxford streets.

Beattie was crossing Oxford street, when Young on his bicycle collided with him, leaving the boy lying unconscious in the street, while he himself kept on his way. Beattie was removed to the St. Joseph's Hospital, where an examination revealed a dislocation of the shoulder blade and a fracture of the skull. The boy's condition is said to be extremely critical and Young was held to wait the result of his injuries.

They Want Their Prizes.

THE West Michigan Fair Society of Grand Rapids, Mich., has not yet turned over the prizes won in the races last September, and the cyclists will take the matter before the National Racing Board.

Gus Steele, of Chicago, won the bulk of the prizes and George K. Barrett, of Chicago, and Will Evans, of Lansing, won those which Steele did not capture, but none of them have materialized. The society was to pay a portion of the cost of the prizes, but was overtaken by bankruptcy.

Their 11th Annual Dinner.

LAST Saturday night the eleventh annual dinner of the Long Island Wheelmen of Brooklyn, was held at the Clarendon Hotel, to which about forty members sat down. The dinner was held in the Clarendon's banquet hall, and it was nearly 9 o'clock before President Luscomb led the way to the tables.

After discussing an excellent menu, interspersed with no end of jollity and jokes, cigars were lighted and toast-making began. President Luscomb responded to "The Club," and the other responses were "The Wheelmen Abroad," Vice-President Shepard; "Dust in the Bearings," by E. F. Beecher; "Salt Water," ex-President Share, and "Nocturnal Forays," Theodore F. Reade.

Trouble In Louisville.

HENRY ZINK, late publisher of the *Southern Wheelmen*, Louisville, Ky., who was recently arrested for sending objectionable matter through the mails, left suddenly for parts unknown, breaking his bail. The paper will be continued by a company.

A Pretty Emblem.



THE cut shown herewith is that of the club emblem of the Porkopolis Wheelmen, of Cincinnati. The colors being a purple letter P with a scarlet arrow. The P of course stands for Porkopolis, and also for progress, while the arrow is emblematic in a general way of the club—upward, straight and swift.

White vs. Black.

THE colored line among Savannah (Ga.) wheelmen was drawn recently by the refusal of the Wheelmen's Track Association to allow colored cyclers to use its tracks for their proposed New Year's Day meet. The vote was taken on a resolution requesting the board of directors to refuse the privileges of the track for the proposed meet, and it was carried, 126 to 34.

Vice President Lindsay stated that the directors in considering the lease of the track to the colored cyclers, did so entirely from a business standpoint. A good rental had been offered, which without consulting the stockholders they at once took under favorable consideration. In view of the strong sentiment against it, however, the directors acquiesced in the request to place the matter before the stockholders. The feeling had become so strong in opposition to the use of the track by colored wheelmen that the racing men pledged themselves not to ride on the track in the future if it were used for the purpose proposed by the directors.

The protest was presented to the meeting and was strongly supported. The large vote against the use of the track for the meet is an evidence of how the large majority of the members of the association feel about the matter.

Verdict Against The Cyclist.

MRS. JANE CARBERRY, an old lady, was run into and knocked down by George S. Day, who was riding a bicycle at the School street entrance to Franklin Park, Boston, in July, 1892, and Mrs. Carberry sued young Day for $1000 damages, alleging that he was careless. Last week a first session jury in the Superior Court, before Judge Braley, awarded a verdict of $200 in favor of the plaintiff.



Turners Falls Road Race.

THE first road race ever seen in Turners Falls, Mass., was run off Nov. 16. The distance was eighteen miles. The road was very poor and the wind blew a gale, which prevented fast time. A. H. Davey won first and time prizes.

The summary:

A. H. Davey, scratch, first, time 1.14; W. C. D. Thomas, scratch, second, time 1.14.01; Fred Yohn, 4m. 30s., third, time 1.26; John H. Hill, 3m. 30s., fourth, 1.26.30; Fred Chapman, 1m. 30s., fifth, time 1.28; Henry Reincker, 3m. 30s., sixth, time 1.31.

Harvard Cycling Association's Race.

THE ten mile road race held last Friday afternoon by the Harvard Cycling Association was close and exciting. The best actual time was made by Capen, '97, who finished in 31.17. Holmes, '96, one of the scratch men, was next best, in 31.31. Sharples, '95, was the first man in with Hatch close behind. Then came Brinkerhoff, '97, Bailey, '97, and Capen, '97.

Won Under Protest.

THE Red Bank Athletic Club held a series of games on Parker's track, Shrewsbury avenue, Nov. 22. Owing to the storm the track was slow for the running and bicycle races. Harry Maddox of Asbury Park won the mile bicycle race and also a half mile race. He entered the latter under protest, and the prize went to Oscar Hesse of Red Bank. Hesse won the mile open, his only opponent being Charles Beck.

IN most of his flying start trials at Independence, Johnson used a 72 gear; in the standing starts, 68.

AT a dinner of the cycling department of the New York Athletic Club to be held in January the club and individual prizes for 1893 will be presented to the winners.

S. W. MERRIHEW, of Wilmington, Del., recently rode from that place to Dover on Tuesday, 59 miles, in 3h. 30m., breaking the record of 3h. 18m., held by B. F. McDaniel.

MESSRS. P. H. Coyna, J. T. Temple, and C. W. Wallace, three prominent members of the Virginia Cycle Association, Richmond, Va., had a relay race from Yellow Tavern to Bacon's Quarter Branch last week, and covered the distance, six miles, in 19.05.

Washington Dealers Combine.

THE bicycle dealers of Washington, D. C., met at the office of the Overman Wheel Company last week, and formed an association for their mutual protection.

An agreement was signed by all the firms represented which will be printed and displayed prominently in each store. It was agreed to report the names of all delinquents in payments and also not to sell to any such delinquents on instalments unless they had paid up in full with the first dealer. Other provisions for protection were also made in the agreement.

The following firms are in the association: The H. S. Owen Manufacturing Company, the District Cycle Company, the Overman Wheel Company, the Gormully and Jeffery Manufacturing Company, William T. Robertson & Co., F. S. Cahill & Co., Atwater & Jose, and Harry Higham.



MAMIE—"I believe in women's rights!"

GERTIE—"Then you would have women ride diamond frame wheels and wear 'knicks'?"

MAMIE—"N-o! but I believe that every woman should control a creature that can."

Support MacOwen.

THE cycling element in Philadelphia are watching events in connection with the coming councilmanic fight in the Twenty-fourth ward, where an influential portion of the Republican voters are advocating the nomination for Common Council of Arthur H. MacOwen, president of the Pennsylvania Bicycle Club and editor of the *American Athlete*.

Mr. MacOwen should receive the support of every wheelman.

Another Bicycle Railway.

CAPTAIN FRENCH, of St. Augustine, Florida, is interested in the Hotchkiss Bicycle railroad, owning the right for Florida, and a half interest in the States of Pennsylvania and New Jersey. He has built a piece of track to illustrate the working of the invention in St. Augustine, which is attracting a great deal of attention.

A Youthful Cyclist.

LAST week T. J. Shephard, the four-year-old rider, was visited by a number of his friends at his home in Roslindale, Mass., and presented with a beautiful gold medal as a commemoration of the season of 1893, he being considered the youngest rider in America. He weighs 36 pounds and rides a 28 pound wheel. Next season he will ride a machine weighing about 8 pounds, which is now under construction. He will meet all comers not exceeding four months of his age.

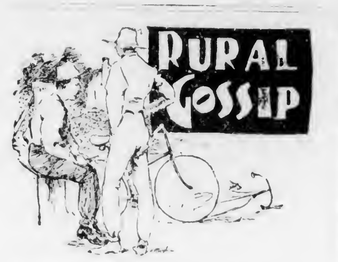
Michigan in Hot Water.

MICHIGAN Division is in hot water over an election dispute. It seems Mr. Griffith, one of the candidates was elected; that is, he received the greatest number of votes, but his election was not allowed on the ground that at the time the nomination was made and the election progressing, he was not a member of the League. At the time the votes were counted he however had again become a member in good standing. The decision is open to criticism, and a parallel instance can be cited in the case of Gov. Russell of Massachusetts. At the time of the first election of Russell he was not possessed of the $3,500 worth of real estate, which is required by the law. This was not discovered until a short time before the inauguration, and at once property to the required amount was made open to him, and his right to the office, because he had not possessed the necessary real estate at the time of his nomination and during the election, was never disputed. Are not these two cases practically the same?

Enlargement Of The O. W. Co.'s Offices.

WHEN the extensive repairs which are being made in the Overman Wheel Company's offices, at Chicopee Falls, are completed the company will have a model office. No change will be made in the handsome rooms of President A. H. Overman, the work consisting in the enlargement of the general offices, which have for some time been too small to keep pace with the rapidly increasing business.

SPECIAL OFFER.—For a limited period only we will accept yearly subscriptions to the World at the present rate of 50 cents, although we have put the price back to $1.00. This offer will not remain open long.



A Job for Mr. Elliott—Lead or Feathers.

WELL do I recollect the exultant acclaim of our class in the village school as we answered "Both alike!" to that tiresome old one concerning the relative weight between a pound of lead and a pound of feathers.

A few years later some "big boys" in our school tried to make me believe it was nine miles to Shantville and ten miles returning by the same route, but they could not befuddle me. I know the difference between a "square an inch square and a square a half-inch square." I know the difference between a "hosepipe windholder" and a mechanically fastened pneumatic tire.—(If you are twenty miles from home and suffer a puncture, the difference, at mileage-book rates is just forty cents.) It will not be thought extraordinary, therefore, in view of my early training and subsequent experience, that when my eye rested on the following paragraph in a recent cycling journal I was "on to it," or appreciated its import:

An English standard of track measurement is twelve inches from the pole, while the American basis is eighteen inches. The difference in the length of the mile is of course very small, and yet the difference in the total distance traveled in a twenty-four hour contest, for instance, would be something worth noticing. The distance for one hundred miles on the English track would be about an eighth of a mile less than on the American.

The reader will notice that "*the difference in the length of the mile is very small.*"

The reader will further notice that the English hundred is "*about an eighth of a mile less than the American.*"

CALLS ON ELLIOTT.

Not long ago Sterling Elliott amused us by explaining why a kite track could not be made *four* laps to the mile. At that time those who were enlightened as to the shape of a kite, it is to be supposed, made a mental reservation of thanks favoring Mr. Elliott. The rest of us either felt pained, or credited it to the gentleman's well-known streak of humor.

A paragraph of similar import to the one above quoted has been floating about for some time, having come to these shores through the cycling press of the "other side."

I feel a little bashful about the task myself; but I know that Mr. Elliott, having so plainly demonstrated that the kite track is not suitable for a lap race, can put before our readers the real difference between a mile measured twelve inches from the pole and a mile measured eighteen inches from the pole. And it would be well, also, to figure the difference in distance traveled by the men riding upon the two tracks, for there is a theoretical difference. And it should further be borne in mind that the English standard yard is .00087 inches shorter than the American standard yard, which makes a difference in the mile of 1.5312 inches, the American mile being the longer.

Mr. Elliott can put these thing before us so divested of that atmosphere of triteness that hangs about the old saw of the lead and feathers and kindred jokes that we shall think we are being instructed; and at the same time, the three or four American cycling journals that have been caught in error will be put right.

I think I voice a very wide-spread sentiment among the many readers of the WORLD, and among the several readers of other American cycling papers, that Mr. Elliott's success in elucidating the objections to a four-lap kite track points him the man to set us right in regard to the propositions contained in the paragraph above quoted. ARTHUR ALLEN DEAN.

Rice A Strong Diet.

THIS appears to be the belief of the Japanese, and there seems to be good evidence for it. A traveler in that far-off country says:

"The Japanese have made a race of giant men—a race of wrestlers. These wrestlers often weigh 200, 300 and 400 pounds. At the Imperial Hotel, in Tokio, they brought their champion wrestler to my room. He was prodigious in size and as fat and fair as a baby. He was a Hercules in strength, but looked like an over-grown cherub of Correggio."

"What do you eat?" I asked.

"Rice—nothing but rice."

"Why not eat meat?"

"Meat is weakening. Beef is 70 per cent. water. Rice is 80 per cent. food. I ate lean beefsteak once, and my strength left me. The other man ate rice and threw me down."

"My courier said: 'This wrestler is the Sullivan of Japan. No one can throw him.'"

That rice, which every chemist knows to be mostly composed of starch, should possess such elements of force appears almost incredible. If we had been told that these wrestlers lived on wheat, or corn, or barley, we should be quite ready to accept it. Yet the strong porters of South America are said to live much on rice.

But if meat is really so essential in the generation of strength as is popularly supposed, how shall we account for the extraordinary physical endurance and longevity of the rhinoceros, the hippopotamus, the elephant and the horse? *Physiological Journal.*

Use The Bicycle, Of Course.

"YOUTH is over when the weight begins to increase unduly; it is not well to be too fat. For all kinds of work, middle age ought to be the best period with men and women, but it is not generally so, because most of us are too fat, consequently, too puffy for much agility.

All have the power of preventing themselves getting unwieldily stout, but some have much more difficulty than others.

The cause of too great accumulation of fat arises from over-eating, and the want of sufficient exercise in the open air.

This prevents the waste products being removed from the body by oxidation. These used-up elements, therefore, instead of uniting with the oxygen of the air and becoming burnt out of the system, as they ought to be, remain behind and become converted into fat. The day laborer may habitually indulge in an amount of food without increasing weight, which would add seriously to the bulk of a person who led a less active life, because his heavy work burns off the excess of food. In people who do not become unduly stout, this excess of food is either carried off by what we call a bilious attack, an attack of gout, or it sets up dyspepsia. Unfortunately, bulk disinclines to exertion so that with increase of flesh less work is done, while there is a growing disinclination to exert one's self, and in extreme cases a repugnance is shown to any form of exercise. These cases are among the most difficult to treat, for the sufferer, although he may wish for relief, lacks the energy to find it. If walking, running, riding, leaping, wrestling, bicycling and all other such exercises be indulged in, and the diet regulated, very few persons need to complain of their obesity."—*The Gymnasium (English.)*



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"The mouse who always trusts to one, poor hole,
Can never be a mouse of any soul."

Union Bicycles

Do not rely upon fleeting records for their reputation. They have that more solid and lasting recommendation,

ACKNOWLEDGED EXCELLENCE.

Incidentally, however, we remark that

The UNION Holds All World's Records

Made on REGULATION TRACKS in the REGULATION WAY,

For all distances, from 100 yards to THREE MILES.

AND SO WE GILD REFINED GOLD.

UNION CYCLE MFG. CO.,

BRANCHES
Philadelphia and Chicago.

239 Columbus Ave., Boston, Mass.

MORGAN & WRIGHT

Patent Pneumatic Tires

Are Record Breakers.
Are Tires That Cause no Trouble.
Are in Fact, the Embodiment of All That is Excellent in the Tire Line.

H. H. Wylie breaks the record from New York to Chicago. He rode a Sterling Special, fitted with our Racing Tires. Not a puncture, not a burst, not a scratch, not a moment's delay.

.....

Frank Waller paced Tom Roe from New York to Chicago, using an Arrow fitted with MORGAN & WRIGHT tires; did not use a pump the entire distance; experienced no trouble from beginning to end. The tires do not show even an abrasion of any sort.

The Most Serviceable, Less Costly and Best Made Tires of the Era are

MORGAN & WRIGHT'S PATENT PNEUMATIC TIRES.

They are what YOU want. See that our firm name is in raised letters on the side of tire when purchasing.
Catalogue gives a World of Information.

MORGAN & WRIGHT, 331-339 West Lake St., CHICAGO, ILL.

[Mention Bicycling World.]

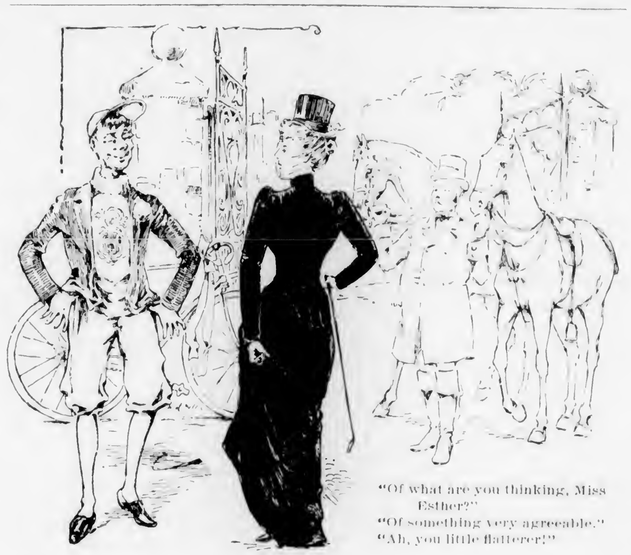
The Original Wooden Rim.

EDITOR BICYCLING WORLD: I conceived the idea of a wooden rim or felloe for the modern bicycle wheel in 1882, at which time I experimented sufficiently to satisfy myself that it was a practical thing, and in 1883 I applied for a patent for it, but in some way or other (which I do not now remember) I did not conform to the rules of the office and it was returned, and as I was then very busy with my other patents and experiments I let it rest for a time.

In 1886 I made a tricycle (convertible to a safety) with wooden rims, weighing 48 pounds, which I used considerably, and which is still in my possession, about as good as ever it was; the wheels had solid tires and the rims are good yet. The "Surprise" Columbia tricycle was almost a reproduction of it. In the fall of the same year I made another application for a patent, but was refused on the grounds that it was not new. I intended to revise the claims and again apply, but pressure of business made me neglect to do so. I am sure I could have made claims that would have been allowed, as I have not yet seen the claims that I should have made had I again applied. In the same year I made an ordinary bicycle with wooden rim and solid tires, weighing 22 1-2 pounds, which I rode six seasons, which I have now in good order and ready to ride at any time. I have since then made a number of bicycles and tricycles, both with solid, cushion and pneumatic tires, with wooden rims, and to my knowledge a number of them are running now in good shape, some of them for five seasons. I supplied P. J. Berlo with wooden rims as early as 1889 and he was the first racing man to have the courage to use them for some time. In the fall of 1890 I experimented with the sectional rims and have made a number of them since then, but it is not like the Fairbanks, Jabez Coney's nor like any other rim I have seen or heard of. It is still made of but one piece, a long, thin piece wound round and round like a clock spring and glued and having but two ends instead of six or eight ends, and therefore saving so many joints and consequently so many weak places.

Of course a wooden rim or felloe is AS OLD AS THE HILLS, and my father made sectional rims as long ago as I can remember, say about 1861, and others also made them. Hollow rims are also old; the first machine I ever had, some time in '67, had hollow rims, slightly clumsy compared with ours, but were hollow just the same. Wooden wheels with rubber tires are also so very old that I would not dare to say when they were first made or invented, and I rode one made by Micheaux of Paris some time in '69, and as far as I can remember the wheels that Sterling Elliott makes with solid tires are a fac-simile of Micheaux' wheels, which had a steel band around the outside of the wood rim to hold the tire on and also helped to hold the wheel together. Now I never could see the advantage nor the necessity for anything to hold the tire upon a wood rim better than some adhesive material, such as glue or other cement, and the rim if properly made would certainly not require anything. My experiments demonstrated this to my satisfaction, thus saving the weight and cost of the metal rim, and these early wood rims of mine were the origin of the present form of wooden rims pure and simple as applied to the present safety bicycle. JOHN C. GARROOD

Lynn, Nov. 22, 1893.



"Of what are you thinking, Miss Esther?"
"Of something very agreeable."
"Ah, you little flatterer!"

Nelson Seriously Ill.

E. A. NELSON, the popular young racing man who did so well upon the path this past season, is lying seriously ill at his father's house in Springfield, Mass.

The Contemptible in Journalism.

THERE are journals which are always on the hunt for the sensational and who in living up to their reputations do not hesitate to print charges against persons which they are incapable of substantiating, as they well know, and which they accordingly hypocritically take pains to apparently contradict in the same breath in which they give utterance to the slander, on the lines laid down by the vilifying penny-a-line village paper, which vents its malice by saying, "Neighbor Johnson tells us that Bill Thompson is suspected of being the man who robbed Rogers' henroop, but we don't believe it!"

A western cycling paper whose policy in this respect has been entirely characteristic, last week gave space to some charges which it claimed had been hinted at about Dr. G. C. Brown, late Chief Consul of New Jersey. It said: "Among other things Dr. Brown was charged with paying his house rent and coal and gas bills out of the funds of the Division," and that, "the New Jersey Division last year authorized the Chief Consul to secure quarters, and he made them in his own house."

All of which is a lie out of the whole cloth. After having had the free use of Dr. Brown's private dental office (which, incidentally, is located in the business part of Elizabeth, a mile away from his residence) for a number of years, the pressure of his onerous and constantly-growing duties necessitated the securing of a separate room for the work and one was accordingly rented in the same building, the expense of which was, of course, paid by the Division.

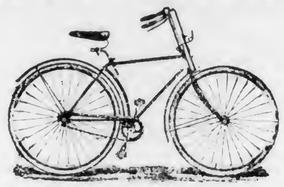
We are well aware that it is the very general impression among many that a man's time, no matter how valuable, should invariably be given to the League without money and without price, but when, in addition to this, it is expected, or even intimated, that he should pay all the incurred expenses due to this labor of love out of his own pocket, including rental for necessary room, the affair becomes a matter for the ridicule and reprobation of all fair-minded men.

It is high time that the disreputable element in cycling—whether it be found in its journalism or not—be given the cold shoulder by all lovers of decency and honesty.

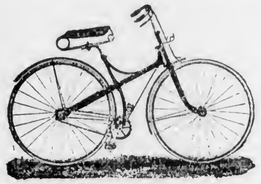
UNEQUALED JUVENILE LINE.



PET, $20.
20 inch wheels, 1 inch cushion tires.

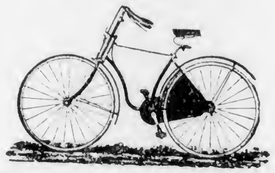


ROB ROY No. 2. $65.
Same as No. 1, only has 1 1-2 inch "W. W. W." pneumatic tires.



BOY'S JUNIOR, $25.
24 inch wheels, 1 inch cushion tires.

FOR THE HOLIDAY TRADE.

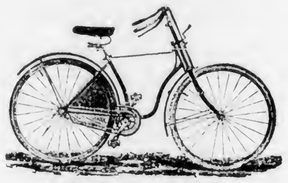


JUNIOR No. 1 (Girl or Boy) $35.
24 inch wheels, ball bearing, 1 inch cushion tires.



CINCH No. 1. $35.
24 inch wheels, ball bearing, 1 inch cushion tires.

For SEVEN YEARS the most satisfactory and salable line made.



JUNIOR No. 2, $50.
Same as No. 1, only has "W. W. W." 1 1-2 inch pneumatic tires.



CINCH No. 2, $50.
24 inch wheels, ball bearing, 1 1-2 inch "W. W. W." pneumatic tires.

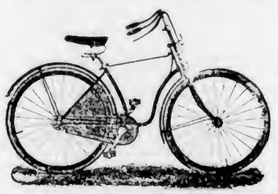
EVERY ONE WARRANTED.



JUNIOR No. 3 (Girl or Boy) $45.
26 inch wheels, 1 inch cushion tires.



ROB ROY No. 1. $50.
26 inch wheels, 1 inch cushion tires.



JUNIOR No. 4. $60.
Same as No. 3, only has "W. W. W." pneumatic tires.

WESTERN WHEEL WORKS. 35 BARCLAY ST., NEW YORK. CHICAGO. 501 WELLS ST.



Caught Three Thieves.

EDITOR BICYCLING WORLD: In a recent issue of your paper we noticed a statement to the effect that many bicycles were being stolen in and about Bayonne, N. J., and that, for some reason or other, the police feigned indifference.

Being somewhat surprised at this feeling on the part of the officers, and thinking it impossible that they did not know of the Columbia reward, we communicated at once with our New York Branch, and in reply were informed that three thieves had recently been caught, two of them being from the very region to which we have referred. The reward of fifty dollars offered by us for the recovery of a stolen Columbia and for the arrest and conviction of the thief is well known throughout the United States, and as it puts all police officers on the lookout for stolen Columbias it is very effectual in recovering wheels of our own make, and indirectly leads to the capture of many who have stolen other kinds of bicycles.

Boston. POPE MFG. CO.

Beware of This Bicycle.

EDITOR BICYCLING WORLD: In a collision between a carriage and a bicycle, the latter generally comes out second best, but I witnessed a "meet" yesterday, at the corner of 13th street and Pennsylvania avenue, in which the "bike" literally "smashed" the carriage wheel, while the bicycle seemed none the worse for the collision. I am sorry that I could not learn the make of the "wheel," else it might have made a good ad. for somebody.

Yours truly,
L. A. W. No. ——.

Washington, Nov. 18, 1893.

Guarantees.

DEALERS are especially interested in the matter of guarantees of tires and wheels for the season of 1894. There is nothing that so eats into the profits of the dealer as the making good of guarantees. We may say that we can send the defective part to the manufacturer and it will be be made good. Certainly. But we pay the expressage; our customer becomes impatient from long waiting and places the blame on us instead of the manufacturer, becomes sour, and makes up his mind that the next time he purchases a wheel it will be from another dealer.

We wish to avoid friction with our customers, so we do free work and free jobs the season through, until when figuring up the year's business we find that we have given away hundreds of dollars. Now if the manufacturers would give but two month's guarantee, we would find as one of your contributors remarked, that greater care of wheels would result, that fewer false claims would be presented, and the whole business would be on a better basis. Dealers would find no falling off in sales if it were understood that all manufacturers were giving the same guarantee.

Wouldn't it be well for the cycle journals to take up this matter? If they would, and dealers would also write the manufacturers to the same effect, we think that the life of the dealer would be far more pleasant. DEALER.

Sir Benj. Richardson's Opinion on the "Scorcher Stoop."

IN an interview Sir Benj. Richardson speaks very strongly on the dangers of the scorcher stoop and much that he says has not only professional knowledge to back up his opinion, but practical cycling experience.

"The doubled-up position does more harm than people imagine. Of course, everybody knows that it is ugly. The spinal curves are the most perfect in nature, both for strength and beauty; and these are destroyed. The top of the anterior curve is brought forward—and I am not sure that the posterior curve as well is not affected—until the spine becomes almost an arc. The chest bone is then affected by the unnatural pressure placed upon it. The circulation is impaired, and, no doubt, the lungs are interfered with, too. In fact, there is hardly any possible evil effects which it does not produce."

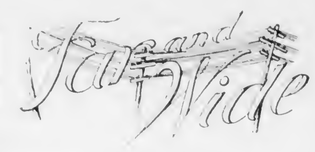
"What can be done to improve matters, Sir Benjamin?"

"Something may be done, but at present I cannot say what. Riders of the old-fashioned high machines were better off in this respect than the riders of to-day, and they generally sat much more erect. I think the 'safety' bicycle, with its longer reach (forward) has something to answer for."

"Would altering the position of the handles—bringing them higher up and further back—prove effectual?"

"It might. But it would be unpopular Any change in the construction of machines which either necessitates an alteration in the manufacturers' 'plant,' or impairs the speed of the machine, will meet with a great deal of opposition. I think a desire for increased speed is mainly responsible for the introduction of this attitude."

SPECIAL OFFER.—For a limited period only we will accept yearly subscriptions to the World at the present rate of 50 cents, although we have put the price back to $1.00. This offer will not remain open long.



THE Holyoke (Mass.) Bicycle Club is arranging for a pool tournament.

LOS ANGELES (Cal.) authorities have made an ordinance prohibiting bicycling on the sidewalks.

THE smoker given by the East Hartford (Conn.) Wheel Club last week was attended by seventy-five, sixteen of whom were invited guests.

THE Cleveland Ohio Wheel Club has been incorporated under the name of the Cleveland Wheel Club Company. The capital stock of the company is $10,000.

THE West Scranton (Pa.) Bicycle Club have decided to run a social and entertainment in Mears' Hall on Dec. 5 to secure funds to furnish their club house.

THE growth of the use of the bicycle in France is indicated by the sale of 65,000 wheels in Paris alone last year. It is believed that there are 600,000 in the entire republic.

FRED M. KIMBALL, a prominent cyclist of Charlestown, Mass., on Perkins street, has been nominated for the common council by the Republicans of Ward 1, in his city.

THE Century Cycle Club, of Syracuse, N. Y., gave their sixth parlor entertainment last week. The club's pool tournament takes place during the first two weeks in December.

HARRY SHERMAN, the well-known bicycle dealer and rider of Salem, Mass., was playing a game of basket ball in Armory hall last week, when he slipped on the waxed floor and received a severe blow on the head. His forehead was cut open so as to require the attendance of a physician.

F. E. FARNHAM of New York is a young fellow of 22 who is taking a 15,000 mile bicycle ride across the continent and back between New York and San Diego, Cal., thence eastward by the Atlantic and Pacific, and at El Paso he may conclude to go to the City of Mexico. His route will be by Galveston, New Orleans, Savannah, Charleston, Richmond, Washington, and Baltimore.

EX MAYOR GOW is one of the most promising cyclists in Muskegon, Mich., but he had an experience last week which chilled all aspirations to become a record breaker. Steering his wheel down a steep grade at a rate something better than 2.40, when at the bend in the road his wheel struck a root, landing its rider nearly half a rod from shore in the icy waters. He was rescued in a somewhat demoralized condition.

THE Binghamton (N. Y.) Crescent Cycle Club's first reception to their lady friends last Wednesday evening was a decided social success. The rooms have been recently re-decorated and looked beautiful in the new coverings. The majority of the members appeared in full dress. The musical numbers were most acceptably rendered, and after these dancing was indulged in until midnight.

BEWARE!

WE WARN THE PUBLIC to beware of unscrupulous infringers and imitators of the G. & J. PNEUMATIC TIRE. We came early into the field—originated and produced the first detachable, yes, and the first really practical pneumatic, thereby filling a crying want

We have labored hard and long to give the public a perfect tire. We have succeeded.

"Imitation is the Sincerest Flattery."

But we are not susceptible to flattery. We intend to and will protect our patent rights. Hence we warn the public to BEWARE of

INFRINGEMENTS

AND

Worthless Imitations.

"The user and seller of an infringing commodity is equally liable with the infringer." NOTE THIS, please!

DEALERS are particularly cautioned that they are individually liable for handling infrgining tires and that they will be held to a strict personal accountability for any such acts. The fact that they are offered a "guarantee against all damages resulting from prosecution" will avail them little.

"FOREWARNED IS FOREARMED."

GORMULLY & JEFFERY MFG. CO.

CHICAGO. BOSTON. WASHINGTON. NEW YORK. COVENTRY, ENGLAND.

Cincinnati's Novelty.

As a novelty in the use of the bicycle is the announcement recently of the "Bicyclisto" which will be given by the Order of Cincinnatus at Music Hall, Cincinnati, during the week beginning Dec. 4th, which is a pantomimic spectacular production for the benefit of the unemployed workingmen in that city.

The word itself is a new child in the old of English colloquialism and the play will be illustrative of the origin and history of the bicycle, giving some daring suggestions as to the future possibilities of the machine.

The synopsis of the performance now being followed at rehearsal is as follows:

1. Creation of the Bicycle—A historical and allegorical pantomime, introducing gnomes, brownies, demons, the fairy queen and the great electrical dragon.
2. The Shadow Pantomime—A mythological comedy, introducidg the first lady bicyclist.
3. Court Scene—A spectacular pot-pourri, introducing the court quadrille, tournament, electrical bicycle display, Sidney Black's specialty riding and numerous other novel features, concluding with a bicycle ballet and parade.
4. Scenes from the Midway—Cosmopolitan bicycling, the little German band on wheels, the Indian encampment and war dance, escape of the captives, pursuit and rescue, trick riding by Andrew Hanauer, Jr., and Harry Ellard, the burlesque tournament, bicycle high-wire performance, monkey and parrot bicycle duet, Santa Claus on pneumatic tires, bicycle ambulance patrol and fire-engine service: the whole to conclude with a grand parade, led by the Ferris wheel as an ordinary.

The characters in the play are as follows:

Immortals—Bikome, King of the Gnomes; Cycleteen, Queen of the Fairies; Punctiremon and Mudderode, Arch-demons; Magoozleum, King of the Brownies.

Mortals—Prince Bicyclink, Princess Blondycycle, Earl Pneumatieu; Tiretope, head mud brusher to the Prince; Sprocket, head keeper of the royal oil can.

The different clubs participating are assigned as follows:

Gnomes—Kenton Club, Ed Croninger captain. Brownies—Derby Club, Charles Malkus captain. Demons—Century Club, S. E. Littlepage captain. Royal party and courtiers—Athletic Club, D. Spritz captain. Court ladies—Unattached Lady riders, under the charge of Mr. Charles Hanauer. Knights—Crescent Club, T. Allsop captain. Squires—Y. M. C. A. Club, M. G. Heintz captain. Indians—Brighton Club, H. Bumiller captain. Foreign viritors—Porkopolis Club, P. W. Carter captain. The Little German Band—Cincinnati Club, T. R. Delahunt captain. Firemen—Star Cycle Club, Owen Andus captain. Midway spectators—Unattached riders, under the charge of S. C. Littlepage.

SPECIAL OFFER.—For a limited period only we will accept yearly subscriptions to the World at the present rate of 50 cents, although we have put the price back to $1.00. This offer will not remain open long.



Woman's Department.

Conducted by MRS. MARY SARGENT HOPKINS, to whom all communications should be addressed.

The Lady Or——?

THE discussion of cycling dress has assumed such proportions of late that it seems in a fair way to overshadow and almost annihilate every thing else connected with wheeling for the fair sex. The daily papers, as well as other publications, have filled column after column with illustrations and descriptions of costumes, some sensible, some picturesque, and many others without one claim to either attribute. These latter seem to be the offspring of the brain of a certain class of women who are always rebelling at the fact that they are women, and are always striving to throw off what they call the trammels of sex. They are not content to excel in a womanly way but want to ape and imitate their brothers, thereby losing all the charm which might be theirs as women and gaining nothing but ridicule and dislike, by their assumption of masculine manners and qualities. On the principle that a short skirt is better than a long one, they argue that no skirt at all is better than either, and it is this proneness to go to extremes, by certain would-be leaders, that has so retarded dress-reform in the past: it has not been altogether the slavish subservience to silly styles, by still sillier women.

* * * *

Although we may hear much railing at the way women dress, from the masculine point of view, we seldom find a man who is at all anxious for his wife or sister to lead the van in any radical departure from femininity either in manners or dress. He may bluster about women in general being such idiots as to follow the conventional fashions, but he weakens very quickly when he sees any symptoms of a reform being inaugurated in his own family.

There are always women ready to sacrifice themselves on the altar of reform, which is in a great many cases synonymous with a desire for personal notoriety; they are determined to make themselves conspicuous in some way, and they will even invite adverse criticism rather than vegetate in obscurity, and not to be heard of at all. In all great movements since history began, this has been the case. There are always people who identify themselves with certain movements, much to the disadvantage of the cause.

Because of certain abuses and injustice in the marriage relation, a few zealots and people with lop-sided brains, howl for the abolition of marriage; because of certain laws, that put too much of a curb on the actions of the misguided, we have the anarchist, with the cry of "No law: No order." Because the followers of Christianity, often lead lives that bring discredit on their religion, religion itself is sneered at, and even the existence of the Creator denied.

* * * *

What has all this got to do with cycling, and cycling dress?

A great deal when we realize what an important factor in the lives of women the wheel already is, and what a revolution, both physical and mental, it is destined to create, the analogy may be drawn very readily. Anything which tends to block these wheels of progress should be discountenanced and frowned upon by all those who have the true interests of women at heart, and who desire to see them accept this boon which is held out to them.

Physical culture (a term which may be applied to any exercise, any mode of living, sleeping or eating, which tends to improve the body, and bring it nearer to a state of perfection)—never had so powerful an auxiliary as the bicycle. Its beneficial effect upon the human system, when rightly used and not abused, is incalculable.

It is to be fervently hoped that the endeavors of these over-zealous devisors of ridiculous costumes will not place wheeling in such an objectionable light as to disgust the rank and file of women. It is not upon the score of *modesty* that certain innovations are to be decried. Not at all. Women do not accept or reject any style or fashion on that account. O no! We have only to attend an evening party or reception, where the ladies are in full dress, or stroll along the bathing beaches in summer to acknowledge the truth of this. It is not that the "skirtless" woman exposes the lines of her anatomy too plainly; the equestrian habit, worn by our most prudish dames is a refutation of this. *It is the supreme unattractiveness of the average woman, when divested of her feminine appearance.* It takes more than ordinary personal attractions to offset this.

The woman who is charming in her brother's clothes, could have the world at her feet, if dressed in the garments of her own sex. We are perhaps giving this unsexing of women riders undue importance. There are but few women who will subject themselves to such unbecoming attire, but these few surely will if they receive any encouragement, and they will ride to the detriment of the sport and of all others who indulge in it.

When wheeling becomes universal, we can afford to ignore these vagaries; but not now, when the mass of women are just beginning to receive their first impressions. If they get the idea that they cannot ride with safety or comfort unless they make frights of themselves, that will settle the question for them. Nothing could ever induce them to look with favor on anything so unattractive. Some of the cuts that have recently been published of wheelwomen have been enough to scare any ordinary woman out of all idea of ever riding a bicycle.

* * * *

In avoiding the clumsy long skirt, whose voluminous folds are so unsuitable and dangerous, is there no happy medium? We certainly do not find it in the divided skirt, which is even more clumsy and ungraceful; two skirts in one, that flop around in the most disheartening manner, especially when one is walking. Shorten them, and they are no longer divided skirts, but Turkish trousers. These make the best kind of underwear, but are not graceful when worn as an outside garment.

The pictures of the French costumes all show at least an apology for a skirt, giving that air of femininity, which even the audacious Frenchwoman is too wise to ignore.

Age, and the general contour of figure should be taken largely into consideration when committing oneself to any costume. The fabled beauty of Venus, combined with the more earthly charms of all the beauties that have lived would fail to give a hint of their existence, encased in "Bloomers," a sack coat and topped off with a cap. If any one doubts this statement, let her try the experiment of donning some friend's cycling clothes; try it in the privacy of her own apartment, and she will scarcely venture further. Possibly if those who recommend this style of dress realize how women feel on this question, they would modify their endeavors to unsex the female cyclist. The argument that a woman can pass unnoticed as to sex in a crowd, is only an argument against the adoption of any such dress.

* * * *

The honest endeavors which are being made to devise suitable hygenic and attractive costumes for the wheel are to be commended, and all such efforts ought to be encouraged. We need something as an antidote for the epidemic of absurdity, with which we are threatened.

* * * *

(Next week we shall lay before our readers illustrations and descriptions of the different types of wheel costumes, French, English and American; each costume partaking more or less of the national characteristics in style and construction.) MERRIE WHEELER.

THE "HUESTIS"

Detachable Pneumatic Tire.

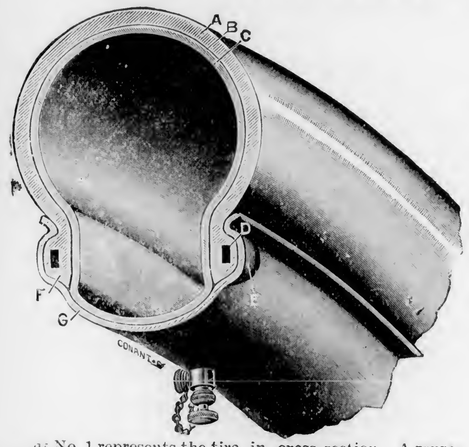


Fig No. 1 represents the tire in cross-section. A represents the rubber shoe or tread, B the canvas lining of the same, C the air tube, D the light metal band, E the depressions or recesses on the rim, F the rubber prominences on the tire, G the rim. E and F interlock, thus securing a positive attachment and preventing the Tire from moving in any direction.

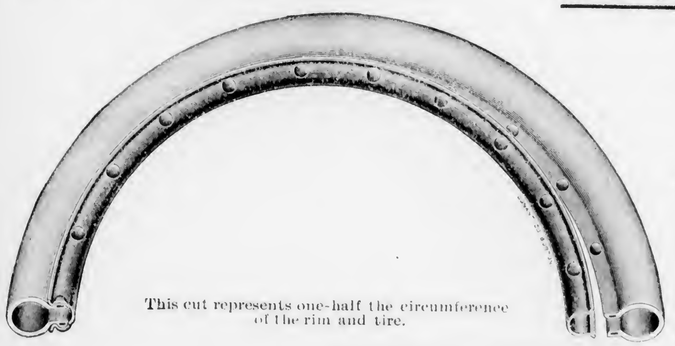
THE PROBLEM SOLVED

Of How to Construct a Perfect Tire!

THE HUESTIS IS THE RESULT.

Why? Because it is light, strong, easy and simple to attach and detach. Can be put on or taken off in one minute, and when attached it's there and stays there. Absolutely impossible to creep.

The "Huestis" Is a Moulded Tire



This cut represents one-half the circumference of the rim and tire.

..nd is manufactured from the most perfect material and by the highest class of workmanship. We guarantee the "Huestis" to give entire satisfaction in every respect.

If you are unable to obtain the "Huestis" from your local dealer we will ship C.O.D. with privilege of examination.

. . . Send for . . .
Complete Descriptive Catalogue.

The NEWTON RUBBER WORKS,

Exclusive manufacturers of the "HUESTIS TIRE."

Also manufacturers of Pedals, Air Tubes and a General Line of Rubber Goods.

JOHN HANCOCK BUILDING,
BOSTON, MASS.

Owing to the receipt of orders taxing our utmost capacity, we cannot promise delivery of the "Huestis" in large quantities before December 15 to January 1, 1894.



THE Hagerstown (Md.) Bicycle Club has lost by death Mr. Frederick A. Futterer, who died last week.

THE Peoria (Ill.) Bicycle Club gave a chrysanthemum ball last Thursday which scored a distinct success and was largely attended.

IN the bowling match with the Castle Point Wheelmen of Hoboken, the Montauk Wheelmen of Brooklyn were defeated by a score of 1082 to 1065.

EFFORTS are being made to form an "Association of Cycling Clubs of Milwaukee," similar to the Chicago, New York, Philadelphia, and Boston organizations.

THE series of dances to be given once a month during the winter by the Louisville (Ky.) Cycle Club was begun by a very enjoyable dance last week at the club rooms.

THE Springfield (Mass.) Bicycle Club's bowling team last Friday night beat a picked Boston team on the Springfield Club's alleys, the score being Springfield, 2249; Boston, 2181.

THE Jersey City Athletic Club Wheelmen last Friday night beat the King's County Wheelmen at bowling by 1207 to 1067 points, the game being played in the alleys of the former.

ON Thursday evening of last week the second informal dance of the South End Wheelmen of Philadelphia was held in the dancing hall of the club house. Refreshments were served at midnight.

THE members of the Savannah (Ga.) Wheelmen were given a complimentary oyster roast by J. J. Somers at the Thunderbolt last week. The club rendezvoused at the club house, and went out over the shell road.

THE Englewood Cycling Club, Chicago, gave its opening reception last Friday evening. The floor committee was composed of F. R. Fitch, T. Maley, and H. Leach. Fitzgerald's orchestra furnished the music and refreshments were served in the club dining-room.

THE Minerva Social and Cycling Club, of Philadelphia, gave a clipping party last week A goodly number of guests were present and after the clipping they were invited to partake of refreshments, which were followed by a dance.

THE Alpha Wheelmen's reception in Philadelphia, last week, was the first of the series of social events for the winter. It was well attended by club members and friends. The house was prettily decorated with flowers and club colors. Dancing was kept up until quite late.

IN Highland Hall, Roxbury, Mass., last Friday evening the Tiger Roadsters, a new cycling organization, gave its first private party. About seventy-five couples attended. Representatives were present from the various clubs in the vicinity.

AT the regular meeting of the York County Wheelmen, Biddeford, Me., held last week it was voted to hold a gander party and also to open the rooms to the lady friends of the members on the second and fourth Mondays of each month for cards and conversation, as well as having one or more regular ladies' nights during the winter.

THE first anniversary banquet of the Rose of New England Wheel Club, of Norwich, Ct., was held at the Wauregan Hotel last week, a goodly number of their members and invited guests enjoying the menu, which was an excellent one. The toasts were many and happily responded to.

THE Mt. Kilburn Wheel Club, Bellows Falls, Vt., had their first ladies' night last Thursday evening, and nearly eighty were present who passed the evening at drive whist. Dainty prizes were awarded the winners. After the cards a lunch was served. The ladies' nights will be continued monthly during the winter.

FREDERICK KEER of the Hudson County Wheelmen has been elected Vice President of the New Jersey Association of Cycling Clubs in place of E. F. Merseles, resigned. Carl Von Lengerke of the Atalanta Wheelmen was also elected Secretary in place of L. B. Barnett, resigned. The association has appointed a committee to arrange for the winter entertainment of its members.

THE Fall River (Mass.) United Wheelmen held a "smoker" in their rooms last week, which was largely attended. Several members of the Taunton and New Bedford cycle clubs were among the guests. The club has added to the equipment of their rooms a new combination pool and billiard table of Brunswick-Balke-Callender make with all the latest improvements.

THE handsome quarters of the Eclipse Wheelmen in West Philadelphia held a large and enthusiastic assemblage last week, the occasion being a club smoker and supper. An excellent entertainment was rendered, and the trophy donated by Captain Simpson to the member making the most mileage in '93 was presented to the winner, Edward Board. After the presentation the members adjourned to the dining room, where supper was served.

THE annual banquet of the Hartford (Ct.) Wheel Club took place last week at the Allyn House. The toasts and speakers were as follows: "Capitol City" Mayor Wm. Waldo Hyde; "Experiences and Reminiscences of the Public Platform" Joseph L. Barbour; "What the Wheel Has Done for Man" Rev. Frederick Stanley Root; "The press and the wheel" Charles Hopkins Clark; address, Ex-Governor Morgan G. Bulkeley; club history, Everett C. Willson.

THE Lockport (N. Y.) Wheelmen gave a reception at their pleasant and cosy club house on Walnut street last Friday night to their lady friends. The hours for receiving were from 8 to 11 o'clock, and during that time the club house was the scene of one of the gayest assemblages of young people ever within its doors. Music of a varied and brilliant character was rendered by Lawson's orchestra, and refreshments were served to their guests by the members of the club, assisted by a number of their young lady friends.

THE first of the series of private balls to be given by the Monadnock Cycle Club, of Keene, N. H., this winter occurred at the armory last week, and was an unqualified success, socially and financially. An excellent concert programme was rendered preliminary to the dancing, the serenade for flute and cello, which was given by request, being especially enjoyable. The fine conception and spirited rendition of "A Bicycle Ride," a descriptive musical sketch, was also a most delightful part of the entertainment. Dancing followed.

THE Pawtuxet Valley Wheelmen of Riverpoint, R. I., played their first minstrel show last week to a crowded house, standing room only having to be announced early in the evening. The stage was handsomely decorated, a large floral bicycle being also suspended from the stage archway. Everything passed off nicely. The songs and jokes were new, many of the hits being original and taking immensely. The Narragansett Wheelmen of Providence were present and they received many a hard rub from the end men. The entertainment ended with the farce "*Ici on Parle Francaise*."

THE Greenwich Wheelmen of New York city gave an entertainment and reception at Webster Hall last week. All the wheelmen were out and a large party of their friends. H. E. Bailey, Miss Maggie Messenger, Miss M. O'Connell, W. C. Russell, Miss Lily Wilson, E. Wilson, Miss Jennie Flood, Miss Carsco and W. Schreiber sang or recited, and A. Lippman, the President of the club, made an address welcoming all the guests. After the entertainment the seats in the hall were cleared away and there was dancing until an early hour.

THE social season of the Pennsylvania Bicycle Club of Philadelphia is now in full blast. Several entertainments have been given since the advent of cold weather, and all have proved enjoyable. The dancing lessons and hops given every second Wednesday evening are always largely attended, and the recent phonograph concert crowded the house to the doors. The present entertainment committee has mapped out a plan of work which will provide much pleasure for the members during the winter months. On Friday evening, Dec. 8, the club will give a theatre party at the Chestnut street Opera House.

Tag Yourself.

No man, especially a travelling man, should go unidentified. There have been many little plans and contrivances for special identification, but one of the cleverest is that of the Puritan Specialty Company of this city who furnish a small metal badge which is handsomely nickeled and contains the full name and address of the owner. It is designed to fasten on the suspender and is thus always carried when travelling, thereby enabling one's body (pleasant thought!) to be identified in case of accident.

THE Winnebago Wheelmen of Fond du Lac, Wis., are discussing the project of building a bicycle track. They believe a track can be built for $500, which estimate is, we should say, far too low.

Don't Be Humbugged.



This cut represents a dress suit worn by many a man at a Warden's banquet, who began his downward career by misrepresentation, slander and libel. We have many honorable competitors, who would neither permit themselves nor their employees to resort to unbusinesslike methods.

To those we do not allude and are always glad to meet them in honorable competition. Not only that, but we wish them well.

While Certain Persons

Are using questionable methods to secure business, we continue to make the best tires on earth, and book contracts regardless of their unjust criticism, and allow an honest, unprejudiced public to judge.

Oh, How We Made Last Year's Monopolists Howl.

We know of letters written by large dealers in pneumatic tires, to certain manufacturers of them, last September, asking for prices during the Winter and Spring. They received a reply that "Prevailing prices would at least be upheld, and probably would be higher." (You may have received similar letters.)

After the Eastern Rubber Manufacturing Co. came out in a manly way and named their low prices on better goods than had heretofore been manufactured, the surprise was as great as a thunderbolt out of a clear sky, not only to the trade but manufacturers of tires as well.

We Did It.

We have saved the trade many thousands of dollars by regulating prices, and will save you much annoyance, if you will patronize us.

Don't Be Bulldozed.

We do not infringe on any valid existing patents, and will guarantee to protect each and every customer, large and small. We can fight our battles alone and protect the weak. Don't you think so? Write or telegraph any Bank in Trenton. Don't listen to idle threats from our worried competitors. All concerns of monopolistic tendencies make, but can not enforce them. Desperation resorts to deceits, falsehood and crime. With all due respect to our honorable competitors, we ask you to buy only Eastern Rubber Manufacturing Co.'s tires. They are

Climax, Gem, Rex Road, Rex Racer, Cyclone, &c.,

And are without doubt the best manufactured.

A FAIR PROPOSITION.

We will send, express paid, to any manufacturer or large dealer, a sample pair of any or all of our tires, or parts of tires for their inspection, which they may retain a reasonable length of time to have on hand to compare with sample tires manufactured by others. These tires may be returned, charges collect, and credit given, should they not prove satisfactory and unexcelled.

We are fearless for right and stand on our merits only. *See our Affidavit, last week's issue of this paper.*

IMPORTANT MATTERS FOR YOU TO CONSIDER NEXT WEEK.

Our large facilities permit of our manufacturing tires for others. Send for estimates.

EASTERN RUBBER MFG. CO., Trenton, N. J.

DISTRIBUTING BRANCHES:

New York, Boston, Buffalo, Chicago, Philadelphia, Washington, Cincinnati.

Queries

Under this head the BICYCLING WORLD *will be pleased to answer all questions bearing on cycling, so far as it may be possessed of the information. Address all communications, Editor* BICYCLING WORLD.

Goode Reeves & Co.—Brown Bros. Mfg. Co., Chicago, make the safety you name.

L. A. W. 61,057, Danbury.—There is no thoroughly reliable article of the kind on the market.

S. H. Fanton, Danbury—Use same rules as for running hare and hounds, modified to suit the bicycle.

L. A. W. 95,507—As your article did not give the time made in any of the races we cannot use it entire.

H. M. Jackson, West Grove—The company is an English one. Address them care Bicycling News, London.

L. A. W. Members and Others—We have stated times without number, and now repeat, that the BICYCLING WORLD cannot print anonymous articles.

L. A. W. 52,738, Amesbury—See article in this issue "Tip to Winter Riders," which answers your questions.

A Victor Advocate, Boston—The first Victor *bicycle* placed upon the market, we believe, was the Victor Light Roadster, which appeared in the winter of 1884-5.

L. A. W., 20,020, Torrington.—The Winton triplet is made by the Winton Cycle Company, of Cleveland, O., and the Whitworth tandem by the Whitworth Cycle Co., of Birmingham, Eng., whose American office is 641 Broadway, New York.

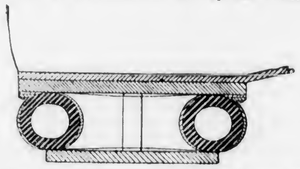
L. A. W. 58,116, Savannah.—We question whether the referee had the right to call the men from the track. It is only fair that riders should be given every opportunity to finish a race in order to let them have at least a chance of getting within the limit. The question is a delicate one. Of course, to carry the analogy a little further, the referee might assume the right to call the men from the track at the completion of the first half-mile, if it were made in very slow time, and yet the last half might be run so fast as to enable the men, by hard work, to come within the limit.

Pneumatic Heels.

EVERY rider of a pneumatic bicycle knows the very fascinating sensation experienced because of the combined softness and elasticity of the air-cushion which supports his weight, and we recently made a brief announcement that this invention had been applied to walking shoes, and, says the *India Rubber World*, the inventor has carried on for some time a series of experiments with scores of modifications, with a view to determining its practicability and arriving at its best commercial form.

The completed invention consists of an annular rubber tube and a top-lift, combined with narrow leather straps or bands, which pass around the tube, and are sewed, nailed, or screwed to a top-lift and to the heel, which has first been lowered by removing all but one top-lift. The valve for the entrance of compressed air does not appear in the illustration nor is it necessary, because the straps compress the tube and the air. The question as to springs for shoe heels has been much discussed, but the failure of metal-spring heels has long since been demonstrated.

The experiments developed the following points: With air-heels the inclination is to walk fast, because the air which is compressed as the heel comes down assists in forcing the heel upward in order to take the next step. Energy is undoubtedly economized, because with the hard heel the force is converted into heat and other useless forces, while with the air-cushion the force with which the heel comes down is stored up in the form of compressed air. The sensation is very pleasant and resembles walking down a very gentle grade, and, more than that, a jar is produced on the spinal column



or head, and the device partakes therefore of a hygienic contrivance as well as contributing to the pleasure of the wearer. It is difficult to describe the peculiar pleasantness by which the device makes walking more like skating, or driving, or bicycling. The walking from first is not objectionable, but the standing still is so peculiar that the user is not sure whether he prefers to have them on or off; but in a day or two the particular muscles become strengthened and then *standing* reminds one of *sitting* in an easy spring chair. This air-heel should not be confounded with the proposed rubber or solid or corrugated rubber heel, which has softness but very slight elasticity for heavy weight, such as that of a man. The metal spring has elasticity, but no softness.

The application of the device to the sole of the foot, instead of the heel, is desirable when running. In either case or both cases the roughness of the ground is entirely obliterated as far as the feeling is concerned. This comfortable feeling prevents tiresome feelings, without much regard to the speed, and it is just this same cause which enables riders of pneumatic tired bicycles to ride so much further with less fatigue than in the days of solid tires.

It remains to be seen if the record on the time of the mile walk can be reduced by pedestrians.

Feminine Notes.

Says a recent cycling paper:

W. E. McCune, of the McCune Cycle Co., was in New York this week.

In some respects Mr. McCune is a marvel and a living example for your gouty, dyspeptic, big-paunched old gentlemen. He is a big, broad-shouldered man of 215 pounds, who is well on the shady side of fifty. There are silver threads in plenty on his head and amongst his whiskers, and he has a son old enough to be the president of a bicycle manufacturing concern, yet with all this, his eye is bright, his step certain and he is as young and active and as cheery as a man half his age.

Certainly there could not be a better text for a sermon to "gouty, dyspeptic, big-paunched old gentlemen" than the above and it is every word true, only the half has not been told—the better half—for Mr. McCune has a wife, a little woman with big dark eyes, and she is just as cheery and just as bright and active as her big broad-shouldered husband. It would not be polite to tell how old she is, but she is the mother of the above-mentioned son, and her step is as springy and light, and she sits her wheel far more gracefully than many a much younger woman. She is always dressed attractively and is a striking exemplification of the French saying that a woman is only as old as she looks. Her example might be followed greatly to the advantage of many women who think they cannot ride a wheel because they are no longer girls.

* * * *

They are all home now from the World's Fair; all the women who could not invest in a wheel (and we have met many such) because no matter how much they might desire to ride, they did not feel that they could indulge in both wheel and fair. Perhaps they were wise in choosing the fair. Many teachers and business women have felt that they must attend the great exposition or they would be losing the opportunity of a lifetime, so all their spare time and money was spent in journeying to the American Mecca, to the exclusion of the much coveted safety. It is a great pity, however, that all who want to ride cannot be taking advantage of this beautiful autumn weather.

MERRIE WHEELER.

A New York Burglary.

LAST Thursday night, before 11 o'clock, the Bicycle Inn, at 11 Centre street was broken open and a Pathfinder bicycle, cushion tired, was taken. Evidently the thieves were disturbed in their work, for other and more valuable wheels were in the place. The door of the place was fastened with two locks, one of which was sawed through, while the other was pried off with a jimmy. An alarm was quickly given, and the police kept watch until Manager Schatz arrived in the morning. So frequent have the robberies of bicycles and bicycle stores in New York become that a movement is on foot to organize against the thieves.

... THE ...

Warwick Steed

(FEATHERWEIGHT.)

LIGHTEST

ROAD WHEEL

PRODUCED.

High Frame.
Wood Rims (made by ourselves).
Novel features peculiar to our '94 wheels.
Future announcements of great interest to riders and dealers.

▲▲▲▲▲▲

Office and Factory at SPRINGFIELD, MASS.



Last Week's Patents.

A LIST of recent patents, reported specially for the BI. WORLD by W. E. Aughinbaugh, patent attorney, Washington, D. C. Copies of these patents may be had of the above named attorney at twenty-five cents each.

507,994. Spindle. George E. Chandler, Fall River, assignor to George Draper & Sons, Hopedale, Mass. Filed May 17, 1893.

508,011. Ice-Velocipede. Earl E. Gould, Belvidere, Ill. Filed June 29, 1893.

508,173. Wheel-Tire. Arthur A. Kupfer and Herman C. Kupfer, Providence, R. I. Filed June 7, 1893.

508,235. Spindle and Retaining Device Therefor. James H. Northrop, Hopedale, Mass., assignor to George Draper & Sons, same place. Filed June 17, 1893.

508,258. Drive-Chain. John L. Taplin, Circleville, assignor to Joseph A. Jeffrey, Columbus, Ohio. Filed March 2, 1891.

508,306. Wheel-Tire. Richard R. Gubbins, Belvedere, England. Filed Sept. 21, 1892. Patented in England and in Germany.

508,311. Adjustable Bicycle-Support. James C. Hassey, Indianapolis, Ind. Filed Feb. 27, 1893.

508,318. Bicycle-Whistle. John F. Rylan and Robert L. Sinley, Brooklyn, N. Y. Filed Dec. 3, 1892.

508,323. Spindle and Bearing Therefor. Geo. W. Knight, Hopedale, Mass., assignor to Geo. Draper & Sons, same place. Filed June 2, 1893.

508,372. Tire-Upsetter. Charles H. Cool, Ridgeville, Ind., assignor of one-half to John B. Kinny, same place. Filed Feb. 8, 1893.

508,379. Wheel-Guard for Vehicles. Henry F. Gunon, Chicago, Ill. Filed Feb. 23, 1893.

Designs. 22,877; 22,878, 22,879; 22,880, and 22,881. Sweaters. William Thomas Pitchers, Godalming, England. Each filed Sept. 14, 1893. Term of each patent 7 years.

508,927. Wheel-Felly Attachment. Earls I. Fisk, Almena, Mich. Filed June 9, 1893.

508,941. Cyclometer. John S. Hilliard, Philadelphia, Pa., assignor to the Hilliard Cyclometer Company, same place. Filed Dec. 8, 1892.

508,943. Bicycle-Tire. Fred'k. W. Huestis, Boston, assignor to Geo. E. Crafts, Newton, Mass. Filed May 29, 1893.

508,991. Flexible Wheel-Tire. Edward H. Seddon, Brooklands, England. Filed Aug. 1, 1891. Patented in England, Germany, Belgium and France.

508,996. Pneumatic Tire. Sheldon H. Stubbs, Longsight, England. Filed Aug. 3, 1893. Patented in England, Belgium, France and Germany.

509,009. Hub-Attaching Device for Vehicle-axles. Hermann Wecker, Offenbach-on-the-Main, Germany. Filed June 1, 1893.

509,021. Wheel-Rim. Chas. S. Dikeman, Torrington, Conn. Filed April 21, 1893.

509,032. Mud-Guard for Bicycles. David S. Hitchcock, Chicago, Ill., assignor to the Sunol Bicycle Company, same place. Filed May 27, 1893.

509,079. Velocipede. Sidney A. Grant, Springfield, Mass. Filed Dec. 19, 1892.

509,097. Inflating-Tube for Pneumatic Tires. James B. Rathburn, New York, N. Y. Filed July 31, 1893.

509,107. Pneumatic Tire. Willard A. Warren, Buffalo, N. Y., assignor of one half to Melvin M. Warren, same place. Filed May 20, 1893.

509,122. Bicycle or Tricycle. Urbain Faussereau, La Bernerie, France. Filed Nov. 9, 1892. Patented in France.

509,164. Pneumatic Tire. Leopold Holt, Frankfort-on-the-Main, Germany. Filed May 20, 1893. Patented in England.

509,175. Bicycle-Lock. John W. Leonard, Chicago, Ill. Filed July 5, 1893.

509,183. Brake for Cycles or other Carriages having Rubber-Tired Wheels. Arthur C. Roper, Exeter, England. Filed July 24, 1893. Patented in England.

509,194. Pneumatic Tire. Christopher Carey, Birmingham, England. Filed May 2, 1893. Patented in England.

509,258. Rim for Wheels. Wm. W. Stall, Boston, Mass. Filed June 10, 1893.

509,259. Felly for Wheels. Wm. W. Stall, Boston, Mass. Filed June 10, 1893.

509,260. Rim for Vehicle Wheels. Wm. W. Stall, Boston, Mass. Filed June 10, 1893.

509,261. Felly for Wheels. Wm. W. Stall, Boston, Mass. Filed June 13, 1893.

509,329. Change-Gear for Cycles. Edward L. Rosenfield, New York, N. Y. Filed Aug. 12, 1893.

Boston Wood Rim Co.

MUCH is heard of now in the matter of wood rims for bicycles, and the latest comers to claim recognition on the market are the Boston Wood Rim Co. of Boston, Mass., of which our old friend W. W. Stall is organizer and manager. About a year ago Mr. Stall became interested in the matter of wood rims as a possibility of the future, and the result of investigation was the application for and granting of four patents, covering a large number of improvements and novelties in wood rims, after a long fight.

While studying the subject Mr. Stall came into contact with Mr. J. Thompson Walton an expert woodworker, who made a long series of practical experiments which have resulted in the production of a perfect rim and the successful carrying out of the ideas incorporated in Mr. Stall's patents. Anticipating a great future for a good wood rim, Mr. Stall has formed a company known as the Boston Wood Rim Co., and established a factory at Everett, Mass., for the purpose of manufacturing rims under his patents, and Mr. Walton has taken charge of this department.

At present the efforts of the factory will be in the direction of manufacturing a laminated wood rim of conventional model designed for use with cylindrical section tires, although later on rims will be made to fit patented tires of all kinds.

Says Mr. Stall: "The advantage of the laminated construction is apparent to all who come into contact with work of this description as it is a scientific and well known fact that structures of this description will resist any tendency to warp or twist by action of exposure to wet, heat or cold as long as they remain connected, by reason of the fact that the varying strains of the laminæ neutralize each other and form a composite strain which retains the structure in its normal or original position. The laminated structure will resist all lateral straining and can be deflected but a trifle, showing its greater resistance to buckling strains and its increased resilience and strength, all qualities that are looked for in bicycle construction. In the original laminated rims, the sections were of the same thickness, and when the groove was cut for the tire it left a number of narrow glued joints at the edge of the rim where most exposed, and these soon became detached and the rim was ruined. The main feature of the present rim outside of the fact of its being constructed in a most perfect way of jointing will be a thickened outer edge to the groove of the tire whereby the old difficulty in this style of rim is remedied in a most radical and complete manner. Specimens of the B. W. R. Co.'s rims show a most beautiful construction, they being made up under immense pressure, reheving the joints of all superfluous cement and leaving the most infinitesimal surface exposed, which is practically no more liable to influence of the weather than is the grain of the wood itself. By means of this system of jointing, the ordinary shellac or varnish finish given to wood is fully capable of protecting it, and does away with need of outer coverings, etc., so liable to wear off and hold the water. The natural grain of the wood being visible, it may be stained in any shade desired and many beautiful finishes can be given it according to the taste of the rider."

Some of the best makers in the country are now corresponding with the Company with regard to using their rims, and without doubt a large number of first class machines will be equipped with the Boston rim the coming season.

The Abuse Of A Guarantee.

EDITOR BICYCLING WORLD: The following letter from a cycle agent contains meat worthy of the earnest consideration of every manufacturer and dealer. It is an illustration of the manner in which the public have come to abuse the too liberal guarantees given with machines. The letter is dated Nov. 21, 1894.

PREMIER CYCLE CO.:

Gentlemen: "In reply to yours of yesterday, containing statement, I think I ought not to pay the $1.50 you claim due you.

"This charge was made for repairing a rim on the front of Premier light roadster, 1892 pattern. The rim had been dented in around the edges from riding the machine with a soft tire.

"The owner of the machine will not pay me for it as he thinks it should come under the guarantee."

It is high time a concerted action be taken by the trade to remedy this state of affairs, and it is to be hoped that the proposed meeting of the trade at Madison Square Garden during the Cycle Show will result in a definite and decided improvement in this respect.

L. H. JOHNSON,
Chairman Trade Committee National Cycle Show.

New York, Nov. 25.

Open To Everybody.

EDITOR BICYCLING WORLD: The United States Court at Philadelphia in suit of Harvey vs. Keith for infringement of Harvey Patent by sale of "Sager Child's Seat" having decided that the first claim of Harvey patent of Aug. 27, '89, "for child's seat detachably secured to the standard of the main seat," is invalid in view of the prior art, opens that form of construction to the use of the public to whom it justly belongs and to whom I cheerfully relinquish ALL claims under patent 409,964 of date Aug. 27, 1889. CHAS. T. HARVEY.

Philadelphia, Nov. 21.

Findlay To Build Bicycles.

A REPRESENTATIVE of the Butler Manufacturing Company of Butler, Ind., is endeavoring to make arrangements for the starting of a bicycle manufactory in Findlay, Ohio. The city board of improvement has guaranteed a free site and building, and the securing of the plant seems assured.

Change Of Address.

Having established our office at 239 Columbus avenue, Boston, Mass., kindly address all letters and make remittances to above address, and oblige,

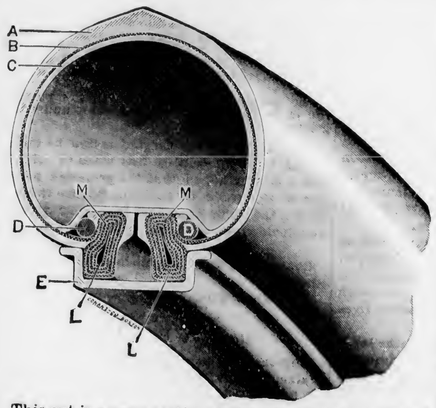
UNION CYCLE MFG. CO.

HERMES

Patented Nov. 14, 1893.

TYRE.

NO BOLTS. **The Winner for '94.** NO CEMENT.



This cut is a cross sectional view showing tyre inflated without the valve, the better to show construction. A is rubber part of outside cover; B is fabric part of same; C is inside tube; M M are the margins or shoulders against which the hoops D D press. The margins or shoulders L L fit in rim E and are held in place by hoops D D.

The latest, lightest, fastest and best in the world. The quickest applied, the easiest removed and newest used. Saves patience, time, cement and money. It does, in fact, what others claim in print:

IT DOES NOT ROLL OR CREEP.
THE RIDER LITERALLY RIDES ON AIR.

☞We guarantee to remove cover and inside tube, sufficient to repair puncture, and replace them, in ten seconds.

To Bicycle Manufacturers and Dealers.

Don't contract for your '94 tyre until you have seen the "HERMES." It will make your wheel lighter faster and better. We invite correspondence, and on application will send catalogue, prices and terms.

"THE HERMES PNEUMATIC TYRE."

The lightest, most resilient and durable; cannot roll or creep; mechanically fastened to rim; no bolts or cement; holds equally fast either deflated or inflated; in case of puncture can be removed from rim in a few seconds and can bereplaced equally quick. So constructed that the inside tube is above the rim, permitting the rider to literally ride on air. The valve is absolutely air-tight, cannot leak. The "Hermes" is a first-class, double tube tyre, manufactured of best Para rubber; is made for high grade machines and is pronounced by experts to be the most perfect tyre yet produced. Has been in practical use throughout the entire season.

IF YOU WANT THE BEST TYRE IN THE WORLD, DEMAND THE "HERMES" OF YOUR DEALER, OR ORDER DIRECT OF US.

HERMES TYRE COMPANY,

630 Washington St., Boston, Mass.

MENTION THIS PAPER.

Boston's New Tire.



THE Boston Woven Hose and Rubber Company will place upon the market a new tire shown in accompanying cut, of which they say:

"The form of the tire and clamping band are clearly shown in the accompanying cut. We have adopted a band with a turned edge, as shown, after extended experiments with other forms, for the reason that it engages the bead of the tire a short distance below the edge of the rim where there is no movement, and consequently no friction or wear, thus relieving in the greatest possible degree the thin portion of the tire at the edge of the rim, where necessarily the greatest movement and consequent friction must occur; and at the same time it brings the face of the band above the edge of the rim, thus preventing the nipping of the tire by the rim when a stone or other object is struck. The tire is quickly applied to any plain rim that has sufficient depth, either steel, wood, or aluminum. But as it is quite important that the tire rim and band fit each other we must either furnish the rims or have them made according to our specifications. The method of tightening and locking the band is our latest improvement, for which application for patents are pending. It is unique in the extreme, adjustable to accommodate irregularities in the rims, simple, automatic, and requires no opening in the rim.

In the matter of material used, we have not been satisfied with what has heretofore been called the very best article for the purpose, but have conducted an exhaustive series of experiments and tests, with a view of producing, if possible, a better article, and it is with great pleasure that we announce the fact that our product of the coming season, both of inner tubes and covers, will possess nearly twice the strength, toughness and durability of the best rubber heretofore used; and by our new process the danger of pinholes in the inner tube is entirely overcome. The fabric used in the covers will be the very best selected long fibre Sea Island cotton, which we believe, as yet, stands without a rival. If anything better is discovered we shall promptly adopt it as soon as its superiority is thoroughly demonstrated.

Philadelphia's Show.

EDITOR BICYCLING WORLD: The cycling public and trade has never been more exercised over any topic than they are at present over the Cycle show. At first there was a disposition among some of the trade to doubt the success of an exhibition in Philadelphia, and for a time there was a lull in the tide drifting this way. At no time, however, was the committee doubtful of the fullest success, but, ignoring all misrepresentations, went steadily ahead and are now in a far better position than at the same date prior to any previous show. Therefore it is certain that of the two shows to be held next year, the National Show at Philadelphia will be the best patronized by the trade, the public, and most important of all, by the agents throughout the country. Advice and words of encouragement are being received from this important class of the trade every day. They set out that the later date decided upon by the management meets with their perfect approval, and that at that date they will be in better condition to contract for wheels and sundries than earlier. This fact is dawning upon all interests, and from this deductions are drawn that more actual business will be done at the National Show than at any other exhibition held.

The list of exhibitors continues to grow, and before many days there will not be a space left uncontracted for. This assurance is valuable inasmuch as the standing of those firms who have already secured space is the best in the trade, and includes all of the prominent makers. The fact that the Gormully & Jeffery and Union Companies will exhibit exclusively in Philadelphia is significant. Both of these concerns have the fullest conception of the value of the different localities and managements for exhibition purposes, and best business interests, and their selection of Philadelphia augurs well for that city.

The Overman Wheel Company will erect their beautiful World's Fair Pavilion, and the Gormully & Jeffery Company have arranged to make the finest decorative exhibit ever attempted. They have secured additional space for this purpose, and will make the exhibit a feature of the show.

For the convenience of those attending the show, arrangements will be made with the leading hotels for special rates and and a special rate of one and one-third has been secured over the Trunk Line roads.

Special arrangements will be made for the trade and press, separate rooms being set aside for their use, and every facility for their convenience will be afforded free of charge. A competent corps of stenographers and typewriters will be at their service at all times.

NATIONAL CYCLE SHOW COM.

Philadelphia, NOV. 25.

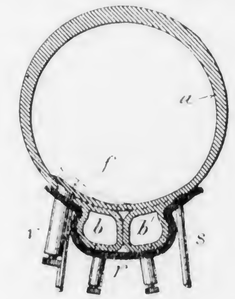
Westboro's Works Again.

IT is reported that the Beacon Cycle plant at Westboro, Mass., which, under one name and another, has passed through many vicissitudes, is to be again put upon the market and will be soon sold either at auction or private sale. The statement is made that parties are proposing its purchase with an idea to resuming the business.

A Horse Shoe Hose-pipe" Tire.

Invented and patented by F. D. Owen of Washington, D. C.

THIS new contribution to the tire question consists of a single sheet of good vulcanized rubber, which may or may not have an inner lining of canvas, but has its edges turned back upon the main body and vulcanized down so as to form two parallel inflatable edges; or, they may have two separate inflatable endless tubes vulcanized to the main ribbon or sheet as will be seen in the cut. In this particular form a flap is left, or an extra piece may be secured to the inner side of the main body which serves quite a new purpose.



When this form of rubber is folded into place in a suitably grooved rim and the edge pockets inflated, and the inner chamber i next filled, it will be seen that this flap serve to make the meeting of the two edges more perfectly air tight. To make sure of this a non-drying solution can be applied to the under side of the flap and will make a hermeti cally sealed joint until a repair is needed when it can easily be separated.

It will be seen that we have here a single tube tire in the form of a Horse shoe and "Hose-pipe" which can be opened when a puncture occurs on the INSIDE or EXTERIOR, a form which is entirely new and no other pneumatic tire possesses to day and for which letters patent have been granted with very broad claims.

The repair outfit is very simple and small, and consists only in a lot of good adhesive patches which can be carried in one's vest pocket and applied to a puncture in a very short time. When so repaired the new patch is in this case held fast against the injured part long before it dries so that a rider can proceed without delay.

It is evident that in case trouble is experienced by certain riders and in certain sections of country in keeping this fully inflated, a common inner tube may be used as in other forms of tires. In which case this would then show a new tire, that resembles other makes in some respects, but differing in that it has this new bottom elastic hold fast in the rim for additional life and ease of manipulation—new features which may be of interest and benefit to some riders.

Great Success for Dull Times.

THE large orders booked by the Eastern Rubber Mfg. Co., of Trenton, N. J., for their pneumatic bicycle tires have caused them to nearly double their factory plant, which was already large and well equipped. They claim that when completed they will have the larg est bicycle tire plant in the world.

Feather Weight Bicycles

Are not a thing of the PAST but of the FUTURE. . . . . .

They Are Coming and to Stay.

Those sold by us will stay by their riders and we will stay by them. . . . . .

The announcement of new features in our '94 Bicycles will demonstrate the possibilities of wide awake, progressive invention. . . . . .

WATCH FOR IT.

A. O. VERY CYCLE CO.,

245 Columbus Ave.,

Boston, = = = Mass.

Corrugated Tubing.

HERBERT W. SMITH of Somerville, Mass., is bringing to the attention of the public a new invention, which consists of corrugated tubing for frames, instead of the regular round tubing. Experiments performed by expert machinists on the corrugated tubing would seem to indicate that its strength is far greater than that of the ordinary kind. A large saving in the weight of machines, together with an increase in their strength, will, it is claimed, follow the introduction of the corrugated tubing in the manufacture of bicycles.

Two of the leading manufacturers of the country are now experimenting with Smith's corrugated tubing.

To Manufacture Pumps.

A COMPANY for the manufacture of the Dickens pneumatic bicycle pump has just been organized in New Brunswick, N. J. The concern is capitalized at $25,000, and its stockholders include some of the most prominent citizens of New Brunswick.

Notice To The Trade.

To parties contemplating issuing a catalogue for '94, we will furnish one of our electrotypes of "Bicyline Trade Mark" free on application. Awaiting a prompt response, we remain,

Yours respectfully,

ADAM COOK'S SONS

Niagara Machine Co. Changes Hands.

(Telegram to the World.)

We purchased yesterday the complete equipment of Niagara Machine Co., Buffalo, N. Y., and we are operating same to-day.

SPAULDING MACHINE SCREW CO.,
William H. Crosby, Mgr.

Kensington, N. Y., Nov. 29.

Starting a New Hampshire Factory

THE manufacture of bicycles is to be started in Manchester, N. H., by the J. B. Varick Co., who will make a new wheel designed distinctively for road use.

THE bicycle stand advertised by C. J. Whipple in this week's issue seems to be a very cheap and convenient article.

THE first annual Thanksgiving banquet of the Chicago Century Wheelmen was held Thanksgiving eve, Nov. 29. The menu was an excellent one and the programme was delightful.

THE Charlestown (Mass.) Rovers have their annual banquet Dec. 15 at Young's. Since the organization has given up its club house, this banquet naturally becomes a reunion. An interesting musical programme, in addition to toasts, will be a feature.

THE State of Illinois, which has up to this time been canvassed in the interests of Rambler bicycles by the Rouse, Hazard Co., will hereafter be handled by the Gormully & Jeffery Mfg. Co., direct. Mr. A. L. Atkins will travel this territory, with which no traveler in the line is more familiar. Ohio, formerly under control of a general agent, will also be handled from headquarters, as will Wisconsin.

NEW YORK, Oct. 23, 1891.

MESSRS. ADAMS & SONS CO.:

Gentlemen — I have lately discovered the true merits of your famous Pepsin Tutti Frutti, as my stomach has troubled me very often while racing, and in all my future races will continue to use it. Yours respectfully,

EDDIE MCDOWELL.

Champion roller skater of the world and professional bicyclist.

THE services of Mr. F. L. Douglas, ex-secretary of the Kenwood Mfg. Co., and late of the F. L. Douglas Cycle Co., of Chicago, have been retained by the Gormully & Jeffery Mfg. Co. Mr. Douglas will assume charge of that part of the sales department dealing directly with manufacturers and their wants, such as tires, tool bags, and other leather goods, saddles, tubing, etc.

NEW YORK, Oct. 21, 1891.

MESSRS. ADAMS & SONS CO.:

Gentlemen — I think Adams' Pepsin Tutti Frutti is a delicious flavor and is good for dyspepsia or indigestion, and I advise all wheelmen to use it, as it keeps the throat and stomach in good condition.

Yours very truly,

DR. W. JONES.

Office Springfield; main office, Boston, Mass.

Of Interest to Travelers.

The Baltimore and Ohio Railroad announces that they have placed on sale round trip tickets at reduced rates to the Winter Resorts in Florida and the South, and also to such points of interest as Luray, Natural Bridge and Gettysburg. This Company has also arranged to place on sale excursion tickets to San Francisco and other points in California on account of the Mid-Winter Fair, at unusually low rates. Excursion tickets are now on sale to Baltimore and Washington via the famous Royal Blue Line.

With its vestibuled train service via Washington to Cincinnati, St. Louis and Chicago, the B. & O. is in the best of condition to handle western and southern travel. That the line is a popular one is attested by the immense World's Fair business handled this summer.

Those contemplating a trip west or south this winter should write to A. J. Simmons, New England Passenger Agent, 211 Washington street, Boston, Mass., for rates and other information.

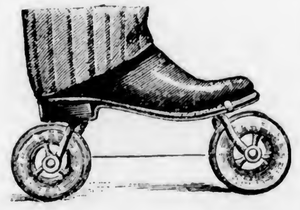
MESSRS. ADAMS & SONS CO.:

Gentlemen — I think that your Pepsin Tutti Frutti is the best thing for any athlete or cyclist for use on track and path, as it keeps mouth from parching. Yours,

J. D. LUMSDEN,
Champion bicyclist of Scotland.

Skating On Air.

IN line with the air heel is that of the pneumatic skate which the WORLD also gave an account of recently, and which we here illustrate as a matter of curiosity and information.



It has lately been seen in the streets of Birmingham, and, judging from the admiration it excites, is not unlikely to find its way soon into all parts of the country. Whereas the ordinary roller skate has four wheels, the pneumatic skate has only two, placed in line at either extremity of the skate. The wheels are rather larger than those of the roller skate, and instead of solid rubber are covered with pneumatic tires. The patentees claim for them that one can skate over ordinary turnpike roads the same as on ice and even at greater speed, while at the same time they will easily ascend and descend hills. Six or seven miles an hour, however, is the maximum speed attempted in the streets of Birmingham, and that only on smooth roads. An obvious advantage of the pneumatic skate over the pneumatic cycle is that punctured tires may be readily replaced, as the skater may carry surplus tires, or even reserve wheels ready fitted in his overcoat pocket. The skates are arranged to clamp or strap on the soles of shoes like ordinary skates, but the rollers are fitted with pneumatic tires and ball-bearings, and run noiselessly; the rollers being 3 1-2 inches in diameter, the tires 2 inches, and the average weight of each skate is 2 3-4 pounds.

And so the development and application of the pneumatic goes on.

WOOD RIMS

The Original The Best.

Pat. May 9, 1893. Others pending.

The test of Wood Rims during '92 and '93 has been decided favorably; '94 wheels can be had of any make with this valuable improvement.

There are RIMS and RIMS.

Be sure you get the best. The BEST are the STRONGEST, lightest and most resilient; the BEST are the "Fairbanks Linen-Covered, Waterproof, Built-up Wood Rims." Pat. May 9, '93; others pending. Demand these of the makers on the wheel you decide to ride in '94. We have put them to the most severe tests, and a strain that will buckle a steel rim, and break a plain wood rim so that you could not ride your wheel home, will not compel you to walk. Think of this!

——PONDER ON THIS.——

Examine this Rim carefully, and finally—first, last, and always ride the Fabric-covered, built-up Wood Rim. Send for circular and prices.

You can see this Rim at the following addresses, also at Dudley's on Columbus Avenue, Bicycling World office, and any manufacturer will procure them. All we ask is a careful examination.

The A. C. Fairbanks Co.,
178 Tremont St., 27 Beach St.
Boston, Mass.

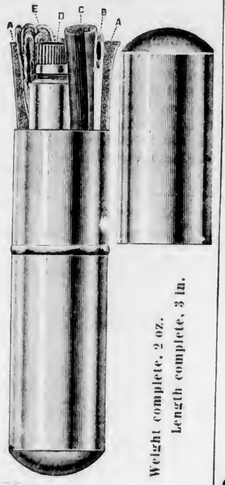
MIDGET REPAIR KIT.

Will repair any

Hose-pipe or

Inner-Tube Tire

on the market.



Weight complete, 2 oz. Length complete, 3 in.

CONTENTS:—(a) emery paper for smoothing surface; (b) needle for lacing tire; (c) roll of pure gum patching; (d) tube of elastic cement; (e) special lacing for tire, also one roll of tire tape in the bottom of the case.

Packed in a Nickel Case, all complete, by mail 25 cents.

Manufacturers should give one of these with every wheel.

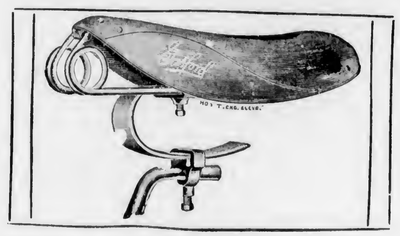
Look Out for Our '94 Prices.

Before placing any orders for Pneumatic Tires, steel rims, wooden rims, FRAMES, cork grips, pedals, cranks, forks sides, spokes, hubs, nipples, forgings, or in fact anything in the bicycle hardware line. LAMPS! LAMPS! LAMPS! All new styles for '94.

See us at the New York Show, Space 76, or write for prices.

ELASTIC TIP CO., 370 Atlantic Ave., Boston, Mass. 154 Lake St., Chicago, Ill. 14 Fremont St., San Francisco, Cal.

Garford Saddles

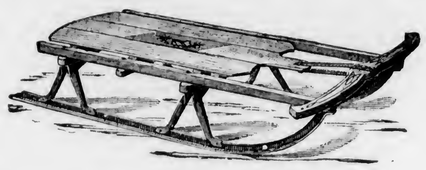


▲▲▲ 1894 ▲▲▲

NOW READY FOR DELIVERY. Our line is the largest made and we can suit every rider.

GARFORD MFG. CO., ELYRIA, OHIO.

SELLING AGENTS,
R. B. McMULLEN & CO.,
CHICAGO, ILL.



Why does the Flexible Flyer Beat all other Coasters?

Because it **steers.** You don't kick and paw and scrape, and dig your heels in the ground, and half stop your sled. You put your feet on the cross bar and steer, and let the FLYER go.

And it does go!

Ask to see them at your nearest toy or hardware store. If you can't find them, write to . . . . . .

S. L. Allen & Co., Philadelphia, Pa.

Use.. BICYLINE

FOR YOUR CHAINS

If you want to be a record breaker. Nothing like it. Reduces friction and lubricates chain perfectly. *Will keep your chain from rusting through the winter.*

Mess Adams Cooks Sons
Gentlemen:-
I have used bicyline on my racing wheels. for the past two months & find it by far the best chain lubricant I have ever tried. It insures a smooth running chain & does not clog catch or retain dust & dirt as graphic does. It is the only perfect lubricant I have been able to find
Yours truly
H. E. Raymond

MANUFACTURED BY

A. COOKS' SONS, 313 West St., New York City.

Directions sent with each box. Price, 25 cts. One box delivered to any part of the United States, 30 cts.

LEAGUE OF AMERICAN WHEELMEN

OFFICIAL DEPARTMENT.

Boston, Mass., December 1, 1893.

LEAGUE HEADQUARTERS:

12 PEARL STREET, ROOM 20, - - BOSTON, MASS.

Officers for 1892 and 1893.

PRESIDENT,
COLONEL CHAS. L. BURDETT,
Hartford, Conn.

FIRST VICE PRESIDENT,
THOS. F. SHERIDAN,
Lock Box 951, Chicago, Ill.

SECOND VICE PRESIDENT,
DR. G. CARLETON BROWN,
88 Broad St., Elizabeth, N. J.

TREASURER,
W. M. BREWSTER,
Box 155, St. Joseph, Mo.

SECRETARY,
ABBOT BASSETT,
12 Pearl St., Boston, Mass.

The President and Vice-Presidents constitute the Executive and Finance Committee. Dr. G. Carleton Brown is Secretary of this committee, and all correspondence with the committee must be addressed to him.

Racing Board Matters.

SANCTIONS GRANTED.

Nov. 30—J. F. Sterling, Malden, Mass.
Nov. 30—Peabody Athletic Ass'n., Peabody, Mass.
Nov. 30 — Hummer Cycle Club, Brooklyn, N. Y.
Nov. 29—22d Regiment Ath. Ass'n., New York City.

H. E. RAYMOND.

Kentucky.

Board of Officers Special Meeting.

The following is a report of business transacted at the special meeting, Board of Officers, Kentucky Division, L. A. W., held in Lonisville Nov. 16, 1893, on call of Chief Consul Watts.

Present; Chief Consul Watts, Vice Consul Updike, Secretary-Treasurer Lawson and Representatives Seibert and Robertson.

Report of Mr. Watts on the election matter in the fight for Mayor of Louisville was presented.

Mr. Robertson moved that Mr. Watts' report be accepted; Seconded by Mr. Johnson. Carried.

Financial statement of the Secretary-Treasurer was presented, and on Mr. Johnson's motion was accepted and a vote of thanks extended by the Board to the Board, for the good work of the Board.

Mr. Watts made an itemized statement of the charges against the Kentucky Division delegates to the National Assembly at Philadelphia and the Special Assembly at Buffalo, and thought the matter should be taken up by the Board.

Mr. Updike offered the following resolution: "Resolved—that it is the sense of this board that the Division Delegates to the Philadelphia National Assembly last February, Messrs. Johnson and Watts, performed their duties well, and kept their expenses as low or lower than seemed possible considering the work done and that the use of railroad passes on that occasion has the endorsement of this Board."

Seconded and carried.

The following resolution was offered by Mr. Johnson.

Resolved—That the Board of Kentucky Division Officers owe their thanks to Messrs. Watts and Updike, the delegates sent to the Special Assembly at Buffalo last August, for the excellent work in the Assembly and for the impression they made on the delegates of said Assembly, this impression being evidenced in the possible securing of the next regular meeting of the Assembly for Louisville. Adopted.

By Mr. Johnson—

Resolution—

Whereas, the publisher of the *Southern Wheelman* has violated his verbal contract with this Division, he agreeing to make a portion of his paper the official organ of the Division and then discontinuing the publication of said official matter without proper notice to this board, and

Whereas said *Southern Wheelman* has viciously attacked certain officers of this Division, charging offenses against them which this board knows to be false, therefore, be it resolved that the members of Kentucky Division are advised to withdraw their support from the *Southern Wheelman*. Adopted.

Mr. Watts thanked the Board for their promptness and favors during year, and on motion of Mr. Johnson, the Board adjourned.

The Financial Report of the Secretary-Treasurer is not sent herewith because of the necessity of a reprint on December the 1st, when the present officer retires. The Constitution demands a publication of the financial statement each year, in December, and it will then be given to the members.

Fraternally,
ORVILLE W. LAWSON, Sec'y-Treas.

Missouri Division.

The annual meeting of the Board of Officers of this Division will be held at the South Side Cycle Club, 2759 Lafayette Ave. St. Louis, at 8 P. M. sharp, Saturday Dec. 9, for the purpose of electing delegates to the National Assembly and transacting such other business as may come before it.

The attention of League club Secretaries is called to the new By-Laws as published in official department of BICYCLING WORLD AND BULLETIN, Nov. 10 which requires, "That club Representatives must have their election certified to by the club President and Secretary and the certificate must be accompanied with a list of the club members, sworn to as being bona fide members, by the club secretary." Credentials should be in Secretary E. S. Barnes hands at Mexico, Mo., by Dec. 6, to allow ample time for investigation. Fraternally,

ROBT. HOLM, C. C.

A Missouri Removal.

To members:

On and after this date my address will be 3551 California avenue. Local Consuls and other officers are requested to note the change in address.

Since the election has again been decided I take these means of thanking all of my friends who have spared no effort to re-elect me. It is utterly impossible for me to reply to the multitude of letters and telegrams showered in on me at this time, and I must crave the indulgence of my many well-wishers. The election conclusively proves that honesty is the best platform, and I will endeavor to conduct the administration of the Division on this basis to the best of my ability as of yore.

Fraternally yours, ROBT. HOLM, C. C.

P.S. How about those 1000 members?

St. Louis, Nov. 22, 1893.

South California Division.

DEAR SIR—Mr. Ben C. Jordan has resigned as Sec.-Treas. of this Division and turned all books and papers over to this office.

In view of the fact that the new officers take charge on Dec 1st, no appointment will be made to fill the vacancy.

The annual election for officers of this Division resulted as follows:

Total number of ballots, 81

Chief Consul.

E. A. Hornbeck, National City, 80
Scattering, 1

Vice Consul.

W. J. Allen, Los Angeles, 81

Secretary-Treasurer.

E. W. Stuart, Los Angeles, 80
B. C. Jordan, Los Angeles, 1

Representatives.

W. K. Cowan, Los Angeles, 54
J. M. Johnson, Riverside, 48
J. T. Cook, Los Angeles, 23
Blank, 17

and E. A. Hornbeck as Chief Consul; W. J. Allen as Vice Consul; E. W. Stuart as Secretary-Treasurer; W. K. Cowan as Representative were declared elected.

SIGNED:
J. S. THAYER, Chief Consul.
BEN C. JORDAN, Sec.-Treas.
JAY E. HUNTER, Chairman R. & P. Com.
H. C. F. SMITH, Representative.
Los Angeles, Cal., Nov. 16, 1893.

Alabama Division.

GENTLEMEN—In accordance with Art. 3, sect. 3, of the Constitution of the Alabama Division, the annual meeting of the Division Board of Officers will be held at the club rooms of the Birmingham Cycle Club, 124 Eighteenth street, Birmingham, Ala., on Monday, December 11, 1893, at 9 o'clock A. M.

Fraternally yours,
W. C. HARRIS, JR., C. C.
Birmingham, Ala., Nov. 21, 1893.

Alabama Division.

GENTLEMEN: I beg to announce the following appointments:

Attorneys for Alabama Division—O. W. Underwood, Birmingham; Tenna & Loman, Montgomery.

Consul for Birmingham—M. T. Stratford, Court House, P. O. Box 768.

Fraternally,
W. C. HARRIS, JR., C. C.
Birmingham, Ala., Nov. 21, 1893.

Nebraska Elections.

By the rate of the Division which closed Nov. 15th, and which has been canvassed by the Committee, the following Officers have been elected for the ensuing year:

For Chief Consul — James E. Ebersole of Omaha.

For Vice Consul — Harry D. Dunning of Fremont.

For Secretary-Treasurer — Chas. B. Nicodemus of Fremont.

For Representatives — J. Livsey of Omaha; Sam Patterson of Plattsmouth; A. H. Perrigo of Omaha.

Following is the report of Canvassing Committee:

We the undersigned Committee appointed to canvass the ballots deposited with the Secretary-Treasurer for the election of Officers of the Nebraska Division, L. A. W., for the ensuing year, report that for

Chief Consul.

J. E. Ebersole received 67 votes.

Vice Consul.

H. D. Dunning,	63

Secretary-Treasurer.

C. B. Nicodemus,	64

Representatives.

Sam Patterson,	10
A. H. Perrigo,	14
J. L. Livsey,	10

FRANK I. ELLICK, JR.,
R. B. STANFORD,
H. F. L. ECKERMANN,
Canvassing Com.

Respectfully, C. B. NICODEMUS,
Sec.-Treas.

Iowa.

GEO. W. TONES, Secretary-Treasurer,

DEAR SIR: We certify that the votes transferred by you to us have been counted with the following result:

Chief Consul.

Fred Beach, Muscatine,	243
A. A. Herring, Sioux City,	43

Secretary-Treasurer.

C. J. Santmyer, Vinton,	286
Geo. W. Tones, Des Moines, not on ticket,	4
Remainder of ticket,	290
Number of votes rejected,	24
Total votes cast,	314

Yours respectfully,

LESLIE SEAGER,
FRANK SHELDON,
AUGUST BILZ,
Committee.

Des Moines, Ia., Nov. 17, '93

The following persons having received the necessary number of votes to elect, are hereby declared officers of the Iowa Division for 1893-4:

Fred Beach, Muscatine, Chief Consul; F. B. Thrall, Ottumwa, Vice Consul; C. J. Santmyer, Vinton, Secretary - Treasurer; Thomas F. Cooke, Algona; Jas. B. Green, Des Moines and J. Fred Rall, Cedar Rapids, Representatives. GEO. W. TONES, Sec.-Treas.

Des Moines, Ia., NOV. 22, 1893.

Colorado Division Election.

DENVER, COLO., Nov. 15, 1893.

The following report has been made to me by the Chairman of the Returning Board, and is hereby submitted for publication in the official organ. Fraternally,

HARRY M. BOOTH, Sec-Treas.
Colo. Div. L. A. W.

DENVER COLO., Nov. 15, 1893.

Harry M. Booth, Sec.-Treas., Colo. Div. Denver, Colo.

MY DEAR SIR: I beg to hand you herewith a statement of the result of the annual election of division officers, as certified to by the Division Returning Board: The total number of votes cast was 108.

For Chief Consul, J. A. McGuire, 108.

For Vice Consul, O. O. Stanchfield, 63; C. A. Derby, 37.

For Secretary-Treasurer, Harry M. Booth, 108.

For Representatives at Large, D. L. McConaughy, Greeley, 108; H. Webber, Colorado, Springs, 108. Yours very respectfully

E. S Hartwell,
Chairman Returning Board.

New York Division.

RESULT OF THE ANNUAL ELECTION, 1893.

Total number of votes cast, 1112

Chief Consul.

Charles H. Luscomb, New York,	1093

Vice Consul.

Charles W. Wood, Syracuse,	1053

Secretary-Treasurer.

Thomas A. Raisbeck, New York,	1111

RESULT BY DISTRICTS.

Names marked with * are elected Representatives.

First District.

Chief Consul.

Charles H. Luscomb,	331

Vice Consul.

Charles W. Wood,	326
E. M. Santee,	1

Secretary-Treasurer.

Thomas A. Raisbeck,	332

Representatives.

*A. Edmund Hilldick, New York	327
*Thos. R. Stiles, Mamaroneck,	327
*R. G. Betts, New York,	325
*C. Wendehack, New York,	321
*John C. Gulick, New York,	320
Frank N. Lord,	1
Chauncey M. Depew,	1
H. G. S. Noble,	1
C. H. Class,	1
C. L. Jones,	1
O. G. Moses,	1
A. E. Pingee,	1
Thomas A. McQuillen,	1
Philip C. Browne,	1

Second District.

Chief Consul.

Charles H. Luscomb,	153

Vice Consul.

Charles W. Wood,	150
W. F. Van Houten	2

Secretary-Treasurer.

Thomas A. Raisbeck,	153

Representatives.

*Isaac B. Potter, Brooklyn,	152
*Edward F. Beecher, Brooklyn,	151
*Durant McLean, Brooklyn,	149
*W. O. Tate, Brooklyn,	147
E. J. Muller,	2
W. N. Nash,	2
B. L. Tyrrell,	1

Third District.

Chief Consul.

Charles H. Luscomb,	277
E. M. Santee,	1

Vice Consul.

Charles W. Wood,	252
J. Will Ablett,	32

Secretary-Treasurer.

Thomas A. Raisbeck,	286

Representatives.

*George B. Thompson, Cohoes,	261
*Charles B. Benson, Hudson,	250
*William M. Honig, Albany,	207
Henry Gallien,	119
Joshua Reynolds,	1

Fourth District.

Chief Consul.

Charles H. Luscomb,	132
A. B. Gardner,	1

Vice Consul

Charles W. Wood,	124
Alex T. Brown,	4
A. B. Gardner,	1
E. H. Crosby,	1
C. A. Benjamin,	1
O. J. Snow,	1

Secretary-Treasurer.

Thomas A. Raisbeck,	133

Representatives.

*F. A. Sherman, Watertown,	132
*C. A. Benjamin, Syracuse,	129
*E. H. Crosby, Utica,	129
*Joseph Ruhl, Syracuse,	123
A. B. Gardner,	5
C. G. Miller,	2
John M. Thompson,	2
W. J. Feeney,	1
Jesse B. Eccleston,	1
E. A. Knight,	1
Joe Atwell,	1
Roy Smith,	1

Fifth District.

Chief Consul.

Charles H. Luscomb,	137
David B. Hill,	2

Vice Consul.

Charles W. Wood,	137
E. M. Santee,	2

Secretary-Treasurer

Thomas A. Raisbeck,	133

Representatives.

*E. M. Santee, Cortland,	131
*C. F. Cossum, Poughkeepsie,	130
Henry L. Stewart,	1
Henry W. Bullard,	1
A. I. Barton,	1

Sixth District.

Chief Consul.

Charles H. Luscomb,	72
R. Bruce Oliver,	2

Vice Consul.

Charles W. Wood,	74

Secretary-Treasurer

T. A. Raisbeck,	74

Representatives

*A. G. Batchelder, Buffalo,	71
*A. F. Nisbet, Rochester,	72
W. J. Packwood,	1
Charles T. Raymond,	1

The votes were counted by the Secretary-Treasurer in the presence of the committee, Edward J. Shriver, George C. Pennell, and George W. Shannon.

THOMAS A. RAISBECK,
Sec.-Treas. New York Division, L. A. W.

Illinois League Clubs, Attention!

THE attention of the secretaries of League clubs is called to the section of the By-Laws requiring League clubs to elect annually representatives to the State Board of Officers, and forward certificate of said election to the Secretary-Treasurer. Representatives should be elected at the December meeting of each club.

You are reminded that a League club is one in which *every active member* is a member of the L. A. W., and each club must renew its League membership for 1893 with Secretary Bassett, if it has not done so, before it is entitled to representation. Several clubs have so far failed to renew.

The basis of representation is one representative for the first twenty *League* members on the roll, one representative for the next eighty, and one for each additional hundred.

BURTON F. WHITE, Sec.-Treas.

Chicago, Nov. 25, 1893.

Illinois Division Annual Meeting.

The annual meeting of the Board of Divisions of the Illinois Division will be held Saturday afternoon, Dec. 30, 1893, at 3 o'clock. A further notice will be mailed to each delegate giving place of meeting. F. W. GERGOLD,
Chicago, Nov. 25, 1893. Chief Consul.

Rhode Island Division.

A mail vote was taken Nov. 10 by the Board of Officers on the following question:

"Shall we appropriate the sum of fifty dollars for the purpose of having a race on Thanksgiving Day? Said race to be governed by the R. I. Wheelmen and the Narragansett Wheelmen and eligible only to L. A. W. members."

Result: Whole number of votes cast,	11
Yes,	9
Non-Committal,	2

NELSON H. GIBBS, Sec.-Treas.

Providence, R. I., Nov. 25, 1893.

Applications for Membership.

THE following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III. of the Constitution.

BOSTON, Dec. 1, 1893.

Total—69—36388.

North California—2—707.

52270	Crane, T. M.	San Francisco
271	Webber, R. W.	Stockton

South California—2—299.

62272	Copley, Wm.,	Riverside
273	Jones, Philo	Ontario

Connecticut—2—2287.

62274	Perkins, Arthur	Hartford
275	Stevens, Halsey	Newington

Florida—1—43.

62276	Robb, D. C.	Sanford

Idaho—1—3.

62277	Addy, George	Pocatello

Iowa—1—616.

62278	Taylor, Eugene H	Cedar Rapids

Kentucky—1—607.

62279	Long, E. S.	Hopkinsville

Maryland—15—668.

62280	Bowling, John P.	Baltimore
281	Dunlop, Jas. R.	"
282	Gardiner, Edwin M.	Baltimore
283	Gardiner, John F.	"
284	Middleton, A. R.	"
285	Barjelmann, Y. L.	"
286	Kneene, Aug.	"
287	Wilt, Thomas W.	"
288	Dietz, Herman H.	"
289	Higgins, Chas. A.	"
290	Montell, Dr. Wm. A.	"
291	Rabbe, Conrad C.	"
292	Swindell, J. G.	"
293	Watkins, Jas. C. T.	Baltimore
294	Levis, Harry B.	Cherry Hill

Massachusetts—7—6226.

62295	Chapman, Frank B.	Springfield
296	Rice, Fred B.	Boston
297	Howe, Archibald M.	Cambridge
298	Little, Carlton B.	Fall River
299	Wardley, Thomas W.	Malden
300	Jenne, Benj. F.	Springfield
301	Shedd, Edward W.	Worcester

Missouri—3—842.

62302	Lacaff, F. L.	Columbia
303	Hubbard, H. F.	St. Louis
304	Howard, Frank F.	"

New Jersey—1—1982.

62305	Barenther, Joseph	Paterson

New York—9—4451.

62306	Moore, Erastus D.	New York
307	Gargare, Louis	"
308	Elliott, F. P.	Albany
309	McGarvey, Archibald	Albany
310	Hitchcock, G. H.	New York
311	Van Orden, Robt. L.	"
312	Emslie, R. L.	Cornwall
313	Paye, W. B.	"
314	Hall, Elwood C.	Mt. Kisco

Ohio—4—3216.

62315	Kiester, B. F.	Arcanum
316	Reynolds, Ed.	"
317	Schroth, Fred H.	Cincinnati
318	Warner, Tod.	Fostoria

Pennsylvania—16—4473.

62319	Bamberger, Arthur J.	Philadelphia
320	Christ, Rev. Adam	Lebanon
321	Persbing, Edgar J.	New Florence
322	Reifsneider, J. Ellis	Pottstown
323	Grubb, W. S.	"
324	Moore, J. V.	Williamsport
325	Brunswick Emil	Philadelphia
326	Griscom, Walter D.	"
327	Hallahan, P. J.	"
328	Hoover, W. R.	"
329	McNichol, H. J.	"
330	Townsend, R. Y.	"
331	Elder, Irvin C.	Chambersburg
332	Sieger, H. S.	"
333	Dyson, James N.	"
334	Hopkins, C. C.	Townville

Rhode Island—1—631.

62335	Murray, W. H.	Providence

Texas—3—200.

62336	Baker, E. B.	Paris
337	Young, Lloyd C.	San Marcos
338	Hardy, Will H.	"

HOW TO JOIN THE L. A. W.

Fill up the blank below, and, together with the sum required for Initiation Fee and Dues to April 30th, next ensuing (1894), send it to the Secretary of the League,

ABBOT BASSETT,
12 Pearl Street, - - Boston, Mass.

P. O. BOX, 5267.

Write your FULL NAME, your FULL ADDRESS, and your CLUB name in FULL.

Each applicant must give as references the names of two L. A. W. members.

The name of the applicant will be published in the L. A. W. BULLETIN as soon as possible after it is received, and after two weeks, if not protested, the ticket will be issued. This will consume in all about three weeks.

Stamps of a denomination above two cents will not be received.

☞If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cts. If you want your name in gold, stamped on the holder, send 50 cts.

MEMBERSHIP FEE.

In April, May, June, July, August, September or October, enclose $2.00 with this blank. In November, December, January, February or March, enclose $1.50. These sums include the initiation fee and the annual dues.

The sum printed on the blank is the proper amount to send on even date with that of this copy of BULLETIN.

Application for Membership.

.....189

ABBOT BASSETT, Secretary:

Dear Sir.—Enclosed you will find $1.50 for Initiation Fee and Dues in the League of American Wheelmen to April 30, next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur. I refer to the two League members named below.

Name.....

Street or Box.....

City.....

State.....

References:.....

.....

Club.....

Write plainly. Autograph signature not required. Printing preferred, or enclose personal card.

WHY? WHY?

Why does every experienced rider insist on having a "Perfect" Pocket Oiler and will take no other as a substitute?

Why was our $100 open challenge never accepted?

Why has every comparative test resulted in a victory for the "Perfect"?

The answer to the above questions is self-evident. The bicycle public **KNOW** that the "Perfect" Pocket Oiler **IS** the best and neatest oil can in the world. Does not leak. Regulates supply of oil to a nicety.



One-Half Size.

Price 25c. each. Handsomely nickeled.

CUSHMAN & DENISON, 172 9th Ave., N. Y.



WILSON'S
WONDERFUL NICKEL AND ENAMEL
PRESERVER.

Will Polish Nickel and Enamel. Prevent Nickel and Steel from Rusting.

DIRECTIONS.

Shake well before using. Saturate a piece of cotton flannel with the solution, rub lightly, and finish with a clean dry piece of cloth.

The solution leaves a fine coating, preventing the air from penetrating the nickel.

The solution is to be applied on good nickel. If such is the case and done carefully, you will not be obliged to have the pedals or cranks renickeled.

If the nickel has already begun to peel off, the solution should be applied at once; by so doing it will prevent the rust from going any further.

This solution is the best thing in the known world to prevent nickel from rusting and restoring the enamel. I make no claim to remove rust.

MANUFACTURED BY
JOHN W. WILSON, 14-15 Tremont Row,
Boston, Mass., U. S. A.

PRICE 50 CENTS.

FOR SALE EVERYWHERE.

Position Wanted

By a temperate, reliable man, with a good bicycle house, either as advertising manager or salesman. 3 years' experience with one of the best bicycle concerns.

Address HILTON, 36 Sycamore St., Roslindale, Boston, Mass.

NATIONAL EXHIBIT

Of CYCLES, CYCLE SUNDRIES and ACCESSORIES.

Madison Square Garden, New York City, January 8th to 13th, 1894.

Under the auspices of the

METROPOLITAN ASSOCIATION OF CYCLING CLUBS OF NEW YORK AND NEW JERSEY.

Grand Promenade Concerts every afternoon and evening by SEVENTH REGIMENT BAND, N. G. S. N. Y. W. B. Rogers, the eminent Cornetist, Conductor. Among the Trick Riders already engaged are W. S. MALTBY and SIDNEY BLACK.

The Following Firms Have Taken Spaces Numbered Opposite Their Names:

1. Yost Mfg. Co.
3. Ira Perego & Co.
4. Warman-Schub Cycle House.
5. Bailey Mfg. Co.
6. Rochester Cycle Co.
7. Parkhurst & Wilkinson.
8. Rich & Sager Mfg. Co.
9. C. F. Stokes Mfg. Co.
10. Sterling Cycle Works.
11. Syracuse Cycle Co.
12. American Dunlop Tire Co.
13. " " " "
14. Garvin Machine Mfg. Co.
15. " " " "
16. " " " "
17. " " " "
18. Kenwood Mfg. Co.
19. Singer & Co.
20. " "
21. " "
22. A. G. Spalding & Bros.
23. " " "
25. Central Cycle Mfg. Co.
26. Capitol Mfg. Co.
27. Anglo-American Iron Metal Co.
28. Remington Arms Co.
29. " "
30. N. Y. Cycle Co.
31. Western Wheel Works.
32. " "
33. Buffalo Tricycle Co.
34. " "
35. William Read & Son.
36. Columbia Rubber Works Co.
37. Pope Mfg. Co.
38. " "
39. " "
40. " "
41. Hartford Wheel Co.
42. Hickory Wheel Co.
43. Relay Mfg. Co.
44. John P. Lovell Arms Co.
45. " " "
46. J. J. Warren & Co.
47. Morgan & Wright.
48. N. Y. Belting & Packing Co.
49. Peerless Mfg Co
50. Raleigh Cycle Co.
51. Marion Cycle Co.
52. Royal Cycle Works.
53. Stover Bicycle Mfg. Co.
54. Premier Cycle Co.
55. Hill Mfg Co.
56. Arlel Cycle Co.
57. Hulbert Bros.
58. Black Mfg. Co.
59. " "
60. Hulbert Bros.
61. Porter & Gilmour.
62. Providence Tire Co.
63. H. H. Kiffe Co.
64. Manhattan Rubber Co.
65. McIntosh-Huntington Co.
66. " "
67. Hermes Tire Co.
68. Washburn Cycle Co. Co.
70. Simonds Rolling Machine
71. Amos Shirley.
72. New Departure Bell Co.
73. H. A. Lozier & Co.
74. " "
75. League Cycle Co.
76. Elastic Tip Co.
77. E. C Stearns & Co.
78. Buffalo Wheel Co.
79. Eagle Bicycle Mfg. Co.
80. Boston Woven Hose Co.
81. Warwick Cycle Mfg. Co.
82. Newton Rubber Co.
83. Roger B. McMullen & Co.
84. John S. Long's Sons & Co.
85. Red Star Mfg. Co.
86. R. B. McMullen & Co.
87. Wilson, Myers & Co.
88. " " "
89. " " "
90. Cleveland Machine Screw Co.
91. Indiana Bicycle Co.
92. " " "
93. Eastern Rubber Mfg. Co.
94. Schoverling, Daly & Gales.
95. Fenton Metallic Mfg. Co.
96. Kimmington Bros. & Co.
97. Overman Wheel Co.
98. " "
99. Smith Wheel Mfg. Co.
100. Cushman & Denison.
101. McKee & Harrington.
102. " "
103. Quadrant Cycle Co.
104. Overman Wheel Co.
105. " "
106. " "
107. " "
108. " "
109. Mannesmann Tube Co.
110. " "
111. Ames, Ormonde Cycle Co.
112. Ellwood Twins Tube Co.
113. Grand Rapids Cycle Co.
A. Curtis-Child Mfg. Co.
B. Persons & Muller Mfg. Co.
C. Butler & Ward.
D. Erie Rubber Co.

SPECIAL RAILROAD RATES of one and one-third of regular fare has been arranged for all dealers in Cycles, Cycle Sundries or Accessories visiting this show; tickets good from Jan. 5 to 16, 1894.

HOTELS.—Special rates of $1 and upwards for rooms with steam heat, European plan, have been arranged at the following hotels: Grand Union, Everett House, New Amsterdam, Ashland House, Union Square Hotel, Sturtevant House.

The spaces reserved for the Pope Mfg. Co and the Overman Wheel Co. will be occupied by their World's Fair exhibits.

All Information—FRANK W. SANGER, Manager, or CYCLE SHOW COMMITTEE,
MADISON SQUARE GARDEN, NEW YORK.

Fourth National Cycle Show

AT PHILADELPHIA,

Under the auspices of

The Associated Cycling Clubs of Philadelphia,

January 29th to February 3rd, inclusive, 1894.

Exhibition of CYCLES and CYCLING ACCESSORIES

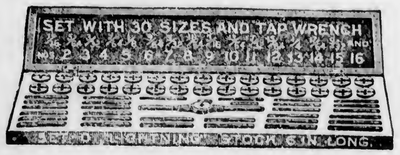
FIRST REGIMENT ARMORY, BROAD AND CALLOWHILL STS.

Space has been secured by nearly all of the leading firms in the trade, and the success of the Show is assured. To secure space early application is necessary.

Special railroad rates of one and one third of the regular fare on the certificate plan will be secured. Music by first class orchestra. Novel and interesting entertainments timed not to conflict with the business interests of the Show.

For further information and prospectus apply to

THOMAS HARE, Chairman of Committee, 104 So. 5th Street, Philadelphia, Pa.



Ask your hardware dealer for the "Lightning" Screw Plates. Reamers. etc.

For bicycle work. The dies are adjustable for wear. *Finest Quality and Largest Variety of sizes.*

WILEY & RUSSELL MFG. CO., Greenfield, Mass., U. S. A.

PATENTS Procured in the United States and Foreign countries. Trade marks designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. W. E. AUGHINBAUGH McGill Building, 908-24 G st., N.W., Washington, D. C.

FOR SALE OR EXCHANGE.

In this department the prices are 20 cts. per line, 7 words per line, 12 lines per inch.

Stamps will NOT be taken in payment. Cash, check, money order, or postal note must accompany order, or no insertion.

LATEST CYCLING PAPERS from all parts of the world received regularly and for sale. Send for list. FLETCHER & CO., 43 E. Van Buren Street, Chicago.

WANTED—Customers for Columbia model 30; like new, $100; Columbia, L. R. Bidwell tires, $50; Union 2.10, M. & W. tires, $50; Keating, M. & W. tires, $60; Swift B. Bidwell tires, $40. Send $5 as guarantee, and will send C. O. D. for examination. O. W. SWIFT, Danbury Ct.

CIGARS—A box of 25 *fine* Havana cigars postpaid for 75 cents. JENKINS CIGAR CO., W. Boxford, Mass.

FOR SALE—At a bargain: 1893 high grade Rochester Safety; pneumatic tires. Can send cuts of safety. Address, 134 N. Merchant St., Decatur, Ill.

BICYCLES.

See our Knight Scorchers, 30 lbs.; Knight Roadsters, 34 lbs. Nothing finer made. Best of material and workmanship; fully guaranteed.

They are right, and we know it, and you would know it if you would know it. They list at $150, but we have a few samples we will close out at $75.

KNIGHT CYCLE CO.,
311 North 11th Street, St. Louis, Mo.

STOLEN From Iowa City, Oct. 30, a Century Columbia, No. 117; pneumatic tire; 1892 pattern. Address, D. H. PALMETER, Clear Water, Iowa.

FOR SALE.

The following NEW wheels taken for debt. Will send C. O. D. on receipt of $5.00; best offer takes any of them before Dec. 10th.

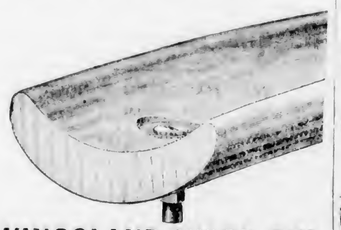
	List price.
1 Ladies' Columbia, 1893 pattern	$150
1 Ladies' Warwick, 1893 pattern	150
1 Ladies' Waverly, 1893 pattern	105
1 Ladies' Hartford, 1893 pattern	120
1 Ladies' Hartford, 1892 pattern	105
1 Ladies' Clipper, 1893 pattern	125
1 Liberty Light Roadster, 1893 pattern	150
1 Warwick Light Roadster, 1893 pattern	150
1 Waverly, Men's pattern, 1893	105
2 Buffalo Light Roadsters, 1893 pattern	150

All are perfectly new, and some never uncrated. Address W. G. WEHR, 21 Church Ave., Allegheny, Pa.

APPLETON'S Encyclopedia; price $20, new. Trade for bicycles. ZOOK, Lititz, Pa.

OIL 10-cent, 25-cent bottles for the trade at gross prices. Your own labels put on. New wheels and sundries can be used in payment. LITTEZ OIL CO., Box 27, Lititz, Pa.

DISTINCTLY AMERICAN. "THE" FEATURE FOR '94.

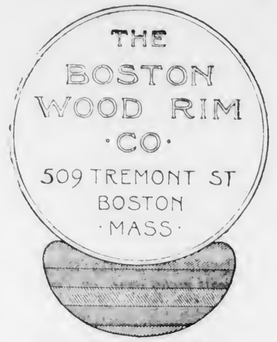


KINGSLAND WOOD RIM.

Single piece of wood with patent lap joint. Any shape, Crescent or Clincher.

Send for catalogue.

BICYCLE WOOD RIM COMPANY,
KINGSLAND, N. J.



[Patented Nov. 21, 1893.]

MAKERS OF

Laminated and Plain

WOOD BICYCLE RIMS

FOR THE TRADE.

..ADAMS'..

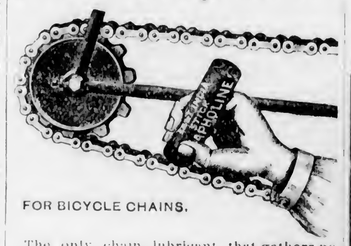
Pepsin Tutti Frutti

FOR THAT

Full Feeling After Eating.

USE EASY INDIA

Stick Grapholine.



FOR BICYCLE CHAINS.

The only chain lubricant that gathers no dust. It is easily applied, being manufactured in sticks three inches long. It protects the chain from rust, dust mud and wear. Price 25 cents, by mail.

PRINCE WELLS,

Kentucky Bicycle Agency,

626 Fourth Ave., Louisville, Ky.

FOR SALE BY ALL

CYCLE DEALERS.



KALAMAZOO TROUSER GUARD

KALAMAZOO CYCLE CO., KALAMAZOO, MICH.



This is the Hump that holds the pants for men who ride Bicycles.

Price 15c.

Special

We want every rider in this country to know all about

The Red Star Solid Illuminant

FOR BICYCLE LAMPS,

The Red Star Chain Lubricant

—AND—

The Red Star Lubricating Oil,

And as you can't all come to the Cycle Show in New York, where we will exhibit, send us your name and address and we will send you, when ready, our little book and anything else we may get up.

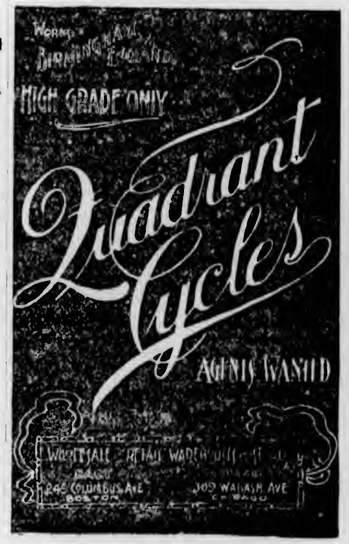
RED STAR MFG. CO.,
P. O. Box 1092. NEW YORK.

BICYCLE ENGRAVING AND ELECTROTYPING

GRAVES & GREEN.
302 WASHINGTON ST., BOSTON.



$5 to $15 per day, at home, selling LIGHTNING PLATER and plating jewelry, watches, table ware, &c. Plates the finest of jewelry good as new, on all kinds of metal with gold, silver or nickel. No experience. No capital. Every house has goods needing plating. Wholesale to agents $5. Write for circulars. H. E. DELNO & Co., Columbus, O.



SPECIAL.

In this Department, 25 cents a line. ☞Cash must accompany the order.☜

☞Postage stamps will not be accepted hereafter in payment for advertisements or subscriptions.

☞*Checks, Money Orders or Postal Notes only will be taken.*

L. A. W. Badges

The Official Design in Solid gold
Send for Catalogue to

C.H.Lamson,203 Middle St.,Portland,Me.

The original inventor and maker.





The Latest L. A. W. Badge

Official Pneumatic Tire.

Solid Gold, - - - $3.50
Gold Plate, larger, - 2.00

Any bicycle dealer will order you one. We have L. A. W. badges from 25c. up.
Discount to dealers.

DURYEA JEWELRY CO.,
194 Broadway, - - New York City.

PNEUMATIC

908, Solid Gold, - $2.50
958, Rolled Gold, - 1.25

☞Send $2.50 to

Martin, Metzger & Co.,
12 Maiden Lane, New York,

FOR A

Pneumatic L.A.W. Pin.

Sent by mail at our risk.
Discount to jewelers.



Catalogue will be sent *FREE.*

JOHN HARRIOTT

MAKER OF

PRIZE MEDALS

CLUB PINS
DESIGNS ON APPLICATION
3 WINTER ST.
BOSTON MASS



LEVY'S
Cycle Clock
AND
Speed Calculator.

Warranted good time keepers. Price $2.25 from cycle dealers or

PATENTED. **SIMON C. LEVY,**
1817 Ridge Ave., PHILADELPHIA, PA.

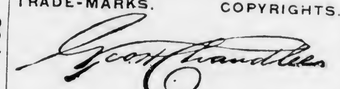


WESTON & CO., Jamesville, N.Y.

Wheels for Safety Bicycles.

Old wheels made over, or new wheels to take their place. Rock bottom prices to suit the times.

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Solicitor of U. S. and Foreign Patents.

ATLANTIC BLDG., WASHINGTON, D. C.

Send sketch of model for free examination as to patentability.



For information and free Handbook write to MUNN & CO., 361 BROADWAY, NEW YORK. Oldest bureau for securing patents in America. Every patent taken out by us is brought before the public by a notice given free of charge in the

Scientific American

Largest circulation of any scientific paper in the world. Splendidly illustrated. No intelligent man should be without it. Weekly, $3.00 a year; $1.50 six months. Address MUNN & CO., PUBLISHERS, 361 Broadway, New York City.

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New York, Chicago & St. Louis R.R.

THREE TRAINS EAST WEST DAILY.

PALACE BUFFET SLEEPERS. ✠ SUPERB DINING CARS.

NO CHANGE OF CARS BETWEEN... NEW YORK, BOSTON AND CHICAGO

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Superb Equipment, Excellent Train Service, Fast Time, and Courteous Employees make the

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THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.

FAST EXPRESS TRAINS

With elegant PALACE PARLOR and SLEEPING CARS to and from

BOSTON and CHICAGO
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via NIAGARA FALLS

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THE POPULAR ROUTE for all points in Northern New York, Vermont and Canada.

THE ONLY LINE running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes and Burlington, Vt.

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THE FAVORITE ROUTE
BETWEEN
Boston, Philadelphia,
Baltimore, Washington,
AND BETWEEN
New York and Philadelphia,
And all points in Interior Pennsylvania.

THE SCENIC LINE

To Buffalo, Niagara Falls and the West.

☞WHEELS CARRIED FREE.

I. A. SWEIGARD, Gen. Manager. C. G. HANCOCK, Gen. Pass. Agent.

Oh! It's a Balmy, Cheerful Invigorating Breeze This

(For Us, Not the Steel Maker).

These People Are Satisfied With Their Bicycles. ARE YOU?

Detroit, Mich., Nov. 29th, 1893.

St. Louis Refrigerator & Wooden Gutter Co., Main St. and Park Ave., St. Louis, Mo.

Dear Sirs:—The LU MI NUM arrived early Monday morning, and was quickly put together, and after due examination it is pronounced the prettiest wheel on the market and one which fills the expectations. We think you deserve great credit for the excellent manner in which the machine was sent out. It came to us in absolutely perfect condition.

Yours truly,
PENINSULAR CYCLE CO.

Norfolk, Va., Nov. 25, 1893.

St. Louis Refrigerator & Wooden Gutter Co., Main St., and Park Ave., St. Louis, Mo.

Dear Sirs: We received a LU MI NUM a few days ago. It is truly a beautiful machine. If this wheel had reached us earlier in the season we could, no doubt have done a great deal of business with them.

Yours truly,
O'NEILL'S BICYCLE AND SPORTING HOUSE.

Louisville, Ky., Nov. 17, 1893.

St. Louis Refrigerator & Wooden Gutter Co., St. Louis, Mo.

Gentlemen:—We have had at least three hundred (300) people on the LU MI NUM bicycle since it reached our hands, and not a single person could find any fault with it. The LU-MI-NUM bicycle is undoubtedly the best wheel in every respect on the market to-day. Hurry our order for ten wheels, as we can dispose of them immediately.

Yours truly,
MARTIN & DRESSING.

Salt Lake City, Nov. 25, 1893.

St. Louis Refrigerator & Wooden Gutter Co., St. Louis, Mo.

Gentlemen:—We are in receipt of the LU MI NUM and are very much pleased with it. We can safely say we will have a big run on it next season. The wheel seems to suit every one just right.

Yours truly,
SALT LAKE CYCLE CO.

Greeley, Colo., Nov. 27, 1893.

St. Louis Refrigerator & Wooden Gutter Co., St. Louis, Mo.

Gentlemen: The wheel came to-day, and is a dandy. Everyone is immensely pleased with it. We think we shall have a big sale for it. How soon will you be filling orders promptly? How soon will your ladies' wheel be out? Kindly let us know about these matters at once.

Yours truly,
I. ROTHSCHILD & CO.

Decatur, Ills., Nov. 24, 1893.

St. Louis Refrigerator & Wooden Gutter Co., St. Louis, Mo.

Gentlemen: Received LU MI NUM wheel two days ago, and like it very much. Everyone who sees it is greatly pleased with it. By what time could you send me another one? I can sell several if I can get them promptly.

Yours truly,
PAUL HIEKISCH.

Havana, Ill., Nov. 17, 1893.

St. Louis Refrigerator & Wooden Gutter Co., St. Louis, Mo.

Gentlemen:—My LU MI NUM arrived last night all O.K. It is greatly admired by all the boys. I took a ten-mile run on it this A.M., and must say I am more than pleased with its working. As a matter of fact it is "The Wheel," and as soon as you can give us the other wheel we have ordered, send it by express, and oblige.

Yours truly, HENNINGER & GORDON.

Mansfield, Pa., Nov. 22, 1893.

St. Louis Refrigerator & Wooden Gutter Co., St. Louis, Mo.

Gentlemen:—The LU MI NUM wheel I ordered some time ago came the 14th inst. I did not acknowledge receipt of same, for I wanted to test it first. I have done so and am well pleased. I have ridden it over very rough roads, and am surprised at the life and spring in the frame, which makes it run very easy. It has attracted more attention than any wheel around, and everyone says it is a beauty.

Very truly yours, M. L. BARROW.

"We Keep Our Promises."

These are all Fresh and New—Never Printed Before.

St. Louis Refrigerator & Wooden Gutter Co.,

ST. LOUIS, MO.

THE LEAGUE CHAINLESS

THE POPULAR MOUNT.

Stroudsburgh, Pa., Oct. 18, 1893.

The LEAGUE CYCLE CO.:

Gentlemen:—I have been riding my League Chainless for nearly three months. I have subjected it to the most severe tests, and it stands to-day WITHOUT A FAULT OR BLEMISH.

The principle and construction of the frame and gears is indeed "par excellence," and I would not now go back to a chain wheel under any consideration.

The League Chainless combines three important features which wheelmen cannot fail to appreciate, viz. SIMPLICITY, DURABILITY and SPEED.

Wherever I go my wheel is the center of attraction, and several hundred riders have taken a spin on it "to see how it worked." Many of these riders were agents for other wheels, yet they all acknowledged that the CHAINLESS REQUIRED LESS POWER and had MANY POINTS OF SUPERIORITY OVER CHAIN WHEELS.

THE LEAGUE CHAINLESS IS SURE TO BECOME THE POPULAR MOUNT, and while chains with their noise and disagreeable features may have served their purpose, they soon will be buried in the dust and rust of time, to be like the original "Dandy Horse," forgotten or unknown.

Respectfully at your service,

H. W. KISTLER, Stroudsburgh, Pa.

The LEAGUE CYCLE CO., - - Hartford, Conn

F. W. HILL & CO., 19 High Street, Boston, Mass., Agents for Boston and Eastern Massachusetts.

Fourth National Cycle Show

AT PHILADELPHIA,

Under the auspices of

The Associated Cycling Clubs of Philadelphia,

January 29th to February 3rd, inclusive, 1894.

Exhibition of CYCLES and CYCLING ACCESSORIES

FIRST REGIMENT ARMORY, BROAD AND CALLOWHILL STS.

Space has been secured by nearly all of the leading firms in the trade, and the success of the Show is assured. To secure space early application is necessary.

Special railroad rates of one and one third of the regular fare on the certificate plan will be secured. Music by first class orchestra. Novel and interesting entertainments timed not to conflict with the business interests of the Show.

For further information and prospectus apply to

THOMAS HARE, Chairman of Committee, 104 So. 5th Street, Philadelphia, Pa.



Ask your hardware dealer for the "Lightning" Screw Plates, Reamers, etc.

For bicycle work. The dies are adjustable for wear. *Finest Quality and Largest Variety of sizes.*

WILEY & RUSSELL MFG. CO., Greenfield, Mass., U. S. A.



KALAMAZOO TROUSER GUARD

KALAMAZOO CYCLE CO., KALAMAZOO, MICH.

This is the Hump that holds the pants for men who ride Bicycles.

Price 15c.

THE

BICYCLING WORLD.

And L. A. W. BULLETIN.

Published Every Friday

BY

THE WHEELMAN CO.

Incorporated under the Laws of Massachusetts.

167 OLIVER STREET,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address, as well as their new, and their League number.

TO OUR ADVERTISERS:

Copy for new advertisements must be handed in by Tuesday morning to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN CO. All communications should also be addressed to the Company instead of to individuals.

Postage stamps will not be accepted hereafter in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken.

C. W. FOURDRINIER, Manager.

EDITORS:

C. W. FOURDRINIER. H. CROWTHER.

Ladies' Department conducted by MRS. MARY SARGENT HOPKINS.

BOSTON, DECEMBER 8, 1893.

ALTHOUGH two or three concerns have announced their next year's prices, it is safe to say that no price is likely to be adhered to that is not adopted by the majority, and the majority are unlikely to make any definite announcement until they are practically sure of the final action of the Pope Manufacturing Company.

This concern is not only the oldest in America, but is by far the largest and strongest in the world, and naturally takes precedence in all important matters tending to shape the American trade. Any attempt on the part of less important establishments to take a position of leadership which naturally belongs to this company is absurd and any statement made at this time concerning next year's prices has no significance beyond serving to show the general tendency of things.

If Colonel Pope lists his wheels at $150, the public will buy them at $150—because through years of honorable dealing he has earned a reputation for making only the highest grade of wheels and selling them at a fair price. On the other hand, if Columbias are listed at $100, is there a single maker who will be able to obtain a higher price for his product. We think not; 1894 prices are still an open question and will be until the Pope Manufacturing Company and perhaps Gormully & Jeffery are heard from. We believe prices will be less than the former and more than the latter figure, but whether they are to be $125 or $135 can only be conjectured.

If, as appears likely, a reduction is to be made, we hope the price will be $125 rather than a higher figure, as this price has to some extent been anticipated by wheelmen, and with the improved facilities now at the command of the great establishments it would seem possible for them to produce high grade wheels at this price with a fair margin of profit.

EXPENSIVE as the experiment is going to prove for the trade—which pays the piper, unfortunately—the American cycling world is going to witness the spectacle of two cycle shows. Both New York and Philadelphia have gone too far to recede now, and there is going to be the keenest sort of rivalry between the two places from this on until the exhibitions shall have become an accomplished fact.

But we feel we violate no confidence when we state that it is the last time the dual show will be in evidence, and the coming trade organization which it is proposed to form at New York will undoubtedly put a most effectual quietus on any future ambitions projects in the exhibition line which may be teeming in the brains of associations in other cities.

MRS. HOPKINS still continues her work of lecturing on the physical improvement of women—as advanced by the wheel. The interest in this subject is spreading all along the line resulting in calls to appear before some of the oldest and most influential clubs in the country, the object of whose organization is the advancement of the sex. By precept and practice Mrs. H. has done much toward dissipating prejudice and establishing a better understanding of the subject of wheeling for women.

COL. POPE says that 1894 Columbia prices are still undecided. Perhaps so; but the Colonel has the reputation of looking well into the future, and although the officers of the Pope Manufacturing Company may not have taken formal action in the matter, it is well-known that the great road promoter's decision always governs the action of his establishment on every important subject, and he has doubtless had things settled in his own mind these many moons. Moreover, we are inclined to the belief that those nearest to the Colonel know more of the workings of his mind that they profess to. Gentlemen, when will you speak and settle this vexed question? We have our ear close to the ground. Will anything deep?

FOOTBALL is a sport which has grown to such gigantic proportions in a few short years that at this season it overshadows all other outdoor interests, and it is significant that it is being taken up by many of the cycling clubs, particularly those in the larger cities. Philadelphia and Boston both have several cycling clubs which possess strong elevens, and the games so far played by them compare favorably with some of those put up by more pretentious organizations. Cycling clubs could do much worse than organize football elevens.

Incidentally it might be well to inquire into the cause of the wonderful popularity of the game. And we do not think it will be far to seek. Football owes its success to-day to the fact that from start to finish of the game there is no let-up in the "snap" and "go" which keep the interest of the audiences at fever heat continuously; no long, dreary waits or intermissions, serving to cool the enthusiasm.

Will promoters of cycling tourneys stick a pin in that?

WE should be lacking in appreciation indeed, if we failed to acknowledge the many compliments we have received since our new form reached our readers. We thank you! A specimen we select from among these commendatory letters as coming from Mr. Nathaniel C. Fowler, Jr., the well-known advertising expert of 299 Devonshire street, Boston, has great value to us as coming from such a high authority:

"Allow me to present my most sincere congratulations. The BICYCLING WORLD for December 1 is one of the handsomest as well as the most journalistically arranged paper of its class published here or anywhere. I admire the shape, I admire the covers, I admire the typographical display in the advertisements, and the extremely good arrangement of the reading matter. You have produced a paper which ninety nine and nine-tenths per cent. of trade paper editors and publishers will do well to copy."

TO MEMBERS OF THE L. A. W.

The Weekly Organ.

IN February the question will probably be settled as to whether League members will after the National Assembly continue to receive a weekly paper, and it would be well for members to express their wishes in the matter. These wishes will no doubt have great influence with the members of the Assembly. It would be well to address all such opinions to Secretary Bassett, No. 12 Pearl St., Boston.



Steering Of The Bicycle.

EDITOR BICYCLING WORLD: When the unexplained, so far as I can discover, principles underlying the gyroscope, devised by Johnson in 1832, are understood, the whys and wherefores of guiding a bicycle "hands off" will become known. Messrs. Duryea, D'Ancona and McCaslin have shown the effect of certain movements of the rider but not the mechanical principles governing them. L. A. W. 44850.

Nov. 26, 1893.

Death Of Mr. Noble.

EDITOR BICYCLING WORLD: At a special meeting of the Bridgeport Wheel Club held in their club rooms Monday evening, Nov. 27, the following resolutions were read and adopted:

Whereas: It having pleased Almighty God to take from us our friend and Vice-President, Mr. Joseph H. Noble, and in view of the loss to us, and still greater loss to those nearer and dearer to him, be it

Resolved: That in his death we have lost a friend and companion dear to us all, one whom we shall always remember with feelings of affection, one always worthy of our respect and regard, and be it

Resolved: That the heartfelt sympathy of this club be extended to his family in their sorrow, and that a copy of these resolutions be forwarded to them by the Secretary. CHARLES E. MOORE, Sec.

Bridgeport, Conn., Nov. 28.

[Mr. Noble who was a prominent member and Vice-President of the Bridgeport Wheel Club, died at his residence Friday, Nov. 17, of typhoid malaria. He was a member of the Connecticut Division State Board of officers.—ED.]

Dust Proof Bearings.

EDITOR BICYCLING WORLD: A matter which manufacturers of wheels generally seem to think of no importance is the protection of the bearings. With a few exceptions there are no dust proof bearings. I do not consider any wheel strictly high grade, no matter how well built nor of how good material, unless the bearings are absolutely dust proof. I have no doubt that somebody will jump on me and say that dust proof bearings are a mechanical impossibility. But if any one thinks so, if they will call on me I will show them a wheel that, after being run through the dust of the past summer for one month without any cleaning, was found as bright as new pearls. In fact, a companion who saw me take the machine apart made the remark, "Why, they look like pearls."

Now such bearings mean long life to the wheel, easy adjustment or almost no adjustment, and much praise to the manufacturer who made it. I would like to give the name of my wheel, but I am not in the wheel business, and don't want "Ariel" to snap me up for giving some wheel free advertising.

Yours for improvement in wheels and roads, L. A. W. 20251.

Shullsburg, Wis., Nov. 20, 1893.

Who Was To Blame?

EDITOR BICYCLING WORLD: A and B are riding up hill on the right side of the street. A is in advance and is riding about two feet from the horse car track which is in the center of the street. A is not aware of B's presence until bell is rung. The road being muddy A's wheel swerves to the left about a foot when he turns to the right. B in trying to pass A on the right collides.

Result: Damages.

Who pays?

H. B. DAMON.

Boston, Nov. 27.

(We should say that this was one of those unavoidable accidents which will occur at times in spite of the greatest care, although it is clearly the duty of one rider (or driver) to exercise the utmost circumspection when passing another from the rear.—ED.

A MILE A MINUTE.

Some Reflections On President Bates' Recent Article On The Subject.

PRESIDENT BATES' very interesting and readable article on the ultimate speed of the bicycle presents several points some of which do not agree with the average man's experience.

The leading point is the enormous waste of power in moving the legs, (which weigh more than the wheel) and he looks forward to a chimerical cycle which will receive its power from the rider with little or no leg motion. This is a mechanical impossibility; to generate power you must have motion. The minimum amount of motion compatible with the strength of a strong man, seems to be that required to drive a 70 inch or 75 inch gear with 6 or 7 inch cranks. Less leg motion than this retards speed.

The next point is the inability of the rider to pedal a mile a minute with an orginary gear. I do not think this point well taken, with 100 yards ridden in 5 seconds or better. Neither will it stand against a home trainer record made some seven or eight years ago by two members of the Ixion Bicycle Club, of New York. This was a 50 inch ordinary and if my memory is not at fault one man rode or rather

PEDALED THE MILE INSIDE OF 54 SECONDS

and the other in 57 seconds.

I admit that we may reach a mile a minute, but speculation on this subject is much like speculation on that bourne from which no traveller returns a matter of faith. If a man had any *reason* to think a wheel could be ridden a mile in one minute, it would only be necessary to give his idea or reason tangible shape in a machine shop and we would immediately see it accomplished.

J. SMITH JONES,

Pittsburg, Pa., Nov. 27, 1893.

It Wouldn't Stop.

"Poor Dobbins!" he said dolefully.

"What's the matter with Dobbins?" asked his friend.

"Didn't you hear about his accident?"

"No. What was the cause of it?"

"The ruling passion. You know he rides a bicycle?"

"Yes."

"And has a little silver bell on it?"

"Yes."

"And he rings that bell for people to get out of his way?"

"Yes."

"He thinks it gives him the right of way over everything."

"Well, it does, doesn't it?"

"Not always. He got so in the habit of seeing people jump out of the way when he tinkled it that he thought it did, though; but it didn't give him the right of way over a cable-car. He tinkled it, but the car didn't get out of his way. Poor fellow! He'll be out again in about two months, I guess."—*Chicago Post.*

On The Minstrel Stage.

THE Somerville (Mass.) Cycle Club gave its annual minstrel show in Odd Fellows' Hall, Winter Hill, Thanksgiving evening, and scored a great success, both in the quality of the performance and in attendance, the affair attracting an audience of a size seldom seen in similar entertainments.

H. I. Curtis was interlocutor; H. O. Currell and M. E. Merritt bones and W. E. Clements and W. H. Reed, tambos. The end men sprung a lot of new jokes and some good songs. Songs were excellently rendered by Messrs. W. A. Wilkins, S. A. Thompson, J. S. Cartwright and W. F. Thatcher.

The second part of the programme included songs by Mr. Walter H. Burns; bango solo, Master Curtis Fairbanks; selections by the Beacon Banjo and Guita Club and a funny afterpiece, "Fun in a Restaurant."



FEMININE cycling is being made a fad in Boston's inner society circles.

Mrs. John Gardner is chaperoning a party of half a dozen of the more exclusive belles from the Back Bay district who are regularly under instruction at Pope's riding school, and if the idea catches on we shall soon have the pleasure of knowing that the meek and lowly safety bicycle has been the means of adding another one to the Modern Athens' already numerous cults.

And by the way, the matter is looked upon with so much importance that the old machines upon which pupils are taught to ride have all been renovated and refurbished, pneumatic tires being placed upon all of them in place of the solid tires which they formerly ran on.

MANY of our kind friends have been at great pains to spread the rumor that THE BICYCLING WORLD would be issued but once a month.

These self-constituted philanthropists can gently soothe their solicitude for our welfare. We are the liveliest kind of a weekly, as they will find out in due course.

WON'T some kind person inform the fresh writers who are filling space on the small fry among the cycling papers that F. P. Prial and J. J. Prial are *not* brothers.

THE recent election of officers in the Pennsylvania Division brings out the name of Mr. Charles D. Willson, of Reading, Pa., who is one of the old timers of the sport in that locality. His 48-inch full nickeled ordinary was one of the earliest among the wheels imported into that charming city, for Charlie was a firm believer in Karl Kron's creed of "white flannel and nickel plate." He was also one of the earliest members of the League of American Wheelmen, and I am glad to see that he has re-awakened his ancient enthusiasm.

IF feminine cycling ever becomes as much of a fad in our leading cities as it has in Paris, the pocket books of the bread-winning portion of the cycling community are likely to be very much depleted in consequence of the mania there will be for the continual changing of costumes, which is a foregone conclusion if fashion sets her seal of approval upon the new style.

A foreign correspondent is authority for the statement that one of the loviest of her sex in that city already has about a dozen different costumes, accompanying each of which are half a dozen combinations of various effects of hosiery, the rational costume affording unlimited opportunities for the development of taste and style in this line. And this lady's husband, who is authority for the statement, added with something like sadness in his tone that there were no signs of her stopping yet.

PERPETUAL motion to the front once more!

A Mr. C. D. Van Camp, of Syracuse has invented a unicycle whose motor principle is gravitation, the only use of the pedals being, it is gravely announced, to put it in motion and for mounting. To stop it one has merely to lean backward, and to turn a corner to lean to one side.

If this thing keeps on we shall soon have nothing to do but step into the saddle and have our machines run themselves.

A VALUED correspondent from the west writes me to advise him as to what the duties of a bicycle agent consists of when a purchaser's wheel is stolen. He states that his bicycle was stolen some time ago and that the local agent for the manufacturer has "done nothing to speak of for its return."

It may be of interest to accurately define the duties of an agent in cases of this sort. It might be considered advisable to go so far as to require a new wheel to be given the victim, dependent upon the size of the agent's bank account; or the maker himself might be required to make good the loss. Either of these plans would probably silence any possible complaints from the loser.

What do the agents think of it?

THE interest in football grows apace.

Hundreds of wheels were in evidence Thanksgiving Day, on both Manhattan Field, New York, where Yale succumbed to the prowess of the Orange and Black, score 6 to 0, and Jarvis Field, Cambridge, where Harvard did up Pennsylvania by 26 to 4.

Osgood, the famous half-back of the Philadelphia team, and who was formerly at Cornell University, is a member of the Park Avenue Wheelmen of that city, and came near playing with them in their recent game with the Century Wheelmen's eleven.

It is perhaps a lucky thing for the Centurions that he did not; the score might have told another tale, for Osgood is one of the "stars" of the year on the football field.

MY friend, Mr. Dixie Hines, who pays his respects to me weekly, says, in comparing Zimmerman, Sanger, Windle and Tyler, that Tyler is the strongest of the four. He probably never saw Sanger stripped for a race. The latter's thews approach the Herculean.

AND why have Messieurs. Prial and Betts been "won over" for '94, declaring, editorially, that Denver is *the* place for next year's meet?

What caused this sudden flop?

And above all—what was the "consideration," and why did I get left?

Now look you, gentlemen, this sort of thing has got to stop. You are already if we are to believe what the modest and truthful quill-drivers on some of the 1-4x5-8 weekly circulars that the Quaker City has to stagger under in addition to her other ills—heavily subsidized by the bold bad men who are running Gotham's cycle show, and unless you promise to "whack up" I shall be under the painful necessity of your nefarious schemes.

Anyway, what's the matter with Asbury Park? It might, of course, be a trifle larger, but I know of no jollier place than right down there on the Jersey coast, with the wide Atlantic's breakers sounding ceaselessly in your ears, for the annual outing of the League of American Wheelmen.

NOW mind you I'm not by any means opposed to Denver. On the contrary I should like of all things to journey toward the Rockies next summer and take in all the glories of that magnificent country.

But I cannot help asking myself if it is quite fair to the East to give the Annual Meet to the West two years in succession? Why should we not take it turn and turn about? And as Chicago held it this year the East—(which parenthetically comprises three-fourths of the total membership of the organization) should be given a chance next. *Then* go to Denver in '95. (By the way, Boston might bid for it in '96; but that's a long way off yet!)

Yet when it comes before the Assembly to decide I wouldn't give any odds against the Colorado city. The Denver trip has a most alluring sound, and as the average man is generally swayed by what he wishes, I believe the Western trip will poll a good strong vote.

But, gentlemen all. Now is the time to do your hustling and get in your work!

AND how do you like us in our new dress?

Ariel

TELEMACHUS' TALKS.

Records—Of All Kinds—Winter Riding—Two Shows.

ZIMMERMAN, after vainly essaying for weeks to begin a season of record-breaking on Hartford's mile track, has given up the attempt in disgust and gone home long ago.

If it is said in explanation of Zimmerman's failure that his pace-making was poor, or that he had bad weather, and that if he had been given all the aids that were at Johnson's service he, too, would have succeeded, the reply is that never, throughout the entire year, has Johnson even approached his last year's figures until his return to the kite track. Nowhere, in fact, has such wonderful work been accomplished, save on the loop, and men equal and superior to Johnson have failed in the attempt to surpass them. But these records have been turned down by the Racing Board.



Even that prince of record breakers, Windle, linked to such a congenial companion as Tyler, on the famous Springfield track—hitherto deemed invincible—failed to lower Johnson's claimed record of last year, or to put this year's records out of reach of the speedy Westerner. Now we hear of the Rambler team—Bliss and Dirnberger—shying their castor into the ring and seeking the mild Southern climate and the famous mile track at Nashville as the most fitting place to accomplish their task.

More than a year ago, when Johnson was at work at Independence, Zimmerman was told of the kite-shaped track at Kirkwood, Del., and of the offer of the owner to given big prize to any wheelman who could break records on it. It was pointed out to him that this track, with its two long straights and one immense turn, was just the place for him to go for records on. There the inconvenience of a turn, even one on a big track like Springfield or Hartford, was not felt, the distance between the two straights being so great that the curve could hardly be noticed. So true was this that although there was no banking whatever, yet it could be taken at top speed without any inconvenience being experienced. He promised to consider the matter, and it was even proposed to send Troy ahead to look over the ground and arrange for his coming. Nothing was ever done, however, and the project fell through.

This year the track was still there, as was well known, and every facility would have been offered to any one who went there on record-breaking intent. Its location being more southerly than the Independence track, an advantage was gained thereby, and it would be difficult to imagine a more ideal place for record-breaking in the fall. It is too late to do anything this year, but next year there will be a great demand for kite-shaped tracks, and it is hardly probable that one will accomodate all the teams which will be out in pursuit of the records, and then Kirkwood will have a trial, perhaps.

I wonder if it is with others as with myself that the beginning and the end of the riding season are most keenly enjoyed, and that the middle, and especially the summer months, sees a lagging of interest? The time was when the hot weather riding was kept up unceasingly, it being possible, seemingly, to accustom oneself to the heat, and so not mind it. Now I find that I do but little riding during July and August, and that I keep on riding constantly up to January, and even continue it intermittingly during that month; beginning regularly as early in February as the state of the weather will permit.

What a charm there is, too, in cool or cold weather riding! No choking, blinding dust; no scorching sun to bathe one in perspiration and to induce a thirst that nothing will quench. Instead, the air is keen and bracing, requiring one to keep in motion, and one never seems to tire of pedalling over the roads, then in their finest condition.



A little later, too, when the real winter begins to put in an appearance, comes the riding which gives the keenest pleasure. To wrap up warm, with sweaters and heavy woolen gloves, and to start out in the morning, over roads frozen hard and beaten down enough to make excellent going, is thorough enjoyment. The butterfly riders who put their wheels away at the first cold spell, or the first snow, little know what they are missing.

There is one thing in the English cycling papers which relieves the otherwise dreary mass of stuff which our English cousins consider most appropriate to adorn the columns of their journals, and which is strikingly absent from our own papers. I refer to the sound articles which appear from time to time, describing changes or improvements in machines, hints about their care, about winter riding, and, in fact, about everything of a technical nature relating to the sport. They not only render inestimable services to the new riders, but are frequently valuable to the experienced ones.

A recent article of this kind gave a way of treating chains which I have found by experience to be the best. It is to soak the chain in oil and then to boil it in tallow. When a particularly refractory chain receives this treatment the effect is magical. The tallow lubricates perfectly, and as it does not catch the dust to any great extent the chain is found to run like new. A piece of tallow applied to the teeth of the sprocket wheel will have a partial effect, and even soap applied in the same manner makes an improvement.

The trade is being called upon in the most urgent manner to stop the suicidal policy of having two shows, and the promoters of the two enterprises are being called on to respect the decision of the trade, whenever it is made, and retire from the field if the decision is against them. Many think that even at the late stage, if the trade (after it is organized) could be got to decide in favor of one or the other city, the other one would withdraw forthwith, and allow its rival a clear field. The same battle has been fought over in England, and notwithstanding the attempts that have been made to abolish one of the shows there, both continue to exist and to conduct their shows with a fair amount of success.

It is to be feared that the result will be the same in this country, no matter whether the trade can be got together and made to render its verdict or not. Each has gone far enough to see that the only way to get out with flying colors is to go ahead, and this they propose to do. Each show has secured support sufficient to warrant its giving a show, and it is becoming evident that the majority of the makers will exhibit at both shows, believing as they do, that it would be running too much risk to do otherwise.

It is to the interest of all concerned that one or the other should withdraw. It is exceedingly improbable, however, that either *will* withdraw, or that there will be any compromise whatever, and the only consolation the trade will have is that they can see which one they got their money's worth out of, and leave the other alone next year.

"TELEMACHUS."

Trying for the Bull's Eye.

THE Massasoit Club, of Springfield, held a rifle tournament at their club rooms on the evening of Wednesday, Nov. 29. Good scores and fun were the features of the competition.

The first prize, a good fat fifteen-pound turkey, was won by F. E. Fetcher, who made thirty points out of a possible thirty. B. A. Edgar and J. B. Lombard were tied for the brace of patridges, which was the second prize, each making a possible twenty-nine points out of thirty. In shooting off the tie, Edgar made fifteen out of fifteen and Lombard twelve out of fifteen. The booby prize, which was a Frankfort sausage, went to a well-known merchant, who succeeded in making two points out of a possible thirty.



Good Racing At Providence.

THE fifteen miles road race between the Rhode Island Wheelmen and the Narragansett Wheelmen at Providence, R. I., Thanksgiving Day, was a big success, and the crowd assembled to witness the affair was large and enthusiastic.

At the finish Bedard was first sighted making the home stretch, and first passed over the tape, winning the first prize. Eush and Sperry fought hard for second place, but Eush at the last moment made a sudden dash and came in ahead. Murray came next, followed by Auty. The finish between Hall, Hills, and Jepson, resulted in a victory for Hall by a fraction of a second.

The following table gives the finish of six others:

	Handicap.	Cor. Time.
N. Bedard	1 30	44 10
N. L. Bush	1 30	44 49
Lyel Sperry	1 30	45 54
William Murray	2 30	50 01
John Auty	2 30	51 24
Everett Hall	Scratch.	45 58
H. R. Hills, jr.	Scratch.	45 59

Team Races At Malden.

A TEAM bicycle race was held Thanksgiving day by members of the Malden (Mass.) Bicycle Club, the distance being five miles. It was expected that three teams would enter the contest, but only two materialized.

The team composed of Eddie McDuffee, Charles Bianchi, Samuel Bianchi and Hubert Webster won, the best time being 14.16, made by McDuffee.

The second team consisted of J. C. Wettergreen, A. C. Dodge, Richard Mugridge and Albert Barnard.

Sham Battle And Road Racing.

THE 10 miles road race held Thanksgiving Day at Baltimore was interfered with by the sham battle held by the 4th Regiment. It was very funny and at some times dangerous, but luckily no real damage was done.

In several instances detachments charged across the thoroughfare just about the time a bunch of unlucky wheelmen were coming along and a grand spill would occur. Many a blue jacket was sent to the earth by a speeding wheel, and it may be remarked that the wheelmen bit the dust also. On one or two occasions the racers found themselves speeding right on a skirmish line thrown across the road. Suddenly the line would rush forward, stop, drop down and fire point blank in front of the approaching wheelmen.

Again the cyclers would find themselves in collision with a company charging up the road, and under such conditions as these the race was run.

Jack White struck an artillery team, was thrown off his wheel and his machine wrecked.

The following table gives the starting time, time allowed the handicap men, actual riding time and finishing time of first ten men.

Starters.	Starting Time.	Time Allowed.	Actual Riding Time.	Finishing Time.	Time Behind Order.
H. C. Lee	11 02	11 36 24	34 24		5
W. Wigley	11 02	11 37 05	35 05		5
L. Rosenheim	11 03				1
W. Scipp	11 03 1-2				3 30
C. Spencer	11 03 1-2				3 50
J. D. Miller	11 01				1
Frank Hoban	11 01				3
W. E. Larrimore	11 01				3
N. S. Bogle	11 01	11 38 41	34 41		3
C. Leatherberry	11 01	11 43 16	39 16		3

Racing At Plainfield, N. J.

A 20 MILES handicap race took place Nov. 30 under the auspices of the Crescent Wheelmen at Plainfield, N. J. The course was 2 1-2 miles back and forth on Park avenue. The first six men finished as follows:

NAME.	HANDICAP. (MINUTES.)	TIME.	ORDER OF FINISH.
T. A. Cuming	5	1 04 58	1st.
C. N. Rydell	5	1 04 58 1-5	2d.
A. H. Barnett	1	1 00 39 3-5	3d.
Henry Locher	5	1 08 52 2-5	4th.
G. Olif	6	1 09 55	5th.
G. E. Fox	1	1 08 04 1-5	6th.

A. H. Barnett won the time prize in 1h. 39 3-5s.

PLAINFIELD, N. J., Nov. 30.—The Crescent Club Wheelmen of this city held a twenty-mile road race over the Park Avenue course to-day. The day was fine and the largest crowd ever seen in Union County at a road race was present. Of the fourteen men to start ten finished. Those who won were as follows: Thomas A. Cuming, first; Rydell of Elizabeth, second; A. Barnett, third. Time prize was also won by Mr. Barnett. The time made was as follows: Olif, 1.12.12; Wilson, 1.14.56; Cuming, 1.05.15; Locher, 1.09.05; Babcock, 1.13.02; Rydell, 1.05.15 1-2; Scott, 1.09; Tilsworth, 1.08.21; Lines, 1.08.10 2-5; Burnett, 1.00.56 3-5.

THE bicycle road races held on Thanksgiving Day under the management of the Cinnaminson Wheelmen of Buffalo, N. Y., were very successful, Avis and Loast doing the best riding. The following is a list of the races: One mile open—Samuel Avis, first; Harry Fryling, second. Time 2.52. One mile—C. B. Brookshank, first; Wm. J. Loast, second. Time 2.46. Two mile—C. F. Earp, first; S. Leeds, second. Time 6.58. Five mile—Wm. J. Loast, first; Harry Champion, second. Time 17.52. Ten mile open—Samuel Avis, first; Harry Fryling, second. Time 35.30.

RACES CONTINUED ON PAGE 55.



I.—CONTEMPLATION—*Cycling.*

Donoghue After Johnson's Scalp.

JOE DONOGHUE, the ex-champion skater, has been having a steady course of rowing at Newburg, N. Y., during the season, and has built up considerably. He expects to be very much in evidence throughout the next skating campaign, which he predicts will be an unusually lively one.

Donoghue hopes to get even with John S. Johnson, who created a furore by beating the Newburg flyer for the championship last season. The famous pair expect to skate a series of matches early in January, and may again meet for the amateur championships later on, although there is a probability of Johnson going over for the European campaign.

"The Rules Of The Rude."

"First—The one object which cyclists should keep steadily in view is to become 'scorchers.' There are three essentials before you can earn this proud title. First, you must totally disregard the convenience or safety of the public. Second, you must ride at a minimum rate of 15 miles an hour. Third, you must develop pronounced curvature of the spine as quickly as is compatible with your other engagements.

Second—Races should always be held on the high roads at a time of day when traffic is busiest.

Third—Should you be unfortunate enough to knock down a pedestrian, do not trouble to stop and apologize or inquire if he's hurt. It is his business to get out of your way, and you should remind him of this obligation in the most forcible language at your disposal. This will tend to make the pastime exceedingly popular among non-residents.

Fourth—If you notice an old gentleman crossing the road wait till you get quite close to him, then emit a wild warwhoop, blow your trumpet and enjoy the roaring fun of seeing what a shock you have given him.

Fifth—A still better plan, if a wayfarer happens to be walking in the middle of the road and going in your direction, is not to signal your approach at all, but to startle him into fits by suddenly and silently gliding by him when he believes himself to be quite alone. The nearer you can shave his person the better the sport.

Sixth—Of course the last plan is much improved if the wayfarer should be a market woman carrying milk or eggs, and if in her fright she drops her can or basket. Unfortunately, few cyclists have the good fortune to witness this exquisite bit of rural comedy."—*London Punch.*

"Just To Keep In Form."

AT all times of the year, but more frequently during those months which herald the approach of the chilling winter time, we hear from some cycling friend, in answer to our inquiry if he is doing much cycling: "Oh! I take an occasional spin just to keep in form you know." This covers an undoubted though-popular fallacy, for we cannot sustain anything like good form by a lazy intermittent use of our machines, mounting only when the atmospheric conditions are enticing, the sun pouring down his cheerful rays, the roads white and dry, and we feel more than equal to the task of propulsion.

The days are upon us now when very likely weather of this cheerful aspect will be seldom enjoyed, and it will be necessary to don our cycling clothes with a more courageous spirit than in the summer time of 1893 that is past. We will need to face the piercing blast; aye, or even the passing shower with plucky equanimity, and as our muscles retain their toughness, and the decried winter ride loses its terrors, when the stout heart (and legs) carries our cycle over the stiff brae, perseverance will have its reward and our bodies will assert their superior condition over those of our fellow wheelmen, to whose desultory cycling a mile or two of bad road is discouraging, a head wind disheartening, and a few drops of rain a total extinguisher.

This is the class who have earned for themselves the sobriquet of "butterfly" a word very badly adapted, for even the most scrupulously brushed and scented wheelman does not resemble that brilliant insect; it is rather rough on the butterfly, who was never known to do anybody any harm, to lower his prestige in this manner. If we wish to be spiteful and want to draw comparisons invidious to the lower creation we have numerous insects flying and jumping, which do their level best to make our lives burdensome. They sting us, yea, verily, and they bite us, and bite big too, yet we submit in ignoble silence and let out at the inoffensive butterfly.

But to return to my subject, it is really a mistake to let one's enthusiasm flicker in an uncertain fashion during the fall of the year, a season, to most of us, rather trying and depressing, in fact the time when cycling as a tonic is at its best.

As a pastime it is pre-eminent and pre-excellent, but its value as a medicine is undoubted. Stick to your cycle through thick and thin, and if your infirmities are of the nervous or indigestible kind the bond of union between you and the doctors will speedily dissolve, and you will be enabled to revel in the sense of regained vigor.

Mind, I do not advocate reckless winter riding, imperfectly clad and careless as to consequences; for this there is no excuse; but when clothed in body and mind to meet all emergencies, you will find pleasure in a spin even under disadvantageous circumstances.

When the ride develops into a grind, and the wind dead ahead raises that desire for mastery inherent in the human breast, then with teeth set and thews and muscles straining, one feels a joy in battling with the contentious air. In such a case it is a powerful incentive to have a destination to gain, and when you have overcome the difficulties of the road, and the longed-for goal hails in view, fatigue or any other slight discomforts are forgotten in the sense of victory gained over our vitiatory attacks of indolence. ***

Asbury Park's New Road.

THE Asbury Park Wheelmen are actively pushing a new stone road between Asbury Park and the county seat, and it is probable that application will be made to the freeholders at their next meeting to take some definite action in laying out the road.

THE cyclers of Denver are dead in earnest for the '94 meet at Denver. They are quietly working for it, and Asbury Park had better get a move on unless they do not want the meet to go West.



II.—DELIBERATION.—*Cycling.*

A Wheel Abroad.

THE following is an extract from a speech delivered at the 11th annual dinner of the Long Island Wheelmen, Brooklyn, N. Y., Nov. 25.

* * * To the man that goes abroad upon the wheel there is afforded a golden opportunity to study nature in all her varying moods, and above all in the most beautiful of all her most wonderful works. The birth and death of the seasons.

He sees nature as with the warm south winds she melts and thaws the ices and snows of winter away.

He sees her as with the warm rays of the gentle sun she greens with the grass and foliage the hills and valleys of the north.

He sees her as with the soft and gentle rains she buds and blossoms and blooms the fragrant flowers, the first of which to answer her gentle summons back to life are the modest violets, and as they shyly peep out from the cold earth and open their petals of purple and gold in the warm rays of the sun they whisper one to the other, "Has winter gone?" The soft and balmy winds answer "Yes" in a voice that is soft and low, and waft the glad tidings from flower to flower. Then upon the hills and valleys, in the meadows, fields and woods and along the banks of the singing streams there bursts a world of flowers in all the glory of color and perfume that whispers to the tired and weary soul of man the hope that he too may such a resurrection find from the cruel blasts of the winter of his life.

Upon every tree and bush the green leaves burst into bloom and tremble and quiver in the soft air and bright sunshine with all the joys of new born life, and give a home and a welcome warm to the warbling birds whose sweet melody as it bursts from their swelling throats, echoes from tree to tree and gives voice to the universal joy of spring. Upon the slender stalk there comes a bud that day by day and hour by hour blossoms and blooms, and there in the perfumed air hangs the blushing rose, the Queen of flowers.

In white and gold the daisies rule the field, and all the hills and valleys are painted with Nature's fragrant flowers, that awakes the bees' glad and grateful song as they gather and store their sweets away, and all the air is aflame with color and fragrance and song, and thus the spring is born.

In the shades and shadows of the night, generous Nature with loving hands showers upon the beautiful flowers the sparkling drops of dew, that like the round and Orient pearls lie lingering there, sick with love for the fragrant flowers, until morning opens wide her golden gates and lets the light of the round and blazing orb of day fall upon a world that is decked in the flowers and foliage of a glad spring time, and, that like a maiden modest, blushes in the red of the early dawn. Then upon every tree and bush the sweet voiced birds in carol, song and roundelay welcome the blazing sun as it drives the shades and shadows of the night away, and makes of the dewdrops sparkling diamonds that reflect from all the trees and flowers the immortal tints and hues with which mankind in their imagination have glorified the home of the Creator of all.

The days grow long and the sun now turns to purple, red and gold the light and fleecy clouds that belt the western skies as it slowly sinks away to rest in the shades and shadows of the night, and gives way to the shining stars that make glorious heaven's vaults, and as they sparkle and twinkle in the long hours of the night are reflected again and again in the mighty waters of the deep, the lakes and rivers and gentle streams that make beautiful the world upon which we live.

The pale round moon rises slowly over the hills and trees, and turns to silver the shadows of the night, dances across the sparkling waters, touches with soft and tranquil glow the sleeping flowers, and lulls the soul of tired and weary man to rest, and as the light and fleecy clouds of the night drift across its face, its shades and shadows fall upon a world at rest and thus the Spring dies away and summer is born.

Now the skies are bare and broad and blue and the hot sun blazes down upon the dusty earth and flowers bend low in the summer's heat, and all the harvest fields have turned to gold, but nature now has changed her gentle mood. The heavens grow black with the heavy clouds and all is quiet and still, save the moaning winds through the forest trees that portend the coming storm. A great flame flashes across the skies and the earth trembles with the thunder's mighty roar. The flood gates of the Heavens are opened and there bursts upon the earth a deluge of water. The fierce winds howl and shriek as they tear the great trees from out the bare earth and hurl them with mighty crash against their trembling companions. The strong works of man are torn and scattered away and ruin and destruction are everywhere. The heavens are aflame with the lightning's blinding flash and peal upon peal from heaven's dread artillery strikes terror to the soul of all that live upon the earth; and thus the mighty storm plays its part. Fainter and fainter grows the thunder's growl, the black clouds burst and break away and the rays of the golden sun peep out between the rifts in the torn and rugged clouds. The voice of the roaring winds has died away to a gentle sigh, the bow of promise spans the heavens and all is peace and quiet, save the glad songs of the birds that awake the echoes again and again, and all is green and fresh and bright and the sweet odors of nature hit the grateful sense of smell and a new joy fills the soul, and thus the golden days of summer die away amidst the storms, the fading flowers, and the songs of birds and autumn is born.

Now the world is wrapt in a glory of color and haze and the pleasures of life grow doubly dear in the mellow days of the fall and the soul grows sad with the thoughts of all that might have been. The trees of the forest are now a blaze of russet gold, a ruddy red, a purple and a changing brown, and the hills and banks are aglow with the golden rod and the autumn flowers, the last and sweetest of the year.

Swiftly the golden days glide by and fitful nature changes in her mood and dark remorse now seems to fill her soul. The silver sheen of the frost glitters in the bright moonlight, as it touches with the icy fingers of death the fragrant flowers that leaf by leaf fade away and die. Slowly and sadly the leaves of the forest trees drop away from the trees—like the tears of regret and disappointment. The rays of the sun grow dim; the golden butterflies have gone; the birds sing a softer, sweeter song; the autumn rains begin to fall, and all is bleak and drear.

But nature is not unkind; for now she gives to men the fruits and vegetations of the earth; the clustering grapes peep out from the brown leaves upon the vines. The orchards are all ablaze with the red and golden fruits and the trailing vines upon the earth are burdened with nature's boundless gifts.

The merry chirp of the denizens of the forest is heard as they gather and store away the rich brown nuts that prolific nature has showered around and about them.

The days grow short and the sun now tints the skies with the long streaks of autumn red. The song birds wing their way to the sunny south and their cheerful roundelays are heard no more; and thus the summer dies away and winter is born.

Now winter's breath is in the air and all is cold and drear as nature with her white, soft shroud of snow gently covers up and hides away the joys of spring, the pleasures of summer and the sorrows of winter.

This, gentlemen, is what the man sees that goes abroad upon the wheel.

Sequelæ of an Accident.

ABOUT three years ago Mr. Eugene Raymond, a member of the Century Wheelmen of Philadelphia, while descending the steep grade in Fairmount Park known as Ford Hill, collided with a carriage which had stopped abruptly in consequence of the safety gates across the Reading Railroad being suddenly lowered. Although considerably cut and bruised he was able to be about again in a short time, but about a month ago he was seized with fits of vertigo, and upon examination the physician found that his brain had been injured at the time of the accident and that disease had been slowly developing. His skull was recently trephined, and it is to be hoped his recovery will be permanent.

Windle and Tyler are now the recognized mile champions of the world against time, "as the horse-paced records were rejected."—| Bearings, Dec. 1.

And They Did It

On a Union.

The surest way to do it, is to do it on a UNION. When it comes down to

Record Riding

You can reckon on the UNION taking the LEAD AND KEEPING IT.

UNION CYCLE MFG. CO.,

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ECONOMICAL. SERVICEABLE. POPULAR.

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Patent Pneumatic Tire

Economical—Because it costs less to buy and keep in repair.

Serviceable—Because of the numerous records of lengthy rides over all kinds of roads in all conditions of weather.

Popular—Because of the thousands of testimonials, all of which testify to its position in the hearts of the rider, dealer and manufacturer.

Additional Evidence of Stability:

1892.	MILES.		MILES.	1892.	MILES.
W. N. TAYLOR,	2136	TOTAL,	27,337	G. RUSSELL,	2413
F. KLAPFEL,	2009	AVERAGE PER SET,	2,733	T. PARKER,	3909
J. WEST,	2250	AND 1893 TO BE HEARD FROM.		A. RUDOLPH,	2530
H. E. BAILEY,	3109			W. ANGLEMIRA,	2970
J. E. PARKER,	2344			R. E. MORELAND,	1571

We might remark, though, that Prof. D. L. Levis of Greenfield, Ind., has ridden 9651 miles from April 1 to Nov. 20, on ONE SET OF OUR TIRES. Frank J. Ashton, Rockford, Ill has ridden 22 centuries, including 3 doubles, since May 1, 1893, on a 27-lb. Sterling, and has an 1893 mileage to date, of 4200 miles, all being accomplished on a pair of our RACING TIRES.

The Morgan & Wright Tires are covered by letters patent as follows. Jan. 17, 1893; April 25, 1893; May 2, 1893; July 25, 1893; (2 patents) Oct. 17, 1893. Purchasers of these tires should see that our firm name and patent dates are on the side of tires. All others are imitations or infringements, usually the latter. Full information regarding our patents can be had by writing us.

MORGAN & WRIGHT, 331-339 West Lake St., CHICAGO, ILL.

[Mention Bicycling World.]

"Farewell To The Season."

BY ROBERT BRUCE.



Farewell, the season!! All too fleet
Has been the tramp of autumn's feet.
And nature says in myriad ways
"This year has passed its summer days."

On Southern lands thy wealth bestow
While here the winds of winter blow.
Thy absence marks the storm king's reign.
O, hasten, quickly back again.

Through winter's cold and autumn's rain
I'll watch for thy return again,
And may the fates ordain to me
Thy sunny smile again to see.

Farewell, farewell, again I say
'Till fickle April turns to May;
Then spring shall fan ambition's flame
And add some other wreaths of fame.

Oswego, N. Y.



Football In Chicago.

ON Thanksgiving morning at 10.30 o'clock, the game of football between the Lake View Cycling Club and the Illinois Cycling Club, which has been the subject for conversation of the two clubs for the past month, was played at the athletic grounds, corner of Fullerton and Racine avenues. Friends of the two teams to the number of 800 or more were present to cheer the many exciting plays. In the first half the Lake Views scored 10 points to the Illinois' nothing. At the beginning of the second half the snow, which had just commenced to fall, made the field exceedingly slippery, and as a result, coupled with the desperate work of both teams, no points were scored, the Lake Views winning the game by a score of 10 to 0. At the conclusion the Illinois team were escorted to the Lake View club house where a pleasant half hour was spent, and the visitors were given three cheers and a tiger on their departure. The men had a great time plagueing Capt. Smith of the Illinois on the letter written Nov. 17, from which the following is an extract: "When you say the challenging party has choice of grounds you are off, and only that it is so late we would insist upon what we consider as our right, *so to get even we will have to put it on your eye about 40 to 0 about the 30th of this month.*

Chicago, Ill., Dec. 1, 1893.

Cyclers On The "Gridiron."

THE Hartford Wheel Club and the Springfield Bicycle Club lined up for a game of football on Thanksgiving Day, and the Springfield men came out of the scrimmage victors with a score of 8 to 6.

The teams lined up as follows:

H. W. C.	Position.	S. B. C.
Bidwell,	Left-end-right,	Murphy,
Cook,	Left-tackle-right,	Foote,
Latiman,	Left-guard-right,	Tait,
Tomlinson,	Center,	Rank,
Sage,	Right-guard-left,	Allen,
Bulser,	Right-tackle-left,	Haskins,
Main,	Right end-left,	Webb,
Caswell,	Half-back,	Stanley,
Wood Capt.	Half-back, Robinson (Capt.)	
Starkey,	Quarter-back,	Hawkins,
Fraver,	Full back,	Davis,

Referee, Dingwall of Trinity; umpire, Enson of Springfield. Attendance 500.

SPECIAL OFFER.—For a limited period only we will accept yearly subscriptions to the World at the present rate of 50 cents, although we have put the price back to $1.00. This offer will not remain open long.

Cambridgeport Beats The Pressites At Football.

THE football team of the Cambridgeport Cycle Club administered a crushing defeat to the team from the Press Cycling Club on Clover field, Boston, Thanksgiving morning.

The Cambridgeport Club was strong in every respect, playing excellent interference. The Press Club, for a team playing its first game, showed considerable skill.

The game was the event of the day for cyclers, and the grounds were well filled with enthusiastic spectators long before the arrival of the contestants.

The Cambridgeports won the toss and chose the goal with the wind. On its opening wedge Pettigrew gained 20 yards for the Press Club, going right through the centre. Pettigrew punted for a gain of 15 yards. Cambridgeport then got the ball, and Kehew, making a pretty run around the left end, made a touchdown. Allan failed to kick goal.

The Press again played its V-shaped wedge and sent Pettigrew for a gain of seven yards. Kehew made a play around left end and was tackled by Jackson and Pettigrew out of bounds. The referee ordered the ball inside the line, and the men were lining up, when Frew, who had possession of the ball, touched the ground and ran for the Press goal without being followed. The referee allowed a touchdown. Allan failed to kick goal.

French then muffed the ball and Kehew immediately went for a gain of 20 yards around the left end. Himeon went around left end and scored a touchdown. Wiseman again failed to kick a goal. The Press men tried a flying wedge and gained 20 yards. Pettigrew kicked 10 more, and the ball was dangerously near Cambridgeports' line when time was called.

In the second half Kehew scored another touchdown for the Cambridgeports, making their score 18 to 0 for the Press Club.

The line up of the teams was:

CAMBRIDGEPORT.	PRESS.
C. H. Kehew, l. e.	r. e., W. G. French
A. Kehew, l. t.	r. t., J. A. Parker
P. C. Spring, l. g.	r. g., W. Coleman
Wiseman	Centre, Annis
Scott, r. g.	l. g., Johnson
Allan, r. t.	l. t., Fisher
E. L. Kehew, r. e.	l. e. Alther
Frew, Quarter-back	Billings and Carr
G. F. Kehew, Himeon, Ed. Himeon,	Half-backs, Jackson, Beers
Bentley	Full back, Pettigrew

Score—Cambridgeport, 18; Press 0. Touchdowns—G. Kehew, Frew, Himeon, G. Kehew. Goals from touchdowns—Wiseman.

A Good Suggestion.

"DURING the winter months, commencing Dec. 1, the cycle dealers are at their wits end to find something to do. For the Christmas trade a little is done in juvenile wheels, but the cutting of prices by dry goods houses militates against large sales and big profits. In a few cases the dealers can use a sufficient number of wheels to secure a larger discount, and thereby compete with the outsiders. In Dublin one dealer has put in a stock of toys. This plan has been followed by the Ormonde Company at 135 West 125th street. They have added a lot of mechanical and pretty toys to their stock of wheels, which will be offered for the holiday season. On the first of the year they will return to an exclusive display of bicycles."



He Celebrated.

BROWN—Yes, Jones blew in fifty dollars on the boys last night.

SMITH—How's that?

BROWN—He won $2 on a bicycle race yesterday.

UNEQUALED JUVENILE LINE.

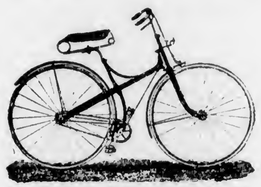


PET, $20.
20 inch wheels, 1 inch cushion tires.



ROB ROY No. 2, $65.
Same as No. 1, only has 1 1-2 inch "W. W. W." pneumatic tires.

FOR THE HOLIDAY TRADE.



BOY'S JUNIOR, $25.
24 inch wheels, 1 inch cushion tires.

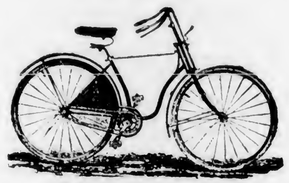


JUNIOR No. 1 (Girl or Boy) $35.
24 inch wheels, ball bearing, 1 inch cushion tires.



CINCH No. 1, $35.
24 inch wheels, ball bearing, 1 inch cushion tires.

For SEVEN YEARS the most satisfactory and salable line made.



JUNIOR No. 2, $50.
Same as No. 1, only has "W. W. W." 1 1-2 inch pneumatic tires.



CINCH No. 2, $50.
24 inch wheels, ball bearing, 1 1-2 inch "W. W. W." pneumatic tires.

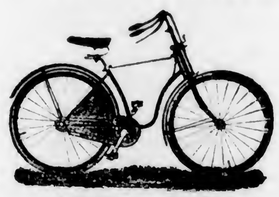
EVERY ONE WARRANTED.



JUNIOR No. 3 (Girl or Boy) $45.
26 inch wheels, 1 inch cushion tires.



ROB ROY No. 1. $50.
26 inch wheels, 1 inch cushion tires.



JUNIOR No. 4, $60.
Same as No. 3, only has "W. W. W." pneumatic tires.

WESTERN WHEEL WORKS. 35 BARCLAY ST., NEW YORK. CHICAGO, 501 WELLS ST.

Far and Wide

JOHNSON'S horse-paced records do not go.

ST. LOUIS is to have a new paper called *Cycling Echoes*."

"CLASS B" bobs up serenely, and Mr. Raymond's plan will probably be a go.

COL. BEN LOVELL has been appointed on the staff of Gov. Greenhalge of Massachusetts.

COL. POPE endorses the nomination of Matthews for Mayor of Boston, and says he will vote for him.

SNOW, sleet and slipperyness last Sunday destroyed the cyclers' pleasure in the Eastern district of the country.

THE racing wheels of Windle and Tyler were destroyed by fire last week in a branch office of the Union Company.

CERTAIN members of the Boston Press Club have been busy binding up their wounds of the foot-ball game last week.

FRED OSMOND says the only "roads" in America are to be found 'round "The Hub." How about the Oranges, E. J.?

MR. GEORGE SULLIVAN of the Boston *Globe* has been appointed by Chief Consul Perkins on the Division Board of Officers.

THE raging wheels of Windle and Tyler were destroyed by fire last week in the branch office of the Union Company.

AMERICA emulates England in having two shows this year. In England the Stanley has just closed and the National has just opened.

AN exchange says that McIntjes' trip to the United States cost him $31,000!! There is just one too many ciphers there. Should be $3,100.

YES, Paris does set the fashion for feminine attire, but silk tights and light silken skirt to cover the hips is a bit too Frenchy for our Anglo-Saxon ideas.

FRANK BYRNE, in the employ of the Pope Manufacturing Company, met with a mishap in a football game Thanksgiving morning and broke his collar bone.

THE Louisiana branch of the Century Club are about to inaugurate a series of century runs. Capt. Chas. E. Fenner is the chief centurion of the State.

DON'T put your wheel away just because a flurry of snow has come. Some of the most delightful riding of the year will be enjoyed between now and February.

SUIT has been begun by F. P. Prial against Dio Lewis and W. J. Morgan for the sum of $20,000, each suit being for an alleged libel printed in the American Wheelmen.

IN the reorganization of the defunct Sercombe-Bolte Company, of Milwaukee, neither of the old firm whose name it bore will be in it, nor Mr. Sanger, father of the racing man.

GOOD old "Zimmy" will have to go into winter quarters without bettering Windle's records. "Zimmy" made a hard bid for the records at Hartford, but climatic and other influences worked against him.

BILLY RHODES, the old timer, begins to realize that he must join the ranks of the "has beens." Rhodes in his day was a good one, but he never was the peer of his contemporaries, Hendee and Rowe.

BOB HERRICK, widely known in L. A. W. circles and connected with the Morgan & Wright Company as a travelling salesman, was seen on Bicycle Row, Boston, last week.

WE wonder when horsemen will come to understand that wheelmen have rights on the road equally with themselves. L. A. W. suits seem to be necessary to establish the right in some quarters.

ROAD-MAKING has made rapid strides in Bloomfield, N. J., during the last two years. In that time about $50,000 has been spent on the roads of the town, and the work has been systematically done in all cases.

TIMOTHY HAGEN, of East Orange, N. J., went home for supper last week, leaving his bicycle in front of the house. He stood at the front window and watched the wheel, but despite this fact when he went out after disposing of his meal, it was gone.



MRS. KULTSHAW—How did you like Switzerland, Mr. Americus?

MR. AMERICUS—(Just returned from a wheeling tour in Europe.) Immensely! But I can't help thinking how nice it would be if those plaguey mountains weren't in the way!

Chips

TO ONE who has been a cyclist for several years, the longer the more intensely in proportion, there comes a feeling of sadness for something lost, for something that can never be replaced when he allows his mind to chase back over the years of his cycling experience. The bicycle is, as a natural result of its universal adaptability, rapidly becoming everybody's steed. It is *common*; and the more common it becomes there seems to vanish in the same ratio some of the pleasures of the wheel which stand out most prominently in the old-timers' recollections of the years gone by. Although novelty, in the commonly accepted sense, would have been promptly repudiated by the pioneer riders of those days, they will now, with me, I am sure, acknowledge that novelty *was* one of the minor pleasures associated with cycling as a sport. Aye, it was a sport then, though for many years we labored hard to convince the world that the bicycle was was more than a plaything; and now when no more arguments are needed, the case closed, the verdict ours, were it not for the monstrous selfishness of the thing I could almost wish that the world had never been converted, and that it could be as it was when a comparatively few devotees were bound together by the common enthusiasm for something the world at large could, or would, not appreciate.

* * * *

Cycling had, in those days, for an impetus something nearer a true religion than the creeds of many churches teach—the love of nature.

What is the force that drives the wheels of the cycling world in these days? The same that impels the use of the street car, the canal boat or the cart horse—*common usefulness*. It's the difference between the carriage and the street car, the yacht and the canal boat, the thoroughbred and the cart horse. The street car, the canal boat and the cart horse are extremely useful, but one does not associate them with fraternal enthusiasm, romantic novelty or love of nature.

* * * *

Speaking of old times naturally brings up the good old ordinary, and reminds me that I saw "The New Lochinvar" staged a few nights since. Before the curtain rolled up I was considerably worried as to the ability of the hero and his runaway bride to escape from an irate father and "Josiah Baker's son" on the old-fashioned mount. My tender solicitude for their safety proved to be badly misplaced, for,

LAST WEEK WE WARNED "USERS AND SELLERS" TO

BEWARE OF INFRINGERS

And Worthless Imitations

OF

G. & J. Pneumatic Tires

OR TAKE THE CONSEQUENCES.

We now wish to inform you that we desire your business—we are not exclusive—we want all to have "the best there is" in tires, no matter what wheel they ride, sell or manufacture.

To make this easier we have reduced the retail price of G. & J. PNEUMATIC TIRES to **$20.00 per pair.** That would be cheap for a **poorer** tire, wearing qualities not considered, and yet we offer

THE BEST TIRE ON EARTH,

Complete with Rims, Quick Action Pump and Repair Outfit.

For **$20.00 per pair.** In comparing prices, please compare also **value received**, and do not forget that we give you also Rims and a complete outfit. Our price to repairers, dealers and makers is correspondingly lower, so there will be no excuse whatever—nothing to hinder you from having what you want.

Any Maker, Dealer or Repairer Will Supply G. & J. Tires If You Insist.

ALL RAMBLER BICYCLES ARE FITTED WITH G. & J. TIRES, AND RAMBLERS HAD A LARGER SALE THAN ANY OTHER HIGH GRADE WHEEL MADE IN 1893.

Correspondence with the Trade Solicited.

GORMULLY & JEFFERY MFG. CO.

CHICAGO. BOSTON. WASHINGTON. NEW YORK. COVENTRY, ENGLAND.

in the runaway scene, instead of having

"Fixed a small side-saddle on his everlasting, wheel,
So that she could ride behind him, clinging 'round him a good deal."

imagine the audience worked to a pitch of feverish excitement by the appearance of the fleeing twain loaded on a squatty safety, the heroine not even on "a small side-saddle," but perched upon the handle-bar, with all the grace of a bull frog on a saw-log.

This manager's next move will be to successfully stage the popular tank drama with a washtub for the Atlantic.

THE OLD BLOCK.

SPECIAL OFFER.—For a limited period only we will accept yearly subscriptions to the World at the present rate of 50 cents, although we have put the price back to $1.00. This offer will not remain open long.

A VERY successful sunlight party was held in Associate Hall, Malden, Mass., on Thanksgiving afternoon.

THE first ball of the Pequot Bicycle Club, of South Boston, was held last week and was attended by about one hundred couples.

THE Suffolk Bicycle Club gave a sunlight hop in Columbia Hall, Jamaica Plain, Boston, one afternoon last week. About 120 couples were present.

THE formal opening dancing party of the winter was given by the Chicago Cycling Club at Rosalie Hall in that city Wednesday evening, Dec. 6.

THE Lafayette Wheelmen of New York City gave their first monthly stag of this season on last Saturday night. There was a large attendance, several members of the Greenwich and Amsterdam clubs and their friends being present. An enjoyable evening was had.

THE Saco (Me.) Cycle Club held their third annual minstrel show on Thanksgiving evening before a crowded house, with their usual success.

THE Ravenswood Cycling Club entertained its friends with a Thanksgiving dancing party on Nov. 30. The affair was a social success in every way.

THE Medford (Mass.) Cycle Club has entered the billiard, pool and whist tournament of the Associated Cycling Clubs of Boston and vicinity.

THE Ansonia Wheel Club, of Birmingham, Ct., played a game of football on Thanksgiving Day with the Torrington (Ct.) men, winning the game handily.

THE Cleveland (Ohio) Wheel Club is arranging for an indoor game of foot ball which will be played in the ball room of the club's new home. The room is 70x50, which will afford quite a good bit of space.



Woman's Department.

Conducted by MRS. MARY SARGENT HOPKINS, to whom all communications should be addressed.

OUR PICTURE GALLERY.

Illustrations of French, English and American Cycling Costumes.



FIRST on the list we present the French costume. Selected from nearly a dozen cuts as the most sensible and stylish of this nationality. The others are such conglomerations of flaming jackets and extraordinary combinations of colors and shapes that they must inevitably stay where they originated, on the Bois de Boulogne—unless adopted by the same class of women here that appear on the race track there and elsewhere; a class that can well be spared from the ranks of wheelwomen, and should not be identified with them to any greater extent than is the woman who rides four horses at once in the circus ring accepted as a representative of equestrianism.

Next we have Miss Reynolds, a young English girl, who rode from Brighton to London in the suit illustrated. She made it herself and thus modestly speaks of it:

"I must say I found this suit very comfortable and convenient: I do not say it would be the thing for a lady who used her machine for riding to and from business each day or for one who used it for



shopping, but for a long ride, when one can take on one's skirt on one's machine, I do not see what objection there is to it."

These remarks would seem to indicate that the little English girl is a very sensible little girl indeed. The propriety of wearing such a suit would certainly depend largely on where it was to be worn, and still more upon the person who was to wear it.

A girl scarcely out of short skirts, as is probably the case with Miss R. could hardly devise or wear a more suitable costume, but how about the young lady's mother, or grandmother? For mothers and grandmothers are riding in this country, if not across the water.



Now let us see what our countrywomen are doing toward solving this vexed question.

First is the suit for which a New York paper gave a prize of $50. It is made of dark blue cloth and red china silk; with tan leggins, gloves and tie. The hat, collar, and V front, red, also girdle, with long fringed tassels. It could hardly have been a committee of practical wheelwomen that awarded this prize, for although the suit is very attractive in general outline, the colors are too conspicuous, and such appendages as girdles and tassels, are as out of place on a bicycle, as a satin bow on a coal hod.

Still it has the merit of picturesqueness, which is not to be overlooked by any means, and the costume might prove very attractive to women who do not mind being stared at a bit.

Next is a device invented by a Brooklyn, N. Y., woman.



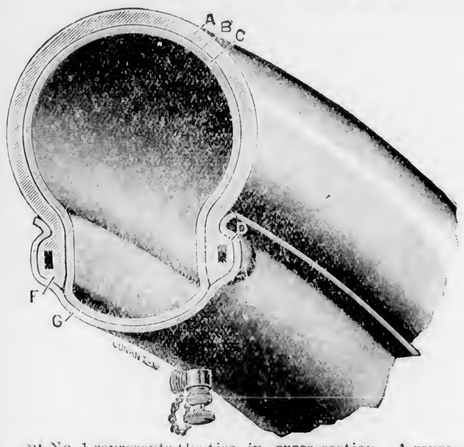
The "duplex skirt," as Mrs. Sittig calls her invention, is a double skirt, the under part of which is held to the hipline of the leg by straps fastened to the yoke belt. A single cord easily reached through a side plaquet adjusts the skirt in an instant to any desired length. The outer part of the skirt is attached to an ordinary band. It is not divided, or in any sense a divided skirt.

* * * *

The leggins form an important part of the suit. They are made of the same light material and have a footpiece which is lightly caught to them at the sides. It is shaped like the forepart of an overshoe, and is lighter than a dancing slipper. The upper part is of the cloth, and a rubber sole prevents slipping on the pedals and keeps the foot dry in case of rain. It is

THE "HUESTIS"

Detachable Pneumatic Tire.



Cut No. 1 represents the tire in cross-section. A represents the rubber shoe or tread. B the canvas lining of the same, C the air tube, D the light metal band, E the depressions or recesses on the rim, F the rubber prominences on the tire, G the rim. E and F interlock, thus securing a positive attachment and preventing the Tire from moving in any direction.

THE PROBLEM SOLVED

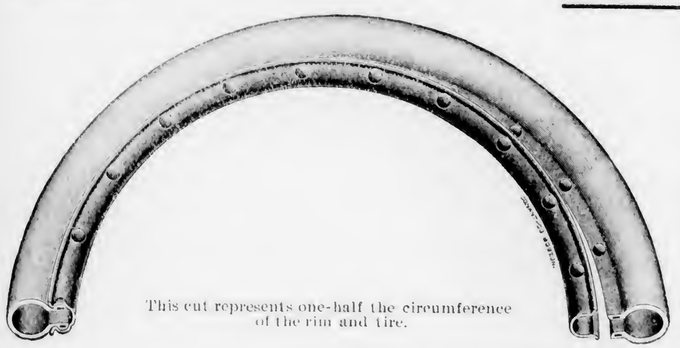
Of How to Construct a Perfect Tire!

THE HUESTIS IS THE RESULT.

Why? Because it is light, strong, easy and simple to attach and detach. Can be put on or taken off in one minute, and when attached it's there and stays there. Absolutely impossible to creep.

The "Huestis" Is a Moulded Tire

and is manufactured from the most perfect material and by the highest class of workmanship. We guarantee the "Huestis" to give entire satisfaction in every respect.



This cut represents one-half the circumference of the rim and tire.

If you are unable to obtain the "Huestis" from your local dealer we will ship C.O.D. with privilege of examination.

. . . Send for . . .
Complete Descriptive Catalogue.

The NEWTON RUBBER WORKS,

Exclusive manufacturers of the "HUESTIS TIRE."

Also manufacturers of Pedals, Air Tubes and a General Line of Rubber Goods.

JOHN HANCOCK BUILDING,
BOSTON, MASS.

Owing to the receipt of orders taxing our utmost capacity, we cannot promise delivery of the "Huestis" in large quantities before December 15 to January 1, 1894.

absolutely free from clumsiness, gives a delightfully trim look to the foot, and the most comfortable old shoes can be worn under it while riding.

In speaking of trousers Mrs. Sittig says: "I do not approve of them when worn without drapery for cycling. There are a great many women who are anxious to put them on, and, while in all cases they would not be worn immodestly, they would tend to commonize the exercise, and many of the better class of women would give it up."

A sentiment with which all will surely agree, who have the true interests of wheeling at heart. For not only would many ladies who are now riding abandon the wheel, but our ranks would never be recruited to any very great extent from the better class, who never take kindly to anything which subjects them to unpleasant notoriety.

The ideas embodied in this skirt seem to be a step in the right direction. But from the description one might gather the notion of too much bulk, and quite a complication connected with the lowering and raising of the skirt. The foot-piece, which is part of the leggin, seems an unnecessary adjunct. Wheel clothing should be reduced to the minimum as regards number of pieces and weight.

However, after having examined, and given this suit a practical trial, which I shall do at my earliest opportunity, I shall be able to give my readers a better idea of the "duplex" skirt.



This illustration is taken from a New York paper and it represents a costume worn by a woman, who after having a bad fall, the result of entangled skirts, resolved never to wear a skirt again on a wheel, taking refuge in the style of dress shown above.

One cannot help admiring her bravery (unless the artist has been very unkind) in appearing in this costume. It is to be hoped that it has the merit of safety as it seems to possess little else to recommend it.



This cut speaks for itself, comment or description are alike unnecessary.

We cannot forbear expressing a bit of womanly pride in our new dress. We have heard so many commendatory remarks and received so many congratulations, showing that the artistic appearance of our new form is appreciated. Besides it will be found much more convenient for reference and filing.

Every woman who received a copy ought to loan it to some less fortunate sister, and thus do something toward spreading the gospel of out-doors.

Merrie Wheeler

Are English Cyclists' Rights So Insecure As This?

THE rights of bicyclists upon the public highways are ably defended in an article in the November number of *The Canadian Law Times*. The subject of the article is the recent decision of Judge Elliott of London, that a person riding a bicycle has no rights as against a person driving a carriage or wagon, and, consequently that the driver of a wagon was not in the wrong, and not liable for damages in keeping on the wrong side of the road and thereby running down the driver of the bicycle.

The writer, after citing English decisions and authorities, argues that the Ontario act respecting traveling on highways applies to bicycles, although these vehicles are not mentioned in it. He sums up his argument by reasoning that if the act is not to be extended to bicycles, then a cyclist is not bound to turn out when he meets a vehicle drawn by horses, and, not being bound to turn out, if the driver of the horses runs him down the latter must be liable. For, if the wheelman is lawfully on the highway, as it must be conceded he is, he is lawfully on any portion of the road, and he is not bound to turn out when meeting another vehicle drawn by horses. To hold otherwise would be to hold that a cyclist went on to the road at his own risk, and that every man who drove a horse had the right to run down every other lawfully on the road who did not drive a horse. To compel a cyclist to dodge carriages and wagons when he meets them, to turn this way for the whim of one person, and that way for the whim of another would produce just that mischief which the statute was intended to prevent.—*Toronto Globe*.

Hare and Hounds on Cycles.

THERE was a hare and hound bicycle chase at Woburn, Mass., last Friday, given by Mr. Edward C. Leathe. A chase of 16 miles was made, the hares, W. A. Hammond and William Chapman, dropping pieces of paper on the scent.

The hounds were headed by G. P. Ogden of South Boston, who started 15 minutes after the hares. The run was a hot one, and ended in Reading. The finish was by Chapman, first hare; Guy Phillips of Malden, first hound; W. L. Dodge, Woburn, second; J. A. Willoughby, Woburn, third; George Wyman, Medford, fourth, and G. P. Ogden, South Boston, fifth.

The Irvington-Milburn Road.

THE New Jersey Improvement Company has secured the right to lay an electric railway line from South Orange to Springfield, N. J., which will effectually dispose of the use of the famous course as a racing ground. In the future the Irvington-Milburn Memorial Day races will have to be run over another course.

NEW YORK, Oct 21, 1891.

Messrs. Adams & Sons Co.:

Gentleman—Your Pepsin Tutti Frutti has been tried by me, and I consider it the best to keep the stomach in perfect condition and throat from becoming dry.

M. J. O'FLANAGAN.

Improved Service to Cincinnati and St. Louis.

THE Baltimore & Ohio Southwestern Limited, leaving New York at 9.00 A. M., and the fast Express leaving at 7.30 P. M. for Cincinnati and St. Louis, are now equipped with a complete Dining Car service, built expressly for these trains by the Pullman Company. Pullman Dining Cars are also attached to Royal Blue Line trains leaving New York at 9.00 and 11.30 A. M., and 5.00 P. M. for Baltimore and Washington.

NEW YORK, Oct. 24, 1891.

Messrs. Adams & Sons Co.:

Gentlemen—I always use your Adams' Pepsin Tutti Frutti in all my races, and find it is an invaluable aid as it keeps the mouth moist and keeps the stomach in good condition.

H. W. HIGHAM.
Ex-Long distance champion of England.

The Elwell Bicycle Tour To Jamaica

Starts the first of February. Those desirous of joining the party should apply to E. A. ELWELL, Portland, Me.

NEW YORK, Oct. 21, 1891.

Messrs. Adams & Sons Co.:

Gentlemen—Allow me to place my name upon your list of testimonials for your Pepsin Tutti Frutti. It is the best thing ever introduced into athletics as it prevents the stomach from becoming out of order and keeps the mouth moist.

DAN BURNS.
Pedestrian.
578 3-4, man against horses, Chicago, Ill., '83.

SUICIDISM.

(Def.) "The quality or state of being suicidal, or self-murdering."

This would be applicable to us, if we did not maintain the high quality of our goods, which have won for us an enviable reputation.

CRIMEFUL.

(Def.) "Contrary to right or duty."

Every manufacturer and rider of a bicycle could rightfully accuse us of being crimeful, if we failed to thoroughly advertise and acquaint them with the best tires to be obtained at the most reasonable price.

In the performance of our duty, we advise you that the . . . . . .

Climax, Gem, Rex, and Cyclone Tires

. . . . . Are the ones for you to buy.

you are looking after your best interests, you will adopt them: and if you are not, you will be guilty of

NON-FEASANCE.

(Def.) "An omission or neglect to do something, especially that ought to have been done."

Address all communications to

The EASTERN RUBBER MFG. CO., Trenton, N. J.

DISTRIBUTING BRANCHES:

New York, Boston, Buffalo, Chicago. Philadelphia, Washington, Cincinnati.

HOW ABOUT THIS? UNSOLICITED.

BENJAMIN & ANDREWS,
Bicyles, Sundries, Repairing. 121 West Jefferson Street,
Syracuse, N. Y., Nov. 25th, 1893.

THE EASTERN RUBBER MFG. CO., Trenton, New Jersey.

Gentlemen:—Perhaps it may be of interest to you to know that I have been giving your tires a thorough test. Messrs. E. C. Stearns & Co., having purchased a sample set of your Climax tires, put them on a 21 pound wheel belonging to me, and requested me to see if they were all right. The first use I gave them was a Century run over our central New York roads, and for three weeks since, I have given them every test I knew of, and they are still in perfect condition. They also hold air, as I have not had a pump for them, which speaks well for your valve.

Yours very truly, C. A. BENJAMIN.

Every manufacturer is on the alert; conservative ones have satisfied themselves, and high grade wheels will have Eastern Rubber Mfg. Co's tires.

... Agents ...

The Liberty

CYCLES

Will be sold to the retail trade of . . .
New England direct from our factory.

All retail cycle dealers in New England who desire the agency for our unexcelled line of goods, are requested to correspond with us.

WE CAN INTEREST YOU.

...

WILSON, MYERS & CO.,

Makers of LIBERTY CYCLES,

55 Liberty Street. .... New York.

WARWICK
LIGHT MODEL

.... 25 Pounds ....

PRICE $125.00

Wood rims. New adjustable handle bar. Other important features shown for the first time.

▲▲▲▲▲▲

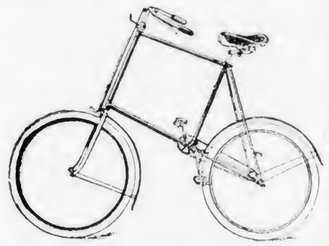
WARWICK CYCLE MFG. CO.,

Springfield, Mass.

The Stanley Show. 1877 1893.

As years roll round, the annual event of cycling England may, we can almost say, of the cycling universe, which is of the greatest interest to manufacturers and dealers is the great Stanley Show. The present show, held in Agricultural Hall, London is the 17th, and to give an idea how cycling has increased it is only necessary to compare the original show, held in 1877, and that of the present year. In 1877 there were about 80 bicycles on exhibition; while in the present show we find over 1,400 cycles, and not all the makers in Great Britain were represented, either. Novelties were not as numerous as last year, the front driver, for which so much was prophesied, was not so prominently in evidence as last season. The re-entry of the tricycle into universal favor, as was claimed it would be the case, is not bourne out by an examination of the exhibits; and though there are a few more exhibitors showing the three-wheeler than last year there is nothing to justify the claim of a boom. The tandem safety, however, seems to be increasing in popularity, and while it is undoubtedly proven a fast and easy mount, the demand for it will necessarily be limited, as is any "bicycle built for two."

In general lines the numerous makes are monotonously similar and were it not for



the tall safety "Giraffe" and a small front driver, the "Bantam," it could be said on a superficial investigation that there was nothing new under the sun in the way of cycles. The "faddist" and monstrosities were noticeably few and far between as



compared with former shows. America, by the way, was represented and one of the genuine novelties from this country was the wooden rim. The Kingsland Mfg. Co. had a fine line of wood rims on exhibition, and a Birmingham firm had also some American-made wooden rims on show, name of the manufacturer was not given. The Red Star Mfg. Co., of New York, showed a fine line of samples of their celebrated lubricant and solid Illuminant.

A few two-speed gears were shown, Colliers of Manchester, and which is now being shown in this country, and one made by Jas. Williams & Son, of London.

Decided improvement was shown in many instances in the chain adjustment, and many methods were on exhibition for changing the sprocket wheels easily. Gear and chain cases were also shown in greater profusion than in former years and the chief fault of these devices heretofore, the non-detachable feature, is fast becoming rectified and the time is not far distant when a good chain and gear case will be a necessity. We have always held this position but for some reason the American riders do not seem to demand it or the makers seem to think it necessary.

One change in the make up of wheels seemed to be the use of larger tubing for frames a decided improvement. Also there were a number of puncture-proof devices showing that this feature of weakness in the pneumatic is receiving attention at the hands of the inventors. It was a noticeable feature in pneumatics that the Gormully & Jeffery method of attaching was widely copied, the variations being so slight as to be almost unnoticeable.

A novelty in handles and in pedal covers made of felt was shown by Messrs. Cooper & Co., of Birmingham. They claim to be be very light, easy on hands and feet, and do not crack like cord or ebonite.

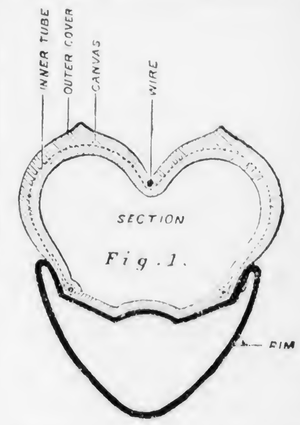
In ladies' wheels a great many makers showed construction of the double straight front tubing, instead of the conventional curved pattern—These machines were lightened up considerably so that the fair sex ought not to complain hereafter because they cannot get wheels of reasonable weight.

Quite a number of carriages were shown fitted with cushion and pneumatic tires. England is no doubt ahead of us in the general use of rubber tired carriages. Their use in London is by no means uncommon, in fact they no longer attract attention as curiosities on the streets of the British Metropolis.

The Palmer tire so well and favorably known in this country is receiving great attention and it will establish itself in Great Britain as it has done here as one of the most resilient and fastest tires on the market.

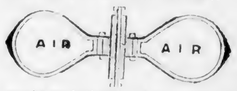
One of the curiosities was the pneumatic hub exhibited by W. Doig & Co., of 175 Bond St., London W. This device is a pneumatic band close to the hub blown very hard and possessing a rim on the top side through which the spokes pass, to an ordinary outside rim fitted with *solid tires*. An English contemporary thus criticises the idea: "We should think there would be considerable loss of driving power as the continuity is broken and the air near the hub must necessarily cause the wheel to 'sidle' no matter how hard the hub may be blown up."

Among the new forms of tyres shown was the Sovereign, made for Jelly & Co. Malva Road, Wandsworth, London S. W.



The claim for this style is that it effectually prevents side slip, but though one of our exchanges says that it does not throw mud, we are very much inclined to doubt their conclusion.

For the first time last year the Pneumatic Wheel Co., of Bashinghall St., London, E. C., put on exhibition their pneumatic wheel, but so far it does not seem to have "caught on" to public favor. It is a curiosity anyway and we therefore reproduce a cut of same in *section*.



It is made as follows: An ordinary hub is fitted to an aluminum flange this being four or five inches deep and from this and close to the hub springs an unpuncturable canvas sheet, this being rounded off to the shape of a pneumatic tire and is covered on the tread with a rubber band.

A water cycle made by Beach & Harris 11 Fortress Road, Kentish Town, London, exhibited an aquatic cycle which was certainly novel. It is thus described:

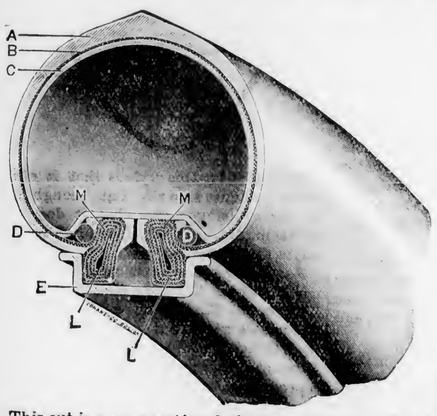
"A bicycle is suspended by means of specially adapted stags between a pair of large torpedo-like pneumatic tubes, each nine inches in diameter. These tubes are about six feet in length, and have a floating capacity of something like 600 pounds, though weighing in themselves only fifteen pounds. It will thus be seen that it is impossible for the bicycle to sink. When not in use the tubes are capable of being compressed like a concertina and stowed away on the front of the machine."

HERMES

Patented Nov. 14, 1893.

TYRE.

NO BOLTS. **The Winner for '94.** NO CEMENT.



This cut is a cross sectional view showing tyre inflated without the valve, the better to show construction. A is rubber part of outside cover; B is fabric part of same; C is inside tube; M M are the margins or shoulders against which the hoops D D press. The margins or shoulders L L fit in rim E and are held in place by hoops D D.

The latest, lightest, fastest and best in the world. The quickest applied, the easiest removed and newest used. Saves patience, time, cement and money. It does, in fact, what others claim in print:

IT DOES NOT ROLL OR CREEP.
THE RIDER LITERALLY RIDES ON AIR.

☞We guarantee to remove cover and inside tube, sufficient to repair puncture, and replace them, in ten seconds.

To Bicycle Manufacturers and Dealers.

Don't contract for your '94 tyre until you have seen the "HERMES." It will make your wheel lighter faster and better. We invite correspondence, and on application will send catalogue, prices and terms.

"THE HERMES PNEUMATIC TYRE."

The lightest, most resilient and durable: cannot roll or creep: mechanically fastened to rim; no bolts or cement: holds equally fast either deflated or inflated: in case of puncture can be removed from rim in a few seconds and can be replaced equally quick. So constructed that the inside tube is above the rim, permitting the rider to literally ride on air. The valve is absolutely air-tight, cannot leak. The "Hermes" is a first-class, double tube tyre, manufactured of best Para rubber: is made for high grade machines and is pronounced by experts to be the most perfect tyre yet produced. Has been in practical use throughout the entire season.

IF YOU WANT THE BEST TYRE IN THE WORLD, DEMAND THE "HERMES" OF YOUR DEALER, OR ORDER DIRECT OF US.

HERMES TYRE COMPANY,

630 Washington St., Boston, Mass.

MENTION THIS PAPER.

The means of propulsion are either screw or paddles as the purchaser may elect.

Taking all in all it was a dreary show to report on, the accepted pattern is now so similar by all makers that the reading of the reports was monotonous work. New ideas even of a trivial nature were few and far between and a proportion of these did not always possess the merit of being improvements.

The lesson of the Stanley Show of 1893 seems to be that the limit of great improvements in the modern safety has almost been reached.

THE Oliver Wheelmen, of Baltimore, Md., gave a musical entertainment and hop on Thanksgiving evening, and all those participating had a pleasant time.

THE annual stag of the Bedford Cycle Club was held last week at the club house, and it will go down in the annals of the club's history as the most successful affair given under its auspices.

THE social dance of the Anawan Cycle Club, Mansfield, Mass., held in Park street hall on Friday evening last, was a very pleasant event. Parties were present from Taunton, Attleboro, Foxboro and Norton.

THE Alpha Bicycle Club, of Brockton, Mass., which comprises a number of young ladies in its membership, gave a complimentary party on Thanksgiving night. Dancing, card playing and refreshments were indulged in, and the affair was a most enjoyable one in every way.

THE Perkopolis Wheelmen, of Cincinnati, O., gave an elegant reception to the Queen Cycle Club last week, which was enjoyed to the utmost by about fifty guests. Progressive euchre was engaged in the first of the evening, while dancing brought a very pleasant entertainment to a close.

RACES CONTINUED FROM PAGE 39.

W. F. MURPHY won the King's County Wheelmen's last road race for the season at Coney Island last week. The distance, ten miles, was ridden in 31.17. Twenty-two riders started in the race.

THE Beverly (Mass.) Cycle Club held a road race for club members only. The distance was 10 miles. Adams, scratch man, made the best actual time, but could not overtake Haines, who had a handicap of 3 1-2 miles. The time was 33 minutes.

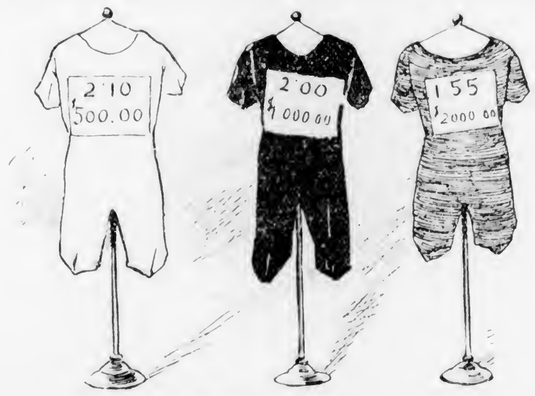
THE first road race of the Oceanus (L. I.) Bicycle Club, on Thanksgiving Day, proved a most successful affair. M. H. Ward won the scratch race in straight heats; John Miller was second in both heats. Ward also won the handicap race in two straight heats, Wheelwright being second.

THE championship races of the North Hudson, Newark and Crescent Wheelmen were held at North Hudson, N. J., Thanksgiving Day. Following are the results: One mile championship—Charles Jones, first; J. B. Brown, second; George B. Turley, third. Time 2.50 1-5. Half mile club race—Charles Jones, first; P. Johnson, second; A. D. Kennedy, third. Time 1.26. One mile open—H. B. Harvey, first; J. J. Conway, second; A. B. Purdy, third. Time 2.10. Two mile handicap—A. D. Kennedy, first; J. Bliss, second; E. D. Shad, third.

Sued the Unfortunate Printers, Too.

MR. F. P. PRIAL, who last week served papers against Dai Lewis of the Buffalo cycle paper, and W. J. Morgan, for $20,000 in his libel suit, is carrying the war into Africa with a vengeance, having also brought suit against the firm who has been printing the paper.

Morgan's suit against Raymond and Prial was brought in the Supreme Court, while Prial's is brought in the Superior Court; hence the latter will come to trial before the former can be reached, and Mr. Prial promises some exceedingly interesting testimony when the case comes off.



They Come High.

EVERY RECORD HAS ITS PRICE.

Queries

Under this head the BICYCLING WORLD *will be pleased to answer all questions bearing on cycling, so far as it may be possessed of the information. Address all communications, Editor* BICYCLING WORLD.

M. F. Hollabeck, Kankakee.—Your question is too vague. Give us the date of issue in which the article appeared.

Ward Case, Baltimore.—The pneumatic skate referred to is an English invention and has not yet appeared in America.

Subscriber, New York.—Your comparison is not a fair one. A light and careful rider can of course ride a lighter mount than a 200 pound man.

L. A. W. 2698. 1. Of the highest grade. 2. Write the Secretary Treasurer of your Division. 3. The National Assembly must settle the question.

A. D. Smith, Washington.—Address Whitworth Cycle Co. Ltd., Birmingham England. 2. Osmond and Meintjes both ride Whitworths.

S. H. Mudge, Edwardsville.—Should like to oblige you but must refer you to your agent or some of the large sundry houses, who ought to be able to supply you.

Inquirer, Philadelphia.—Any of the tires named are good. One of the largest makers has something new on the tire question for '94 which is bound to make a stir.

S. K. Williamson, Auburn.—1. There is no doubt of it. 2. Zimmerman. 3. The organization is practically defunct. 4. Base ball magnates. 5. Wooden rims are perfectly safe, much lighter and possess some advantages over metal ones.

T. J. S. Worcester, Mass.—Johnson's records at Independence have not been accepted. See our last issue.

"X" Camden, N. J.—Certainly the authorities can prohibit side walk riding, but they cannot prohibit proper use of highways.

Are You Going South This Winter?

IF SO MAKE YOUR ARRANGEMENTS TO GO VIA THE BIG FOUR ROUTE.

WHETHER in pursuit of health or pleasure, no portion of the country offers so many and varied attractions at this season as the Sunny South. The Orange Groves of Florida, redolent with the perfume of sweet blossoms, wave their branches in hearty welcome to the tourist from the Snow-clad Northland and the mellow breezes of the Southern Sea woo the invalid from the Blizzards of the Frozen North. There is one line to Florida "The Big Four Route" which on account of its excellent train service, perfect connections in Union Depots and absence of transfers, forms the "Tourists' Ideal line to Florida." From all points north of the Ohio River the Big Four Route, in connection with the Through Car Lines from Cincinnati will be found to offer the Best Time, Best Service and Best Equipment to all Southern Points, and if you desire to travel with comfort and ease be sure your tickets read via the Big Four Route.

E. O. MCCORMICK, Pass'r. Traffic Mgr.
D. B. MARTIN, Gen'l. Pass'r. Agt.
CINCINNATI, OHIO.



Christmas Edition...

READY FOR MAILING DECEMBER 15.

Will contain nearly 200 pages, quite half of which will be specially prepared literature and illustrations. This number will surpass anything ever attempted by any other cycling journal.

A PARTIAL TABLE OF CONTENTS:

Eight Separate Supplements in Five Colors

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Full page engravings of John S. Johnson, Sanger, Wheeler, Bliss, Rhodes, G. A. Banker, Geo. C. Smith, Baker, W. F. Murphy and Hoyland Smith.

How Marius Became a Parisian. (Illustrated). A cycling story from the French.

Skating for Cyclists. By A. Smith.

Canadian Wheelmen's Association. A fully illustrated review of Cycling in Canada.

Roads of the World. (Illustrated). By Walter Lobjan.

Through Aztec Land With a Bicycle. (Illustrated). By H. Wood Bruce.

The Witch Wagon of Whelpy. (Illustrated). A story by President Bates.

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Ten Thousand Miles Away. (Illustrated). A review of cycling in Australia. By H. H. Lamiron.

Sketches from Johnson's Corners. (Illustrated). By William Twinkle (J. M. Erwin).

Cycling Architects in France. (Illustrated). By Edward H. Elwell, Jr.

The Elgin-Aurora Century Course. With thirty views of different portions of the course.

Mrs. Gordon's Conversion. (Illustrated). A quaint cycling story, by Charles Perez Murphy.

Cycling in the Mountains. (Illustrated). Story of a bicycle ride over the coast mountains, by F. R. Cook.

Cycling About the Hub. (Illustrated). By Geo. L. Sullivan.

A Ride on the De Soto Hills. (Illustrated).

Poems by Sandy Hook, Dr. W. D. Kempton, Tommy Dodd, The Colonel, Smoigrass, and others, all appropriately illustrated.

The National Cycling Association. By S. Wallace Merriam.

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A Review of the Year.

The Records of the Principal Racing Men.

Chasing the Circuit. (Illustrated). By F. E. Spooner.

Among the other articles will be: Hints on Training; How to Lay Out a Cycle Track, The First Bicycle in Maine; Cycling on the Pacific Coast; Cycling at the National Capitol; Cycling at the Head of the Lakes; Cycling In and About New York; The Future of Cycle Racing; Recollections of the Old Professional Days.

The trade will not be forgotten. Among the articles in the Trade Department will be: A Review of the Past Season; The Prospects for 1894 as expressed by the Trade at Large; The Usefulness of a Trade Association; Plans of the Trade for the Coming Season; Histories of a Number of the Most Successful Houses in the Trade. Illustrated. The Experiences of a Cycle Auctioneer, by J. Elmer Pratt; Advertising of Bicycles, by an Expert; Prices and Quality, by Rover; Can Bicycles be Imported and Sold at a Profit; Experiences of a Traveling Man; The English Trade.

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Single copies, 25 cents each. **Three or more, 20 cents each.**

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Special Offer. We will accept subscriptions if received before Dec. 15 (including Christmas number), ONE YEAR for $2, a reduction of $1 from the regular price.

Bearings Publishing Co., 46-48 Van Buren Street, CHICAGO.



Last Week's Patents.

A list of recent patents, reported specially for the Bi. World by W. P. Aughinbaugh, patent attorney, Washington, D. C. Copies of these patents may be had of the above named attorney at twenty five cents each.

508,305. Cyclometer. Chas. H. Clawson, Watkins, N. Y. Filed May 6, 1893.

508,118. Umbrella-Support for Bicycles. Thomas N. Heaney, Chicago, Ill. Filed Sept. 1, 1892.

508,456. Bicycle-Tire. Brook White, Boston, Mass., assignor to Edward S. Beach, trustee, same place. Filed April 24, 1893.

508,466. Rubber Tire. Taylor S. Buck and Bernard G. Vogler, New York, N. Y. Filed Nov. 30, 1892.

508,482. Electric Lamp for Bicycles. Geo. Mayer, Brooklyn, assignor of one-half to Elkin Farmer, New York, N. Y. Filed Mar. 27, 1893.

508,490. Brake Attachment for Bicycles. Frank T. Snyder, St. Louis, Mo., assignor of one-half to Nicholas W. Horsham, same place. Filed Mar. 3, 1893.

508,500. Velocipede Car. David W. Brunton, Aspen, Col., assignor of one-half to the Sheffield Car Company, Three Rivers, Mich. Filed Feb. 16, 1893.

508,592. Pedal for Velocipedes. Thomas Broadbent, Worcester, Mass. Filed Mar. 28, 1893.

508,630. Wheel Tire. Chris. A. Gildemeyer, Haddonfield, N. J. Filed Mar. 7, 1893.

508,624. Pneumatic Tire. Julian A. Bird and James E. Hosford, Washington, D. C. Filed Aug. 6, 1892.

508,724. Pneumatic Tire. John G. A. Kitchen, St. Helen's, England. Filed July 31, 1892.

508,746. Pneumatic Tire. Chas. J. Pease, Chicago, Ill., assignor to the Derby Cycle Company, same place. Filed Apr. 12, 1893.

508,782. Flexible and Collapsible Mud-Guard for Cycles. Myron F. Tainter, Easthampton, assignor to the Warwick Cycle Manufacturing Company, Springfield, Mass.

A Speedy Syracusan.

John Wilkinson, who lately won the championship of Syracuse and Central New York for 1893, has held that honor the past four years.

He has won almost every race in which he has started the past season, and by riding the fastest mile ever ridden by a Syracuse wheelman, was presented with a handsome silver cup, given by the *Herald*.

Without previous training for road riding, he lately lowered the record from Syracuse to Utica and return, a distance of 112 miles of hilly road and much of which is far from "sand-papered," from 9.05 to 8.30 elapsed time.

His mount in this ride, which was remarkable not only for the time made, considering the nature of the road, but from the fact that he rode over eighty miles alone, was a 20 lb. *Stearns Racer*, the same which has carried him to the front in his numerous victories the past season.

Eastern Rubber Mfg. Co.

A representative of the Eastern Rubber Mfg. Co., of New York, called at our office a few days since and stated that large improvements were under way at their factory, and that when completed, their capacity for manufacturing bicycle tires will be larger than any other in the world. It is encouraging to learn that the bicycle industry affords investors an opportunity to invest additional capital, as these people are doing. They seem to think that the prospects of doing a large business justifies them in making their vast improvements, and state that they are booking orders daily from bicycle manufacturers.

In reply to our questions as to whether the war in Brazil would affect their prices, he stated that he had received a letter from the factory saying that they had not advanced the prices of their tires on account of the material increase in crude rubber.

The New Warwick.

Last Tuesday we had a glimpse of the new model '94 Warwick, and we can say that it is the handsomest wheel the concern ever turned out. It is an up to date mount in every way. A fine frame made in three models the highest, medium, and low—to fit "all sorts and conditions of men." The one we saw was the medium, the bearing of rear, front and crank axles are all in line, and it makes a very steady machine. The head has been narrowed and larger balls in crank and rear axle bearings used. The wheels are fitted with wooden rims. A neat arrangement of the handle bars admits of adjustment so that it can be changed to any angle to suit the taste of the rider. Weight of wheel 25 pounds. The riders of Boston and vicinity will do well to call at A. O. Very Co., 245 Columbus avenue, and see for themselves this daisy.

A Beautiful Catalogue.

One of the neatest and most comprehensive little catalogues ever put on our desk is that of the "Hermes Tire Co.," of 630 Washington street, Boston. Dainty in general get-up and exhaustive in description of the Hermes tire, its make-up, methods of attachment, etc., it cannot fail to take with the reader. Every cycler should send for one as it not only contains all the information in relation to this new tire, but also an epitomized history of the bicycle from its inception to the present time. Send for one of these catalogues. It is both beautiful and instructive.

The Warwick Company's '94 Prices.

Prices for Warwick bicycles have been fixed for the season of 1894. The lightest model for road riding with a number of improved and novel features will list at $125. This wheel is fitted with wood rims and a new patented handle-bar, which gives a quick and easy adjustment of the handles to any position desired by the rider. The weight of this wheel is twenty-five pounds. The ladies' machine listed at $125 will be with similar features and weighs twenty-eight pounds. Other models will be ladies' and gentlemen's bicycles at $115 and others at $100. It is asserted by the Warwick Company that these prices will be maintained during the entire season of '94, and their dealers can place the most implicit confidence in this assurance.

The '94 Lovell.

Mr. Harvey, of the John P. Lovell Arms Co., did us the favor to show us a sample of the New Lovell for 1894, and while we cannot without breach of confidence give detailed description of the new wheel, we can in general say that it is a beauty, and will take the fancy of the rider on sight. In a week or so we will be able to give more of detail as promised by Mr. Harvey.

Change of Ownership.

Editor Bicycling World: We respectfully desire to inform you that we have this day purchased from A. C. Hess Receiver, all the right, title and interest in the bicycle and sporting goods business of the Pittsburgh Vehicle and Harness Company (composed of Harry D. Squires and others, who are no longer in any way connected with the business) conducted under the name of Pittsburgh Cycle Company. The business will be continued under the same name at 123 Wood street, Pittsburgh, Pa., by the undersigned.

Thanking you for past favors shown the house, we desire to solicit a continuance of your valued patronage, which we shall endeavor to merit by prompt and careful attention to your wants.

Henry B. Pepper,
J. Wade McGowin.

The Ways and Means Committee of the Savannah (Ga.) Wheelmen's Association have made arrangements for an open house for ladies one night in each month, when the clubrooms will be thrown open for them. There will be dancing and refreshments and the evening will be made one af thorough pleasure. The Association will run a big race meet on Jan. 1.

SPECIAL OFFER. For a limited period only we will accept yearly subscriptions to the World at the present rate of 50 cents, although we have put the price back to $1.00. This offer will not remain open long.

◂ MIDGET ▸
REPAIR KIT.

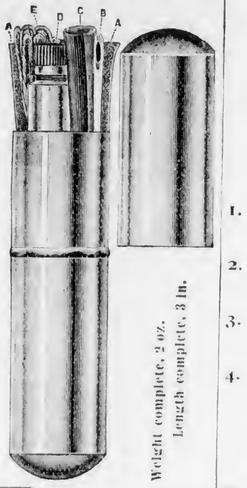
Will repair any

Hose-pipe or

Inner-Tube Tire

on the market.

▸ ▸



CONTENTS:—(a) emery paper for smoothing surface; (b) needle for lacing tire; (c) roll of pure gum patching; (d) tube of elastic cement; (e) special lacing for tire, also one roll of tire tape in the bottom of the case.

Packed in a Nickel Case, all complete, by mail 25 cents.

Manufacturers should give one of these with every wheel.

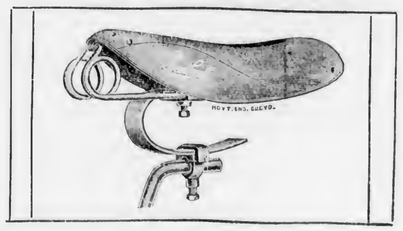
Look Out for Our '94 Prices.

Before placing any orders for Pneumatic Tires, steel rims, wooden rims, FRAMES, cork grips, pedals, cranks, forks sides, spokes, hubs, nipples, forgings, or in fact anything in the bicycle hardware line. LAMPS! LAMPS! LAMPS! All new styles for '94.

See us at the New York Show, Space 76, or write for prices.

ELASTIC TIP CO., 370 Atlantic Ave., Boston, Mass. 154 Lake St., Chicago, Ill. 14 Fremont St., San Francisco, Cal.

Garford Saddles

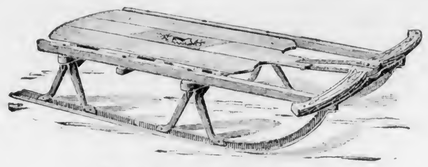


▲▲▲ 1894 ▲▲▲

NOW READY FOR DELIVERY. Our line is the largest made and we can suit every rider.

GARFORD MFG. CO., ELYRIA, OHIO.

SELLING AGENTS,
R. B. McMULLEN & CO.,
CHICAGO, ILL.



Don't.

HINTS FOR COASTERS.

1. **Don't kick. Steer.**
   Get a real self-steering sled, the famous FLEXIBLE FLYER, and save your shoes.
2. **Don't check your sled.**
   You can't help it with a clumsy old-style sled, scraping and digging in the snow.
3. **Don't get beaten.**
   You certainly will if others have FLEXIBLE FLYERS and you haven't.
4. **Don't get wet feet.**
   With a FLEXIBLE FLYER you keep your shoes out of the snow and the snow out of your shoes.

Ask to see them at your nearest toy or hardware store. If you cannot find them write to

S. L. Allen & Co., Philadelphia, Pa.

You Will Be Benefited

If you will investigate our lines thoroughly and our methods of doing business.

Read Our Advertisements

Examine, test our statements, and see if we do not fulfill every promise made.

We Offer a Line of Money-Makers to Dealers and Agents.

CYCLES .....

Of Late Patterns and in All Styles and Grades at Prices to Correspond with the Hard Times.

EASY PAYMENT TERMS IF DESIRED.

Everything has conspired to make prices low this season, hence the purchasing power of a dollar was never so great with us. We have hundreds of cycles on hand, and want to do all the business we can this winter, and to this end are naming

ASTONISHINGLY LOW PRICES.

In these times and at this season, it is not expected we will make much profit. Our patrons are the gainers. Have you seen the prices we are naming on special bargain Western Wheel Works' safeties? We sell them anywhere in the U. S. Agents wanted. Catalogue free.

ROUSE, HAZARD & CO.,

9 G STREET, PEORIA, ILL.

Manufacturers, Oldest and Largest Dealers in America.

The E. C. Stearns Co. Declare

THE list price of the Stearns bicycle for 1894 will be $150.

As long as the world buys and sells, the primary question in every commercial transaction will be, "How much?" This is the phrase which first springs to the lips of the intending purchaser. Is it not odd, therefore, that at this moment the bicycle trade is delaying in its announcements for a fixed price for the season of 1894?

With but few exceptions, there has been a delay on the part of the manufacturers generally to formally set aside the rumors that the next month or two would see a reduction in the former prices of standard machines. Buyers of bicycles are left in the dark, while orders wait.

It seems to us that the time has now arrived for the manufacturer to take the public into his confidence and remove the feeling of uncertainty as to what next year's figures will be by coming out and definitely announcing his list prices. Not only would it restore confidence in the directions in which the maintenance of certain prices cuts a large figure, but it would give the dealer an opportunity to plan further ahead, and thus be beneficial to maker and dealer alike.

In common with our competitors, we are aware to the last cent of the cost of building and marketing our wheels. It has never been our aim since we first embarked in the industry to see how cheaply we could build a bicycle. On the contrary our goal has been to produce a wheel embodying in its workmanship, its style, its capacity and its intrinsic value the full worth of the money at which it is sold.

We are far from unmindful of the competition which we encounter in the open market; but we recognize that the maintenance of our reputation in the bicycle business rests primarily on the excellence of our wheel. Therefore, we cannot with justice to ourselves or without sacrifice to the quality which we desire to continue, offer the Stearns at a less list than $150.

The $150 list is founded on the ascertained cost, and as "self preservation is the first law of nature" it seems to us that any reduction in the list would naturally be a sacrifice of quality that the wheelmen would not ask; the general adoption of a lower list by the manufacturer, while at first it might be considered a blessing, would in the end prove exactly the opposite.

We want to feel that our price is such that we can afford to use in our wheels everything that is best, everything that will tend to increase the excellence of the bicycle.

All things considered, therefore, there is every reason why we should announce and advocate the $150 list for high grade wheels.

Very truly yours,

E. C. STEARNS & Co.

Syracuse, N. Y., Nov. 28, 1893.

Bicycle Whistle.

A SIMPLE and practical device which may be readily attached to a safety bicycle and comprises an air pump, to be actuated by the rotary motion of the front wheel to afford a copious supply of air, and, on the movement of a lever, blow a loud blast on a whistle connected to the pump, has been patented by two Brooklyn men. The lever is projected below the handle bar, and the blast may be prolonged for as long a time as the lever is held gripped with the handle bar.

American Bicycles for Cuba.

THE Surbridge Manufacturing Company, of Hagerstown, Md., last week closed a contract with a New York exporter for a large number of bicycles to be consigned to Cuba.

GEORGE and Arthur Banker, who have been staying at Augusta, Ga., for the last few weeks waiting for the races there, which have been postponed from Nov. 11 to Dec. 5, have incidentally filled in a part of their time by taking part in the Charleston races on Thanksgiving Day, winning six races, which were all the open and handicap races on the programme. Of course they, as usual, rode their Raleigh racers, which seem to be the only machines on which they can do themselves justice. Banker brothers also rode an exhibition mile on the Charleston race track on a tandem in 2.12.

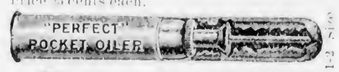
THE John Griffith's Cycle Corporation, Ltd., has purchased the American business of the Premier Cycle Co., and, it was reported, that also of the Raleigh Cycle Co., but the latter concern denies the rumors.

You may be SATISFIED with a good oil can.

BUT

You will be DELIGHTED with a better one.

Be sure you have a "PERFECT" POCKET OILER. This is the king of oilers. Does not leak. Regulates the supply of oil to a nicety. Price 25 cents each.





PUMP AND OILER HOLDERS.

We make a small size holder to carry above oiler on your wheel. Also a larger size to fit to carry your pneumatic pump. Easily attached to any wheel. Price 25c. each. Handsomely nickeled.

CUSHMAN & DENISON.

172 9th Avenue, - New York.

.. ADAMS' ..

Pepsin Tutti Frutti

FOR THAT

Full Feeling After Eating.

Position Wanted

By a temperate, reliable man, with a good bicycle house, either as advertising manager or salesman. 3 years' experience with one of the best bicycle concerns.

Address HILTON, 36 Sycamore St., Roslindale, Boston, Mass.



WILSON'S

WONDERFUL NICKEL AND ENAMEL

PRESERVER.

Will Polish Nickel and Enamel. Prevent Nickel and Steel from Rusting.

DIRECTIONS.

Shake well before using. Saturate a piece of cotton flannel with the solution, rub lightly, and finish with a clean, dry piece of cloth.

The cotton leaves a fine coating, preventing the air from penetrating the nickel.

The solution is to be applied on good nickel. If such is the case, and done carefully, you will not be obliged to have the pedals or cranks renickeled.

If the nickel has already begun to peel off, the solution should be applied at once; by so doing it will prevent the rust from going any further.

This solution is the best thing in the known world to prevent nickel from rusting and restoring the enamel. I make no claim to remove rust.

MANUFACTURED BY

JOHN W. WILSON, 14-15 Tremont Row, Boston, Mass., U. S. A.

PRICE 50 CENTS.

FOR SALE EVERYWHERE.



The Billings' Bicycle Wrench.

Adopted by the Pope Mfg. Co., and pronounced by them the Best Bicycle Wrench in the Market.

The BILLINGS & SPENCER CO., HARTFORD CONN.

L A W : LEAGUE OF AMERICAN WHEELMEN

OFFICIAL DEPARTMENT.

Boston, Mass., December 8, 1893.

LEAGUE HEADQUARTERS:

12 PEARL STREET, ROOM 20, - - BOSTON, MASS.

Officers for 1892 and 1893.

PRESIDENT,
COLONEL CHAS. L. BURDETT,
Hartford, Conn.

FIRST VICE PRESIDENT,
THOS. F. SHERIDAN,
Lock Box 951, Chicago, Ill.

SECOND VICE PRESIDENT,
DR. G. CARLETON BROWN,
88 Broad St., Elizabeth, N. J.

TREASURER,
W. M. BREWSTER,
Box 155, St. Joseph, Mo.

SECRETARY,
ABBOT BASSETT,
12 Pearl St., Boston, Mass.

The President and Vice-Presidents constitute the Executive and Finance Committee. Dr. G. Carleton Brown is Secretary of this committee, and all correspondence with the committee must be addressed to him.

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

ALABAMA—Chief Consul, Wm. C. Harris, Jr., Box 246, Birmingham. Secretary-Treasurer, John A. Snider, 117 North 20, Birmingham.

COLORADO—Chief Consul, John A. Maguire, 2519 Humboldt, Denver. Secretary-Treasurer, Harry M. Booth, 816 32d street, Denver.

CONNECTICUT—Chief Consul, Louis A. Tracy, Security Co., Hartford. Secretary-Treasurer, Philip W. Westlake, 91 Lewis street, Bridgeport.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, G. B. French, War Department, Washington. Secretary-Treasurer, W. H. Steares, 719 13th St., N. W., Washington.

FLORIDA — Chief Consul, S. A. Adams, 46 Main street, Jacksonville.

GEORGIA—Chief Consul, Samuel M. Whiteside, Box 75, Savannah.

ILLINOIS — Chief Consul, A. A. Billingsley, care Iron Co., Springfield. Secretary-Treasurer, Burton F. White, 832 Washington Boulevard, Chicago.

INDIANA — Chief Consul, Thomas Hay, 70 North Pennsylvania street, Indianapolis. Secretary-Treasurer, E. V. Minor, Room 22, Board of Trade, Indianapolis.

IOWA—Chief Consul, Fred Beach, Muscatine. Secretary-Treasurer, C. J. Sautmyer, Vinton.

KANSAS—Chief Consul, W. C. F. Reichenbach, Box 205, Topeka. Secretary-Treasurer, Austin Hawley, Girard.

KENTUCKY—Chief Consul, Ed. H. Croninger, 1611 Scott street, Covington. Secretary-Treasurer, Owen Lawson, 2510 West Jefferson street, Louisville.

MAINE—Sherman G. Swift, Belfast. Secretary-Treasurer, Chas. A. Litchfield, 42 High street, Lewiston.

MARYLAND—Chief Consul, Albert Mott, 2234 Madison ave., Baltimore. Sec.-Treasurer, Wm. J. Unverzagt, Box 300, Baltimore.

MARITIME PROVINCES—Chief Consul, Fred L. Temple, 128 Prince William street, St. John, N. B.

MASSACHUSETTS—Chief Consul, George A. Perkins, 15 Court square, Boston. Secretary-Treasurer, Chas. S. Howard, Globe office, Boston.

MINNESOTA—Chief Consul, M. L. Knowlton, 1307 Fourth street, S. E., Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MONTANA—Chief Consul, W. L. Faut, 53 W. Park St., Butte City. Secretary-Treasurer, C. N. Reinig, 288 Rodney St., Helena.

NEBRASKA—Chief Consul, J. E. Ebersole, 1402 Douglas St., Omaha. Secretary-Treasurer, C. B. Nicodemus, Fremont.

NEW HAMPSHIRE—Chief Consul, H. J. Taggart, 1001 Elm, Manchester. Secretary-Treasurer, F. E. Gale, 50 S. State St., Concord.

NEW JERSEY — Chief Consul, James S. Holmes, Jr., Bank Bldg., Orange. Secretary-Treasurer, Theo. F. Merseles, 66 Monticello St., Jersey City.

NEW MEXICO, — Chief Consul, Robert C. Gortner, Santa Fe.

NEW YORK—Chief Consul, Chas. H. Luscomb, 280 Broadway, New York City. Secretary-Treasurer, Thomas A. Raisbeck, 280 Broadway, New York.

NORTH CALIFORNIA—Chief Consul, Lawren W. Ripley, Box 508, Sacramento. Secretary-Treasurer, A. J. Storey, 1538 Fountain, Alameda.

NORTH CAROLINA—Chief Consul, James L. Yopp, Wilmington.

NORTH DAKOTA—Chief Consul, Miles E. Harbin, Grand Forks.

OHIO—Chief Consul, Andrew F. Mergenthaler, Fostoria. Secretary-Treasurer, S. L. Ghaster, Fostoria.

OREGON — Chief Consul, C. L. Howe, 326 Washington street, Portland, Oregon.

PENNSYLVANIA — Chief Consul, Samuel A. Boyle, Dist. Atty. Office, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, H. L. Perkins, Box 103, Providence. Secretary-Treasurer, Nelson H. Gibbs, 288 Westminster street, Providence.

SOUTH CALIFORNIA — Chief Consul, E. A. Hornbeck National City. Secretary-Treasurer, E. W. Stuart, Carrier 28, Los Angeles.

SOUTH CAROLINA — Chief Consul, James M. Wilson, 4 Wragge street, Charleston.

SOUTH DAKOTA—Chief Consul, W. J. Healey, Mitchell.

TENNESSEE—Chief Consul, H. W. Liggett e Main st., Memphis.

TEXAS—Chief Consul, E. W. Hope, Sherman. Secretary-Treasurer, G. W. Hubbard, Sherman.

UTAH—Chief Consul, C. A. Emise, 272 State street, Salt Lake City.

VERMONT — Chief Consul, C. L. Capron, 117 Main street, St. Albans.

VIRGINIA — Chief Consul, A. A. O'Neill, 42 Bank street, Norfolk. Secretary-Treasurer, R. L. Boggs, 87 Main street, Norfolk.

WASHINGTON — Chief Consul, J. A. Drain Spokane. Secretary-Treasurer, E. P. Baggot, Colfax.

WEST VIRGINIA—Chief Consul, Jason C. Stamp, 231 Market street, Wheeling. Secretary-Treasurer, H. Rihelduffer, 11 S. York St., Wheeling.

WISCONSIN—Chief Consul, V. C. Morrison, Pabst Brewing Company, Milwaukee. Secretary-Treasurer, M. C. Rotier, 831 Tenth street, Milwaukee.

Racing Board Matters.

The following are suspended until June 1, 1894, for competing in unsanctioned races: Messrs. F. S. Coleman, Benjamin J. Shockley, Charles Pringle, Decatur, Ill.

H. E. RAYMOND.

Massachusetts Club Representatives.

Columbia Bicycle Club—S. E. Lamprey.
Malden Bicycle Club—George W. Dorntee.
CHAS. S. HOWARD, Sec.-Treas.

Connecticut.

CLUB REPRESENTATIVES.

Mr. E. J. Thomas, Alpha, Norwalk.
Mr. W. B. Jones and Mr. Edw. Coxeter, Rovers, New Haven.
Mr. Everett J. Lake, Rockville, Rockville.
PHILIP W. WESTLAKE, Sec.-Treas.

A meeting of the Board of Officers of this Division will be held at rooms of Hartford Wheel Club on Friday evening, Dec. 15 at 7.30, by order of Chief Consul.

PHILIP W. WESTLAKE, Sec.-Treas.
Bridgeport Conn., Dec. 2, '93.

New Jersey Division.

THE Asbury Park Wheelmen have elected Messrs. W. H. Stauffer and C. R. Zacharias their Representatives to the Board of Officers of this Division.

THEO. F. MERSELES,
Sec.-Treas.
Jersey City, N. J., Nov. 25, 1893.

Notice To New Jersey Division.

On and after Dec. 1, the Division Headquarters will be in the Orange National Bank Building, Orange, N. J., where communications may be addressed and members can at all times obtain information.

Respectfully, JAMES S. HOLMES, JR.,
Chief Consul.

New Jersey Division.

NOTICE TO LEAGUE CLUBS.

SECRETARIES of League Clubs who have not already advised the Secretary-Treasurer of the election of their Club Representatives to the Division Board of Officers for the year 1893-94, are respectfully requested to do so at once. See Article IV, Section 2, of the New Jersey Division Constitution.

THEO. F. MERSELES, Sec.-Treas.
Jersey City, N. J., Nov. 25, 1893.

Alabama.

IN this Division there were 66 votes cast as follows:

Chief Consul.

W. C. Harris, Jr., Birmingham,	62

Vice Consul.

Will O. Knudsen, Huntsville,	66

Secretary-Treasurer.

J. A. Snider, Birmingham,	66

Representatives.

T. M. Westcott, Montgomery,	66

Fraternally yours,
J. A. SNIDER, Sec.-Treas.
Birmingham, Ala., Nov. 27, 1893.

Missouri.

To the Members of the Missouri Division:

For the first time in the history of elections in this Division the rivalry between the friends of the opposing candidates has been so intense, that fraud and forgery has been resorted to in the hopes that by so doing the will of the majority of the Division would be defeated.

That this despicable attempt was not successful is owing to the care and vigilance of those who have the best interest of the Division at heart, and will be gratifying to the very large majority of the members of the Division as well.

An earnest endeavor has been made to discover the perpetrators of the fraud, but so far unsuccessfully.

Arrangements had been carefully and impartially made by the Secretary for a fair vote and a fair count.

A large tin box was obtained which was inspected and sealed by the United States express agent at Mexico, Mo., also inspected the box and certified to the fact that the box was empty when placed in his charge. The ballots were mailed to the Secretary-Treasurer in a peculiar envelope, the style of which had not been before used by the Division. As the ballots came in they were placed in this box by the postal officials who sealed the box after the last mail of the 15th had been sorted and such ballots as were received at that time placed therein. The box was then turned over to the Secretary Treasurer, who opened it in the presence of the various candidates or their proxies and the count began.

In counting the ballots the name of member voting was checked on the Division roll; by this means it was soon discovered that there had been a good deal of duplicate voting. The duplicate votes were laid aside until the ballots had been all gone over. There was 102 of these duplicate ballots duplicating the vote of 51 members and changing the names of some or all of the candidates voted for. The signatures on these ballots showed that the two ballots purporting to have been sent by the same member were signed in two entirely different manners and indicated fraud. These ballots were not counted on the 16th when the other ballots were counted, but the Secretary-Treasurer held them for investigation and withheld giving out the official result of the count.

There was also 14 ballots received duplicating the vote of 7 members, but making no change in the names of the candidates voted for; seven of these ballots were counted, one for each member voting, on the 16th.

Other ballots were thrown out for not having the League number on as required by the By-laws of the Division or for not being signed by the member voting or for being voted by men not members of the Division.

To each one of the 51 members whose vote had been changed by the duplicate ballot, we sent out the following letter:

MEXICO, Mo., Nov. 22, 1893.

Dear Sir: I received two ballots signed by your name. Not knowing your signature I cannot tell which one is genuine, and consequently cannot tell which way you intended to vote. Please put your answer "yes" or "no" against the following questions and return this letter to me, using the enclosed stamped envelope; also mark the enclosed ballot to correspond with the one voted by you as near as you can remember, and oblige

Yours fraternally, E. S. BARNES,
Secretary.

1. Did you vote?
2. Did you conclude to change your ballot and send in a second one?
3. Please sign your name here so I can make no mistake in counting as your ballot, the one you intended to cast.

P. S.—I looks as though some one had wilfully signed a large number of ballots and mailed them, thus trying to defraud the voters, whose names were so signed, of their votes, and by this plan trying to carry the election contrary to the wishes of a very large majority of the Missouri Division members.

About 35 replies to this letter were received and furnished ample proof that fraudulent ballots had been cast by some one who had not hesitated to forge the name of the member. After inspecting these replies and comparing the signatures, the ballot that was proven to be the genuine one was counted.

To a number of other members from whom but one ballot had been received and that ballot being one of many that were used which were not the same as the ballots officially sent out to the members, a copy of the following letter was mailed:

MEXICO, Mo., Nov. 24, 1893.

Dear Sir: I received a ballot purporting to have been signed by you, but it does not seem to be genuine, not corresponding with the regular ballots sent out by me.

Did you vote?

Please answer on this sheet using the enclosed stamped envelope.

We think some fraud has been perpetrated and wish to know whether you actually voted, or whether some one forged your name to a ballot and sent it in, relying on the fact that not over one half of the voters ordinarily cast their ballots, and to thus carry the election for their candidates. There were found fifty duplicate ballots where the votes of the parties had already been cast in, somebody having forged their names. The ballot here with your name on it tallies with those forged ones.

If you actually voted the ballot will count as you wish, otherwise it must be thrown out.

Yours fraternally,
E. S. BARNES, Sec.-Treas.

On the replies received from these letters, fifteen of the members stated that they had not voted nor had they authorized any one else to vote for them. As these ballots were clearly illegal they were thrown out of the count.

After these changes had been made in the tally sheets, the following was the result:

NAME AND OFFICE.	Votes as first given out immediately.	Added.	Declared.	Official not total.
For Chief Consul—				
Robt. Holm	201	32	00	233
A. C. Davis	180	1	15	167
J. F. Gray				
C. F. Mulkey	2			2
For Vice Consul				
J. P. Stowell	192	25	48	509
For Secretary-Treasurer—				
Edgar S. Barnes	485	35	12	508
For Representatives				
M. J. Gilbert	276	32	..	308
E. P. McGrath	240	25	..	265
Joe H. Kellet	168	2	15	195
W. P. Laing	198	7	15	190
J. R. Bettis	180	28	..	214
A. T. Hillyard	183	21	..	204
C. Z. Southern	183	3	15	171
Geo. M. Wilder	165	3	15	153
W. H. Cameron	85	2	..	87
H. R. Canfield	63	7	..	70
W. L. Hyer	44	..	..	44
Alfred Stachlin	42	5	..	47
A. J. Emery	38	1	1	58

Messrs. Gilbert, Moriarty, Bettis and Hillyard having received the four largest number of votes are declared elected as Representatives.

In the limited time we had for investigation it was impossible to obtain replies from all the members whose ballots had been duplicated or the signatures forged, but enough was proven to elect beyond doubt the candidates as above set forth.

The following is the summary of the tally:

BALLOTS NOT COUNTED.

Without numbers	24
Duplicating and changing the vote of ineligible members	32
Thrown out as forgeries the members having certified that they had not voted or authorized any one to vote for them	15
Not signed	11
Ballots not counted	82

BALLOTS COUNTED.

Ballots appearing regular	467
Ballots which had been duplicated and the original proven by letters received from the members	35
Ballots which had been duplicated but had the same as original ballot	7
Ballots counted	509
Total ballots cast	591

Since the above was written additional replies have been received from the members, which, if the changes were made accordingly, the result would increase the vote of the candidates which are here declared elected,

EDGAR S. BARNES, Sec.-Treas.

Tennessee.

H. W. LIGGETT is appointed Secretary-Treasurer of Tennessee. His address is 294 Main street, Memphis.

CHAS. J. SCHIEBER, Chief Consul.

Pennsylvania Division.

I REGRET very much to announce to the Division the death of Mr. Franklin L. Jones, our Local Consul at Abington.

SAMUEL A. BOYLE, Chief Consul.
Philadelphia, Dec. 2, 1893.

New Jersey.

To the members of the N. J. Div., L. A. W.:

Fellow Wheelmen: Through the medium of the official organ, I take this opportunity of expressing to the members of this Division my sincere appreciation of the honor conferred on me by electing me to the Chief Consulship. Not only do I appreciate the honor, but I realize the responsibilities as well. I fully understand that the membership at large expect their Chief Consul to effect the growth of the Division; to enhance the value of League membership in this State; to show the advantages of the L. A. W.; members and to accomplish many other matters of value to the Division and to themselves. I stand ready and willing to perform all the duties of my office, but upon consideration, each of you will concede that no one man can carry on such an important work single handed, nor with the assistance of any ten or twelve men. To carry on the work successfully needs the hearty cooperation of every individual member of the New Jersey Division. From now on, I trust every member will directly interest himself in the affairs of the League and of the Division. The great difficulty has been and is now that the mass of League members are not posted on the great work to be done in our midst, nor of what has been done. Our State stands at the head in road improvement reform, yet much remains to be done in this and other lines; and, under my administration, the local wheelmen will be asked to assist in all matters which may come to the notice of your officers.

Every member should obtain from the Secretary-Treasurer of the Division a copy of the Constitution; study the same, and keep posted as far as possible on the manner in which the Division is being conducted, that he may better be able to give reasons to the unattached riders which will convince them of the advantages and necessity of joining the League.

Members should at all times carry with them an Application Blank, for in this way you are ever ready to make a new member, and new members are what we want. Our membership should be 3,000 before the first of January, 1895, and we can only reach that figure by your individual efforts.

Regarding meetings, let me say to you, inasmuch as there is only one meeting of the Division held each year, please endeavor to attend, and I hope to be able to witness in 1894 the largest meeting New Jersey has ever had. I shall advise Local Consuls in the several districts to call the League men to get together and organize for their mutual advantages; this plan, I believe, will result in the meetings in general showing greater interest in this sport and its proper government.

It is the desire of this administration to make the League membership ticket produce more benefits than ever before; still, this as well as other important matters now mapped out, can only be accomplished by degrees, and the members will be kept informed at all times through the columns of the official organ.

It is hoped that the members may at all times feel free to call on or correspond with the officers that we may always be in touch with each other. Our interests must be mutual or we can never hope to advance the cause of cycling to any great degree. The appointment of the required standing committees will shortly be announced and I trust any one so wishing will always feel free to address them on matters pertaining to their respective departments.

I cannot too strongly urge upon you that

you should take an individual interest in the Division and that at all times you are at liberty to suggest whatever may add to the benefit of the management of League affairs in your locality.

It is important that you should know that the number of unattached riders has grown faster in proportion during the last few years than the Division membership, and this can all be avoided by your personal efforts to show the unattached the many advantages of membership in so powerful an organization.

In closing allow me to call your attention to the Road Book of New Jersey, published by the Division for your *sole* benefit, and I hope before six months have elapsed every member in New Jersey will possess a copy; surely no one can afford to remain in ignorance of the vast number of good roads now to be found within the boundary of our State.

As has frequently been shown, there is strength in numbers and the greater the membership of the New Jersey Division the more powerful will the organization become. Then, again, the income of the Division will be greater, and the better our financial condition the more advantages will accrue to the members themselves. Therefore, let each and every member recognize it as his first duty to the Division that he should secure as many applicants for membership as possible. Remember 3,000 is our goal.

Fraternally yours,
JAMES S. HOLMES, JR., C. C.

Office, Orange National Bank Building, Orange, N. J., Dec. 1, 1893.

Michigan.

I hereby submit the following report as required by Art. 6, Sec. 3, of the Michigan Division Constitution and By-Laws:

We, the undersigned L. A. W. members comprising the Returning Board of the Michigan Division, met at the hotel Downey, Lansing, Mich., Nov. 22, 1893, and canvassed the ballots cast at the annual election of the Division with the following results.

OFFICIAL.

Chief Consul.

R. G. Steel,	373

Vice Consul.

E. N. Hines,	437

Secretary-Treasurer.

H. W. Stebbins,	417

INDEPENDENT STATE.

Chief Consul.

A. H. Griffith,	418

Vice Consul.

C. L. Westover,	346

Secretary-Treasurer.

M. A. Gardner,	458

POPULAR INDEPENDENT.

Chief Consul.

H. J. Gute,	33

Vice Consul.

J. C. Shattuck,	8?

Secretary-Treasurer.

H. W. Stebbins, official

Representatives.

L. W. Schimmel,	422
Bert Mansfield,	342
B. E. Kellerman,	486
A. R. Baker,	438
E. A. Bowd,	466
T. I. Daniels,	369
O. E. Price,	350
E. W. Staebler,	473
D. T. Cutting,	377
L. A. Sherman,	384
L. W. Schimmel, Official.	
A. B. Richmond,	159
B. E. Kellerman, Official.	
A. R. Baker, Official.	
E. A. Bowd, Official.	

(Signed) W. E. METZGER, Chairman,
A. R. BAKER,
C. P. BAKER,
R. W. SELLICK,
JOS. W. SMITH,
H. B. MORGAN,
A. T. ALLEN.

Lansing, Mich., Nov. 22, 1893.

Applications for Membership.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III. of the Constitution.

BOSTON, Dec. 8, 1893.

Total—52—36438.

Alabama—2—201.

62339	Biddle, J. W.	Birmingham
340	Edwards, Reuben K.	"

North California—3—710.

62341	Christoffer, C. M.	San Francisco
342	Martin, Chas. H., Jr.,	Red Bluff
343	Fuller, Albert	"

Illinois—4—2479.

62344	Robinson, Lewis	Patoka
345	Blankinship, Chas. E.	"
346	Farmer, Zerah	"
347	Hensy, W. H.	Woodside

Iowa—2—618.

62348	Young, Dr. H. B.	Burlington
349	Nelson, S. B.	Ottumwa

Massachusetts—5—6231.

62350	Underwood, A.	W. Falmouth
351	Lord, D. Frank	Boston
352	Barney, Lawrence H.	New Bedford
353	Cutler, W. J.	Boston
354	Wentworth, Nelson P.	Salem

Michigan—2—1137.

62355	Eldridge, Wilbur T.	West Bay City
356	Hoover, Robert A,	"

Missouri—17—869.

62357	Aid, Geo. C.	St. Louis
358	Aid, Frank	"
359	Aloe, Dave B.	"
360	Adams, J. W.	"
361	Boeck, Geo. H.	"
362	Boeck, Chas. A.	"
363	Boyer, J. A.	"
364	Ebert, Hy	"
365	Goddard, W.	"
366	Kocks, Wm.	"
367	Leland, F. A.	"
368	Mallitt, T. S.	"
369	Moore, E. B.	"
370	Richardson, W. H.	"
371	Selden, O. C.	"
372	Woodruff, C. J.	"
373	Leight, V. J.	Houses Springs

New Jersey—1—1981.

62374	Wilmot, W. H.	Lambertville

New York—1—4452.

62375	Grant, Wallace	Brooklyn

Ohio—7—3223.

62376	McMahan, R. E.	Cleveland
377	Rollins, John C.	"
378	Rhyzell, W. E.	"
379	Moore, Chas. F.	"
380	Gifford, E. M.	"
381	Turner, J. C.	"
382	Confer, Frank W.	Yellow Sprgs

Pennsylvania—4—4477.

62383	Reber, Jas. C.	Reading
384	Xander, John G.	"
385	Gilbens, G. L.	Philadelphia
386	MacElroy, Joseph S.	"

Rhode Island—3—634.

62387	Sweeney, Hugh	Newport
388	Christian, H. C.	"
389	Hanson, Hans,	Pawtucket

Tennessee—1—103.

62390	Faulkner, Herman	Rock Island

PATENTS Procured in the United States and Foreign countries. Trade marks designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. W. E. AUGHINBAUGH, McGill Building, 908-24 G st., N.W., Washington, D. C.

HOW TO JOIN THE L. A. W.

Fill up the blank below, and, together with the sum required for Initiation Fee and Dues to April 30th, next ensuing (1894), send it to the Secretary of the League,

ABBOT BASSETT,
12 Pearl Street, - - Boston, Mass.
P. O. BOX, 5267.

Write your FULL NAME, your FULL ADDRESS, and your CLUB name in FULL.

Each applicant must give as references the names of two L. A. W. members.

The name of the applicant will be published in the L. A. W. BULLETIN as soon as possible after it is received, and after two weeks, if not protested, the ticket will be issued. This will consume in all about three weeks.

Stamps of a denomination above two cents will not be received.

☞If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cts. If you want your name in gold, stamped on the holder, send 50 cts.

MEMBERSHIP FEE.

In April, May, June, July, August, September or October, enclose $2.00 with this blank. In November, December, January, February or March, enclose $1.50. These sums include the initiation fee and the annual dues.

The sum printed on the blank is the proper amount to send on even date with that of this copy of BULLETIN.

Application for Membership.

.....189

ABBOT BASSETT, Secretary:

Dear Sir.—Enclosed you will find $1.50 for initiation Fee and Dues in the League of American Wheelmen to April 30, next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur. I refer to the two League members named below.

Name,.....

Street or Box,.....

City,.....

State,.....

References:.....

.....

Club,.....

Write plainly. Autograph signature not required. Printing preferred, or enclose personal card.

FOR SALE OR EXCHANGE.

In this department the prices are 20 cts. per line. 7 words per line, 12 lines per inch.

Stamps will NOT be taken in payment. Cash, check, money order, or postal note must accompany order, or no insertion.

LATEST CYCLING PAPERS from all parts of the world received regularly and for sale. Send for list. FLETCHER & CO., 46 E. Van Buren Street, Chicago.

STOLEN—Helical Premier Bicycle, No. 86300, Dunlop detachable tires. Any information regarding the above, will be awarded by F. E. DUDLEY, 162 Columbus Ave., Boston, Mass.

WANTED—Customers for Columbia model 30; like new, $100; Columbia, L. R. Bidwell tires, $50; Union 2-10, M. & W. tires, $50; Keating, M. & W. tires, $60; Swift B, Bidwell tires, $40. Send $5 as guarantee, and will send C. O. D. for examination. O. W. SWIFT, Danbury Ct.

FOR SALE—At a bargain: 1893 high grade Rochester Safety; pneumatic tires. Can send cuts of safety. Address, 134 N. Merchant St., Decatur, Ill.

BICYCLES.

See our Knight Scorchers, 20 lbs.; Knight Roadsters, 34 lbs. Nothing finer made. Best of material and workmanship; fully guaranteed.

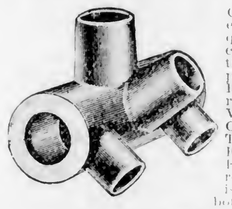
They are right, and we know it, and you would know it if you would know it. They list at $150, but we have a few samples we will close out at $75.

KNIGHT CYCLE CO.,
311 North 14th Street, - St. Louis, Mo.

STOLEN—From Iowa City, Oct. 30, a Century Columbia, No. 187; pneumatic tires; 1892 pattern. Address, D. H. PALMETER, Clear Water, Iowa.

WE [illegible]

Bicycle Manufacturers and Repairers



Can obtain everything required in bicycle construction and repair, including Brown's & Perry's goods, Wilkes and Credenda Tubes, Rims, Forksides and Forgings, both rough and finished, at rock bottom prices, of

W. W. WHITTEN,
118, 120, 122 & 124 So. Main St., Providence, R. I.
Manufacturer and Importer.



D. L. Dowd's Health Exerciser. For Gentlemen, Ladies, Youths and Invalid. Complete gymnasium, 6 in best model, portable, durable chest. Indorsed by 15 000 physicians, clergymen, editors and others. Illustrated circular, 20 engr's, free. Scientific, Physical and Vocal Culture, 9 E. 14th St., New York

A Cheap Wheel.

QUADRANT SAFETY,
Nearly New. New Burris-Michelin Tires.

ONLY $55.

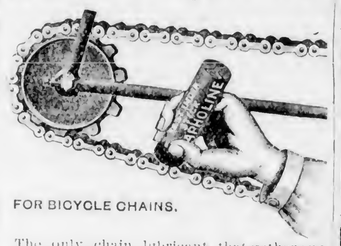
J. P. C., cr BICYCLING WORLD.

THE BOSTON WOOD RIM CO. 509 TREMONT ST. BOSTON. MASS.

[Patented Nov. 21, 1893.]

MAKERS OF
Laminated and Plain
WOOD BICYCLE RIMS
FOR THE TRADE.

USE EAST INDIA
Stick Grapholine.



FOR BICYCLE CHAINS.

The only chain lubricant that gathers no dust. It is easily applied, being manufactured in sticks three inches long. It protects the chain from rust, dust mud and wear. Price 25 cents, by mail.

PRINCE WELLS,
Kentucky Bicycle Agency,
626 Fourth Ave., Louisville, Ky.

FOR SALE BY ALL
CYCLE DEALERS.

KEYSER
Bicycle Clock



GUARANTEED
To keep good time for one year. Sold by all dealers, or sent on receipt of price, $2.50.

A. S. KEYSER,
Patentee and Manufacturer,
3220 Germantown Av., Philadelphia Pa

Patented in United States and England.

Special

We want every rider in this country to know all about

The Red Star Solid Illuminant
FOR BICYCLE LAMPS,
The Red Star Chain Lubricant
—AND—
The Red Star Lubricating Oil,

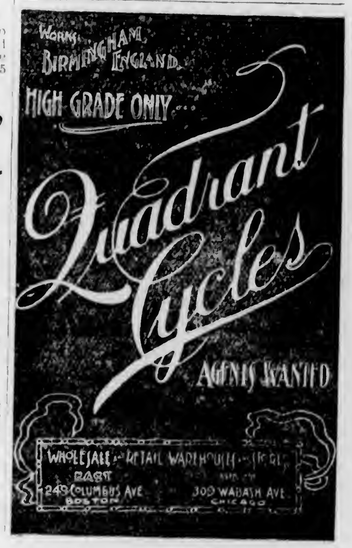
And as you can't all come to the Cycle Show in New York, where we will exhibit, send us your name and address and we will send you, when ready, our little book and anything else we may get up.

RED STAR MFG. CO.,
P. O. Box 1092. NEW YORK.

BICYCLE ENGRAVING AND ELECTROTYPING
GRAVES & GREEN.
302 WASHINGTON ST., BOSTON.



$25 to $50 per week, to Agents. Ladies or Gentlemen, using or selling "Old Reliable Plater." Only practical way to replate rusty and worn knives, forks, spoons, etc; quickly done by dipping in melted metal. No experience, polishing or machinery. Thick plate at one operation; lasts 5 to 10 years; fine finish when taken from the plater. Every family has plating to do. Plater sells readily. Profits large. W. P. Harrison & Co., Columbus, O.



SPECIAL.

In this Department, 25 cents a line. ☞*Cash must accompany the order.*

☞ Postage stamps will not be accepted hereafter in payment for advertisements or subscriptions.

☞*Checks, Money Orders or Postal Notes only will be taken.*

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The Official Design in Solid gold
Send for Catalogue to
C.H. Lamson, 203 Middle St., Portland, Me.
The original inventor and maker.

The Latest L. A. W. Badge

Official Pneumatic Tire.
Solid Gold, - - - $3.50
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Any bicycle dealer will order you one. We have L. A. W. badges from 25c. up.
Discount to dealers.

DURYEA JEWELRY CO.,
194 Broadway, - - New York City.

PNEUMATIC

908, Solid Gold, - $2.50
958, Rolled Gold, - 1.25
☞Send $2.50 to
Martin, Metzger & Co.,
42 Maiden Lane, New York,
— For A —
Pneumatic L.A.W. Pin.
Sent by mail at our risk.
Discount to jewelers.
Catalogue will be sent *FREE.*

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MAKER OF
PRIZE MEDALS
CLUB PINS
DESIGNS ON APPLICATION
3 WINTER ST.
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LEVY'S Cycle Clock
AND
Speed Calculator.
Warranted good time keepers. Price $2.25 from cycle dealers or
PATENTED. SIMON C. LEVY,
1817 Ridge Ave., PHILADELPHIA, PA.

WESTON & CO., Jamesville, N.Y.
Wheels for Safety Bicycles.

Old wheels made over, or new wheels to take their place. Rock bottom prices to suit the times.

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Solicitor of U. S. and Foreign Patents.
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Send sketch of model for free examination as to patentability.



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Scientific American

Largest circulation of any scientific paper in the world. Splendidly illustrated. No intelligent man should be without it. Weekly, $3.00 a year; $1.50 six months. Address MUNN & CO., PUBLISHERS, 361 Broadway, New York City.

NICKEL PLATE.
The New York, Chicago & St. Louis R.R.

THREE TRAINS EAST WEST DAILY.

PALACE BUFFET SLEEPERS. ✠ SUPERB DINING CARS.

NO CHANGE OF CARS BETWEEN... NEW YORK, BOSTON AND CHICAGO

TICKETS SOLD TO ALL POINTS AT LOWEST RATES.

Baggage Checked to Destination. Special Rates for Parties

Trains arrive at and depart from Nickel Plate Depot, corner Twelfth and Clark streets, Chicago; Union Depot of the Erie Ry. at Buffalo. At Cleveland, trains stop at Euclid avenue, Madison avenue, Willson avenue, Broadway, Pearl street, Lorain street and at Detroit street, from either of which stations passengers may be conveyed by street car to any part of the city.

For rates and other information see Agents of the Nickel Plate Road, or address

L. WILLIAMS, Gen'l Sup't, B. F HORNER, Gen'l Pass'r Agent, CLEVELAND, O.

Quickest Route to the West

SPRINGFIELD LINE
BETWEEN
BOSTON AND NEW YORK.

Trains leave either city at 9.00 A. M. except Sunday; 11.00 A. M. except Sunday; 12.00 M. except Sunday; 4.00 P. M. daily; 11.00 P. M. daily.

Drawing room cars on all day trains; sleeping cars on night trains.

A. S. HANSON, General Passenger Agt.

City Office, 232 Washington St., Station, Kneeland Street, } BOSTON.

FITCHBURG RAILROAD

Superb Equipment, Excellent Train Service, Fast Time, and Courteous Employees make the

Hoosac Tunnel Route

THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.

FAST EXPRESS TRAINS

With elegant PALACE PARLOR and SLEEPING CARS to and from

BOSTON and CHICAGO
and BOSTON and ST LOUIS,
via NIAGARA FALLS

without change.

THE POPULAR ROUTE for all points in Northern New York, Vermont and Canada.

THE ONLY LINE running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes and Burlington, Vt.

THE PICTURESQUE ROUTE from Boston to St. Albans, St. Johns, Ogdensburg, Ottawa, Montreal and Quebec.

ELEGANT PALACE SLEEPING CARS to and from

BOSTON AND MONTREAL,

without change.

For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad and at

250 Washington Street, or
Fitchburg Railroad Passenger Station, BOSTON.
J. R. WATSON, General Pass. Agent.

Reading Railroad System

THE FAVORITE ROUTE
BETWEEN
Boston, Philadelphia,
Baltimore, Washington,
AND BETWEEN
New York and Philadelphia,
And all points in Interior Pennsylvania.

THE SCENIC LINE

To Buffalo, Niagara Falls and the West.

☞ WHEELS CARRIED FREE.

I. A. SWEIGARD, Gen. Manager. C. G. HANCOCK, Gen. Pass. Agent.

Oh! It's a Balmy, Cheerful Invigorating Breeze This

(For Us, Not the Steel Maker).

These People Are Satisfied With Their Bicycles. ARE YOU?

Detroit, Mich., Nov. 29th, 1893.
St. Louis Refrigerator & Wooden Gutter Co., Main St. and Park Ave., St. Louis, Mo.
Dear Sirs: The LU MI NUM arrived early Monday morning, and was quickly put together, and after due examination it is pronounced the prettiest wheel on the market and one which fills the expectations. We think you deserve great credit for the excellent manner in which the machine was sent out. It came to us in absolutely perfect condition.
Yours truly,
PENINSULAR CYCLE CO.

Norfolk, Va., Nov. 25, 1893.
St. Louis Refrigerator & Wooden Gutter Co., Main St., and Park Ave., St. Louis, Mo.
Dear Sirs:—We received a LU MI NUM a few days ago. It is truly a beautiful machine. If this wheel had reached us earlier in the season we could, no doubt have done a great deal of business with them.
Yours truly,
O'NEILL'S BICYCLE AND SPORTING HOUSE.

Louisville, Ky., Nov. 17, 1893.
St. Louis Refrigerator & Wooden Gutter Co., St. Louis, Mo.
Gentlemen:—We have had at least three hundred (300) people on the LU MI NUM bicycle since it reached our hands, and not a single person could find any fault with it. The LU-MI-NUM bicycle is undoubtedly the best wheel in every respect on the market to-day. Hurry our order for ten wheels, as we can dispose of them immediately.
Yours truly,
MARTIN & DRESSING.

Salt Lake City, Nov. 25, 1893.
St. Louis Refrigerator & Wooden Gutter Co., St. Louis, Mo.
Gentlemen:—We are in receipt of the LU MI NUM and are very much plensed with it. We can safely say we will have a big run on it next season. The wheel seems to suit every one just right.
Yours truly,
SALT LAKE CYCLE CO.

Greeley, Colo., Nov. 27, 1893.
St. Louis Refrigerator & Wooden Gutter Co., St. Louis, Mo.
Gentlemen—The wheel came to-day, and is a dandy. Everyone is immensely pleased with it. We think we shall have a big sale for it. How soon will you be filling orders promptly? How soon will your ladies' wheel be out? Kindly let us know about these matters at once.
Yours truly,
I. ROTHSCHILD & CO.

Decatur, Ills., Nov. 24, 1893.
St. Louis Refrigerator & Wooden Gutter Co., St. Louis, Mo.
Gentlemen—Received LU MI NUM wheel two days ago, and like it very much. Everyone who sees it is greatly pleased with it. By what time could you send me another one? I can sell several if I can get them promptly.
Yours truly,
PAUL HIEKISCH.

Havana, Ill., Nov. 17, 1893.
St. Louis Refrigerator & Wooden Gutter Co., St. Louis, Mo.
Gentlemen—My LU MI NUM arrived last night all O.K. It is greatly admired by all the boys. I took a ten-mile run on it this A.M., and must say I am more than pleased with its working. As a matter of fact it is "The Wheel," and as soon as you can give us the other wheel we have ordered, send it by express, and oblige.
Yours truly, HENNINGER & GORDON.

Mansfield, Pa., Nov. 22, 1893.
St. Louis Refrigerator & Wooden Gutter Co., St. Louis, Mo.
Gentlemen:—The LU MI NUM wheel I ordered some time ago came the 14th inst. I did not acknowledge receipt of same, for I wanted to test it first. I have done so and am well pleased. I have ridden it over very rough roads, and am surprised at the life and spring in the frame, which makes it run very easy. It has attracted more attention than any wheel around, and everyone says it is a beauty.
Very truly yours, M. L. BARROW.

"We Keep Our Promises."

These are all Fresh and New—Never Printed Before.

St. Louis Refrigerator & Wooden Gutter Co.,

ST. LOUIS, MO.

LAST WEEK WE WARNED "USERS AND SELLERS" TO

BEWARE OF INFRINGERS

And Worthless Imitations

OF

G. & J. Pneumatic Tires

OR TAKE THE CONSEQUENCES.

We now wish to inform you that we desire your business—we are not exclusive—we want all to have "the best there is" in tires, no matter what wheel they ride, sell or manufacture.

To make this easier we have reduced the retail price of G. & J. PNEUMATIC TIRES to **$20.00 per pair.** That would be cheap for a **poorer** tire, wearing qualities not considered, and yet we offer

THE BEST TIRE ON EARTH,

Complete with Rims, Quick Action Pump and Repair Outfit.

For **$20.00 per pair.** In comparing prices, please compare also **value received**, and do not forget that we give you also Rims and a complete outfit. Our price to repairers, dealers and makers is correspondingly lower, so there will be no excuse whatever—nothing to hinder you from having what you want.

Any Maker, Dealer or Repairer Will Supply G. & J. Tires If You Insist.

ALL RAMBLER BICYCLES ARE FITTED WITH G. & J. TIRES, AND RAMBLERS HAD A LARGER SALE THAN ANY OTHER HIGH GRADE WHEEL MADE IN 1893.

Correspondence with the Trade Solicited.

GORMULLY & JEFFERY MFG. CO.

CHICAGO. BOSTON. WASHINGTON. NEW YORK. COVENTRY, ENGLAND.

THE

BICYCLING WORLD

And L. A. W. BULLETIN.

Published Every Friday

BY

THE WHEELMAN CO.

Incorporated under the Laws of Massachusetts.

167 OLIVER STREET,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address, as well as their new, and their League number.

TO OUR ADVERTISERS:

Copy for new advertisements must be handed in by Tuesday morning to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the WHEELMEN CO. All communications should also be addressed to the Company instead of to individuals.

☞ *Postage stamps will not be accepted hereafter in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken.* ☜

C. W. FOURDRINIER, Manager.

EDITORS:

C. W. FOURDRINIER. H. CROWTHER.

Ladies' Department conducted by MRS. MARY SARGENT HOPKINS.

BOSTON, DECEMBER 15, 1893.

A Few of the Many.

EDITOR BICYCLING WORLD: In reply to yours of the 7th, we shall be prepared to advertise in your columns in a very short time, and I take this opportunity of adding that our experience during last season of advertising with you was so successful that we desire to continue this year.

Allow me to congratulate you on the improved appearance of your paper.

Yours truly, ANDREW J. CAHILL,
Buffalo Wheel Co.

THE question of a League organ after February is one that must be settled at the annual meeting of the National Assembly. The argument has been advanced by many of our contemporaries that a monthly organ will supply all that is needed. The milk in that cocoanut is easily accounted for. It is safe to say that this view is held by no one except those whose interest it is to do away with a dangerous rival. We have reason to believe that the success of the League depends in a great measure upon the means of frequent and direct communication with its members. We are well assured that a weekly paper is one of the inducements to become members. It is a singular fact that the Cyclists' Touring Club of England even in its palmiest days never exceeded twenty thousand members. This comparatively small membership is due not a little to its attempt to depend upon a monthly organ. In this country League members have for many years had a paper weekly and they will be content with nothing less. If the League could be polled upon this question the sentiment would be almost unanimous in favor of a weekly publication. How this weekly is to be furnished in the future will be for the special committee to suggest and the National Assembly to decide. It may as well be understood by the rank and file that the League cannot hope to get an organ for nothing. We confess to our mistake in supposing that it could be done. There is not a concern in the country that can or will agree to furnish the organ as we have done for many years without compensation. The expense of publishing such a paper as has been furnished is enormous. The white paper alone costs about $20,000 per annum and the postage about $3,500 more. The other expenses such as salaries, heat, light, power, rent, composition, etc., are additional burdens, to say nothing of the capital necessary to be invested in the plant. There comes a time, and that time was long ago reached in this case, when the advertising patronage does not increase in value or amount in proportion to the size of the circulation. Every newspaper man knows and understands this. If the League membership did not exceed 15,000 we might be able to live, but with a membership of about 36,000 we cannot do so under the present arrangement, and we say now that after the February meeting unless some new arrangement is made we shall cease to publish the L. A. W. BULLETIN. The League cannot with its present income afford to pay the sum requisite to furnish an organ such as is now being mailed and carry on its other work. Whether the dues shall be raised or whether the subscription to the BULLETIN shall be made in the form of a special subscription remains to be decided. Some steps must be taken to provide the means by which the League can furnish to its members an acceptable organ. It is not a question whether the Wheelman Company is to furnish the organ or whether some one else is. Most certainly the question is an important one and one on which depends the future welfare of the League, so that it behooves the delegates to the National Assembly to give the matter their serious attention.

THERE is no doubt but that the question of the abuse of the guarantee is getting to be a serious one, and that makers in many instances are victimized. Somehow, riders do exist who deem it rather commendable than otherwise to be a bit "sharp," to put it mildly, in the matter of making claims vs. manufacturers for breakages for which the latter are in no ways responsible. These men would become indignant indeed in case we suggested that such action was dangerously bordering on the dishonest. Usually the method and particulars of the breakage are entirely in the hands of the rider, and there is no positive way of contraverting his statements. In many instances, however, the circumstantial evidence is so strong as to leave no doubt in the minds of the manufacturers that facts have been distorted and the claims unjust. It is such abuses which cause the maker to look askance on both honest and dishonest claims, and the straight claimant must suffer for the shortcomings of his less conscientious brother. How long will the manufacturers stand this kind of thing remains to be seen. It is an abuse that should be corrected, and the way to correct it is to proceed legally against any individual who is caught trying to fraudulently collect on his guarantee.

ALTHOUGH the mails do not bring us the expected report of the meeting of the "International" (Racing) "Association" which was held at Agricultural Hall, London, three weeks ago, we hear enough to lead us to believe that the meeting was not a howling success.

The American branch showed its apathy from the fact that we did not have a representative present. As an "International" affair the recent races at Chicago were not a pronounced success, and the nearest we came to having an English representative was the proposed appearance of W. G. Sanger as the representative of Great Britain.

Belgium will probably be the country where the '94 International events will be held, and it is to be hoped that it will be more International in actuality than was the Chicago affair.

The future attitude of America towards the Association will largely depend on the action of the N. C. U. in dealing with the Zimmerman matter. They must accept the final decision of the L. A. W., or the International Association will have to wiggle along without the American contingent. It remains to be seen what action they will take on receiving Mr. Raymond's letters, but unless we read the signs wrong we believe the N. C. U. will come to the sensible conclusion that the decision on the case of Zimmerman by the L. A. W. will be honored and the *entente cordiale* will be restored.

THE PASSING HOUR

STRAWS show which way the wind blows.

The immense Western beef-packing firm of the Armour Packing Co., with a keen realization of the universality of wheeling, is running an advertisement of their wares as thus:

"The pneumatic tire and the kite track are to riding, what White Label Soups are to dinner;" and they accompany it with a cut of a pneumatic that would furnish some of the several hundred thousand inventors who are lying awake nights, figuring on new things in the tire line, at this present writing, with an inexhaustible fund of ideas, so wonderfully constructed is it—on paper.

(N. B.—This is *not* a free ad for White Label Soups.

HENRY E. DIXEY, the versatile, who, after emerging from the obscurity necessarily attendant upon the humble part of the hind legs of the heifer in "Evangeline," making a fortune out of "Adonis," nearly losing it in comic opera, and finding it again in the reconstructed "Adonis," gives utterance in the last play to a definition of an amateur that might have been modeled for cycling, so pat is it.

"A professional is one who gets paid; an amateur one who doesn't!"

And there you are!

BILLY BULL, of Buffalo, has a double, and this double, on the principle of Sterling Elliott's aforetime double in Newton, plays the deuce with his mail.

Bull's double—with the initials W. S., also—is a journalist who travels (there are some journalists who do), and as the post-office authorities in an endeavor to preserve a strict impartiality, religiously distribute one-half of our W. S.'s mail to the other fellow, and one-half the other fellows to Billy, it sometimes mixes things up beautifully.

And if any members of the L. A. W. feel aggrieved over the non-receipt of answers to their letters at the time W. S. was one of the vice-presidents of the organization, this will serve to explain why causes over which Mr. Bull had no control prevented his giving that prompt attention to these epistolary documents which he invariably devotes to all his communications, personal or postal.

SPEAKING of tires:

The American Dunlop Tire Company, who predict great things for their '94 tire, have imported an Irish jaunting car which is fitted with the new Dunlops and they had it out in and around Central Park last Sunday, creating quite a sensation, as may be imagined.

They do say that it yields such a delightful ease and luxuriance as might be produced by riding on velvet.

YES, my dear Mr. Bolay, it is time, high time, that "the silly, vindictive and uninteresting roast was dropped from the pages of"—did you say "*respectable* journals?" Now in the first place, thoroughly respectable (I use the term advisedly) journals do not indulge in vindictive "roasts." It is of course necessary at times to hit straight from the shoulder in righting a wrong or correcting an abuse, and this the respectable paper often finds must be done without regard to individual feelings, but if you will carefully scan the pages of the papers so ably edited by Prial, Barrett, Berger, Goodman, and MacOwen, together with those of the BICYCLING WORLD, you will note—and I am sure this will be with genuine pleasure—how offensive personalities are conspicuous by their absence.

In truth the malicious abuse and detraction which form a part of the regulation stock-in-trade of three or four of the hangers-on of cycling literature are rapidly disgusting the respectable portion of the cycling public, and it is but a question of time when it shall have retired to a well-deserved obscurity.

Meanwhile, possess your soul in patience. The enmity of fellows of this kidney is one of the distinctions which I am proud to share with you. Don't you know that a man is known no less by the enemies he makes than by the friends? And ought we not to congratulate ourselves that it is the fakirs, the penny-a-liners and the *chevaliers d'industrie* of cycling who are *not* our friends?

A PNEUMATIC tire on a carriage is as much of an addition to the luxury of riding as it is on a bicycle. Mr. E. W. Pope, treasurer of the Pope Manufacturing Company has a buggy equipped with hose pipe tired wheels, the latter being of the well-known Hickory make, much to the joy of Sterling Elliott, who is authority for the statement that wire wheels are no good for carriage purposes.

Mr. Elliott, way down in his inner conscience, I am firmly convinced entertains the idea that wire spoked wheels are no good for *any* purpose, but then that's a mere matter of opinion, and a good many people have been known to entertain different views.

UNFORTUNATE that I am, it seems impossible for me to write up any reminiscences without leaving out something or someone, and yet it is not always my fault. Week before last, in speaking of some of the old timers, the name of the "Old Vet." Pitman, was through some inadvertence omitted in the copy and along comes the following letter from the gentleman:

MY DEAR ARIEL: In a former number of the BI. WORLD you published a picture of the old velocipede of which I lent you a photo, without any comment or acknowledgement as from me, and in last issue you speak of the Racing Board and mention some names which it would seem mine certainly would follow along after Dalton's. I only mention these things to let you see "Happy Days" is watching *you*. With kind regards and best wishes to you *one* and *all*, Yours truly, PIT.

If some one would only invent a stereotyping machine into which the writer could talk and then have his matter stereotyped in forms ready for printing it would be a blessing for those of us who have had to suffer from the mistakes and errors of the intelligent compositor, stenographer and the rest.

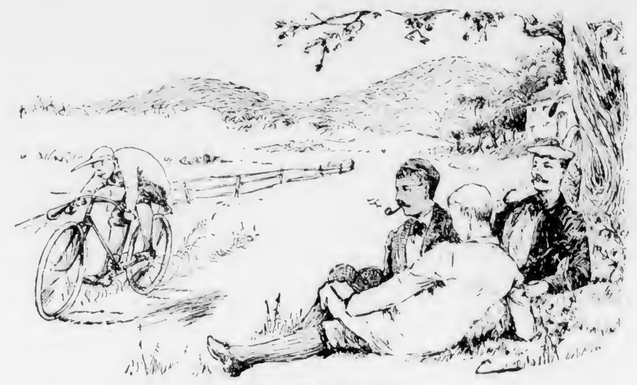
Ariel,

Thus History is Written.

M. CHARLES LAURANT is editor of the Parisian journal *Le Jour*, and as his views of the rise and fall of cycling in England are unique, we give them in part. M. Laurant doesn't like bicycle riders and he asks his readers to "Watch them dash under horses' noses. * * making people wild by throwing dirt on them from their wheels. Always in a hurry" (scorchers take note) "as if they carried the destiny of nations in their saddles. * * I do not hesitate to say all these men, young, old, sprightly or heavy, smart or awkward are fast becoming the plague of La Belle France. * * Scarcely four years ago cycles and cyclists were rarely seen in France. On the other hand, on Sunday morning especially, it was four years ago impossible to move on the chief streets of London without knocking against flocks of cyclists going towards Kew, Richmond, Hampden Court or Greenwich. * * * Now, however, *not a single rider or cycle is to be seen in London ! ! !*" (Excuse our feelings.—ED.)

"The English—practical people—saw that their sons were acquiring the seeds of all possible diseases. The great rage for fast riding *filled their lungs with air and killed them ! ! !* * * * Resolutely John Bull suppressed bicycles and bicyclists and *now no more are to be seen in England ! ! !* * *"

Pardon the italics and the exclamation points, but plain, upright, "unexclamated" type didn't quite convey our feelings. Laurant is a keen observer and an accurate chronicler and "'tis thus history is written."



So Say We All of Us.

DON.—"Out of sight, isn't he?"

JON.—"Yes, and I wish he were out of sound, too."

J. W. Schofield Discourseth on His American Visit.

J. W. SCHOFIELD, the English professional, who visited this country for the purpose of putting shekels in his purse, returned to England bruised in body, we are sorry to say, as well as disappointed in mind. It will be remembered that he was badly hurt on Manhattan Field and though no bones were broken, he is still suffering from the accident. As to

HOW HIS FELLOW PROFESSIONALS

in this country treated him he says: "They treated me badly at first, but towards the close of my visit they were much fairer. They certainly shut me in for the first few races and I got no chance of showing what I could do. Whether they did it on purpose I cannot say, but they most effectually pocketed me.

HE DON'T THINK MUCH OF OUR TRACKS.

Of the American tracks he said "they were," so far as his experience went, "no better than the Aston Lower Grounds," but not being familiar with the track he names, we cannot refute or endorse his opinion. Asked to explain how he

ACCOUNTED FOR OUR RECORDS

he said, "the long straights and the light atmosphere make all the difference. Almost any good man in America can do the mile in two minutes with proper pacing."

Schofield evidently has a very high opinion of the speed inspiring qualities of our "glorious climate," and to a certain extent he is correct as to its excellence, but we think he overestimates its powers just a mite. He did not care to express his opinion of the States, as he was here such a short time, but on being asked

HOW OUR CYCLISTS TEATED HIM,

he condescendingly remarked: "They are a decent lot of chaps, and when they got acquainted with me I got along very well. A. B. Rich proved as good a friend to me as any one in America."

COME TO STAY.

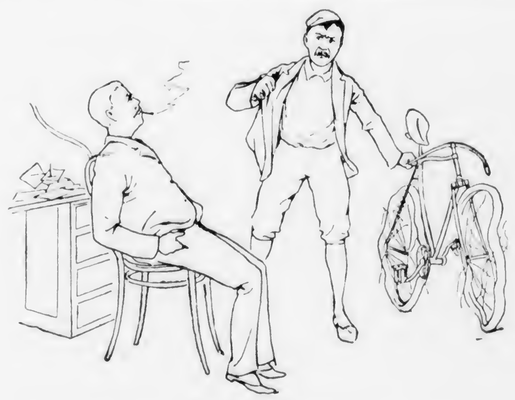
In reply to a question as to the future of the cash league, and as to whether Zimmerman and Sanger would join the professionals next year, he said: "The cash league has a big future. It's all right. When you win your money's there. As to Zimmy and Sanger I should not wonder if they joined, providing the purses are sufficiently large."

Schofield was badly out of pocket by his visit, he only won £30 ($150) during his entire sojourn. He doesn't believe in wooden rims—they are faster he admits, but he doesn't consider them safe! He had a trainer while here but did not train *a la Americaine*; he chose to train according to his own ideas.

Width of Tread.

THERE is an unaccountable tendency on the part of some makers to go to extremes in all matters of construction. It was shown in the good old days of the ordinary, when the craze for "vertical tread" struck us; again when the wheel base of safeties was lengthened many makers, on the theory that if a "little" longer wheel base was good, "much" longer would be better. Of course experience, that bitter master, teaches these extremists better, and the happy medium is at last reached.

The present tendency is to narrow the tread of safeties, and while it cannot be gainsaid that of old the tread in many cases has been too wide, and this fact having been recognized, the extremists "on the other side" have been getting in their work again and narrowing up the tread to an extent which will not only more or less take away the driving power of the rider, but also materially jeopardize the easy running qualities of the crank axle by bringing the ball races or bearings so near together as to enhance the chances of binding. From four to six inches is a safe and conservative distance for tread and it better be over than under. There is more danger of getting it too narrow than too wide. A man in lifting will not bring the balls of his feet nearer than five inches the oarsman could not get any power if the balls of his feet were close together and so many illustrations could be given, but a few experiments on the lines suggested will prove our theory to be correct. Like everything else, there is a happy medium and it is to be hoped that the makers won't go narrow tread crazy, but strike that medium which we think is near the five-inch mark, and not under it.



The Man To See.

Excited individual.—"Where's the head of this establishment? I want to give him a thrashing!"

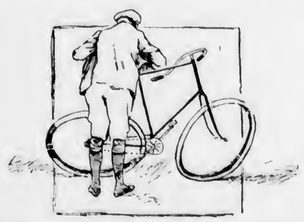
Proprietor.—"Certainly, sir; you'll find my receiving clerk in the front office."

The Evolution of the Cycle.



NCE there were no "cycles," only "velocipedes." The modern cycle, however, is still characterised as a *velocipede* in legal phraseology and in the annals of the Patent Office. To designate a machine of old fashioned design, and remote origin by the term *cycle*, seems inappropriate enough, and justification arises for the good conservative use of a dead language to describe such an object. *Cycle*, too, is a somewhat indefinite word, there being cycle of time, cycle of the sun, moon and stars, cycle of wind (which, of course, is a cyclone, not an air-tired cycle), and so on. In one way the word descriptively covers the instruments of our sport as signifying *round*, especially as we have not yet, with all the improvements, arrived at the elliptical wheel era. On this point though, I met a man the other day—he was certainly only temporarily outside a lunatic asylum—who assured me with gravity that by the use of oval wheels my cycle would not want any working, as once given an impetus, the frame and the rider would be carried up over the highest point, and the weight would carry it down and over the next, and so on most pleasingly *ad infinitum*. Like all cycle cranks (*i. e.*, flesh and blood cranks) he was a bore; and as we sometimes agree with people to get rid of them, I agreed with him, adding, *sotto voce*, that Carlyle was undoubtedly right on the "mostly fools" question.

Now, evolution, which is usually slow, has done a lot for cycling in a short time. Evolution, as we all know, signifies a process of change from lower to higher forms; and though the term is usually applied to life, it is, perhaps, permissible in reference to the cycle, for, according to some of the bolder advertisers, *their* machines possess that quality. For the present purpose, at least, I may be allowed to apply the word to the world of steel and rubber, which, during the past few years, has evoled for us out of the darkness of the "velocipede" age, the almost perfect mount of to-day. Nevertheless, all riders do not avail themselves of the climax of perfection in cycle



"Temporarily outside a lunatic asylum."

construction, which is clearly the result of this evolution. Unfortunately, there are backward ones who dislike new things, and almost express antipathy in regard to any machine which is not, as it were, a species of travelling ironmonger's shop. Such individuals strike a wantonly rebellious attitude before the generally acknowledged superiority of the pneumatic tire, the gear case, and a thousand-and-one other perfecting details. They blindly cling to the velocipede pure and simple, as the prisoner, grown gray in his servitude, has been known to cling to his cell in face of the offer of freedom.

A specimen of this class of velocipedists voluntarily submitted himself to my analysis the other day. He was the kind of rider which will ultimately die out and be duly packed away and catalogued at the British Museum amongst its primordial relics. It was while resting outside a roadside inn that my ear was assailed by a sound in the distance like the creaking and clattering of a loom in motion. This sound grew gradually louder, until I discovered that it proceeded from a tricycle, remarkable in construction and probably antediluvian in age. It is said that the safety bicycle, with pneumatic tires

"On the Pyramids."

and dropped handles, was depicted by the ancient Egyptians on the Pyramids, and is visible to this day; if so, this tricycle was probably the result of their initial efforts in velocipede manufacture. But the misery of the rider of this monstrosity! How painful it was to view the lines of agony on his face even though they were partially suppressed by a forced air of *nonchalance*. Remorseless and persistent vibration had set its mark upon his system in a permanent form. But he was now engaged in stopping the machinery prior to releasing himself from the apparatus, effecting this by means of a long lever brake. Bringing a critical eye *a la* Darwin to bear upon this interesting specimen, I soon discovered that it was rather of the genus *stopper* than "goer" or "real flyer." As for *life*—why the cheek of the most intrepid advertiser would blanch at the thought! Having climbed down from the cage-like mechanism without mishap, he proceeded to walk around it on a tour of inspection, suggesting he had come a hundred miles without stopping, in doing which he expressed all the anxiety of countenance which might be fairly enough depicted upon the face of the chief engineer of a Cunarder. Nothing had given way, the bearings had not



"Not much advantage in modern machines."

fired, the band-brake was ready for emergency, the steering gear was intact—and he breathed again.

And the noise his machine made he told me he once thought proceeded from the chain, but friends had suggested it was because he didn't oil the brake. And the machine itself! Of that monster little need be said but that there were two driving wheels seemingly five or six feet high, and a nice little steering wheel, like the castor of an arm-chair, arranged safely and gracefully right under his nose. Geared down to zero, with an almost imperceptible crank throw, and comfortable cast-iron saddle and spring. He chose this machine preferring it to a more modern one, although from no pecuniary point of view. He didn't think there was much advantage, after all, in the more modern machines. He could go several miles in safety, and see the country too. He didn't do much scorching, and didn't want to. There was nothing like a solid tire, because you couldn't puncture it. As for the latter-day craze for reducing the size of the driving wheels, *that* was a mistake, as every mechanic knew, and sooner or later the cycling world would agree with him. "The larger the wheel the faster the machine," was with him an incontrovertible axiom. A man he knew had a grand idea of getting by rail to Brighton in a matter of five minutes or so by simply increasing the size of the driving wheels of the engine, and it was a mystery to him that railway companies remained oblivious to this scientific fact. However, he was always on the *qui vive*



"Them automatic tires a busting with the wind.

for the cycle thief (as though to say, "really good things are not picked up every day"), so when safely seated, and after due pressure had been brought to bear, he was again in motion; and again on the quiet air came the clanging, beating, tearing, rasping sound, startling the birds for many a mile, and suggesting the "'Rides rather rusty,' said Mr. Roker," of Dickens, and this continued until my newly discovered pre-historic velocipedist was out of sight.

After all, this phenomenon pointed a moral! Who shall say that Emerson was wrong when he suggested that one thing was as good as another? Who will be sufficiently audacious to assert that this person, was not, with Candide, the happiest of mortals, did not think with him that this was the best of all possible worlds, and—well—his cycle the best of all cycles? More than all, he was in touch with the "natural" man, the tiller of the soil, the gaping yokel who stood and gazed upon this result of the mechanic's art, and observed to himself in a grass-fed philosophical fashion all his own: "He ain't got no gimeracks in his'n, none o' the likes o' them automatic tires a bu'stin' with the wind. Ar'ter all p'r'aps a good sound old 'oss!" This cyclist and this yokel were one in heart, soul, and intellect. And so it is all the world over, always a discoverable section of humanity which clings to error as though it were truth, to fiction as though it were fact, and in this particular case to velocipedes as though they were cycles. Some, like the yokel, can't help it; others can but won't. As the poet sings—

> ". . . . It is ever thus,
> Spirits still impervious!"

Yes, impervious to the process of infiltration of the mind, a process by which reality banishes unreality. In the cycle world there is certainly no exception to this rule, for undoubtedly the mildewed cycle crank, with his skull full of cobwebs, exists as a tangible reality. In this connection we may say there are *two* kinds of cranks, the only difference being centred in one little letter, for while all cranks *revolve*, some cranks won't *evolve* new ideas. In the transient history covering the sudden, almost spasmodic, evolution of the higher form of cycle with lower wheels from the lower form with higher wheels—and this is not a paradox and its "concomitants and attendants," as Dr. Newton would have said, there is not a corresponding progression in the evolution of the mind of the rider. Sometimes there is a standing still, sometimes going back, and this latter was probably the case here. But depend upon it, ye mighty army of modern cyclers, it will not last! Depend upon it that when we encounter an ancient velocipede in our peregrinations the fact by no means proves there is ever to be general retrogression, but rather that such retrogression is like the hypothesis of reversal, and simply serves as an exceedingly pleasant and refreshing exemplification of the exception proving the rule. And let us so consider it until the day comes when the now up-to-date, airshod, gear-cased, and plated steed makes way for another prodigy in scientific evolution which will banish even *it* into that condition called *Limbo*, which Ariosto makes the place of all lost things. Let us sound the praises of mechanical genius which has made latter-day cycling what it is, and while so doing let us remember that the world moves only when the mind does not stagnate

> Let us join in the cyclic chorus
> Round the altar of Rubber and Steel,
> Let us sing and dance in a circle
> To the Bacchus of our Ideal!

in doing which we shall benefit the sport, help trade, and tend to make as a thing of the forgotten past the ponderous and ungainly velocipede.—*Cycling.*

"To B Or Not To B."

MR. ARTHUR K. PECK has been interviewing a few of the prominent cyclers of Boston as to their views of having two classes, A and B, as proposed by the Racing Board.

Mr. H. W. Robinson: "I don't believe this class distinction practical. The moment you make the change, it will be like dropping from the frying pan into the fire. This cloud of suspicion which now hangs over the racing men would still hang over them on the class division, and there would be a continuous wrangle at a race meet to determine whether or no a man was entitled to ride in the class for which he was entered. I do not believe the racers will come out flat-footed, so to speak. * * *"

Mr. Spencer T. Williams: "On the face of it, it seems," he said, "an improvement over the present system. I should favor the class distinction. Let those who are in the races for the pleasure of competition have a chance. Those who are in the race for what Pete Berlo calls 'the stuff,' or in other words are paid amateurs, should race by themselves."

Mr. J. J. Feeitt: "I think class B is a step in the right direction and should help to make cycle racing still more interesting. The fact that a man's expenses can be paid by any club or manufacturer openly will have a tendency to make the men ride faster, so as to get better terms from their employers, whoever they may be, club or manufacturer. Another thing will be that a man will have to ride in winning form to hold his position; consequently there will be little or no 'roping,' though it must be admitted that cycle racing has been more free from that evil than any other sport. * * *"

Mr. J. S. Dean "claimed he had not given the matter very serious thought as yet, but, from a superficial glance into the subject, said that while he thought that the class "A" and "B" distinction might be better than the present system, the suggestion of the simple rule solution was an improvement. * * *"

Mr. N. W. Starbird said he "would like to see class distinction. That the racers should race for anything but money. That when they had won their prizes they should be permitted to do whatever they pleased with them. . . ."

Mr. Ned McGlenen believed that men who were racing for a living should be placed in a different class from the other riders.

Mr. James Clark, of the Press Cycling Club, one of the leading racing men, believed that there should be a change from present conditions, and argued strongly towards supreme right over one's prizes when won. He thought the racing men would flock into "Class B."

Messrs. Ed. McDuffee and P. J. McDuffee, the well-known racing men, favored the simple rule with a prize limit, believing that unless a limit was put upon the value of a prize, they firmly believed that this practice of giving fictitious values to the prizes should be stopped.

Does Oiling Cause Chain Stretching?

THE practical effect of the oil bath to chains as applied in gear cases is, of course, one which can be discussed more intelligently in Great Britain than here, because there the oil bath is used quite extensively and the question has arisen, does the oil bath cause the chain to stretch?

An opinion appeared in the *Irish Cyclist* of a few weeks ago, to the effect that when a chain is used in conjunction with a gear case containing an oil bath, the constant application of oil renders it more likely to stretch than when uncovered or in an oilless case. Mr Meeredy, however, in a subsequent issue, evidently does not desire to have it thought that this opinion emanates from him, for he says: "I believe in the bath, and do not believe that a chain constantly lubricated is more liable to stretch." We rather wonder that this most practical authority did not go further and say that the oil bath would be apt to diminish the tendency to stretching. Certainly one of the chief factors in the chain stretching baths is "wear." The bearing surfaces of the chain wear away by means of the unavoidable friction, and unless all theories which have existed heretofore that the application of lubricant minimized wear from friction, that a *clean chain* running in a *dust proof* gear case fitted with an oil bath tends to wear and consequently stretch a chain is absurd. We grant that an uncovered chain should be carefully oiled so as to prevent, as much as possible, the dust from clinging to the oily surface, otherwise the oil and the dust form a compound which will soon grind away the bearing surfaces of the chain. The *dust proof* oil bath should prevent stretching; common sense teaches it and experience will prove it.

A. O. Very CYCLE CO.

245 Columbus Avenue. Boston, Mass.

WARWICK

MODELS AND PRICES.

MODEL 19.

Gentleman's improved design; diamond frame, 10 inch head, 33 1-2 inch reach, new improved adjustable handle bar, wood rims if desired weight stripped light, 25 lbs. Price, $125.

MODEL 18.

Ladies' improved double drop frame; 8 inch head, 28 inch wheels wood rims if desired, weighs 30 lbs. Price, $125.

MODEL 17.

Gentleman's model; 8 inch head, 31 1-2 inch reach; in all other particulars like Model 19. Price, $125.

MODEL 16.

Ladies' machine. Wheels, 28 inch front, 26 inch rear. Steel guards and rims—wood rims will be furnished if desired. Weight 34 lbs. Price, $115.

MODEL 15.

Gentleman's. 10 inch head, 31 inch reach; steel rims, weighs 30 lbs. Price, $115.

MODEL 14.

Ladies' machine. Wheels, 26 inch front and rear; steel guards and rims. Weighs 34 lbs. Price, $100.

MODEL 13.

Gentleman's road wheel, 10 1-2 inch head, 31 1-2 inch reach; steel rims. Weighs 32 lbs. Price, $100.

All styles fitted with the celebrated WARWICK dust proof bearings.

For 1894:

We believe that the "WARWICK" and "ECLIPSE" will be among the leaders in the front rank during the riding season of 1894.

In completing arrangements for the agency of these two machines we have had solely in view the interests of our customers and the certainty that they would receive both value and complete satisfaction. There will be an increased number of styles in each make, and we shall be able to offer a larger assortment of varying models and prices than ever before.

We shall handle in addition a line of inexpensive boys' and girls' wheels, ranging in price from $20 to $50.

To the Dealer:

As extensive bicycle jobbers we are in the best position to serve your interests. Our own standpoint is that of the dealer, and therefore we have a full appreciation of the dealer's needs.

Our purchases are made on a large scale, and in handling different makes we gain a large advantage in the necessary expense of marketing bicycles.

Our repair shop is organized exclusively for the benefit of our customers, and this year we shall undertake the larger number of repairs instead of sending to the factory. Where the factory is at a distance this will prove a great convenience. A complete line of samples will be shown at an early date, both on the road and in our salesrooms, and liberal prices will be quoted to the trade.

ECLIPSE

MODELS AND PRICES.

"1894" ECLIPSE.

Improved design diamond frame; 8 inch head; wood rims if desired. Weight 26 lbs. Price, $125.

LADIES' ECLIPSE.

A light and strong machine; 28 inch wheels; wood rims if desired. Price, $125.

ECLIPSE MODEL B.

Improved design diamond frame, up-to-date in every particular; best machine on the market for the price. Weighs 31 lbs. Price, $100.

ECLIPSE MODEL C.

A strong convertible wheel for either lady or gentleman. Price, $100.

ECLIPSE MODEL D.

Misses' drop frame, 26 inch wheels. Price, $85.

ECLIPSE YOUTH'S MODEL.

28 inch wheels, similar to men's style but diamond frame of smaller proportions. Price, $85.

ECLIPSE MODEL E.

Boys'. 26 inch wheels, a high grade, gilt edge boys' bicycle, built on latest up-to-date lines. Price, $75.

On the highest-priced machines (either WARWICK or ECLIPSE) we shall give customers their choice of wood or steel rims as preferred.

All weights given on this page are ACTUAL standard measurements, and not official fictions.



What we have been used to.

"A Modernized Nantucket."

UNDER the above caption the Boston *Herald* deplores the fact that the spirit of improvement is about to invade that Arcadia of New England, Nantucket; and a picturesque but almost impassable roadway is about to give way to modern improvement in the shape of a new, smooth and modern road. We can scarcely sympathize with the *Herald* in its wail. Certainly the grandeur and picturesqueness of Switzerland has not suffered because of the magnificent roads and passes which make its beauties more accessible than if these marvels of modern engineering skill had never been built. The "naturalness" of the sand dunes and the tall tuft grasses of Nantucket will not suffer because the road which traverses this picturesque district is made passable. The *Herald* article smacks of sickly sentimentality. We take an excerpt therefrom:

* * * Those who have visited this unique island over which civilization has passed as though it were too insignificant to molest, will remember the six miles or more of dunes where the tall tuft grass and the sand have for aye struggled together. Across the sort of a desert are some half-dozen deep ruts leading from village to village. Once started in one of these tracks, the driver finds it scarcely possible to get his team out should he meet another. By a long look ahead and a system of waiting and inquiring peculiar to the locality, driving upon this highway is a little different than anywhere else in the world. It is not necessary to point out the delightful unconventionality of such a spot; it appeals to one's sense of picturesqueness, romance, and all those tender sentiments of our hearts which are apart from the real and practical considerations of life. These paths made by innumerable vehicles, carrying couples, families and persons who have wandered off toward the abrupt shore and wild waves of the island, year after year, are interwoven with personal and happy history, which may be readily conjectured. No one can hope to stay the march of progress, but in this little land, not at all needed in the turmoil of daily bread-getting, what a pity to destroy its naturalness, its curious manifestation of accidental formation, or to invade the sanctity of its associations! But art, poetry and sentiment have no claims which selectmen and roadmakers are bound to respect."

F. A. ELWELL will run two tours next summer, one to Japan and one to Europe. Mr. Elwell will personally superintend the Japanese party.



What we may expect.—*Cycling*

WORLD'S REGORD

On a Union.

Tyler's mile, 2.00 2-5, standing start. "A Knockdown Argument."

You know what they HAVE done.
Also what they are CAPABLE of doing.

Therefore, form your own judgment of what they WILL do. We shall improve upon our BEST.

1894 CATALOGUE READY IN JANUARY.

UNION CYCLE MFG. CO.,

239 COLUMBUS AVE., BOSTON, MASS.

Whitworth Cycles

&

In the Old and the New World alike the Whitworth is as good at kilometres as it is at miles. On the 12th of August, L. S. Meintjes won the 100 kilometres World's Championship at Chicago, reducing records all the way up and riding, as also was the second man, a Whitworth No. 8. On the 24th of September, Jaap Eden, at Gladbach in Germany, made on a Whitworth, records for 2, 4, and 5 kilos., riding the total distance in 7 mins. On the 8th of September, Houben won the 100 kilometres championship of Belgium, and again on the 11th of October Fournier and Louvet, on a Whitworth tandem, rode 1 kilo. in 1 m. 14 3-5 s., which is exactly at the rate of 30 miles an hr., and it was but the second time they had mounted the machine. Any type of machine, any country, any distance! It is indeed true that we know something of the design of speed cycles.

THE METRICAL SYSTEM.

The WHITWORTH CYCLE CO. Ltd.,
644 AND 646 BROADWAY, NEW YORK.



"What To Wear."

FOR nearly ten years the present writer has been an interested reader of cycling journals. During this period, the little girls and the young women and the older women in cycling have contributed to my pleasure through their pen-work in our cycling literature. They have written on "what to wear," and about delightful excursions. They have told their sisters "what to wear," and have called for better saddles. They have told what they want in the way of wheel construction; and then they have written on "what to wear." Another sister tells how to make "what to wear." Still another tells us what "what to wear" costs; and so on, down through the files of recollection. All this is right. It has been thus with lovely woman ever since our great grandma, Eve, wrote an article for the *Euphrates Valley Gleaner*, advocating the historical, fig-leaf, two-yard skirt. The little three-year-old baby girl shows evidence of this heredity in very decided preferences about her own raiment. Later, the doll's gowns and hats absorb her attention, and monopolize her prattle. Nearly every day I meet two pretty high school girls, and such snatches of their conversation as have come to my ears have been made up of exclamations about gowns and hats; of what Molly wore to the party; how ugly Sue Primrose looked last Sunday in the choir; or, what a "perfect fright" Sallie Pearlbrow always managed to make of herself. All this is a part of the feminine, and I will defend it with my last lead-pencil.

BLOOMERS OR NOT?

With this feminine tendency in mind I am not in any way alarmed when our feminine cycle writers take up the slogan that gathers, on the one side, to support the masculine costume, or, on the other side, to defeat and banish it.

During a somewhat extended cycle crank-dom, the present writer has always contended that that looks best which most fully serves the purpose for which it was intended. The pneumatic tire safety does not *look* (in the accepted meaning) the gazelle so much as the old solid tired ordinary. The whole matter of the adoption of a rational cycling costume by women comes to me like this: Dress for the riding. If the ride is a leisurely outing of five or six miles through the park, the long skirt, as at present worn by American wheelwomen may do as well as the long trousers, cutaway coat and derby hat that the male rider now wears on his way to the business down town.

But if the woman is out to *ride*, twenty, thirty, fifty or a hundred miles or more, at a decent pace of ten and upwards to the hour, what is the sense in hampering her with a cup defender's spread of sail?

I know three young women who can ride just a little. They go along on their 35-pound wheels, hampered with an abomination of skirts, and take me as fast as I care to ride my 24-pound wheel. We have been long rides of over a hundred in the twelve hours elapsed time, with the pace at fourteen and fifteen miles at times. These young women are not amazons in physique. Far from it. And their eyes are bright, their speech is soft, and their manner feminine. They can tackle an old pattern Dunlop tire and mend a puncture if necessary. They know the difference between a wrench and an oil can and if you took either of them for a ride on the tandem you would not do all the work.

So I say if the young woman thinks more of how she looks and of what she shall wear while on the wheel than she does of the riding, it is fitting for her to look just as pretty as she can. But if it is the wheel and the riding that occupies the wheelwoman's thoughts, I want to see her on a diamond frame featherweight. That is what I said!

ARTHUR ALLEN DEAN.

The Seven Ages of Wheelmen.

BY ROBERT BRUCE.

Behold the world of wheels!
The stage on which the wheelmen act their parts;
They have their entrances and varied careers.
A cyclist in his day plays many parts,
His acts being seven stages. At first the ardent youth,
Steady and steadfast in his good resolve
To ride a wheel and risking arm and limb
Upon the crowded streets, running here and there
Upon the lawns and hedges; and then returning
Weary and bruised to meet the laughs of friends,
The jeers of ruffians and the truckman's curse.
And then the gallant youth, teaching his lady fair
The subtle art, and hoping afterwards
To have her company on many a tour.
Next comes the scorcher without tools or brake,
Rushing like mad upon the public road.
He gives no heed to lovely rural scene,
But goes as though doom was behind.
Fourth is the racer, confident and strong
Sans hat, sans coin, sans clothes, sans everything,
Trying to win applause that follows with the prize,
But bitter disappointment comes, and nips his root
And soon he finds his honors very few.
Now the business man, after the day is done
Seeking on the highway rest from every care.
Then the fond husband with his wife and child
Seeking the country air on summer's day.
He does not mind the scorcher, and he stops
Often by the roadside on the way.

Last scene of all of him who long has been
Oppressed by years and suffering every pain:
Three wheels he uses for his pace is slow,
His eyesight dim and far he cannot go.
Ah, soon, no wheel his aged hand can guide
And then to younger men he yields his part.

ABOUT twenty-five members of the Linden Bicycle Club accepted the invitation of the Winnisimmet Club, of Chelsea, Mass., to pass a social evening at the rooms of the latter last week Tuesday evening.

SPECIAL OFFER. — For a limited period only we will accept yearly subscriptions to the World at the present rate of 50 cents, although we have put the price back to $1.00. This offer will not remain open long.



We Would Advise Him To Go This Way.

EDITOR BICYCLING WORLD: I have a scheme. Can you help me out any with information? I have an idea that the North Pole can be reached by a good bicycle rider. Now can you inform me as to how near the pole you can get by vessel; also as to whether the ice fields or snow fields are smooth enough or hard enough to ride a bicycle on. If they are, and the distance is not too great, think it can be done. What do you think of the project?

PNEUMATIC.

UNEQUALED JUVENILE LINE.



PET, $20.
20 inch wheels, 1 inch cushion tires.



ROB ROY No. 2. $65.
Same as No. 1, only has 1 1-2 inch "W. W. W." pneumatic tires.



BOY'S JUNIOR, $25.
24 inch wheels, 1 inch cushion tires.

FOR THE HOLIDAY TRADE.

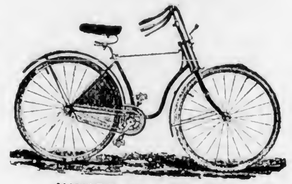


JUNIOR No. 1 (Girl or Boy) $35.
24 inch wheels, ball bearing, 1 inch cushion tires.



CINCH No. 1. $35.
24 inch wheels, ball bearing, 1 inch cushion tires.

For SEVEN YEARS the most satisfactory and salable line made.



JUNIOR No. 2, $50.
Same as No. 1, only has "W. W. W." 1 1-2 inch pneumatic tires.



CINCH No. 2. $50.
24 inch wheels, ball bearing, 1 1-2 inch "W. W. W." pneumatic tires.

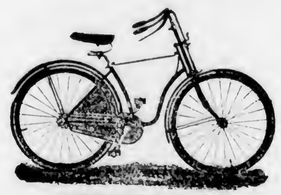
EVERY ONE WARRANTED.



JUNIOR No. 3 (Girl or Boy) $45.
26 inch wheels, 1 inch cushion tires.



ROB ROY No. 1. $50.
26 inch wheels, 1 inch cushion tires.



JUNIOR No. 4, $60.
Same as No. 3, only has "W. W. W." pneumatic tires.

WESTERN WHEEL WORKS. 35 BARCLAY ST., NEW YORK. CHICAGO, 501 WELLS ST.



A Sharp Girl.

"So you have sued him for breach of promise?"

"I have."

"Do you think he has the sand to fight the suit?"

"I don't know; I'm not troubling myself about his sand; it's his rocks I'm after."

Good Roads Matters in Massachusetts.

THE Massachusetts Highway Commission gave a hearing for Middlesex county at the court house, East Cambridge, last week. Commissioners Geo. A. Perkins, N. S. Shaler and W. E. McClintock were present and their talks were listened to by Mayor Bancroft, the county commissioners and about twenty street superintendents from cities and towns in the county.

Commissioner Perkins briefly explained the highway act, and said that 10 per cent. of the 20,000 miles of highways might be termed State highways. The work will not be done at once, but it is hoped that $500,000 worth may be done each year. The only formal petition for a State road to reach the commission is the petition of Nantucket county for 6 1-2 miles of highway. Dukes County has one ready, which, it is intimated, will ask for 25 miles of road. There are petitions coming from the western part of the State, and one is said to be coming from Middlesex for a road from Ashley to Fitchburg.

Prof. N. S. Shaler said that the desire to have through roads in the State was old-fashioned and out of date. What was wanted was to get roads for the accommodation of local life. "I have had to consider the relative value of the materials," he said, "and while it has been a matter of difficulty, we are prepared for the present to give you the best at hand."

W. E. McClintock said the cities would furnish 68 per cent. of the money expended on State highways.

County Commissioner Upham said that the larger cities and towns had good roads, but it was the small towns that were in the greatest need. What was wanted, he said, was more money. Good roads would be built all over the country if the money was available. He thought that the State should bear the larger proportion of the expense for State roads and that Middlesex could afford to bear a good share of it.

The hearing ended with general questioning of the commissioners.

For Cash Next Year!

A DISPATCH appears in the daily papers of the 10th., as follows:

"NEW YORK, Dec. 9.—From present appearances bicycle racing for cash prizes will be continued in this city next season. It seems that Receiver Freedman, of Manhattan Field and Manager Sanger, of the Madison Square Garden, have formed a combination to hold races of this nature, and will license riders themselves. They intend to hold twelve days of racing in the Garden this winter and twelve days at Manhattan Field next summer. They claim that sufficient inducements will be offered so that Zimmerman, Johnson and the other cracks will join."

How They do it in Switzerland.

A WRITER at Zurich, Switzerland, gives the city's laws concerning bicycling: "Bicycling is only allowed upon written permission and must be carried by the rider; it contains his name, occupation, date of birth, place of nativity and address, and it costs two francs a year. Racing is forbidden, and in narrow streets the rider must dismount. Special stress is laid upon the speed of the machine. On crowded streets, turning corners, the rider must go slow. He must not ride without using the handles of his machine to steer by; he must ring his bell in ample time, and, if that is not heeded, he must politely warn the pedestrian. Care must be taken not to worry or frighten the foot passenger. On a single seated bicycle not more than one person may sit? More than two bicycles are not permitted to ride abreast. On holidays, when the streets are crowded, bicycling is not permitted at all. On the other hand, the bicycle shares with other vehicles the privilege of the road. Should the rider be the cause of an accident to a pedestrian he must dismount, render what assistance lies in his power and give his name and address to an officer, together with a written report of the matter.

Some Fast Work at Birmingham, Ala.

AT Birmingham, Ala., Dec. 11, several bicycle records fell at the association's grounds before Dirnberger of Buffalo and Bliss of Chicago. Dirnberger rode a flying half in 55s., tieing the record of Johnson. At the three-quarters he was 2 4-5s. ahead of Windle's record, 1m. 26 3-5s., and at the two-thirds had cut the record of Johnson for that distance, 1m. 16s. His time was 1m. 23 4-5s. for the three-quarters, and 1m. 14 1-5s. for the two-thirds. Two horses were used as pacemakers, and these changed at the half.

Bliss made an attempt at the mile record, standing start, and although he failed to go that distance in even record time, he cut off 2 3-5s. from the two-thirds of a mile record held by Johnson, 1m. 21s. Of course if these records were made with the aid of a horse they will very likely share the fate of Johnson's Independence records.

SPECIAL OFFER.—For a limited period only we will accept yearly subscriptions to the World at the present rate of 50 cents, although we have put the price back to $1.00. This offer will not remain open long.

THE LEAGUE CHAINLESS

THE POPULAR MOUNT.

Stroudsburgh, Pa., Oct. 18, 1893.

The LEAGUE CYCLE CO.:

Gentlemen:—I have been riding my League Chainless for nearly three months. I have subjected it to the most severe tests, and it stands to-day WITHOUT A FAULT OR BLEMISH.

The principle and construction of the frame and gears is indeed "par excellence," and I would not now go back to a chain wheel under any consideration.

The League Chainless combines three important features which wheelmen cannot fail to appreciate, viz. SIMPLICITY, DURABILITY and SPEED.

Wherever I go my wheel is the center of attraction, and several hundred riders have taken a spin on it "to see how it worked." Many of these riders were agents for other wheels, yet they all acknowledged that the CHAINLESS REQUIRED LESS POWER and had MANY POINTS OF SUPERIORITY OVER CHAIN WHEELS.

THE LEAGUE CHAINLESS IS SURE TO BECOME THE POPULAR MOUNT, and while chains with their noise and disagreeable features may have served their purpose, they soon will be buried in the dust and rust of time, to be like the original "Dandy Horse," forgotten or unknown.

Respectfully at your service.

H. W. KISTLER, Stroudsburgh, Pa.

The LEAGUE CYCLE CO., - - Hartford, Conn

F. W. HILL & CO., 10 High Street, Boston, Mass., Agents for Boston and Eastern Massachusetts.

The following firms have taken spaces set opposite their names.

8. A. G. Spaulding & Bro.
19. Overman Wheel Co.
10. " "
11. A. G. Spaulding & Bro.
2. Buffalo Wheel Co.
13. W. H. Hart.
14. Rich & Sager Co.
18. Boston Woven Hose & Rubber Co.
20. Singer & Co.
21. Penna. Bicycle Co.
22. Hart Cycle Co.
23. Hartford Cycle Co.
24. Pope Mfg. Co.
25. Demorest Mfg. Co.
26. R. C. Gates Cycle Co.
27. " "
28. W. H. Wilhelm & Co.
29. Pope Mfg. Co.
30. Hickory Wheel Co.
31. Hart Cycle Co.
32. League Cycle Co.
33. Singer & Co.
34. Raleigh Cycle Co.
35. Union Cycle Mfg. Co.
36. Curtis-Child Mfg. Co.
37. Eagle Bicycle Mfg. Co.
38. " "
39. E. K. Tryon & Co.
42. H. A. Lozier & Co.
43. " "
46. Eastern Rubber Co.
47. J. P. Lovell Arms Co.
48. " " "
49. Union Cycle Mfg. Co.

Fourth National Cycle Show

AT PHILADELPHIA,

Under the auspices of the

Associated Cycling Clubs of Philadelphia.

January 29 to February 3, 1894, inclusive.

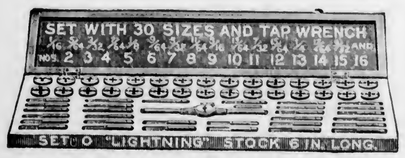
EXHIBITION OF CYCLES AND CYCLING ACCESSORIES.

First Regiment Armory, Broad and Callowhill Sts.

Promenade concerts every afternoon and evening. Fancy and trick riding by Mr. Sid. Black and Mr. Charles G. Kilpatrick.

For information, apply to
THOMAS HARE, Chairman of Committee,
104 So. Fifth St., Philadelphia, Penn.

50. Union Cycle Mfg. Co.
51. Marble Cycle Mfg. Co.
57. Relay Mfg. Co.
59. E. C. Stearns & Co.
60. " " "
69. J. H. Gibson.
74. New York Belting & Packing Co.
75. Elwood Ivins Tube Co.
76. Providence Tire Co.
77. Wm. Trafford.
78. Light Cycle Co.
79. Buffalo Tricycle Co.
80. Gormully & Jeffery Mfg. Co.
81. " " "
82. " " "
83. " " "
84. Overman Wheel Co.
85. " " "
86. " " "
87. " " "
88. " " "
90. Newton Rubber Co.
91. Hilliard Cyclometer Co.
92. Codman & Shurtleff.
92 1-2. P. J. Berlo.
93. Columbia Rubber Works
94. Wm. Read & Sons.
99. Cycle Guide.
Morgan & Wright.
Century Cycle Mfg. Co.
Wilcox & Howe Co.
Philadelphia Drop Forge Co.
S. C. Levy.



Ask your hardware dealer for the "Lightning" Screw Plates, Reamers, etc.

For bicycle work. The dies are adjustable for wear. *Finest Quality and Largest Variety of sizes.*

WILEY & RUSSELL MFG. CO., Greenfield, Mass., U. S. A.



KALAMAZOO TROUSER GUARD

KALAMAZOO CYCLE CO., KALAMAZOO, MICH.

This is the Hump that holds the pants for men who ride Bicycles.



Price 15c.



Woman's Department.

Conducted by MRS. MARY SARGENT HOPKINS, to whom all communications should be addressed.

Sixty Thousand Wheels!

"SIXTY THOUSAND wheels were sold in Paris during the past year." As a general thing statistics are dry and dreary things; but that sentence is fairly startling to American women, it means so much. It means that Paris has set the seal of approval on the wheel, and that fashion will follow the Parisian lead. Our society women who have barely tolerated the wheel will now be its most enthusiastic devotees. The fact that long ago they might have discovered in this piece of mechanism a means of adding to health and pleasure, would never have induced them to have taken it up.

Fashion must have approved of it first, before they would have anything to do with it.

One of the angelic host visiting our earthly sphere would find no sort of welcome among fashionable women, the so-called leaders in society, unless his wings were trimmed in the latest London or Paris style. While Lucifer himself would be received with open arms, provided his tail could be concealed under a coat of fashionable cut, and his cloven foot imprisoned in a "tooth-pick" shoe.

A good story is told of the Prince of Wales' dentist who appeared as a guest at a very "swell" reception; he was cut by all, until the Prince was seen to cordially greet him, whereupon all the guests immediately discovered that the dentist was the very man to whom was due all manner of polite attention.

It is to be regretted that such kind of snobbery cannot be confined to the select circles across the water, and that Americans cannot show a little more of our boasted independence.

The indifference with which a really good thing is looked upon until it is taken up and approved of by the English and French fashionables, only illustrates the truth that people are like sheep, jumping over a stone wall; let one lead and they will all follow.

It does not matter how ridiculous or uncomfortable a style may be. Gowns that must be held up, or drag their soiled length along the streets; shoes that crush out all semblance to the human foot, worn with Spartan fortitude; for are they not stylish? Hats with a plume at each corner—"Hearse hats," one bright woman called them—forms, shapes, and combinations of color, devoid of all claim to grace or beauty.

Fortunate it is for the race and its future health of body and mind, that sometimes fashion hits on something possessed of qualities which act as an antidote and atonement for its follies and weaknesses.

Fashion seems to have a spasm of common sense, once in a while, and there is every indication now of early attack, the symptoms are very pronounced, and when her ladyship sanctions anything good, we must give her due credit, and in the cause of wheeling, gladly accept her as an ally and friend, for in her dainty hand she carries the sceptre which sways the woman's world.

* * * *

The fact that 60,000 wheels were sold in Paris during the year has another significance, which bears directly on the manufacturing industry. This industry has reached proportions not dreamed of even by the most sanguine makers of wheels.

The first year that ladies bicycles were talked of, my husband and myself were riding a tandem tricycle, and I ordered a ladies' safety from a well-known English maker. The agent reported that his principal had just been over, and that they had had a very exhaustive talk on the subject of ladies' bicycles. The manufacturers had determined not to send any wheels of this kind to this country, as they were not looked upon with favor by English women, and therefore he thought they would not take in America.

We used what influence we could with the agent to have the matter reconsidered, and a stock of wheels brought over for the spring trade, as we had every faith that the safety bicycle was the coming wheel for women. The wheels came, and the house was unable to keep pace with the orders. What was the result? There are women to-day who think that that English wheel is the only wheel in existence worth riding. Before our American makers had seriously considered the matter of women's bicycles, these wheels were being ridden and shipped to all parts of the country.

Mrs. Greene of Somerville, Mass., was the first woman in New England to ride a safety. She brought hers from Washington. It was an English wheel and was the wonder and admiration of all the other wheelwomen. The American safety was hardly in existence at this time, except to a very limited extent in Washington.

Manufacturers were forced to make a woman's bicycle or see the trade diverted to foreign firms. They went into the making of these wheels half-heartedly at first only to protect themselves, and even now there is not more than three-quarters of that vital organ concerned in this branch of their business.

But let some one awake to the situation, put a wheel on the market next season, light in weight and moderate in price, a wheel adapted to a woman's necessities, and see what the results will be. Women will call for wheels from all points of the compass, north, east, south and west. Our roads and parkways will be alive with wheelwomen.

And the wise manufacturer? He will gather in the shekels, and the women will rise up and call him blessed.

* * * *

At the great Stanley show the immense development of ladies' machines was very noticible. The wheels have been reduced in size and weight. Some showed special frames allowing plenty of room and comfort in mounting and dismounting. According to the *Bi. News*, the makers are paying more attention to the wants of women, and have reconstructed the V shaped frame so that it interferes less with the graceful hang of the skirt. The fact is also noticed that whereas a few years ago the sight of a safety for women was so rare that it excited remark and wonder, to-day the real difficulty is to find a three-wheeler among the exhibits.

I wonder how many tricycles will be found, even with difficulty, at our coming cycle shows?

This style of wheel is practically dead in America, but between the tricycle that was, and the tricycle that might be, there is a wide difference.

To-day there are elderly women who look with envying eyes on their younger and more agile sisters who enjoy the blessing of the safety, who would hail with delight the advent of a three-wheeler, to which was applied the lightness and improvements of the bicycle.

* * * *

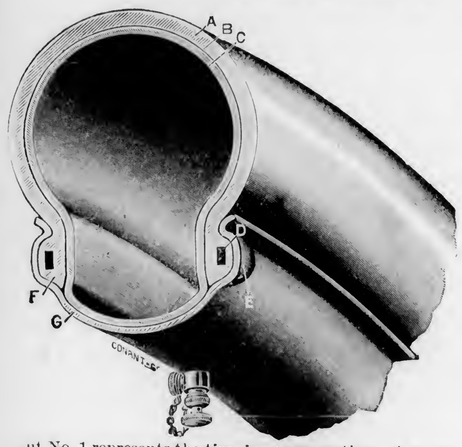
The following letter received a few days since, is one of many and seems to voice the sentiments of the great majority of women on the subject of dress for the wheel.

"DEAR MADAM—It has been a great pleasure for me to notice for the last few weeks the stand which you have taken on the matter of proper dress for women when cycling. I have ridden for three years, and have thoroughly enjoyed my wheel, and it is with a great deal of regret that I find that now as it is getting to be popular with the ladies, some of the 'so-called leaders' of the dress-reform movement, must start this agitation in favor of 'bloomers.' I for one am well content to ride with skirts, and I am well satisfied that I derive all the pleasure from my wheel that is possible. I am inclined to agree with you, that there are numbers of ladies who have been anxiously watching the development of wheeling among women, and who would no doubt take it up sooner or later, but who will now turn

THE

"HUESTIS"

Detachable Pneumatic Tire.



Cut No. 1 represents the tire in cross-section. A represents the rubber shoe or tread, B the canvas lining of the same, C the air tube, D the light metal band, E the depressions or recesses on the rim, F the rubber prominences on the tire, G the rim. E and F interlock, thus securing a positive attachment and preventing the Tire from moving in any direction.

THE PROBLEM SOLVED

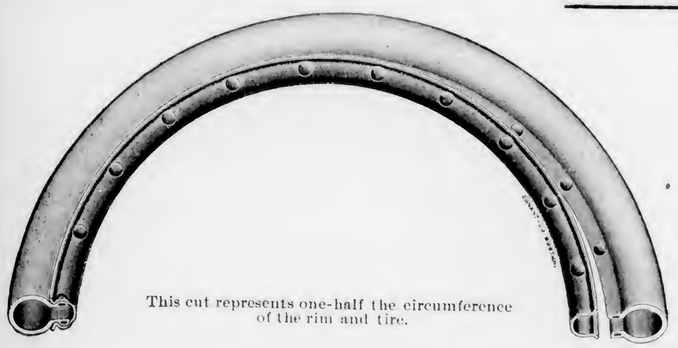
Of How to Construct a Perfect Tire!

THE HUESTIS IS THE RESULT.

Why? Because it is light, strong, easy and simple to attach and detach. Can be put on or taken off in one minute, and when attached it's there and stays there. Absolutely impossible to creep.

The "Huestis" Is a Moulded Tire

and is manufactured from the most perfect material and by the highest class of workmanship. We guarantee the "Huestis" to give entire satisfaction in every respect.



This cut represents one-half the circumference of the rim and tire.

If you are unable to obtain the "Huestis" from your local dealer we will ship C.O.D. with privilege of examination.

. . . Send for . . .
Complete Descriptive Catalogue.

The NEWTON RUBBER WORKS,

Exclusive manufacturers of the "HUESTIS TIRE."

Also manufacturers of Pedals, Air Tubes and a General Line of Rubber Goods.

JOHN HANCOCK BUILDING,
BOSTON, MASS.

Owing to the receipt of orders taxing our utmost capacity, we cannot promise delivery of the "Huestis" in large quantities before December 15 to January 1, 1894.

away with disgust at the actions of these few reformers, and will not only give up all idea of riding, but will array themselves with the enemies of our cause." * *

* * * *

The composite answer to the question: "Why is cycling not more popular with women of leisure?" is nearly ready. I shall however be glad of any additional testimony. As I said before no names will be published.

* * * *

IN last week's issue the following cuts were reversed; the description given to one which was intended for the other. The reproduction of the cuts will perhaps straighten out a mistake which made last week's description unintelligible.



This illustration is taken from a New York paper and it represents a costume worn by a woman, who after having a bad fall, the result of entangled skirts, resolved never to wear a skirt again on a wheel, taking refuge in the style of dress shown above.

One cannot help admiring her bravery (unless the artist has been very unkind) in appearing in this costume. It is to be hoped that it has the merit of safety as it seems to possess little else to recommend it.



The "duplex skirt," as Mrs. Sittig calls her invention, is a double skirt, the under part of which is held to the hip line of the leg by straps fastened to the yoke belt. A single cord easily reached through a side plaquet adjusts the skirt in an instant to any desired length. The outer part of the skirt is attached to an ordinary band. It is not divided, or in any sense a divided skirt.

* * * *

Address all letters, Mary Sargent Hopkins, 167 Oliver St., Boston.

Minnie Wheeler

A Good Idea.

EDITOR BICYCLING WORLD: Please let me call your attention to the necessity of all the manufacturers of pneumatic tires adopting one standard thread, so one pump will suit any tire made in America.

To accomplish this desired end allow me to suggest that you begin to agitate the matter through your valuable paper, and to accomplish success I would suggest that you request the officers of the Fourth National Cycle Show to be held at Philadelphia, Jan. 29 to Feb. 3, to appoint two committees, the first to interview all manufacturers to sign an agreement to adopt a strandard thread; after this has been accomplished, the second committee to be appointed afterward to decide what thread shall be selected. I ride a wheel and know the necessity of the adoption of this measure. Yours truly, A. W. STRAUB.

United States Mint, Philadelphia, Pa.

Mr. Zink Still In Louisville.

EDITOR BICYCLING WORLD: Your statement in Friday, Dec. 1st, issue of BICYCLING WORLD that "I have left suddenly for parts unknown, breaking my bail," is entirely false, and I herewith demand a correction in next edition of your publication.

I am still here in Louisville and have no reason "to leave for parts unknown."

Hoping you will not fail to correct the matter as it should be, I am

Yours very truly,

HENRY ZINK, Mgr.

Louisville, Ky., Dec. 6, 1893.

Not Parallel Cases.

EDITOR BICYCLING WORLD: The article in your issue of Dec. 1, criticising the Michigan Division for refusing an election to Mr. Griffith on the ground that he was not a member of the League at the time he was nominated or voted for is, it seems to me, illogical and untrue.

In the first place I question the correctness of the statement that Governor Russell did not have the requisite property qualifications at the time of his election. It may be that at the time of his nomination he did not, but the constitution is explicit and says that "no person shall be eligible to this office (Governor) unless at the time of his election he shall have been an inhabitant of this Commonwealth for seven years next preceding; and unless he shall at the same time be seized in his own right of a freehold, within the Commonwealth, of the value of one thousand pounds."

Probably your informant was as correct about the time Governor Russell qualified as he was about the amount of the qualification.

However, be that as it may, the Michigan case should be decided by law and reason. How utterly absurd it would be to elect a man to an office who was not a member of the League at the time he was being voted for. It would be like electing a man Mayor who was not a resident of the city. If such were to be allowed, a man might be elected who never was a member and who had no intention of becoming one unless successful at the polls. The counting of the ballots has nothing whatever to do with the election. It is only a method of ascertaining the result.

J. S. DEAN.

Since writing the above I have received a letter from Governor Russell in which he says, "The real facts are that before my election as Governor in 1890, while I owned and held in my own name some real estate there was a chance of a question arising as to whether its value was sufficient to answer the constitutional provision. A few days therefore *before my election* a deed of the real estate where I live was made to me by my wife through a third party, which has ever since remained in my name.

It is quite untrue that I qualified myself *after election* and before inauguration. I understand the provision of the constitution to be that the proper qualification which then existed must be at the time of election."

J. S. D.

NEW YORK, Oct 24, 1891.

Messrs. Adams & Sons Co.:

Gentlemen — Your Pepsin Tutti Frutti is away and far the best of all gums for a trainer to give his man. Albert Schoch who I handle this week has used same all week with the best of results.

FRED E. MERRITT,
Trainer of Pedestrians.

Improved Service to Cincinnati and St. Louis.

THE Baltimore & Ohio Southwestern Limited, leaving New York at 9.00 A. M., and the fast Express leaving at 7.30 P. M. for Cincinnati and St. Louis, are now equipped with a complete Dining Car service, built expressly for these trains by the Pullman Company. Pullman Dining Cars are also attached to Royal Blue Line trains leaving New York at 9.00 and 11.30 A. M., and 5.00 P. M. for Baltimore and Washington.

The Elwell Bicycle Tour To Jamaica

Starts the first of February. Those desirous of joining the party should apply to F. A. ELWELL, Portland, Me.

You Are Open to Conviction.

Read What Conservative Manufacturers Have to Say:

Office of
GEORGE F. LUTZ & SON,
Dealers in Cycles and Cycle Sundries,
571 Main Street,
Buffalo, N. Y., Dec. 2, 1893.

EASTERN RUBBER MFG. CO., Trenton, N. J.

Gentlemen:—Experiments on your tires are probably interesting to you. Let me relate one that we tried. Upon receipt of your first shipment, we put one of your Rex Road Tires on a wheel and tried to burst it. Although we have a large foot pump, we could not force enough air into the tire to even make it twist out of shape. After this, a pair of these tires were put on a bicycle, and after being ridden over frozen roads and through snow and slush for several weeks, there has not even been a puncture, neither has there been a pump used on them since they were first put on. Knowing these facts about the tire from actual experiments with same, we do not hesitate to recommend them as a fine tire for road use.

Yours truly,
GEO. F. LUTZ & SON.

CLINTON CYCLE WORKS,
Manufacturers of the "GLOBE" SAFETY,
No. 114 Clinton St.,
Buffalo, N. Y., Dec. 4th, 1893.

MESSRS. EASTERN RUBBER MFG. CO., Trenton, N. J.

Gentlemen:—No doubt it will be of interest to you to know of a test made with your Climax Tires. One of our customers, a colored gentleman weighing 240 lbs., has had considerable trouble in the past to get a tire that would hold up under him. Previous to our putting on your Climax tire, we had put on two pairs of another standard make of tires, within two months. The rider has now used your Climax tires a little over four weeks and they are still in perfect condition.

During this same period, the rider has not had a pump on the tires, which speaks very well for your valve.

We cheerfully recommend your tires to all riders and for all kinds of riding.

Very truly yours,
CLINTON CYCLE WORKS.

W. H. WILHELM & CO.,
Manufacturers of
READING SAFETY BICYCLES,
311 Bingaman St.,
Reading, Pa., Dec. 6, 1893.

ASTERN RUBBER WORKS.

Gentlemen:

I have used a pair of your Rex Roadster Tires for the past three months, over all kinds of roads, and must say for easy riding qualities and resilience, they surpass anything in the tire line, that I have tried.

Yours truly,
W. H. WILHELM & CO.

PENNA. BICYCLE COMPANY,
Bicycles and Sundries,
No. 1343 Arch St., Philadelphia, Dec. 7, 1893.

THE EASTERN RUBBER MFG. CO., Trenton, N. J.

Gentlemen:—We have placed an order with your Mr. Millen for a small lot of Tires, which you may please express at once. We were a little timid about using a new make of Tire, but are now very glad we have done so. We can truthfully say that we have had but one pair of your tires to give us any trouble whatever. It is a pleasure to handle and sell such a pneumatic tire.

Yours truly,
PENNA. BICYCLE CO.,
H. D. LeCato, Manager.

Dealers and Jobbers should specify, EASTERN RUBBER MFG. CO.'S on their wheels. ∴ ∴

CLIMAX. Should you want an inner tube tire of medium weight.

REX ROAD. Should you want a light weight tire for roads purposes.

CYCLONE CLINCHER. Should you want a light weight mechanically fastened tire.

THEY ARE THE BEST IN THEIR RESPECTIVE CLASSES.

REX RACING. Should you want the fastest racing tires.

CLIMAX WEIGHS ABOUT FIVE POUNDS PER PAIR.
REX ROAD WEIGHS ABOUT FOUR POUNDS PER PAIR.
REX RACING WEIGHS LESS THAN THREE POUNDS PER PAIR.

Our Prices are Low and Tires the Very Best.

ADDRESS ALL COMMUNICATIONS TO

EASTERN RUBBER MFG. CO., Trenton, N. J., U.S.A.



THE British cycling pressmen are all thanking heaven that one show at least is over.

GOOD old "Larry" Overman was in Boston last week on a visit to his brother, W. C. Overman.

MR. M. L. BRIDGEMAN is a passenger on the Paris, which sailed from Southampton, England, Nov. 9.

'TIS said that Harry C. Wheeler was the only wheeler among the wheelers for cash whose wheeling resulted in weal.

M. FRANCISQUE SARCEY says the bicycle is a promoter of temperance, as the man on the wheel needs a clear head.

IN Russia no more bicycle clubs can be organized without consent of the government. Nice free country to live in, isn't it?

THE Park Avenue Wheelmen of Philadelphia are holding Midway Plaisance smokers. Wonder if the sinuous Fatima will be there?

GOODNESS gracious! If, as an exchange says, that only those with "spotless characters" can enter "Class A," how lonely we will feel, there will be "so few of us left."

MESSRS. WARDROP, Stokes and Herrick, of Chicago, were in Boston last week. They sampled and gave their favorable opinion of that peculiar Boston revivifier ycleped "Velvet."

THOMAS STEVENS lectured at the late Stanley Show. His experiences in Asia were mainly dealt with and stereopticon views were used to aid the graphic word pictures of Mr. Stevens.

ONE of the features of the late show in London was a phonograph taken over by Harry Wheeler. It was "charged" with conversations held with Zimmerman and other well known American riders.

WHAT's in a name? Whether it's bicyclette in France, radfahrer in Germany, cycliste in Belgium, bicycletas in Spain, bicicletti in Italy, or kyobaski in Japan, we know what the American word bicycle signifies to us.

SAYS the *Irish Cyclist:* "If you want, dear ladies, to know the truth about your intended husband's temper, just stick a pin in the back tire of his safety and then "lay low" and await developments when he discovers the puncture.

BELGIUM is wrestling with the amateur question. A licensing scheme has been adopted, dividing amateurs and professionals so strictly that the former may not even allow firms to advertise them as riding on certain machines.

IF your intention is to tour in Switzerland, you must register with the police authorities; they then give you for two francs a plate with a number on it. This badge must be always in a conspicuous place so it can be seen by the gendarme.

MR. PEMBROKE COLEMAN is probably one of the most expert timers in the world. The position he assumes when timing a race is on one knee right over the tape. He claims timing can not be accurate unless the timer assumes this position.

THE *Cyclist* says it "will watch with interest the action of the L. A. W." in dealing with Wheeler's application for re-instatement. Wheeler is O. K. but the *Cyclist* will be many moons older before it witnesses the re-entrance to the fold of the "pure."

IN the competition for the trick championship at the Stanley Show between N. Kaufmann, Gustav Doring, and Julin Brimmer, the final score stood Kaufmann 788 points, Doring, 621 points, Brimmer, 343 points. The latter had to retire early in the contest, having injured his knee.

IN the city elections which have just taken place in New Haven, Conn., George F. Booth, one of the working members of the Connecticut Division Board of Officers was elected to the common council on the Republican ticket. Mr. Booth made a splendid run, having a majority over his opponent of 369.

LENZ, the world-girdler, traveled 2,884 miles in China, doing 1,800 miles on foot. While en route he was attacked several times by the natives. They also took his wheel from him and tried to ride it. At Mandelay he was laid up with malarial fever. From Rangoon to Madras, India, the journey was made by boat.

THE bicycle has been put to many a novel use, but a New Haven, Ct., laboring man has certainly out-stripped even the story of Daisy Bell's wedding journey. Since the recent fall of snow a cycler has been noticed riding along, dragging behind his wheel his little son, who is tucked carefully into a neat little child's sleigh.

HINTS on Training.—Meintjes believes moderate smoking does not hurt. Osmond is an inveterate cigarette smoker. Johnson believes in early retiring. Tyler and Windle believe in matrimony. Zimmy and many others do not considsr that strict training necessarily means the entire abandonment of "a quiet little game with a moderate limit".

THE Maine Historical Society yesterday received a present of the first bicycle brought into Maine 17 years ago. It was imported from Coventry, England, and sold to C. H. Lamson. The presentation was made through E. H. Elwell.

F. E. DODGE, president of the Bay City Wheelmen, Oakland, Cal., George Hall, a bicyclist, and Walter Foster, champion bicycle rider of the coast, crossed the bay the other night, and got into a naphtha launch on the Brooklyn basin. The naphtha escaped and was ignited by a lantern that was left burning on the boat. An explosion occurred and the three young men were tumbled in o the water. They escaped with a few injuries, and are wiser and sadder men.

GOV. FLOWER, in a recent number of the *North American*, pointed out that the movement for good roads is one of the most important of social reforms, and he has given his influence strongly to promote their construction in the state of New York. It is a part of the plan of the Massachusetts Commissioners to reduce road making to a science, and this is necessary if the new highways are to be built economically and well. It is believed that no more important local measure has become law than the movement for th construction of state roads where they ar imperatively needed.

THE bicyclists in France, owing to the good roads of that country and the wonderful popularity which the wheel has obtained, are detracting largely from the business of the railroads, and make long journeys with the motive power provided by themselves. Another effect has been to greatly increase the business of the towns and villages which are not on the railroad lines. Here the wheelmen have introduced a new element of life, and awakened a spirit of progress and enterprise never before witnessed. It is apparent that the possibilities of the bicycles are yet in their infancy, and there is no way of computing the changes that will be wrought by the man on the wheel.

WHEN certain Frenchmen dally with the English language they are apt to be hazy and amusing; witness the following information on "the way to re-mount—after repairing," which appeared on a catalogue of a French tire maker. We are told, amongst other things, that we should "introduce the air chamber in the envelope and dilate her lightly" and then "put again the mantle in place and secure yourself that the tube is not hold fast. Take care to divide the tension on the whole circumference. When the wedge breaks and that the two parts do not join, it suffices to fill the free room with a piece of leather or board and one may race without any inconvenience. * * * " Lucid, isn't it?

WARWICK

We have been asked what our policy is to be for '94. We answer: to sell wheels—to sell them legitimately—to protect our dealers—to touch shoulders with the trade in every possible way, and to give dealers a chance to make money on the

WARWICK

We shall have the most complete line of wheels that we have ever shown, and all will be strictly high grade. Our models are nearly ready, and will have many new and attractive features that cannot fail to please.

We have put in machinery for manufacturing wood rims, and are prepared to receive orders. The

WARWICK

STEEL RIMS have a world-wide reputation, which should be sufficient guarantee that the WARWICK WOOD RIM will be first-class in every particular.

We invite correspondence, and are always glad to answer business questions.

Warwick Cycle Mfg. Co.,

Springfield, Mass.

New England Representatives . . .

A. O. VERY CYCLE COMPANY,

BOSTON, MASS.

Philadelphia Show Notes Special Rates, Etc.

MR. THOMAS HARE, Chairman, 101 South 5th street, Philadelphia, Pa.

Dear Sir: Your application of Nov. 25 for reduced rates on above occasion was referred to the Passenger Committee and duly considered at their meeting of yesterday, but as the rules of this association do not contemplate reduction of fares for meetings of this character, your application was respectfully declined.

As intimated in previous communications, concession of rates to the Cycle Show of January, 1893, was granted under misapprehension of facts, and I may add for your information that the committee have also declined the similar application for the Cycle Show to be held at Madison Square Garden, this city, the coming month. Yours respectfully,

WM. FLEMING,
Secretary Trunk Line Association.

The prospects of a successful show in Philadelphia are brighter at the present writing than ever before. There is now no doubt but that the trade has recognized the importance of the National Show, and feel that the good effects of exhibiting there will more than repay them for their trouble and expense. During the past week several new firms have taken space and others are corresponding to that end.

The great hue and cry that has been raised about the expense attached to exhibiting at more than one show is considered as the least reason for manufacturers not taking space. With the great advantages of Philadelphia as a terminal centre, and that city being equal in every sense with any other in general facilities, there can be no question as to the economy attached to that exhibition.

If for no other reason than the great number of wheelmen in Philadelphia, a show there would be profitable to the exhibitors. In conversation with one local firm it was learned that the sale of no less than thirty wheels were directly traced to the influence of the last exhibition. The impetus that has always been given the local trade has been a strong argument with the manufacturers, for it is generally considered that Philadelphia is the greatest retail centre in the country.

The very valuable interview with Mr. Gormully, of the Gormully & Jeffery Mfg. Co., published in *Cycling Life*, expresses a truth that has been presented by the committee in charge. He said: "The opportunities for transacting business with agents are greater in a city like Philadelphia than New York, where the city itself is the greatest counter attraction, particularly to the class of young men of whom so many are at present in the trade."

These arguments in favor of Philadelphia are weighty, and will greatly influence the trade to participate in the exhibition to be held there, and the balance sheets of firms exhibiting at both exhibitions are bound to show in favor of the Quaker City. A further reason for the statement is the fact that agents throughout the country will be induced to visit Philadelphia, seeing there all the principal makes, while at New York at least two of these will be absent, and again, the date, January 29th to February 3rd, is much more convenient not coming so close on the holidays, and allowing a later date for the consummation of contracts.

Sid Black and Chas. G. Kilpatrick have been engaged to do trick riding each afternoon and evening during the National Cycle Show at Philadelphia.

The Union Cycle Mfg. Co. has secured additional space at the Philadelphia Show. The exhibit this company intends making will be the largest and finest ever attempted.

The souvenir catalogue of the National Cycle Show will be a gem of beauty and utility. Messrs. Ware Bros. of the *Carriage Monthly* have the contract for an elaborate cover, and samples submitted show it to be a particularly fine piece of art work.

The New York Cycle Show.

Within a week several more spaces have been taken at the Madison Square Garden. The entire floor space has been rented, and owing to the number of applications received, the management has decided to floor over 26 of the large boxes, which will make a very prominent exhibit. These boxes, at least three of them, have already been rented.

The Committee have engaged Maltby and Sid Black, and also the famous Stirk family, consisting of three ladies and two gentlemen, who will give performances every afternoon and evening during the week.

At the present time the committee are devoting all their efforts to advertising the show among cyclists and among the public, that the show may be as great a success, from the point of attendance as it already promises to be from a trade standpoint.

A FEW OF THE RULES, ETC.

Bureau of Information.—During the show, and for three days prior thereto, a representative of the committee will at all times be at the Bureau of Information, located in the main lobby, where information on any point may be obtained.

Character of Exhibits.—It is the intention of the committee to make the main exhibit purely a cycle mechanical exhibit, and it will be within the power of the committee to decide what exhibits are included under the classification of "cycles, cycle sundries and accessories."

Receipt of Mail. During the week a mail rack arranged on the regular alphabetical system will be placed in the Bureau of Information, and all letters addressed care of the Madison Square Garden during the week of the show will be distributed in this mail box, at various convenient times during the day.

Writing Room.—There will be a writing room provided, in which business correspondence can be carried on with facility.

Show Opens.—Show opens Monday, Jan. 8, at 8 P. M., and each day thereafter from 2 until 11 P. M.

Stage Performances. During the afternoon and evening of each day there will be stage performances consisting of such attractions as the committee may arrange for. There will be a promenade concert each afternoon and evening by the Seventh Regiment Band, N. G. S. N. Y.

Admission. Admission to the Garden will be 25 cents. No extra charge for seats. No return checks.

Restaurant, Refreshment, Etc., Adjoining Cafe Bar. Within the building near the main entrance is the restaurant. A first-class caterer has leased the restaurant for the show week, and refreshments may be obtained at moderate prices. Smoking allowed.

Meeting of the Trade. A meeting of the trade will be held at 10 A. M., on Wednesday during the week of the show in the Concert Hall, Twenty-sixth Street entrance.

Exhibit of Cycles, Showing the Progress of Cycling.—A special space in the large restaurant will be set apart for an educational exhibit of cycles. Any firm having any cycle, photograph, print or other matter which will be of interest to the public, and which will tend to show the progress model in cycle construction, and the use of the cycle, will please address the committee, stating if they will contribute some such to this exhibit.

Banquet. A banquet will be held at the Concert Hall on Thursday, at 10 P. M. Application for tickets must be made to the Cycle Show Committee.

Transportation.—An application for a special rate has been made. Particulars will be published in the cycling papers.

Private Boxes. Exhibitors may purchase private boxes, seating from five to nine people, for the week, and place large reserved cards over same. Prices, $20, $25 and $30 for the week.

The Six-Days' Race in New York.

PREPARATIONS are well under way for the six-days' race to take place at Madison Square Garden, New York, Dec. 24-30, and the following entries have already been received: Dawson Fornwalt, Albert Schock, John S. Brooks, J. H. Barton, Albert Hosmer, Frank Fuller, C. W. Ashinger, A. S. Meixell, Peter Golden, Edward Reading, F. Forster, Wm. Martin, H. E. Bartholomew, Frank Albert.

In addition to the names given, the management are expecting daily a cablegram from several of the most important long distance riders in Great Britain, France and Germany.

Beside the six-day even, a number of short distance races will be run on Christmas day and every evening during the week of the race.

The management have received many entries from the principal short distance riders of the country. The programmes will not be arranged until later on. The track is now being constructed and will be open to the contestants for training on December 19.

The Horse vs. Cycle Race.

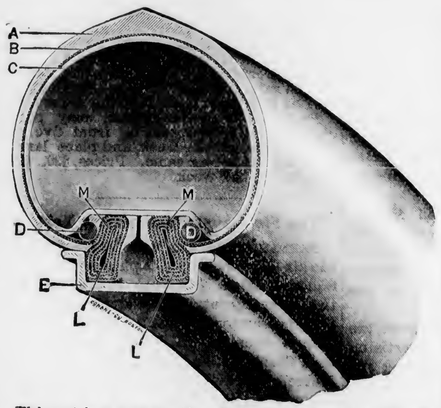
THE Horse vs. Bicycle race at Madison Square Garden, New York, last Saturday was not a success. In the first place, barely 2,000 spectators were present, and in the next, Alexander, who rode the horses,

HERMES

Patented Nov. 14, 1893.

TYRE.

NO BOLTS. **The Winner for '94.** NO CEMENT.



This cut is a cross sectional view showing tyre inflated without the valve, the better to show construction. A is rubber part of outside cover; B is fabric part of same; C is inside tube; M M are the margins or shoulders against which the hoops D D press. The margins or shoulders L L fit in rim E and are held in place by hoops D D.

The latest, lightest, fastest and best in the world. The quickest applied, the easiest removed and newest used. Saves patience, time, cement and money. It does, in fact, what others claim in print:

IT DOES NOT ROLL OR CREEP.
THE RIDER LITERALLY RIDES ON AIR.

☞We guarantee to remove cover and inside tube, sufficient to repair puncture, and replace them, in ten seconds.

To Bicycle Manufacturers and Dealers.

Don't contract for your '94 tyre until you have seen the "HERMES." It will make your wheel lighter faster and better. We invite correspondence, and on application will send catalogue, prices and terms.

"THE HERMES PNEUMATIC TYRE."

The lightest, most resilient and durable; cannot roll or creep; mechanically fastened to rim; no bolts or cement; holds equally fast either deflated or inflated; in case of puncture can be removed from rim in a few seconds and can be replaced equally quick. So constructed that the inside tube is above the rim, permitting the rider to literally ride on air. The valve is absolutely air-tight, cannot leak. The "Hermes" is a first-class, double tube tyre, manufactured of best Para rubber; is made for high grade machines and is pronounced by experts to be the most perfect tyre yet produced. Has been in practical use throughout the entire season.

IF YOU WANT THE BEST TYRE IN THE WORLD, DEMAND THE "HERMES" OF YOUR DEALER, OR ORDER DIRECT OF US.

HERMES TYRE COMPANY,

630 Washington St., Boston, Mass.

MENTION THIS PAPER.

could not control them and was twice thrown, the last time so badly he had to give up. The distance to be ridden was 25 miles, and the contestants were C. Ashinger on a bicycle and J. Alexander of Jacksonville, Fla. The turns were so short that the horse had no chance, and Alexander could not control his mount, and had to give up as stated above. Ashinger rode the entire distance. The audience was not "real pleased."

Races at Augusta, Ga.

AUGUSTA, GA., Dec. 6. -The second day of the bicycle meet of the Augusta wheelmen at the Exposition was attended by a large crowd.

Half mile handicap — Won by A. L. Banker. Time 1.13-15.

Half mile Inter-State championship — Won by M. E. Wilson, of Savannah. Time 1.27 1-2.

Two miles—Won by A. L. Banker. Time 5.6 4-5.

One mile Inter-State championship — Won by M. E. Wilson. Time 2.50 1-5.

Two mile handicap — Won by G. A. Banker. Time 5.00 3-4.

Zimmerman then raced against time, half a mile. Time 1m.

SOCIAL CLUB HALL, Taunton, Mass., on the evening of Nov. 5, was the scene of a most enjoyable entertainment given in burnt cork by the members of the Taunton Cycle Club. The company was made up as follows: Interlocutor, Gid Perkins; tambos, Arthur Babbitt and Harry Massey; bones, Ed Leonard and Jim Anderson; the circle, Allie Welch, F. N. Reed, A. J. Morse, Wm. Jones, Henry Bearse, Frank Howe. The costumes were appropriate and effected a good grouping. The regular club suits were set off with immaculate shirt fronts, turn down collars, white ties and black sashes, tied at the left. The faces were neatly blacked. The programme was excellent and the performers did themselves proud.

NEW YORK, Oct. 21, 1891.

Messrs. Adams & Sons Co.:

Gentlemen — I believe your Pepsin Tutti Frutti is the best thing for all athletes and cyclists to use and as the Trainer of Martin, the winner of the international six day bicycle race, gave it to him the entire week with the best of results. WM. NEWMAN.

Are You Going South This Winter?

IF SO MAKE YOUR ARRANGEMENTS TO GO VIA THE BIG FOUR ROUTE.

WHETHER in pursuit of health or pleasure, no portion of the country offers so many and varied attractions at this season as the Sunny South. The Orange Groves of Florida, redolent with the perfume of sweet blossoms, wave their branches in hearty welcome to the tourist from the Snow-clad Northland and the mellow breezes of the Southern Sea woo the invalid from the Blizzards of the Frozen North. There is one line to Florida "The Big Four Route" which on account of its excellent train service, perfect connections in Union Depots and absence of transfers, forms the "Tourists' Ideal line to Florida." From all points north of the Ohio River the Big Four Route, in connection with the Through Car Lines from Cincinnati will be found to offer the Best Time, Best Service and Best Equipment to all Southern Points, and if you desire to travel with comfort and ease be sure your tickets read via the Big Four Route.

E. O. MCCORMICK, Pass'r. Traffic Mgr. D. B. MARTIN, Gen'l. Pass'r. Agt.
CINCINNATI, OHIO.



Among the Clubs.

WEST CHESTER (Pa.) wheelmen are about to erect a club house.

THE Norfolk (Va.) Cycle Club gave a dance last week and a very pleasant evening was passed.

THE Beverly (Mass.) Cycling Club will hold a grand entertainment and ball at Town Hall, Beverly, Dec. 20.

THE Fall River (Mass) United Wheelmen gave a theatre party on the evening of the 7th Nov. Mr. James T. Powers in "Walker London" was the attraction.

THE Charlestown (Mass.) Cycle Club held its first annual ball in Monument hall last week, which proved a most gratifying success. Many out-of-town wheelmen were present.

THE annual whist tournament of the Pennsylvania Bicycle Club commenced on Dec. 12. As all of the club's best players are entered a stubbornly-contested tourney is anticipated.

THE Boston Club met last Monday night to bowl and select a team for the A. C. C. tournament. Mr. George Wright made the best score, while N. Heath and A. A. Nickerson came in a close second and third.

THE Medford and Somerville Cycle Clubs met at the club-house in Medford, Mass., Wednesday evening. Pool and bowling was enjoyed, the Medfords winning the honors; but at whist and billiards the Somervilles were the victors.

LAST week the first dancing party of the Roxbury (Mass.) Wheelmen was held and was well attended. A pleasant feature of the evening was the presentation of a set of resolutions to the Eagle Cycle Club by Pres. James McGinley in behalf of the wheelmen.

ON Thursday, Dec. 7, the Clifton Wheel Club, of Baltimore, Md., opened its new house at N. E. corner of Broadway. The club entertained some 350 guests, among whom was Albert Mott, Chief Consul, and representatives from all the cycling clubs in the city. A generous collation was spread with all the delicacies of the season and of the location. On the 21st of December this club will give its third annual minstrel show, and it goes without saying that it will be a success.

THE Massachusetts Bicycle Club, of Boston, will give a dance some time in January, probably at Berkeley Hall. Whist is engaging the attention of members and Mrs. A. B. Cooper so far heads the list with 65 points for the ladies, and A. L. Poor 70 points for the men.

THE Riverside Wheelmen, of Baltimore, Md., gave a "smoker" on the evening of Nov. 6 at their pretty club rooms, 11 East Montgomery street. The Puritan Quartette and the South Baltimore Musical Circle furnished charming music. Festivities continued until a late hour.

THE Newburyport (Mass.) Bicycle Club has taken possession of its new quarters in the lower story of the *Herald* building. The club have very pleasant rooms and well adapted to their needs and comfort. The suite consists of wheel room, repair shop and parlor. The club will put in a combination pool and billiard table.

LAST Friday night the Pennsylvania Bicycle Club held its annual meeting for the election of officers for 1894. There was a large attendance of members, and the following were elected to serve for next year: President, A. H. MacOwen; Vice-President, G. F. Wiese; Secretary, W. S. Harper; Captain, W. F. Kunzig.

ARION HALL was the scene of a very pleasant reception by the Brooklyn (N. Y. City Wheelmen on the evening of Nov. 6 Pretty girls were there in dainty costume and exuberant spirits, and the evening was spent in dancing. The wheelmen had made admirable arrangements for the entertainment of their fair guests, and the programme was successfully carried out.

THE Red Bank (N. J.) Cyclers, which was once the most promising organization of this kind in Eastern New Jersey, was disbanded Nov. 6. The membership, which numbered over one hundred a few months ago, dwindled down to about twenty-five, and the income was not large enough to meet the expenses. Internal dissension was the cause.

THE Elizabeth (N. J.) Athletic Cyclers held a stag entertainment last week Friday night in the spacious gymnasium of the club, at which there was a large attendance. It was given as a compliment to the riders in the championship team road race of Union County in appreciation of their efforts in capturing the Elizabeth *Journal* trophy, which was presented to the club.

THE Centaur Cycling Club, the leading wheelmen's club of Greenpoint, L. I., gave its second annual reception Nov. 6, at Keramos Hall. There was a large attendance of the members of the club and their friends, among whom are included some of the leading people of Greenpoint. Dancing was the principal attraction of the evening and fifty or more couples occupied the floor.

... Agents ...

The Liberty

CYCLES

Will be sold to the retail trade of . . .
New England direct from our factory.

All retail cycle dealers in New England who desire the agency for our unexcelled line of goods, are requested to correspond with us.

WE CAN INTEREST YOU.

...

WILSON, MYERS & CO.,

Makers of LIBERTY CYCLES.

55 Liberty Street. .... New York.

Through Cars to New Orleans.

AMONG the many important improvements in the Baltimore and Ohio Railroad train service is the addition of through Pullman Sleeping Cars from New York to New Orleans, via Philadelphia Baltimore, Washington, and the famous Shenandoah Valley route, passing through Roanoke, Knoxville, Chattanooga and Birmingham. The train leaves New York daily at 5.00 P. M.; Philadelphia, 12th and Market Sts., 7.22 P. M. and 24th and Chestnut Sts., 7.38 P. M., reaching Roanoke at 7.50 A. M.; Knoxville, 3.52 P. M.; Chattanooga, 8.00 P. M.; Birmingham, 11.33 A. M., and New Orleans, 12.45 P. M.

This train is very handsomely appointed, being vestibuled throughout, and has Dining Car service New York to Chattanooga. At Washington a Pullman Sleeping Car, which runs through to Memphis, is added to the train.

All trains of Baltimore and Ohio Railroad leave New York from station foot of Liberty street.

NEW YORK, Oct. 24, 1893.

Messrs. Adams & Sons Co.:

Dear Sirs—For a long while I was decidedly prejudiced against the use of chewing gum, particularly during cycle racing. I was induced to try your Pepsin Tutti Frutti at a time when my stomach was in very bad shape from long indoor track riding. The relief I experienced was almost instantaneous and I can cheerfully contribute my testimony as to the sterling merits of your Pepsin Chewing Gum in all cases of weak and refractory stomach. Very sincerely, WM. MARTIN.



Last Week's Patents.

A LIST of recent patents, reported specially for the BI. WORLD by W. E. Aughinbaugh, patent attorney, Washington, D. C. Copies of these patents may be had of the above named attorney at twenty-five cents each.

509,429. Bicycle, Sterling Elliott, Newton, assignor to the Hickory Wheel Company, South Framingham, Mass. Filed Feb. 18, 1893.

509,549. Velocipede Wheel. John M. McMahan, Paris, France, assignor to Henry Raymond Haxton, same place. Filed March 16, 1893.

509,636. Brake for Bicycles. Frank C. Weston, Bangor, Me. Filed Aug. 10, 1892.

509,682. Bicycle, Lazarus Shapiro, San Jose, Cal. Filed Nov. 16, 1891.

509,739. Ball Bearing. Olaus B. Jacobs, Fremont, Wash. Filed May 25, 1893.

509,771. Folding Mud Guard for Bicycles. James W. Shone, Rochester, N.Y. Filed June 26, 1893.

509,787. Velocipede. Alfred An, Crandon, S. D. Filed June 29, 1893.

509,801. Velocipede Drive-Wheel. Peter Goudron, Toledo, Ohio, assignor to the Goudron Iron Wheel Company, same place. Filed Feb. 11, 1893.

Another Licensee.

THE following received from the G. & J. Mfg. Co.:

"We announced last week that licenses had been taken by the Hartford Rubber Works Co., of Hartford, Conn., and the Pope Mfg. Co., of Hartford, Conn., for the use, manufacture and sale of the G. & J. patent pneumatic lever-base tires. We now beg to announce that we have also granted a license to the B. F. Goodrich Co., manufacturers of rubber tires, at Akron, Ohio, who will manufacture and sell to the trade under our patents. We desire to state to the trade and the public that our object in licensing the above firms is that there will be no obstacle whatever in the way of their being able to obtain quickly and easily a full quantity of the tires manufactured under these patents. That the demand will be large there is no doubt, and to meet that demand we have proceeded as above stated; and from the known stability of the houses named, the quality of the goods will unquestionably be of the highest standard.

The tires in future will be for sale and can be procured from ourselves, the Gormully & Jeffery Mfg. Co., and from all our branch houses; from the Hartford Rubber Works Co., of Hartford, Conn.; and from the Pope Mfg. Co., both in Boston, and Hartford, Conn.; from the B. F. Goodrich Co., of Akron, Ohio, and also from their selling agents, the Columbia Rubber Co., of Chicago, New York, and elsewhere.—GORMULLY & JEFFERY MFG. CO.

Chicago, Dec. 11, 1893.

A Cycle Show Tire Deal.

"SHIP three thousand 28 and 30-inch tires for Austria order." That was the welcome news which a cablegram brought to the Gormully & Jeffery Mfg. Co. from their foreign branch house, the result of missionary work done at the National Cycle Show at London, England. Twenty-five different manufacturers showed G. & J. tires on their machines, eight at the Stanley Show and seventeen at the National Show. The American success of this tire is evidently being duplicated in Europe.

A New Rubber Company, a New Pneumatic Tire and a New Valve.

LAST summer when the foundations were laid for very extensive buildings, speculation was rife among the residents of Passaic, N. J., as to the purpose for which they were to be used. As the buildings grew in height and assumed larger proportions than were at first indicated the curiosity of the inhabitants of this picturesque village increased, and when it began to be rumored that a new rubber company had been formed and the names of prominent New York and Passaic men were associated with the enterprise, a lively interest was awakened and all Passaic was happy over this important increase of her manufacturing industries.

On October 30th, 1893, The Manhattan Rubber Manufacturing Company became incorporated and established offices at 61 Cortlandt street, New York City. The same day the Directors elected Mr. Frank Cazenove Jones, President; Mr. A. F. Townsend, Secretary and Treasurer, and Mr. George Woffenden, Superintendent of Factories.

President Jones and Superintendent Woffenden are men of wide experience and known throughout the rubber trade of the world for their skill in the manufacture of fine rubber goods. Mr. Townsend is admirably qualified for the position of Secretary and Treasurer, having received in the factories of one of the oldest rubber companies of the country a practical education in the manufacture of rubber goods, and for several years following managed the sales department of one of the largest rubber concerns in the United States.

The company will manufacture exclusively high grade mechanical rubber goods, making a specialty of belting, emery wheels and bicycle tires.

Associated with the company is Mr. Elliott Burris, known in the cycle trade of Europe and the United States as a man of extensive experience and practical knowledge, who will, at the National Cycle Show to be held in Madison Square Garden in January, introduce to the public a new pneumatic tire of pronounced merit. It seemed like a paradox, when on his return in November from Europe Mr. Burris announced to his friends that he had discovered a method of constructing a detachable tire without cement, not laced no mechanical fastening, not held in the rim by inflation and that it could not, in any way, be removed from the rim except by the hands, and that no tools were required to operate it, but an optical demonstration convinced us immediately it was a fact.

The principle is so simple that it quite defies a satisfactory description. Mr Burris has cristened the tire "Simplicity No. 17" and speaks of it as a geometrical problem solved, and so it is. The inner diameter of the rim is increased after the cover is put on, by springing under the edges of the cover an elastic rubber circle into, and which fills, the place between the bottom of the rim and the bottom edges of the cover, forming a cushion bearing for the cover and securing it in the rim as firmly as if bolted and riveted. The operation is so very easily and quickly done that to be entirely appreciated the tire must be seen; though its principle of construction is new to the trade it appeals on sight to every practical man as being correct, and it has been proven by very thorough and exhaustive tests. It is patent upon examination, that it will not rock or roll or creep in the rim, nor will any of its parts chafe or wear against another; there can be no pinching of the air tube, no blowing off of the cover, consequently no explosions. It is light, strong, safe and secure, and Mr. Burris claims is as fast as any tire in the world. A feature which will interest all cycle

"THE TOURIST."

We beg to announce that all rights to the manufacture and sale of this famous wheel, formerly owned by the Geo. R. Bidwell Cycle Co., are now the exclusive property of the undersigned.

Full particulars regarding the

1894 TOURIST

will be duly announced.

We have a full line of TOURIST parts, and orders for them will receive prompt attention.

Bidwell=Tinkham Cycle Co.,

306, 308, 310 West 59th St., New York City.

◂ MIDGET ▸

REPAIR KIT.

Will repair any

Hose-pipe or

Inner-Tube Tire

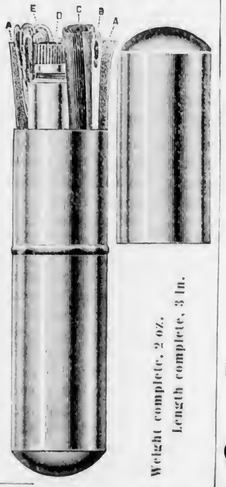
on the market.

▸ ▸

CONTENTS:—(a) emery paper for smoothing surface; (b) needle for lacing tire; (c) roll of pure gum patching; (d) tube of elastic cement; (e) special lacing for tire, also one roll of tire tape in the bottom of the case.

Packed in a Nickel Case, all complete, by mail 25 cents.

Manufacturers should give one of these with every wheel.



Look Out for Our '94 Prices.

Before placing any orders for Pneumatic Tires, steel rims, wooden rims, FRAMES, cork grips, pedals, cranks, forks sides, spokes, hubs, nipples, forgings, or in fact anything in the bicycle hardware line. LAMPS! LAMPS! LAMPS! All new styles for '94.

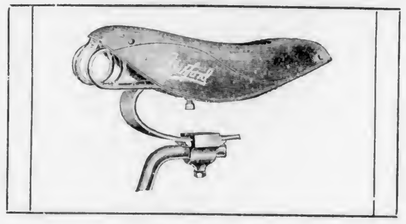
See us at the New York Show, Space 76, or write for prices.

ELASTIC TIP CO., 370 Atlantic Ave., Boston, Mass. 154 Lake St., Chicago, Ill. 14 Fremont St., San Francisco, Cal.

Special Agents for the Snell Cycle Fittings Company's Bicycle Hardware

---

Garford Saddles



▲▲▲ *1894* ▲▲▲

NOW READY FOR DELIVERY. Our line is the largest made and we can suit every rider.

GARFORD MFG. CO., ELYRIA, OHIO.

SELLING AGENTS,

R. B. McMULLEN & CO.,

CHICAGO, ILL.

manufacturers and dealers is that the covers are interchangeable, a 1 1-2inch., 1 3-4-inch or 2inch cover will fit the same rim. In two minutes the tires on a cycle can be changed from one size to another, whether the rims be made of steel or wood.

Cyclists, dealers and manufacturers will hail with delight the new valve which Mr. Burris will use with his new tire. Rarely can anything be called perfect, but this appears as near perfection as can be reached. While abroad Mr. Burris booked some large orders with manufacturers of high grade cycles in Europe, among whom can be mentioned Humber & Co., of England and Aucoc & Darracq, of Paris, and since his return he has received orders from several American manufacturers.

We think the trade can feel assured orders placed with the Manhattan Rubber Manufacturing Co. will be promptly executed, their extensive facilities being adequate for the manufacture of large quantities of tires.

Mr. Julius Kahn, widely known in the mechanical goods trade and among cycle manufacturers, has been engaged by the company as salesman and will shortly visit his friends in the interests of the company.

An Automatic Tire Inflator.

MR. F. O'REILLY, of Bray, Wicklow County, Ireland, has taken out a patent for an automatic tire inflator. A pump is fixed between the spokes of the wheel towards the centre, to which is attached a pipe leading to the tire. The piston rod of pump is pressed by a spring so that it bears upon an eccentric keyed on to the axle. As the wheel revolves the eccentric causes the piston to reciprocate and the air is thus forced into the tire. When the tire is inflated the piston rod is held out of engagement with the eccentric. When the tire becomes partially deflated, it flattens upon the end of a catch which liberates the piston rod and the pump is at once set in motion.

A Big Cycle Combination.

THE John Griffiths Cycle Corporation, Limited, has been formed in England with a capital of £200,000. Its object is to acquire the right from many of the leading manufacturers to establish agencies all over the world. As to whether the following named firms have made over the right for the Griffiths Company to represent them in the United States does not appear, and we cannot state. We do know that they have made arrangements with the Premier Cycle Co. for the United States. The other principal firms named as being in the combination, though we cannot say whether for the United States or not, are: Bayliss-Thomas Co., Coventry Machinists' Co., Humber & Co., Raleigh Cycle Co., Singer & Co., Sparkbrook Mfg. Co., St. George's Engineering Co., Whitworth Cycle Co., John Marston, Pneumatic Tire Co., Dunlop Cycle Co., Referee Cycle Co.

The directors are John Griffith, George Metcalf, A. James Du Cros, F. Jennings and R. Walson.

A Big Deal.

ANNOUNCEMENT is made that the great corporations of the Pope Mfg. Co., and the Hartford Rubber Works Co., have, after a year of negotiation, been finally licensed by the Gormully & Jeffery Manufacturing Company, of Chicago, Ill., to manufacture pneumatic tires under their line of patents covering this now universally adopted type of tire. This no doubt will be a surprise to all interested in the bicycle business, as the two firms named have for years past been bitter litigants in the United States Courts, over patents, and this license will no doubt go far to solve the prices and tires for next year, as by the agreement either of the parties named have the right of selling the G. & J. pneumatic tires, under these patents, to the trade in general.

The taking of this license by these two companies settles almost conclusively the validity and value of the Gormully & Jeffery Mfg. Co.'s pneumatic tire patents, as the Pope Mfg. Co. and Hartford Rubber Works Co. did not take this license until after they had made a thorough search among the patent systems of this and all of the countries in Europe, to ascertain if there had been any previous description of the invention of these patents, nor until they had personally and practically tried and investigated every other style of pneumatic tire to supply their trade.

The Pope Mfg. Co. will use the Jeffery patents with such modifications and improvements as they may elect, and will produce a tire of the very highest class. The tire used on the Pope wheels will be known as the Columbia double or inner tube. They will also use the single tube tire improved which will, of course, be known as the Columbia single tube tire.

Warman-Schub Cycle House.

EDITOR BICYCLING WORLD: You will greatly favor the undersigned by inserting as a paragraph notice, likely to be of interest to the trade, either in the form as below or in such other as you may deem advisable, the following:

"A short time since we announced the fact that Mr. J. I. Warman had severed his connections with the Warman & Hazlewood Co., Coventry, England. Mr. Warman now requests us to announce further that it would be considerable convenience to himself in his connection with Mr. Schub if all communications intended for the trade or other purposes be addressed to the Warman-Schub Cycle House, 469 W. Madison street, Chicago. Parties who have been addressing letters intended for J. I. Warman, to Warman & Hazlewood will please note this fact, as their mail will receive more prompt attention by addressing as requested."

We wish to announce a fact to the trade which is likely to be of considerable convenience to all parties concerned.

Very truly yours,

J. I. WARMAN.

Chicago, Dec. 4, 1893.

Trade Notes from the Metropolis.

G. MINTURN WORDEN, manager of the bicycle department of the Remington Arms Company, has started on his maiden trip with 1894 Remingtons.

IN spite of Manager Macdonald's denial of the Griffith's purchase of the Raleigh's American business, there are a number of people who declare they know it to be a fact. What lends color to the rumor is the change in the office help. Mr. Douglas, so long with the Premier Company, is in charge of the Raleigh books.

W. CHAS. HOWARD, head of the Whitworth's American agency, is expected back from England next week, where he was suddenly called to confer with the parent company.

SINCE becoming the head of the Western Wheel Works, R. L. Coleman has to spend a good deal of his time in Chicago at the factory. He is there now for another fortnight.

READE STREET will soon be a cycle row in itself. Already the Columbia Rubber Works are there and so is Scheffey & Co. Within a few days the Crawford Mfg. Company, the Eastern Rubber Works and the Surbridge Company will occupy quarters on that thoroughfare.

MIKE QUINLAN, so long with the Gendron Iron Wheel Company, has left the bicycle business for a government position.

ANOTHER New Yorker to change is George H. Pixley, formerly with R. L. Coleman & Company. He has left them and is seeking another engagement.

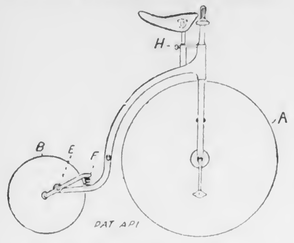
THE E. G. P. Company on lower Broadway will not handle Columbias hereafter. They have been extensive agents in the placing of wheels on the instalment plan.

E. I. HORSMAN, who is the oldest dealer in the city, has given up trying to sell bicycles. The other line of toys and novelties overshadow it. George R. Bidwell was with him at one time.

WILSON, MYERS & COMPANY will open a retail branch in Brooklyn right after Jan. 1. Alexander Schwalbach will have the management of it, also continuing in charge of the New York store.

THE Ormonde Company are selling toys for the holiday trade. For the time being bicycles are snowed under.

Geared Front Driving Bicycle.



THE above cut represents a geared front driving bicycle. The machine has 30-inch driving wheel geared to 60 inch, and a small rear wheel.

Patented April by C. SONNESSEN.

Torrington, Conn.

MR. FRANK ROBERTS will represent the Eastern Rubber Mfg. Co. in the New England States. He will endeavor to call on all the trade in his territory within the next two or three weeks and explain the superior qualities of the Climax, Rex and Cyclone tires that he sells. Mr. Roberts is one of those gentlemen whom it affords us pleasure to meet.



WILSON'S
WONDERFUL NICKEL AND ENAMEL
PRESERVER.

Will Polish Nickel and Enamel, Prevent Nickel and Steel from Rusting.

DIRECTIONS.

Shake well before using. Saturate a piece of cotton-flannel with the solution, rub lightly, and finish with a clean, dry piece of cloth.

The solution leaves a fine coating, preventing the air from penetrating the nickel.

The solution is to be applied on good nickel. If such is the case, and done carefully, you will not be obliged to have the pedals or cranks re-nickeled.

If the nickel has already begun to peel off, the solution should be applied at once; by so doing it will prevent the rust from going any farther.

This solution is the best thing in the known world to prevent nickel from rusting and restoring the enamel. I make no claim to remove rust.

MANUFACTURED BY
JOHN W. WILSON, 14-15 Tremont Row,
Boston, Mass., U. S. A.

PRICE 50 CENTS.

FOR SALE EVERYWHERE.

THE Harry Svensgaard Bicycle Co. of Fergus Falls, Minn., has been placed in the hands of a receiver. The assets are $55,000 with the liabilities much less.

MR. SAGER of Rich & Sager, Rochester, called in at our office last Friday, and he reports great prosperity in the saddle business. He states that the capacity of the company has been doubled and they are working nights to fill orders.

THE Garford Bicycle Saddle works, of Elyria, are running on full time, and have already received orders for 75,000 saddles for next season.

THE Bidwell-Tinkham Cycle Co. have purchased from the George R. Bidwell Cycle Co. all rights to manufacture and sell the well-known "Tourist." See their advertisement on page 90.

ALFRED DE CROS, ESQ., American Director of the John Griffiths Cycle Corporation, Ltd., and Mr. L. H. Johnson of the Premier Cycle Company, sailed for England on the "Majestic" Wednesday. They expect to return in time for the New York Show.

THE P. A. C's Wheelmen of Pittsburg, Pa., at their regular monthly meeting, elected Dr. J. A. Tucker to represent them at the State Convention.

"PERFECT" POCKET OILER

Best and neatest oil can in the world. Does not leak; regulates supply of oil exactly. Highest award, World's Fair, Chicago, 1893.



1-2 Actual Size.

Price 25c. each. Handsomely nickeled.

"STAR" OILER.

Second to none but the "Perfect." This is an excellent oiler and embodies many improvements.



One-half Actual Size.

Price, 15 cents each.

CUSHMAN & DENISON,
172 NINTH AVE., N. Y.

A Cheap Wheel.

QUADRANT SAFETY,

Nearly New. New Burris-Michelin Tires.

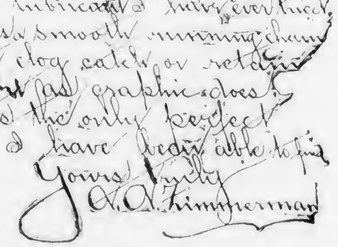
ONLY $55.

J. P. C., cr BICYCLING WORLD.

Use.. BICYLINE

FOR YOUR CHAINS

If you want to be a record breaker. Nothing like it. Reduces friction and lubricates chain perfectly. *Will keep your chain from rusting through the winter.*



MANUFACTURED BY

A. COOKS' SONS, 313 West St., New York City.

Directions sent with each box. Price, 25 cts. One box delivered to any part of the United States, 30 cts.

LEAGUE OF AMERICAN WHEELMEN.

OFFICIAL DEPARTMENT.

Boston, Mass., December 15, 1893.

LEAGUE HEADQUARTERS:

12 PEARL STREET, ROOM 20, - - BOSTON, MASS.

Officers for 1892 and 1893.

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COLONEL CHAS. L. BURDETT,
Hartford, Conn.

FIRST VICE PRESIDENT,
THOS. F. SHERIDAN,
Lock Box 951, Chicago, Ill.

SECOND VICE PRESIDENT,
DR. G. CARLETON BROWN,
88 Broad St., Elizabeth, N. J.

TREASURER,
W. M. BREWSTER,
Box 155, St. Joseph, Mo.

SECRETARY,
ABBOT BASSETT,
12 Pearl St., Boston, Mass.

The President and Vice-Presidents constitute the Executive and Finance Committee. Dr. G. Carleton Brown is Secretary of this committee, and all correspondence with the committee must be addressed to him.

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

ALABAMA—Chief Consul, Wm. C. Harris, Jr., Box 246, Birmingham. Secretary-Treasurer, John A. Snider, 117 North 20, Birmingham.

COLORADO—Chief Consul, John A. Maguire, 2519 Humboldt, Denver. Secretary-Treasurer, Harry M. Booth, 816 32d street, Denver.

CONNECTICUT—Chief Consul, Louis A. Tracy, Security Co., Hartford. Secretary-Treasurer, Philip W. Westlake, 91 Lewis street, Bridgeport.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington.

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INDIANA—Chief Consul, Thomas Hay, 70 North Pennsylvania street, Indianapolis. Secretary-Treasurer, E. V. Miner, Room 22, Board of Trade, Indianapolis.

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NEW JERSEY—Chief Consul, James S. Holmes, Jr., Bank Bldg., Orange. Secretary-Treasurer, Theo. F. Merseles, 66 Montiello av., Jersey City.

NEW MEXICO.—Chief Consul, Robert C. Gortner, Santa Fe.

NEW YORK—Chief Consul, Chas. H. Luscomb, 280 Broadway, New York City. Secretary-Treasurer, Thomas A. Raisbeck, 280 Broadway, New York.

NORTH CALIFORNIA—Chief Consul, Lauren W. Ripley, Box 508, Sacramento. Secretary-Treasurer, Wm. H. Toepke, 55 Flood Building, San Francisco.

NORTH CAROLINA—Chief Consul, James L. Yopp, Wilmington.

NORTH DAKOTA—Chief Consul, Miles E. Harbin, Grand Forks.

OHIO—Chief Consul, Andrew E. Mergenthaler, Fostoria. Secretary-Treasurer, S. L. Ghaster, Fostoria.

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SOUTH CAROLINA—Chief Consul, James M. Wilson, 1 Wragge street, Charleston.

SOUTH DAKOTA—Chief Consul, W. J. Healey, Mitchell.

TENNESSEE—Chief Consul, Chas. J. Scherer, 211 Main Street, Memphis. Secretary-Treasurer, H. W. Liggette, Main St., Memphis.

TEXAS—Chief Consul, E. W. Hope, Sherman. Secretary-Treasurer, G. W. Hubbard, Sherman.

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VERMONT—Chief Consul, C. L. Capron, 117 Main street, St. Albans. Secretary-Treasurer, C. H. Stevens, 124 Main Street, St. Albans.

VIRGINIA—Chief Consul, A. A. O'Neill, 42 Bank street, Norfolk. Secretary-Treasurer, R. L. Boggs, 87 Main street, Norfolk.

WASHINGTON—Chief Consul, J. A Drain Spokane. Secretary-Treasurer, E. P. Baggot, Colfax.

WEST VIRGINIA—Chief Consul, Jason C. Stamp, 1311 Market street, Wheeling. Secretary-Treasurer, H. Riheldaffer, 11 S. York St., Wheeling.

WISCONSIN—Chief Consul, A. C. Morrison, Pabst Brewing Company, Milwaukee. Secretary-Treasurer, M. C. Rotler, 831 Tenth street, Milwaukee.

Roads Improvement.

WE are having many requests for copies of the "Gospel of Good Roads" and "Roads Improvement," two pamphlets published by the League two years ago. If copies of these pamphlets are now in the possession of officers of the several State Divisions, and these officers are not actively engaged in distributing them, I should esteem it a favor to have them sent me by express at an early date. I can use them to advantage immediately.

I. B. POTTER, Chairman.

197 Potter Building, New York.

Kansas Division Election.

THE result of the election of officers for the Kansas Division for the ensuing year is as follows:

Chief Consul W. C. F. Reichenbach, Topeka.

Vice Consul Thos. Shaw, Wichita.

Sec.-Treas.—Austin Hawley, Girard.

Representative—R. C. Manley, Lawrence.

AUSTIN HAWLEY, Sec.-Treas.

New League Clubs.

547—Cohoes Wheelmen, New York.

Maryland.

Mr. M. Henry Douglas is appointed Local Consul at Crisfield.

ALBERT MOTT, Chief Consul.

Baltimore, Dec. 8, 1893.

North California.

A. J. STORY, elected Secretary of this Division, having failed to qualify, Wm. H. Toepke, 55 Flood Building, San Francisco, has been appointed to fill the vacancy.

Respectfully,

L. W. RIPLEY C. C. No. Cal. Div. L. A. W.

San Francisco, Cal., Dec. 1, 1893.

Alabama Division.

I have this day appointed the Hotel Morris, Birmingham, as League Hotel.

Fraternally,

W. C. HARRIS, JR., C. C.

Birmingham, Ala., Dec. 4, 1893.

Ohio.

Representatives of the Ohio Division, L. A. W.:

The annual meeting of the Board of Officers of the Ohio Division, L. A. W., will be held at the Palace Hotel, Cincinnati, Ohio, on Sunday morning, Dec. 31, at ten o'clock. Your attendance is urged. Respectfully,

A. E. MERGENTHALER, C. C.

Kentucky.

I hereby appoint Mr. T. C. Walden, of Owensboro, as representative to the Kentucky Division. Yours, etc.,

ED. H. CRONINGER.

Cincinnati, Ohio, Dec. 2, 1893.

Kentucky.

Orville W. Lawson, Secretary-Treasurer, in account with the Kentucky Division, L. A. W.

1893.			
	Receipts.		
June 24.	Balance reported at annual meeting		$41.17
July 10.	Cash from Abbot Bassett	$477.00	
Aug. 1.	Cash from Harrodsburg Cycle Club.	100.00	
Oct. 6.	Cash from Abbot Bassett	95.50	672.50
			$716.67
	Disbursements.		
	Secretary-Treasurer's office.		
July 12.	Guide Printing Co., envelopes and printing	$ 1.50	
	Postage	12.30	$13.80
	Recruiting Committee.		
July 10.	Abbot Bassett, printed matter	$21.00	
July 21.	Guide Printing Co., renewal postals (2 bills)	6.75	
Aug. 26.	Postage	1.00	$28.75
	Board of Officers.		
July 26.	Telegrams	$ 1.00	
July 26.	J. J. Robertson, expenses attending special meeting	6.75	
July 26.	C. O. Updike, expenses attending special meeting	6.30	
Nov. 16.	John Selbert, expenses attending special meeting	4.92	
Nov. 16.	J. J. Robertson, expenses attending special meeting	8.00	
Nov. 16.	C. O. Updike, expenses attending special meeting	6.30	$33.97
	Road Book Committee.		
Sept. 30.	Guide Printing Co., road books	$71.00	
Sept. 30.	Guide Printing Co., envelopes for road books.	2.00	
Oct. 2.	Postage	6.00	$79.00
	Election Committee.		
Nov. 3.	Guide Printing Co., ballots	$15.00	
Nov. 3.	Clerical work, addressing and mailing ballots	2.00	$17.00
	General Account.		
Aug. 3.	Owen Lawson, for services, by order of annual meeting.	$50.00	
Aug. 21.	Mortimer Broaddus, expenses interstate relay ride	8.00	
Aug. 25.	B. Perry Weaver, expenses interstate relay ride	5.00	
Aug. 25.	T. E. Jefferies, expenses interstate relay ride	5.00	
Sept. 30.	W. W. Watts, expenses to Buffalo special assembly	39.70	
Sept. 30.	C. O. Updike, expenses to Buffalo special assembly	40.00	147.70
Dec. 1.	Paid to succeeding Secretary-Treasurer		397.15
			$716.67

Respectfully submitted,
ORVILLE W. LAWSON,
Retiring Sec.-Treas.

Massachusetts Club Representatives.

Malden B. C.—N. W. Starbird and Geo. W. Dorntee.
Rovers C. C.—H. W. Robinson.
CHAS. S. HOWARD, Sec.-Treas.

New Jersey Division.

THE annual meeting of the Board of Officers of this Division will be held at the Division headquarters, Orange Bank Building, Main street, Orange, N. J., Monday evening, Dec. 18, at 7.30 o'clock.

THEO. F. MERSELES, Sec.-Treas.

December 8.

New Jersey Division.

LEAGUE CLUB REPRESENTATIVES.

I am advised of the election of the following club representatives from League Clubs to the New Jersey Division Board of Officers:

Essex Bicycle Club, Newark—Frederick Keer.

Newark Wheelmen, Newark—Dr. S. H. Frazer.

Brunswick Bicycle Club, New Brunswick—Charles W. Kilbourn.

Elizabeth Wheelmen, Elizabeth—Charles C. McBride.

Belleville Wheelmen, Belleville—J. W. Dickinson.

THEO. F. MERSELES,
Sec.-Treas.

Jersey City, N. J., Dec. 11, 1893.

Applications for Membership.

THE following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III. of the Constitution.

BOSTON, Dec. 15, 1893.

Total—47—36485.

Connecticut—1—2288.

62391	Fuller, Maurice B.	Putnam

Illinois—1—2480.

62392	Dawson, Wm. S.	Jacksonville

Iowa—1—619.

62393	Bouch, Chas.	Cedar Rapids

Kentucky—1—608.

62394	Nadaud, C. E.	Covington

Maryland—5—673.

62395	Bowen, L. F. Jr.	Baltimore
396	Fischer, E. B.	"
397	Leef, Albert F.	"
398	Miles, S. Milton	"
399	Uhlenberg, G. Henry	Baltimore

Massachusetts—5—6236.

62400	Cummings, J. S.	Worcester
401	Gale, Clarence,	"
402	Mackin, Stephen S.	"
403	Spurge, Warren H.	"
404	Wright, Chas.	"

Michigan—1—1138.

62405	McLaughlin, Wm. F.	Grand Rapids

Missouri—2—862.

62406	Legg, W. D.	Clinton
407	Stock, Wm.	St. Louis

New Jersey—4—1988.

62408	Molenaardz, S. Geysbeck	Jersey City
409	Bell, John H.	Haddonfield
410	Bell, Edwin R.	"
411	Turner, George S.	Hammonton

New York—4—4456.

62412	*Lagasse, Adelaide*	New York
413	Hubbell, Chester T.	Albany
414	Gouch, Frank B.	Yonkers
415	Cook, Orson	Cortland

North California—1—711.

62416	Pixley, M. F.	San Francisco

Pennsylvania—19—4496.

62417	Borrell, H. J.	Reading
418	Bickle, Wm.	"
419	Durham, John	"
420	Demarest, F. A.	"
421	Fullmer, Wm.	"
422	Heim, S. M.	"
423	Hartzell, J. G.	"
424	Gaenzle, John	"
425	Johnson, John W.	"
426	James, Frank E.	"
427	Lengel, I. D.	"
428	Miller, John A.	"
429	Melnholz, George H.	"
430	Riegel, Wm. B.	"
431	Stevens, B. B.	"
432	Stelninger, Harry,	"
433	Shalters, W. N.	"
434	Andrews, Arthur H.	Williamsport
435	Freeman, Emanuel	Honesdale

Texas—1—201.

62436	Blas, Eugine	El Paso

Virginia—1—168.

62437	Hays, P. B.	Roanoke

HOW TO JOIN THE L. A. W.

Fill up the blank below, and, together with the sum required for Initiation Fee and Dues to April 30th, next ensuing (1894), send it to the Secretary of the League,

ABBOT BASSETT,
12 Pearl Street, - - Boston, Mass.
P. O. BOX, 5267.

Write your FULL NAME, your FULL ADDRESS, and your CLUB name in FULL.

Each applicant must give as references the names of two L. A. W. members.

The name of the applicant will be published in the L. A. W. BULLETIN as soon as possible after it is received, and after two weeks, if not protested, the ticket will be issued. This will consume in all about three weeks.

Stamps of a denomination above two cents will not be received.

☞If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cts. If you want your name in gold, stamped on the holder, send 50 cts.

MEMBERSHIP FEE.

In April, May, June, July, August, September or October, enclose $2.00 with this blank. In November, December, January, February or March, enclose $1.50. These sums include the initiation fee and the annual dues.

The sum printed on the blank is the proper amount to send on even date with that of this copy of BULLETIN.

Application for Membership.

.....189

ABBOT BASSETT, Secretary:

Dear Sir.—Enclosed you will find $1.50 for Initiation Fee and Dues in the League of American Wheelmen to April 30, next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur. I refer to the two League members named below.

Name.....

Street or Box.....

City.....

State.....

References.....

.....

Club.....

Write plainly. Autograph signature not required. Printing preferred, or enclose personal card.

FOR SALE OR EXCHANGE.

In this department the prices are 20 cts. per line, 7 words per line, 12 lines per inch.

Stamps will NOT be taken in payment. Cash, check, money order, or postal note must accompany order, or no insertion.

LATEST CYCLING PAPERS from all parts of the world received regularly and for sale. Send for list. FLETCHER & CO., 43 E. Van Buren Street, Chicago.

WANTED—Customers for Columbia model 30; like new, $100; Columbia, L. R. Bidwell tires, $50; Union 2.10, M. & W. tires, $50; Keating, M. & W. tires, $60; Swift B, Bidwell tires, $40. Send $5 as guarantee, and will send C. O. D. for examination. O. W. SWIFT, Danbury Ct.

BICYCLES.

See our Knight Scorchers, 30 lbs.; Knight Roadsters, 34 lbs. Nothing finer made. Best of material and workmanship; fully guaranteed.

They are right, and we know it, and you would know it if you would know it. They list at $150, but we have a few samples we will close out at $75.

KNIGHT CYCLE CO.,
311 North 14th Street, - St. Louis, Mo.

FOR SALE OR TRADE—Upright steam engine with Water's governor, 6 H. P., for a pneu. safety, Victor preferred. G. F. W., 59 Long Wharf, Boston, Mass.

EXCHANGE—Will exchange Hammond Typewriter, good as new, for Columbia Racer, or Columbia Models 30 or 32. Address Lock Box 3, Fort Garland, Colo.

$75 Ladies' Victoria; spring fork; cushion tire; ridden 200 miles; warranted in perfect condition. R. MARDEN, 115 Broadway, Room 36, New York.

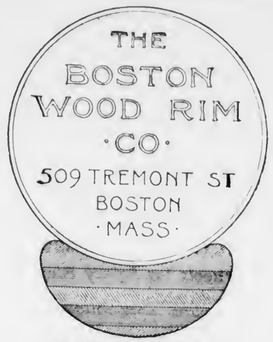
NOTICE.

We are the purchasers of the entire NIAGARA MACHINE CO. equipment, and are prepared to execute promptly orders for pedals, balls, coasters, lugs, tees and other cycle fittings. Correspondence is solicited.

Yours truly,
SPAULDING MACHINE SCREW CO.
WM. H. CROSBY, Manager.



FOR SALE BY ALL
CYCLE DEALERS.



[Patented Nov. 21, 1893.]

MAKERS OF
Laminated and Plain
WOOD BICYCLE RIMS
FOR THE TRADE.

EDWARD HATCH, Auctioneer,
Office, No. 9 Congress Street, - - - Boston.

ASSIGNEES SALE
OF THE
Beacon Cycle Manufacturing Co.'s
Completely Furnished Plant, comprising
New and Valuable Machinery, Dies, Tools, Engine, Boilers,
Electric and Gas Lighting Outfit, Buildings,
3 ACRES OF LAND.
BEACH STREET, WESTBORO, MASS.
At Public Auction,
ON SATURDAY, DEC. 16, 1893, at 2 o'clock P. M.,

On the premises, by order of the assignees, will be sold to the highest bidder for CASH (above the existing incumbrances, about $25,000), this

Important Manufacturing Plant.

The buildings are thoroughly constructed, well lighted, double windows, main shop floors laid in cement, consisting of main shop 150x50, assembling and carpentry department, with basement, 100x30, oven 14x10, store room 24x15, engine room 26x15, boiler house 27x38, coal shed 15x30; also the machinery, tools, fixtures contained in, and a part of these buildings is of the latest designs, and complete in every particular; 2 80-H.P. tubular boilers built by Kendall & Son, with Sp. ncer damper regulator, steam engine, Hancock inspirator, double-geared feed pump, steam pump, water pump, mortar, storage tank, Thomas-Houston dynamo (120 lights), electro-plating, enamelling and brazing plant, Firrell gas machine.

This is one of the best-equipped manufacturing plants in the country, costing over $50,000, machinery alone being valued at $30,000. Location is most desirable for manufacturing, Westboro being 30 miles west of Boston and 12 miles east of Worcester.

The property can be examined at any time on application to E. C. Bates, 3 Arcade Building, Westboro, Mass.

$1000 to be paid in cash at time and place of sale. Further particulars obtained of the auctioneer, or of the undersigned.

SHERMAN L. WHIPPLE,
5 Tremont St., Boston.
EDWARD C. BATES,
Westboro, Mass.
} Assignees.
EDWARD HATCH, Auctioneer.

Special

We want every rider in this country to know all about

The Red Star Solid Illuminant
FOR BICYCLE LAMPS,
The Red Star Chain Lubricant
—AND—
The Red Star Lubricating Oil.

And as you can't all come to the Cycle Show in New York, where we will exhibit, send us your name and address and we will send you, when ready, our little book and anything else we may get up.

RED STAR MFG. CO.,
P. O. Box 1092. NEW YORK.

BICYCLE ENGRAVING AND ELECTROTYPING
GRAVES & GREEN.
302 WASHINGTON ST., BOSTON.



General or local **Agents. $7** a week. Exclusive territory. The Rapid Dish Washer. Washes all kinds dishes for a family in one minute. Washes, rinses and dries them without wetting the hands. You push the button, the machine does the rest. Bright, polished dishes, and cheerful wives. No scalded fingers, no soiled hands or clothing. No broken dishes, no mess. Cheap, durable, warranted. Circulars free.
W. P. HARRISON & CO., Clerk No. 12, Columbus, O.

WORKS, BIRMINGHAM, ENGLAND.
HIGH GRADE ONLY...
Quadrant Cycles
AGENTS WANTED
WHOLESALE and RETAIL WAREHOUSES at
BOSTON 243 COLUMBUS AVE. CHICAGO 303 WABASH AVE

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In this Department, 25 cents a line. Cash must accompany the order.

Postage stamps will not be accepted hereafter in payment for advertisements or subscriptions.

Checks, Money Orders or Postal Notes only will be taken.

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The Official Design in SOLID gold
Send for Catalogue to



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The original inventor and maker.



The Latest L. A. W. Badge

Official Pneumatic Tire.

Solid Gold, - - - $3.50
Gold Plate, larger, - 2.00

Any bicycle dealer will order you one. We have L. A. W. badges from 25c. up. Discount to dealers.

DURYEA JEWELRY CO.,
194 Broadway, - - New York City.

PNEUMATIC

908, Solid Gold, - $2.50
958, Rolled Gold, - 1.25

Send $2.50 to

Martin, Metzger & Co.,
42 Maiden Lane, New York,

— FOR A —

Pneumatic L.A.W. Pin.

Sent by mail at our risk.
Discount to jewelers.

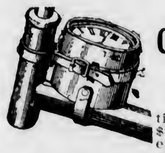
Catalogue will be sent *FREE.*

JOHN HARRIOTT

MAKER OF

PRIZE MEDALS

CLUB PINS
DESIGNS ON APPLICATION
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BOSTON MASS



LEVY'S
Cycle Clock
AND
Speed Calculator.

Warranted good time keepers. Price $2.25 from cycle dealers or

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1817 Ridge Ave., PHILADELPHIA, PA.

WESTON & CO., Jamesville, N.Y.

Wheels for Safety Bicycles.

Old wheels made over, or new wheels to take their place. Rock bottom prices to suit the times.

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ATLANTIC BLDG., WASHINGTON, D. C.

Send sketch of model for free examination as to patentability.



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Largest circulation of any scientific paper in the world. Splendidly illustrated. No intelligent man should be without it. Weekly, $3.00 a year; $1.50 six months. Address MUNN & CO., PUBLISHERS, 361 Broadway, New York City.

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The New York, Chicago & St. Louis R.R.

THREE TRAINS EAST WEST DAILY.

PALACE BUFFET SLEEPERS. ✠ SUPERB DINING CARS.

NO CHANGE OF CARS BETWEEN... NEW YORK, BOSTON AND CHICAGO

TICKETS SOLD TO ALL POINTS AT LOWEST RATES.

Baggage Checked to Destination. Special Rates for Parties

Trains arrive at and depart from Nickel Plate Depot, corner Twelfth and Clark streets, Chicago; Union Depot of the Erie Ry. at Buffalo. At Cleveland, trains stop at Euclid avenue, Madison avenue, Wilson avenue, Broadway, Pearl street, Lorain street and at Detroit street, from either of which stations passengers may be conveyed by street car to any part of the city.

For rates and other information see Agents of the Nickel Plate Road, or address

L. WILLIAMS, Gen'l Sup't, B. F HORNER, Gen'l Pass'r Agent, CLEVELAND, O.

Quickest Route to the West

SPRINGFIELD LINE
BETWEEN
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Trains leave either city at 9.00 A. M. except Sunday; 11.00 A. M. except Sunday; 12.00 M. except Sunday; 4.00 P. M. daily; 11.00 P. M. daily.

Drawing room cars on all day trains; sleeping cars on night trains.

A. S. HANSON, General Passenger Agt.

City Office, 232 Washington St., Station, Kneeland Street, } BOSTON.

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Superb Equipment, Excellent Train Service, Fast Time, and Courteous Employees make the

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THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.

FAST EXPRESS TRAINS

With elegant PALACE PARLOR and SLEEPING CARS to and from

BOSTON and CHICAGO
and BOSTON and ST LOUIS.
via NIAGARA FALLS

without change.

THE POPULAR ROUTE for all points in Northern New York, Vermont and Canada.

THE ONLY LINE running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes and Burlington, Vt

THE PICTURESQUE ROUTE from Boston to St. Albans, St. Johns, Ogdensburg, Ottawa, Montreal and Quebec.

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For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad and at

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Fitchburg Railroad Passenger Station, BOSTON.
J. R. WATSON, General Pass. Agent.

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THE FAVORITE ROUTE
BETWEEN
Boston, Philadelphia, Baltimore, Washington,
AND BETWEEN
New York and Philadelphia,
And all points in Interior Pennsylvania.

THE SCENIC LINE

To Buffalo, Niagara Falls and the West.

WHEELS CARRIED FREE.

I. A. SWEIGARD, Gen. Manager. C. G. HANCOCK, Gen. Pass. Agent.

"The Way to Do It."

Is to do it.
Not talk all Summer.

Some one promised a long time ago
to pit their machine against

... OUR ...

Lu-Mi-Num.

In a Competitive Test.

WE ARE READY AND WAITING.

St. Louis Refrigerator & Wooden Gutter Co.

ST. LOUIS, MO.

SAGER SADDLES.



ROADSTER. STYLE F.

New Designs for '94.

THEY FIT the RIDER.

...TEN...
Different Styles.



TRACK RACER. STYLE A.

Handsomely Finished by New Process—BLACK or RUSSET.

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THE RICH & SAGER COMPANY, - - - ROCHESTER, N. Y.

THE UNIVERSAL DETACHABLE, LEVER BASE G. & J. PNEUMATIC TWO PIECE TIRE.

"SOLD AND USED ALL OVER THE WORLD."

All parts interchangeable wheresoever purchased.

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FOR SALE TO THE TRADE BY

GORMULLY & JEFFERY MFG. CO.,

221 to 229 and 222 to 228 No. Franklin St., CHICAGO.

Their Branch Houses and by Licensed Manufacturers and Sellers:

174 Columbus Ave., BOSTON. 85 Madison St., CHICAGO.
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Foreign Headquarters: 27 Union St., COVENTRY, ENGLAND.
Chas. S. Smith & Co., 10th and Arch Sts., Philadelphia, Pa.
Thos. H. B. Varney, 1041 Market St., San Francisco, Cal.
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The B. F. Goodrich Co., Akron, Ohio.
Their selling agents, the Columbia Rubber Co., Chicago, New York, etc.
For Austria and Germany: Joh. Puch & Co., Graz, Austria.

THE

BICYCLING WORLD

AND L. A. W. BULLETIN.

Published Every Friday

BY

THE WHEELMAN CO.

Incorporated under the Laws of Massachusetts.

167 OLIVER STREET,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address, as well as their new, and their League number.

TO OUR ADVERTISERS:

Copy for new advertisements must be handed in by Tuesday morning to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the WHEELMEN CO. All communications should also be addressed to the Company instead of to individuals.

☞ *Postage stamps will not be accepted hereafter in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken.* ☜

C. W. FOURDRINIER, Manager.

EDITORS:

C. W. FOURDRINIER. H. CROWTHER.

Ladies' Department conducted by MRS. MARY SARGENT HOPKINS.

BOSTON, DECEMBER 22, 1893.

THE Christmas song is in the air,
Its echoes thrill each heart!

THE circling seasons' endless round have brought us once again to the threshold of the Christmas tide—the time of holiday and merrymaking, of gifts material and spiritual; of gladsome reunion and pleasant reconciliation, comes Christmas, and for one day at least our grievances and troubles take unto themselves wings, and amidst the healthful and cheerful memories of the time it must be but a small and narrow nature which cannot emerge from its isolation and give itself over to the jollification of the season and to the charities of our poorer brethren.

A Merry Christmas to us all, and many of them!

THERE appears to have been a misconception as to the meaning of our editorials on the subject of prices which appeared in our issues of the 1st and 8th, an effort having been made to make them appear as a discrimination in favor of one manufacturer as against another. Of course no such meaning was intended to be conveyed, for so far as the subject of prices is concerned the trade do await with interest an announcement from any one of the big concerns, the action of any one must be taken into consideration. The Gormully and Jeffery Manufacturing Company in common with others feel that any general action of the trade must be largely dependent upon what they do and it is no reflection upon the rest of the makers to say this. Of a necessity these big concerns have the greatest weight in deciding questions of moment in the trade line. At the same time it is but fair to state that several makers have already announced their prices as $150 next year, and state they are determined to maintain them. Whether this can be done in the face of a general reduction the conditions of business alone will determine.

WE wonder if it is to be President Luscombagain. The prophets say so.

THE four States of Massachusetts, New York, Pennsylvania and Connecticut contain about half the entire League membership.

RUMOR has it that the National Assembly will be held at Louisville, Ky. Mr. Watts and the color question will be right in it.

MASSACHUSETTS is going to control her delegates in the future. To get expenses one must travel with the crowd and attend all meetings and caucuses. This is right too.

THE color line will again be a very live issue at the meeting of the next National Assembly. It is very sure that a more determined effort than ever will be made to prevent the colored man or woman becoming members of the L. A. W. That the friends of the movement have gained in strength since last meeting is quite evident, though whether they are strong enough numerically to carry the measure is yet uncertain.

THE question of two shows or one rests entirely with the exhibitors. It is in their power to make it impossible for more than one to succeed. We cannot see that any one else is interested unless it be the show promoters themselves. It is the same way with cycling papers. As long as manufacturers, agents, and dealers will advertise in new journalistic ventures, so long will new candidates for patronage spring up. After all it is the survival of the fittest, and there is no reason why those who do not have to pay the bills should worry.

THE daily papers of Boston have lately been teeming with discussion as to whether football was a brutal game. We can sympathize with our football friends, as the question of the effect physically which cycling is supposed to have on the human frame. All the ills that flesh are heir to have been ascribed to the habit of bicycle riding by those who really know nothing about it. In a good many instances we note that the opinions advanced have been from parties who no doubt meant well enough but were not really capable of judging. Of course there are casualties in football, so there are in yachting, in hunting, tennis, in baseball, and in fact any kind of outdoor sport. It is unfortunate of course, but are we to do away with all kinds of manly sports because of an occasional accident? We wot not.

IF President Burdett by his resignation in February fulfils the prophecies of those who claim to know the gentleman's intentions, the succession is one of great moment and interest to League members. So far as can be ascertained the chances are decidedly in favor of Mr. Charles H. Luscomb of New York being the next President. Mr. Luscomb has always felt a desire to receive justification at the hands of League members and reparation for the manner he was thrown down at the election held in New York a few years ago. That Mr. Luscomb will realize his wish looks more than likely now.

As to any other candidate we hear the name of Mr. George A. Perkins, of Massachusetts, spoken of among his friends in his Division. Whether Mr. Perkins will be able to command support outside Massachusetts remains to be seen. If Mr. Perkins consents to have his name used the Massachusetts Division will be a unit to support him and he may surprise his opponents by developing a strength which they claim he has not.

Mr. Willison, of Maryland, is a strong candidate for the place of Mr. Sheridan of Illinois. Whoever succeeds the present administration will not recline on a bed of roses; their decision on the vital questions which will at once engage their attention will have everything to do with the future of the L. A. W. It would be foolish to ignore the fact that the League has arrived at a critical point in its history and on the wisdom of the administration next year depends the League's rise or fall.

One thing must be done, and that is, the hearty support of all the members must be given to the administration and we must all pull strong in one direction, i. e., for the increased strength and power of the League of American Wheelmen.

THE PASSING HOUR

THE cost of a high-grade bicycle — thoroughly high grade in every respect, mind! has long been a question that has given rise to much speculation and many conjectures, pro and con. Reams of paper and fountains of ink have been wasted in arguments for and against, and, unfortunately, those who have defended the maker and denied that a first class machine could be built for thirty or forty dollars have heretofore simply dealt in generalities, without quoting prices and costs; or, if they did name figures, it was in such a vague and general way that little reliance could be placed upon them.

Now, however, all this is changed. I am in receipt of a communication from Mr. E. H. Wilcox, Secretary of the Ariel Cycle Mfg. Co., which quotes prices and figures from his standpoint openly and above board, and as Mr. Wilcox (although unaccustomed to writing for the press nem!) speaks from the manufacturers' standpoint, the figures at once become gifted with authority.

I commend the letter to the careful consideration of those riders who demand and will have only the best, as well as all others interested in an interesting subject:

DEAR ARIEL: There is a rule laid down in the science of logic which sets forth that "Grant a debater his premises and he can prove anything."

L. A. W. 45880 is evidently acquainted with this rule, judging from the article in last week's WORLD over his number. If you have space to spare I would like to chip in just one time on the price subject. There are so many foolish and nonsensical arguments advanced by gentlemen of the No. 3332 and No. 45880 type that it seems to be time that the matter was noticed by those directly interested, and perhaps better informed, regarding the subjects under discussion. Incidently I would like to state that I have had some experience in the sewing machine trade, having served under my father who was identified with it for a number of years and many will, I believe, know that there are few in the cycle business who have been there longer than I, so that in approaching this subject I am not treading altogether on unfamilar ground. No. 45880 lays down premises as follows:

First—He has five machines, three of which he claims to be high grade and one of which cost $90, the last being the *best* of the lot.

Second—Twenty years ago he received $28 each in commissions for selling sewing machines, the price of said sewing machines being $85 list and the cost of same to the maker was $11.50. And further that a better sewing machine can be bought to-day for $15 or $20.

Third—That a *high grade* bicycle does not cost the maker over $35 to build.

Fourth—That a Western manufacturer lists a wheel at $150, the said wheel being in the judgment of No. 15880 fully high grade and that anybody can buy directly from the factory this same machine for $68 net. No. 45880 is very glib with his figures and he is very certain that he is right, and it is such arguments advanced through popular papers that have helped to flood the market with shoddy, cheap and unsubstantial machines, sold at a very large profit simply because they bring less money than high grade bicycles with a reputable name-plate on them.

Looking through an old ledger of a sewing machine manufacturing concern I find that a plain sewing machine with a walnut stand listed eighteen years ago at $70, and that the absolute cost of manufacturing said machine was $17.08. That a royalty was paid the inventor or the man who owned the invention of $7 on each machine; that the cost of packing for shipment was $1; that the cost of tools, etc. was .35, or in all $25.43. At the rate set down by L. A. W. No. 45880 as commissions the machine would have cost the maker something over $50 to place on the market, not speaking of advertising, office expenditures or profit and loss. So it seems that the

PROFIT WAS NOT SO ENORMOUS

after all.

Again, my mother has in active operation one of these same sewing machines bought more than twenty years ago, and it does good work yet, so good that she will not part with it. My wife has a machine of the same make, perfectly plain, for which she paid $55 (not $15 or $20) less than six years ago, and it is so nearly worn out that she considers it worthless. Therefore I hold that a good sewing machine will cost right now, when there is not a patent on it of any vital importance, more money than a good one would have cost in 1879. If L. A. W. No. 45880 is in the habit of giving $68 each for his high grade $150 bicycles, and $90 apiece for his second grade I haven't the remotest doubt but that his second grade is the *best*. If he has purchased his high grade bicycles from a reputable, honest maker and paid an honest price for them I flatly deny that there is any truth whatever in his statement. I do not know where he procured his information as to the cost of making high grade bicycles, but the absolute absurdity of the figures he advances may appear when it is remembered that a good tire costs in large lots from $12 to $20 per pair; saddles cost more than $2 each; tools and tool bags cost more than $1 each; handles cost 35 cents a pair; hollow or wooden rims $3.50 a pair; spokes 2 cents each; nipples $1 per hundred; tubing an average of 35 cents a foot; forgings anywhere from 7 cents to $1 apiece; that a fairly good plant will cost at least $50,000, and that it costs something to run it, and when the important matter of a guarantee is added to this it strikes me that L. A. W. No. 45880 is a little off his beat. The fact of the matter is that the first cost will average nearer $65 than the figures he mentions. More, add to this also the expense of advertising, ordinary loss agents' discount (and the last named wants all he can get) and it will be readily seen that the manufacturer who builds a first-class machine is not gaining the enormous profits generally supposed. (Item. Cast an eye over the failures and over the very, very few makers who have ever made any money out of high grade productions, either in England or America!) There are plenty of good, solid, heavy medium grades. Malleable iron and gas pipe, and woman and boy labor are cheap. So are there plenty of good cheap guns, good cheap hats, good cheap clothing and many other good cheap things, but if one want the *best* he will pay as much or more for it in the latter end of the nineteenth century than his grandfather did in the days of cheap labor.

The trouble with the men of No. 45880 and No. 3332 type is that they want to buy a $400 Brewster phaeton for $100, a $350 Parker gun for $50, or a Knox hat for $1.85. Unfortunately for them, but very fortunately for those who desire a good article, this can't be done and it is the same with sure-enough high-grade bicycles.

Yours very truly,
E. H. WILCOX.

Goshen, Ind., Dec. 9.

LET us elaborate a little further.

Taking the figures quoted as a basis, I have gone to work and made up a tabular statement giving in detail the

COST OF A HIGH-GRADE SAFETY

for the bare material and labor. Not a cent for selling expenses, guarantees, waste stock, out-of-date tools, and a hundred other items which cost money.

Tires, pair, average	$12.00
Rims, hollow or wooden	3.50
Saddle	2.00
Chain, 4 feet at 30c	1.20
Spokes, 80 at 2c	1.60
Nipples	.80
Washers	.50
Handles, pair	.15
Forgings, from 7c. to $1 each, in rough	4.00
Tubing, 10 feet at 45c	4.50
Fork sides, pair	1.80
Axles, wheel, 15c. each	.30
Axles, crank	.50
Cups and cones, 11 of each, 28 at 8 1-2c	2.38
Head clamps, pair	.35
Balls, 150 at 70c. per M	1.05
Pedal rubbers	.40
Pedal pins	.30
Nuts, 16 at say 2c	.32
Tool bag and tools	1.36
Mud guards and braces	1.00
Total cost raw material	$40.31
Labor, machinery, assembling, enameling, crating, shipping, etc.	$24.00
Total	$64.31

NOTE that here we have a cost of nearly $65, for labor and materials alone. Even so, and with the most skilled labor procurable, the backing up of a year's guarantee (a guarantee, by the way, which no other machine but a bicycle ever gets, and which ere long will be materially reduced, or I am much mistaken) means an enormously large sum of money to a big concern. Breakages due to misuse and abuse are made good by the hundred, and even with it all it is a tribute to our manufacturers that their bicycles stand up as they do. In comparison with railway and street cars, carriages, wagons and other conveyances of all kinds, a bicycle carries out of a proportion to its weight. Can any machine be named which will carry *over all sorts and conditions of road*, a weight varying from four to seven or eight times as much as it itself scales? And the making and skill which are necessary to build such a vehicle are the prime factors in the cost thereof.

If to this $65 we add the superintendence and office expenses, which other manufacturing industries (and the bicycle business is much greater in these costs, proportionately) estimate at ten per cent., and the selling expenses another ten per cent. (another low estimate), another ten per cent. for waste material, imperfect parts, discarded and spoiled in the course of manufacture, etc., we have a

TOTAL OF $85!

Observe: That in all this there is no account taken of cost of plant, machinery and tools, bad debts, interest on investments, guarantees, etc., all of which have to be taken into consideration before the final balance is struck off at the end of the year. And in the matter of tools, that it may be understood what a change of tools alone to meet the demand for a new model costs, it might be well to state that the special tools for a popular model of one prominent maker last year cost $40,000! And he had several models on the market.

Is it any wonder that so many makers have gone to the wall?

IT is of exceeding interest to the student of our social economy, as well as to every thinking man, to consider how labor, first, last and all the time, is what costs. Raw material, in its crude state, is absolutely *nil*—nothing but a cipher until labor gives it a commercial and marketable value, and it is this which brings the price of a bicycle in common with all other products of human workmanship up to the price it is sold for.

Take the tubing: The ore lying in the mine is worthless until labor delves and digs and brings it above ground, when, in turn, labor adds to its cost at each successive stage: by transporting it to the blast furnace, thence to the steel mill, the warehouse, the forge, the machine shop, the bench, the vise, the storeroom, the assembling room, the salesroom and the retail store, each process adding its proportion of expense to its predecessor, until the aggregate results in a piece of as perfect mechanism as the nineteenth century has yet been able to evolve. It is labor, labor all the way through.

Ariel

How to Go to Sleep.

THE *Medical Brief* gives most excellent advice as to the way to relax before going to sleep. We would suggest the preparation to be a good brisk bicycle ride and then "Begin at your toes to relax, loosen all your joints and muscles, unbind your fingers, shake your wrists loose, take the curve and strain out of your neck, go all to pieces, in fact, and see how the day's fatigue seems to slip off from you, and the gentle mantle of rest and oblivion enfolds you like a garment."

Massachusetts Division Meeting.

LAST week Wednesday the new Board of Officers of the Massachusetts Division met at Young's Hotel, Boston. The Finance Committee reported a balance of $2631 in the treasury.

The membership is now 6236, a net gain for the year of 1566.

Delegates to the National Assembly were elected as follows: W. C. Dillingham, A. W. Robinson, H. W. Robinson, J. C. Kerrison, A. D. Peck, S. T. Williams, J. F. Adams, A. J. Ochs, L. W. Piper, G. L. Sullivan, J. S. Dean, F. H. McKee, A. B. Cooper, F. H. Williams, A. K. Peck.

J. Fred Adams, A. J. Ochs, and L. W. Piper were elected as a Finance Committee.



JOHNNY MUGGS. "Pop, git me a bicycle, won't yer?"

POP. "Hain't got no money to waste that way.

JOHNNY. "Well, git me a bulldog wot I kin train to bite other fellows wot's got bicycles."

The English National Union.

THE cable brings the following news:

LONDON, Dec. 17, 1893. The Committee of the National Cyclists' Union met at Nottingham yesterday. The announcement was made that the case of A. A. Zimmerman, whose application for a license to ride as an amateur was refused last summer, was still under advisement.

Delegate Cross of Manchester proposed to cancel the rules relating to the licensing of amateurs.

Delegate Turner of London denied that these rules had been a failure. Under them, he said, races and racers had been managed better than ever before. The rules had prevented the union's championships, which virtually were open to the world, from becoming the prey of "American advertisement mongers."

Cross' proposal to cancel the rules as to licensing amateurs was lost by a majority of 35.

A committee of five was appointed to formulate a plan for licensing professionals.

An Incident in a Relay Ride.

WHAT a world of experience there is to the wheelman who has ridden in one of the big relay events during the past summer. The writer has in mind one in which he participated and which proved quite interesting.

Arriving at his post (a small country town in Indiana) the night before, he made known the object of his visit and was immediately surrounded by a crowd of "store" loafers and forced to repeat a dozen times the object of his mission, the nature of a relay, the probable speed and a dozen different things in regard to cycling usually asked by the average rustic. The only wheelman in town proved fortunately to be the telegraph operator, and through him, by patient wiring, we found that our relay was hours late somewhere in eastern Illinois contending with deep mud and a driving rain storm. This was a sad prospect, so with a heavy heart I retired, arising in the morning to find a dispatch which read "Six hours late at I——," which was eighty miles away. After several hours of impatient waiting, at last came the message "Just passed H——." This was only five miles away and the interest of the waiting crowd was getting warm. Several men climbed telegraph poles and one youth with a telescope almost as long as himself was the firs, to discover the relay two miles away at a turn in the road. This he announced with an ear-splitting yell and it was a signal for the final preparations.

Looking afar down the level road we could see a mere speck, but which rapidly grew into a laboring wheelman with a tremendous "mum" on his back and his nose almost on the front wheel. In a moment he dashed up and as the crowd parted with a cheer, I spurted after him and seizing the parcel from the exhausted rider I got down to "work," and work it was. Four bridgeless streams were crossed in rapid succession, and I soon began to realize that the "swamp division" of the ride would be a "ruff run," as the "boys" had predicted.

However all things must end and after what seemed an age the welcome landmarks that fixed the end of my part of the ride came in sight and in a moment the next man had been met, had secured the precious bag and speeding away left tired me to slowly follow in his wake toward the city where we arrived to find him covered with dust and glory, still recounting to a crowd of the "cranks" "how he lowered on his time allowance four minutes."

L. A. W. 11,455.

SPECIAL OFFER. For a limited period only we will accept yearly subscriptions to the World at the present rate of 50 cents, although we have put the price back to $1.00. This offer will not remain open long.

A Brace of Flyers—The Mile In 1.51—1.54 4-5.

AMONG the star riders of the recent tournaments none were more popular than the members of the Rambler team, and especially is this true of Bliss and Dirnberger, the midget cyclones, as some one has called them. Their wonderful performances at Birmingham, Alabama, have amazed the world.

The news of the marvelous performance on Dec. 12 reached us too late for last week's issue. We had, however, the results of their trials on the 11th in our last, which we now repeat. Dirnberger, flying start, made two-thirds mile in 1.14 1-5 (Johnson's record was 1.16.), three-fourths mile in ' 23 4-5 (Windle's record 1.26 1-5).

Bliss, standing start, tied Johnson's record of 1.26 1-5 for two-thirds mile.

On the 12th the most marvelous performances were made by these great little men. Dirnberger rode a mile, flying start, in 1.51 flat. Bliss, from a standstill, rode a mile in 1.54 4-5. On the 13th Dirnberger rode one-eighth of a mile in 12 2-5, and a quarter in 25 1-5, a third in 32, flying start. Although these times were made there will be no claim as they were ridden in the dark. Bliss made an effort for the one quarter, but only did it in 28 4-5.



BLISS.



ATKINS.



DIRNBERGER.

The same pacemaking devices were used as by Johnson, running horses and screen. The greatest care was used in timing, the best timers being employed so that on this score there can be no possible shadow of a doubt. The watches were of the finest, and in every attempt no less than a dozen watches were held. The track is especially fine for record breaking purposes, and is composed of a clay of a reddish color, which packs very hard and smooth. On the home stretch there is said to be a slight rise, but not enough to make any material difference. The horses, Jim White and Clarkson, were specially brought from Nashville for the purpose, as also was the driver, Mr. E. R. Gilbert. In many instances the time would have been shortened as the horses did not move fast enough and the men were constantly urging the driver to go faster, and in one instance Dirnberger rode right on to the screen. In the mile event two horses were used, each one going half a mile. The changes of pacers were made with excellent judgment, and to this part of the work much credit for the performance must be given. Although the men did the riding, a share of praise is due Manager A. L. Atkins for his excellent judgment in handling and directing his men. And now comes the question; how soon will the running horse have to take a back seat for speed? The officials in these trials were Chief Consul W. C. Harris, Referee; A. A. Tower, Harry Jones and J. A. Snyder, Judges; J. B. Rosenstehn, A. Speaker, H. O. Fox, Timer. All these men are the best known in that region, and so far as authenticity goes, there can be no question as to the performances of Bliss and Dirnberger. Besides the official timer there were a dozen outside watches held, and one of the most expert horse timers, W. F. Trousdale, is ready to verify the correctness.

The particulars are as follows:

Bliss appeared on the track wrapped in a bath robe. As soon as all was ready and the starting signal was fired, Bliss was off. His start was fair and he made the quarter post in 0.31, the half in 0.58, and made the two-thirds in 1.17, lowering the world's record from 1.21.

There he changed pacemakers, and his speed was somewhat slackened but quickly regained. The three-quarters was reached in 1.26 2-5, against the world's fastest 1.28 1-5, and the mile was closed in 1.54 4-5, against the world's former record of 1.57 2-5, the latter having been the fastest standing mile ever made before.

As soon as the official time was announced the successful rider was besieged with congratulations.

Dirnberger also lowered three world's records. He took a flying start, made the quarter in 0.27, the half in 0.54, and the two-thirds in 1.12 3-5, against 1.14 1-5, the former record. The three-quarters was made in 1.21 3-5, against 1.23 4-5, the former record, and the mile was closed in 1.51 flat, against 1.55 3-4, the championship flying mile. This made six records that were lowered by these two men in one day. They will continue their efforts.

Never letting up, these men "got together" again on the 14th and Dirnberger broke another world's bicycle record on that date. The world's record for a third of a mile, flying, was .34 3-5. Dirnberger made it easily in .33 4-5. Every watch agreed on this. He tied the quarter of a mile record of .24 1-5 according to one watch, but there was a discrepancy and this was not allowed. Bliss set out for the two mile record and made the first mile in 2.04. Part of this he made before he could get behind the dust shield on account of the unruliness of the horse. At the end of the mile he was disgusted with the horse and quit.

On the 13th, in a cold and heavy wind, Bliss, after making three unsuccessful attempts to break the standing quarter mile record, gave it up. Dirnberger went for the flying eighth, quarter and third. At the first attempt a fair start was gained and he passed the eighth stake in 0.12 3-4 seconds; the quarter in 0.25 1-5, and made the third in about proportionate time. The 0.12 2-5 at the eighth ties the world's record for the same distance.

THE NATIONAL SHOW

At The Crystal Palace, London.

CLOSE on the heels of the Stanley Show held at the Agriculturist Hall, London, comes the National, held at the Crystal Palace, Sydenham. The National Show is the outcome of dissatisfaction by the bulk of the older makers at the management of the Stanley affair. Almost all the old makers were represented through agencies at the Stanley, but they reserved their grand display for the National. The reports to hand speak of the show as being one of the, if not the, finest ever held both in extent, management, completeness, and from an artistic standpoint. The complaint was made that the exhibition, though not so bad in this respect as at the Stanley, were behindhand in getting their exhibits placed, a dilatoriness for which in a vast majority of cases there was no excuse. We hope that in our coming shows there will not be this complaint. There is no need in being late if exhibitors would only think so. As *The Wheeler* very artly puts it: * * * "What would be said of a theatre manager who opened his house and ran his play with some of the characters left out, simply because some of the actors were not ready with their parts."

As in the Stanley the decadence of the front driver was a noticeable feature and it was very evident that the safety was practically supreme in popular favor. A very general similarity as to style of frame was shown, and the absence of the attempt of makers to produce something startling was a most noticeable feature. Larger tubing and smaller gauge, narrower tread, attention to chain construction and adjustment, and a decided advance looking towards gear and chain covers seemed to be the tendency. Details of finish and simplification of the wheel construction was pronouncedly the aim of all, and a close scrutiny of the exhibits made it evident that radical changes in the present form of the safety are not likely to occur. Among the hundreds of wheels shown, there were only two "ordinaries," and they were inspected by visitors as actual curiosities of a by-gone age. Verily time does work wonders. The number of tandems shown was in excess of former years and there is an undoubted increase in the demand for the double machine. There were about 250 stands and among the exhibitors we find the following who, undoubtedly will be seen in full force at the coming shows in this country.

The Raleigh, the Premier, the Quadrant, Singer, Bayliss, Thomas & Co., the Gormully & Jeffery people were also in strong evidence, and as usual their exhibit was a popular one with the visitors. A novelty in brakes was shown by Walter Dowell of Snow Hill, Birmingham. It is known as the Gardner Automatic brake, and the *Cyclist* thus speaks of a trial given it:

"The Gardner automatic brake was tested by a few cycle pressmen on Monday afternoon last, the sheer descent of the Crystal Palace Hill being the declivity chosen for the trial. The brake is fitted on the inside of the driving chain wheel, and is put into action by the mere fact of back-pedalling. We have no space here to describe the details of this original device, but our Mr. Swindley, who rode the machine, is convinced of its braking power. No apprenticeship is required for its application, the instant the pedalling is reversed, so soon is the brake applied, and the only fault likely to be made by the novice is that he may apply the brake a little too strongly upon the first two or three occasions."

The Philadelphia Show.

APPLICATIONS are coming in daily for spaces at the National Cycle Show, and the committee feel sure that whatever is worth seeing in the way of cycles and cycling accessories for the coming season will be represented.

The committee have arranged to provide free storage for any exhibits shipped to Philadelphia after January 15. This allows exhibitors at the New York Show to ship their goods directly to Philadelphia, and relieve them of any care in the interim between the shows. We shall print some of the rules next week, space being lacking this issue.

What Steers a Bicycle?

EDITOR BICYCLING WORLD: The usual method in discussing this subject, is to discredit all previous explanations and to claim its solution in a single force. My judgment dictates an opposite course. All the explanations I have seen are true, in that each has shown *one* of the many forces, but misleading in that each has failed to recognize the *other* forces.

Roughly speaking, the difficulty lies, first, in the multiplicity of forces present; second, in the difference in construction of machines; and third in the change of conditions according to the change in speed.

Allow me to make a *resume* of the principal forces set forth by previous correspondents.

1. "D'Ancona's law." The tendency of the steering gear (as a whole) is to yield to the force of gravitation.

That is, most machines are so constructed that if (when standing still) they are inclined to right or left, the front wheel turns to right or left. Some machines act the other way. Stars and Eagles, I believe (2). Often the friction of the tire prevents this force acting when the wheel is not moving, and again a "tight head" may resist the tendency successfully.

D'Ancona would make this the controlling force in all cases. But it applies most strongly when one rides slowly. McCaslin catches him on the fact that a machine with a perfectly balanced steering gear *can* be managed hands off. Though here again we must qualify by adding that one must ride pretty fast in this case. Two forces then combine to control the wheel.

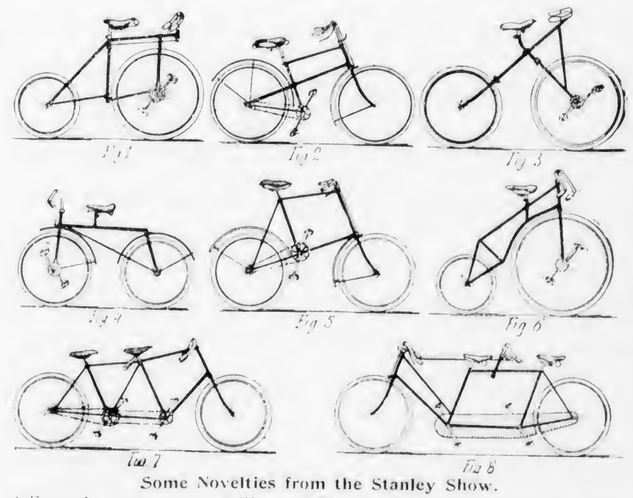


Fig 1 Fig 2 Fig 3

Fig 4 Fig 5 Fig 6

Fig 7 Fig 8

Some Novelties from the Stanley Show.

1 Fenner's rear steerer; 2 Wearwell Bicycle; 3 Robert's Crypto; 4 Crypto; 5 MacCormack's Giraffe; 6 Leicester's Crypto; 7 Whitworth Tandem; 8 Tandem, convertible.

2. A rolling wheel tends to swerve to right or left according as it inclines to right or left.

This statement needs no proof. Every child knows how a penny rolls. Every boy who experiments with a carriage wheel knows how to guide it. It would not be difficult to show 44,850 the "mechanical principles underlying." But for want of space and time, suffice it to say that it is the resultant of several forces, principally gravitation and friction.

McCaslin has suggested another force (3) that might be called "Gyroscopic Influence."

For the benefit of 14,850, allow me to state that the main "principle underlying the gyroscope," is that a (swiftly) revolving body tends to resist a change in its plane of revolution. The other phenomena are to be explained by the presence of counteracting force or forces. The resultant of original motion of the wheel and of the force of McCaslin's "box," is the change of plane of revolution, which turns the wheel. One readily sees, however, that this becomes a controlling force only when the rider moves rapidly. When the wheel is running slowly, this force is overruled by that of friction or by "D'Ancona's tendency."

Pardon a "free ad.," but if 44,850 will write to the editor of the *Scientific American*, the latter will tell him where to find what he "has failed to discover." The phenomena of the gyroscope are all understood and are easily explained.

There is a modification of D'Ancona's Law that should be mentioned. Instead of inclining the machine to one side and allowing gravitation to act on the unbalanced steering gear, we may introduce another force, namely, our own strength. By a thrust applied at the saddle, we break "the line of the head and the centres" of the wheels. By a quick push to the left, we turn the front wheel to the right.

Here another force comes into play. The steering line (of head and wheel-centres) being broken, the back push of the front wheel, caused by tire-friction, becomes of greater or less importance in breaking the line still further, according as one pedals forward or backward.

No doubt there are other forces as yet "unproclaimed," which, under certain conditions, are the chief, the controlling forces. But by thoughtful experiment and comparison of notes, the complications of the question will be made clear before long. L. A. W. 47,439.

JUDGE BROOKE granted a charter recently to the Norfolk (Va.) Cycle Club, the purpose of which is indicated by its name. The capital stock cannot be less than $500 nor more than $10,000. The real estate and improvements of same that may be held cannot exceed $10,000 in cost.

Touring Memories.



HOW well do I remember slowing up and dismounting at the odd looking door of the Sun Inn, Colsterworth, England, as that pleasant August day in '87 drew to a close.

The house, like the little hamlet that is hundreds of years old, had nothing peculiar about it to attract the traveler's attention more than many another I passed daily, and had I not called a halt in my most delightful and leisurely ramblings awheel, and called for tea and lodgings, I would possibly never have known that old Colsterworth was one of the specially historic towns of England, no other than the birthplace of Sir Isaac Newton.

Of course I could have entertainment there, and the landlord, like many others I met, seemed pleased to have an American stop with him, so he could ply him with the numerous questions usually asked about the sunset land.

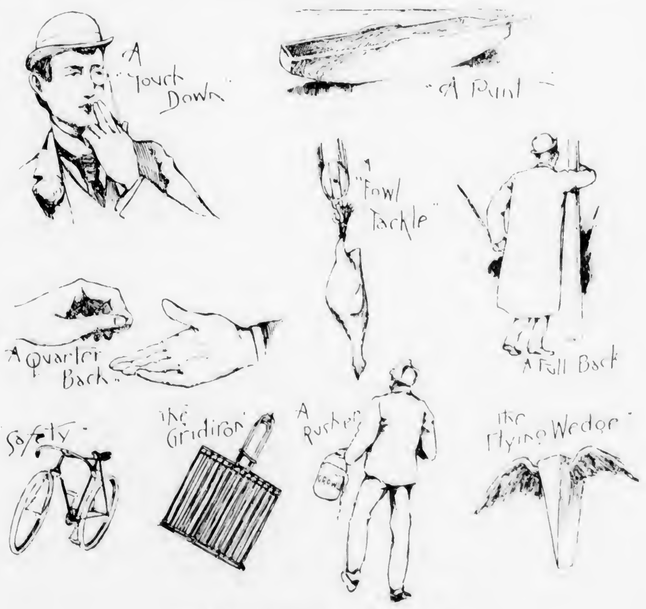
After tea, and during the long and charming twilight that in England seems almost unending, mine host kindly offered to show me Newton's birth room in the now quite remodelled house. We soon reached it, by pleasant paths through quaint gardens and past the queerest of old stone houses. On the way a small field of barley was pointed out as the twenty fourth crop in succession that had been raised thereon within the speaker's memory.

We found, however, that owing to the illness of a lady in the house, we must be content with an exterior view, and looking up saw the small panes of the little window of the second story room in which the notable man first saw the light of day. Just back of the house was shown a very crooked old apple tree, growing on the site of the identical tree from which fell the apple that gave Newton the idea of attraction of gravitation.

How interesting to a tourist from the New World these time-worn old stone houses with their straw thatched or stone slab roofs are; the windows are very narrow, have lead set glass, with the ever present flower pots of pretty blooms, and usual half door opening into the cleanest of rooms with sanded floor of stone or brick.

The door sill and stone walk from house to gate are daily scrubbed to a perfectly clean condition, and this operation at just such an hour whether there is need of it or not, seems to be a fixed habit with the orderly English matron.

Here I met a Scotchman who on a wager was walking on stilts from Dundee to London and return; and from the swollen condition of the poor man's feet I judge he was having no great sport as he stalked along on the hard stone road, over which my light Facile carried me with so much delight.



Some Foot-Ball Terms Illustrated.

Colsterworth is on the river Wytham, in Lincolnshire, and is on what is known as the great north road. At Grantham, farther up that charming old road, is a fine monument to Sir Isaac Newton, who was born December 25, 1642. It seems to be a shire town, and from its clean streets and neat shops and grand churches gave the touring cycler a most favorable impression of it. The Church of St. Wulfran in decorated and perpendicular styles of architecture, with a spire 273 feet high and with a chime of ten bells was especially worthy of notice, and what charming and soul-stirring floods of harmonious sounds from these chimes came ringing out to me over the hills, as if welcoming me to Grantham, and the noble chimes again burst forth in a possible farewell to me soon after I had wheeled out of the good old town, and was journeying on through most beautiful pastoral scenery on the road to Nottingham, the famous city of laces.

One of the most picturesque old castles in all England is that on a big rock in the centre of the Lace City, but I did not attempt to enter as the interior of one is much like another.

On the way out of Nottingham I met a good cycling breeze and some polite attention from two cyclers who rode and chatted a while with me toward Derby, passing through Bottsford, where were to be seen the public stocks in which criminals were made fast in olden times; here is St. Mary's Church and the Bull Inn, as a queer old sign creakingly announced; and then came the pretty hamlet of Bingham, on the canal that connects Grantham and Nottingham.

Some lady artists were out sketching the canal and its sharp reflections and pretty bits beyond, and the wheels seemed (for the riders) loth to leave the attractive spot, but we do, finally, and parting with my escorts, I glide on through Stapleford, with its odd little wayside church and houses, one with a date of 1702 in its gable, and the wheel soon carried me into Derby, where are held the notable races four times yearly, in May, June, September and November.

The spire of All Saints' church and the tall shot towers are prominent objects at once noticed on entering Derby, but the house most in demand by the touring scribe at that time was the Peacock Inn, under the stone roof of which I spent the night, and was thankful for its comfort and protection from the rain that had fallen during the night. Not being in touch with horses nor their belongings, I did not even ride out to see the track, preferring to make a sketch or two and take notes and study the people who were quietly lounging in and out of the commercial room of the Peacock and getting their mugs of six ale or beer.

Showery though it was next morning, I wheeled out quite early on the Litchfield road, passing through Burton-on-Trent, the town of unlimited ale and beer making. At one place I halted to see some odd canal boats locked through and pass under a very old and curious stone bridge, near which is "the Flitch of Bacon Inn," with its sign of a pictured half of a hog, most rude and ghastly.

Approaching Litchfield, some noble poplar trees seem standing guard to keep the stranger traveler from entering the place, but as if to favor him, the road sweeps gently round and takes him safely by the old sentinels, and permits a peaceful entrance.

Like Stamford, Grantham, and many others, Litchfield is old enough to have American towns named after it, and a good while after, too.

This is the Three Spires town, and here is one of the finest types of old gothic cathedrals, St. Chad's, St. Mary's church, and a monument to Samuel Johnson, the father of dictionaries, the English Webster.

Despite up grades and a head wind, the ride was a very pleasant one to half way from Litchfield to Coleshill, where I spent the night at a cost of sixpence for tea and lodging.

Here is a divide where the up grade gives way to down, and the road was fine to the Stone Bridge Inn, where I breakfasted, and rolled serenely into Coventry, six miles, over the finest macadam.

STAMSON.

The Cycle as an Aid to Play Writing.

MR. BRONSON HOWARD, the celebrated playwright, in an interview detailing the methods he employs when conceiving a play has this to say about the part the bicycle plays in his habits:

"When I decide to write a drama, I go about it in a methodical manner. For weeks, yes months, I smoke and make notes. What the notes consist of I shall show you later. I spent the summer in Jackson, Mich., where I went to oversee my wards, more by my presence than otherwise. I had a den fitted up in one of the public office buildings, where I went each day to smoke and reflect on certain social conditions in which I am deeply interested; they are, in some sort, not yet determined to become part of the unwritten play. After work hours I usually took a spin on my bicycle."

"Then you are a wheelman?"

"Oh, yes," responded Howard earnestly. "I like the wheel, and have spent many happy hours thereon. I do not carry the exercise to an unhealthy length, though. It was at Honolulu that I first learned to ride. The 'black and blue business' came there."

"'Black and blue business;' what's that!"

"I perceive you are no wheelman; why, I mean the bruises, headers, falls and cuts. I found that there is much to learn before one masters the safety, but I finally attained such skill that I could ride 15 times around the mile race track at Jackson without tiring myself in the least."

SPECIAL OFFER. — For a limited period only we will accept yearly subscriptions to the World at the present rate of 50 cents, although we have put the price back to $1.00. This offer will not remain open long.



Not An Athlete.

"Is your husband fond of cycling and outdoor sports?"

"I should say not! You should hear him rebel if I ask him to beat a carpet!"

UNIONS FOR '94

WILL BE

Models of Excellence In Every Detail.

Territory is being fast allotted. Applications should be made WITHOUT DELAY to

UNION CYCLE MFG. CO.,

BRANCHES
Philadelphia and Chicago.

239 Columbus Ave., Boston, Mass.

CATALOGUE READY IN JANUARY.

MIDGET REPAIR KIT.

Will repair any

Hose-pipe or

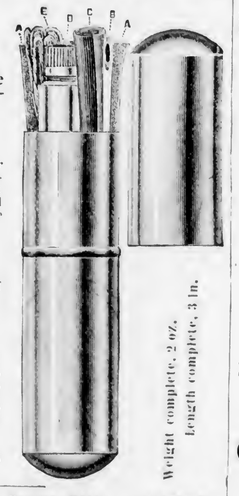
Inner-Tube Tire

on the market.

CONTENTS: (a) emery paper for smoothing surface; (b) needle for lacing tire; (c) roll of pure gum patching; (d) tube of elastic cement; (e) special lacing for tire, also one roll of tire tape in the bottom of the case.

Packed in a Nickel Case, all complete, by mail 25 cents.

Manufacturers should give one of these with every wheel.



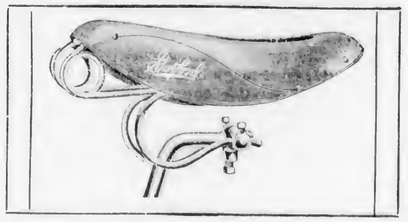
Look Out for Our '94 Prices.

Before placing any orders for Pneumatic Tires, steel rims, wooden rims, FRAMES, cork grips, pedals, cranks, forks sides, spokes, hubs, nipples, forgings, or in fact anything in the bicycle hardware line. LAMPS! LAMPS! LAMPS! All new styles for '94.

See us at the New York Show, Space 76, or write for prices.

ELASTIC TIP CO., 370 Atlantic Ave., Boston, Mass. 154 Lake St., Chicago, Ill. 14 Fremont St., San Francisco, Cal.
Special Agents for the Snell Cycle Fittings Company's Bicycle Hardware

Garford Saddles



1894

NOW READY FOR DELIVERY. Our line is the largest made and we can suit every rider.

GARFORD MFG. CO., ELYRIA, OHIO.

SELLING AGENTS,
R. B. McMULLEN & CO.,
CHICAGO, ILL.



Down on the kite track,
Hear that mournful whoop,
The horse-paced rider, he is weeping,
For his record's in the cold, cold soup.

The recent action of the Racing Board barring other means of pacemaking than the *natural* one, brings forth the objection that the *fastest* riders cannot, of necessity, get *faster* riders to pace them. This question does certainly force itself upon us, as tandems and triplets have not, as yet, proved to be faster than singles, for the short distances, and pacemaking by the system of short relays is only a success against great odds, owing to the difficulty of proper "picking up." Perhaps the ultimate result will be that records without pacing will be given more attention for the short distances, as those dependent on pacing are so interwoven with the elements of chance, that a record is often scored by a decided "streak of luck," while failure attends many a more meritorious performance, unaccompanied by the favoring chances. Records should not hang on a rider's luck, but on his merit. How can that result be best attained? *Question.*

Sid Black, of Cleveland, has been "writ up" more or less in cycling papers recently, and I notice among the flowery attributes credited to him, that of modesty. Several years ago, when Sid was on his famous "trip around the world" (?), I happened to be on his line of operations, saw one of his "shows," donated two bits to help him out of town, and that sort of thing being more of a novelty then than now, watched his course until he came to a standstill on the Pacific Coast.

Our paths crossed again, not very long ago. He had been astonishing the natives of a small town with some of his (to the rustics) wonderful tricks, and I got myself under his notice and started a conversation, by remarking that a second cousin of my step-father once tried to ride a bicycle. Sid followed with a glowing description of his "trip around the world," of which, to get the full benefit of his remarks, I feigned ignorance. If I remember rightly, it took him three years to complete the trip, and he gave exhibitions before every king, queen and jack on the face of the earth and adjacent territory. I passed some encouraging remark, and Sid took a fresh deal. Speaking of trick riding, he regaled me with an account of how Maltby refused to show at Syracuse, if Sid did; how Dan Canary stood on the Buffalo track, paralyzed with astonishment and envy, at the sight of Sid's tricks; and how Kaufmann refused to show against Sid, unless the high wheel was used entirely. I also learned that Sid would as soon think of performing tricks on a wheelbarrow as on an ordinary, ungratefully forgetting, at that moment, that the good old ordinary carried him on his famous "trip around the world." Sid may do a few safety tricks to a light breeze, but when modesty is mentioned in the same county with him, excuse me while I smile. "THE OLD BLOCK."

Thank You For Kind Words.

"THE BICYCLING WORLD has changed its form again, and is now somewhat smaller than the other papers. We are bound to admit that it is a great improvement. * * *" *The Referee.*

"IN its new form BICYCLING WORLD is greatly improved. Its cover is particularly suited to a journal coming from cultured Boston and is quite as attractive as those of leading general magazines. As to the interior: news and ideas are more clearly set forth in the new form."—*Cycling Life.*

"THE BICYCLING WORLD AND L. A. W. BULLETIN for Dec. 1st made its appearance in a changed form, and shows a marked improvement. Although appearing smaller in size, it contains just as much matter as heretofore, and is in much better shape to handle." *The American Wheelman.*

"THE BICYCLING WORLD was published last week in its new form; it is only fair to say that it is much improved; it compares with one of Harper's publications; its contents are interesting; it is well made up; the type is clear, the illustrations good, and in short, it gratified both the reader and the advertisers. * * *" —*Sporting Times.*

THE BICYCLING WORLD comes to hand this week in a new and greatly improved form. The big and unwieldy sheet of the past has been replaced by a neatly printed 8x11 pamphlet in a tinted cover, printed in two colors. We congratulate the editors on the change."

The Bearings.

I LIKE the new shape, style, and suit of the BICYCLING WORLD. It is a pleasing contrast to the shanghai form that has gone. Its abbreviated form reminds me of a bantam and the little couplet: 'Put a little bunty in the middle of the ring, but never bet your money on the shanghai.' I have no part in the ainty persiflage that takes its fling at the BICYCLING WORLD. * * * and ill deserves the censure that has been heaped on it without cause, except to fill space. The best business echoes demand that if our business increase our profits should do so in the same ratio. But, somebody, somewhere, somehow, has made a contract that burdens a man with a large increase in his family but with no increase in his revenue, becomes a burden to him that gives and him that takes; therefore, it is twice blessed. I really like the BICYCLING WORLD, and its cliental of readers is the largest in cycledom, except the daily press, and whose value as an advertising medium should outclass all the other cycling journals combined, because of its ostralebra to the clique of cycling that want the wares of wheeling."—*Cycl Guide.*

As a Cure for Bursals.

IN 1881 I strained my left leg in running down Mt. Vesuvius, Italy, and got a bursal in the space back of the knee joint. This in the course of two years' time pained and troubled me a great deal, so much so, that I consulted the late Dr. Hayes Agnew, of Philadelphia, Pa. He told me it was dangerous to operate on, that the best I could do was to do as little walking as possible and save the limb. I followed his advice until last fall the limb being very weak and sometimes painful the bursal being as large as an ordinary shelled walnut.

I often yearned to ride a wheel but never attempted it until last November when I learned to ride in the school at Broad and Columbia streets, Philadelphia, Pa., and in three months time entirely rode away the bursal and cured myself of insomnia with which I had been troubled for nearly three years. I purchased a '93 Columbia in spring and my leg is entirely cured. I ride a good deal and never feel better than when I take a daily spin.

This is an unsolicited testimonial in favor of the wheel as a physician and if you wish to make use of it you are welcome to do so. L. A. W. No. 52,382.

Nazereth, Pa.



How Absurd?

"I've seen that same gentleman with Mrs. Sweetly very often; is he some one she cares for?"

"*Mercy*, no; that's her husband!"

UNEQUALED JUVENILE LINE.



PET, $20.
20 inch wheels, 1 inch cushion tires.

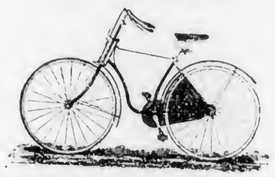


ROB ROY No. 2, $65.
Same as No. 1, only has 1 1-2 inch "W. W. W." pneumatic tires.



BOY'S JUNIOR, $25.
24 inch wheels, 1 inch cushion tires.

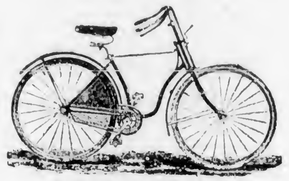
FOR THE HOLIDAY TRADE.



JUNIOR No. 1 (Girl or Boy) $35.
24 inch wheels, ball bearing, 1 inch cushion tires.

CINCH No. 1. $35.
24 inch wheels, ball bearing, 1 inch cushion tires.

For SEVEN YEARS the most satisfactory and salable line made.



JUNIOR No. 2, $50.
Same as No. 1, only has "W. W. W." 1 1-2 inch pneumatic tires.



CINCH No. 2. $50.
inch wheels, ball bearing, 1 1-2 inch "W. W. W." pneumatic tires.

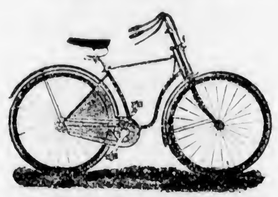
EVERY ONE WARRANTED.



JUNIOR No. 3 (Girl or Boy) $45.
26 inch wheels, 1 inch cushion tires.



ROB ROY No. 1. $50.
26 inch wheels, 1 inch cushion tires.



JUNIOR No. 4. $60.
Same as No. 3, only has "W. W. W." pneumatic tires.

WESTERN WHEEL WORKS. 35 BARCLAY ST., NEW YORK.
CHICAGO, 501 WELLS ST.

Far and Wide

A. E. LUMSDEN was in town this week. We had the pleasure of meeting him up on Bicycle Row.

ANOTHER bicycle club has been started, to be known as the Dorchester Lower Mills Republican.

CYCLIST paths in Belgium are being built, the roads of that Continental kingdom being none of the best.

SAYS *British Sport:* "Those precious farces, the International Championships, are to be run at Antwerp next year."

THE Mattapan (Mass.) Road Club visited Medford last week and played pool and whist with the Medford Cycle Club, winning in both contests.

THE Prince of Monaco, according to *Le Velo*, is not satisfied with cycling along the highways, but delights in riding through the fields with his gun and shooting his game without dismounting.

THE Nomad Cycle Club of Washington, D. C., held their second dancing reception last week Wednesday in Builders' Exchange Hall, with sixty couples in attendance, and a very pleasant time was enjoyed.

THE Gaul is fast becoming imbued with a fierce delight in cycling in all its phases. Race tracks are being built all over the land and the highways are covered with tourists, not foreigners, but *bona fide Crapauds*.

WE had quite a number of visitors well known in cycling in town this week, and they favored the BI. WORLD office with a call. Mr. J. J. Prial of the *Wheel*, Mr. J. C. Dayton of *Sporting Life*, and Mr. C. S. Nain of London.

THE Aquidneck Cycle Club of Newport, R. I., gave a social to a number of their friends at their rooms in Bryer's Exchange, last week Thursday evening. Refreshments were served and dancing enjoyed by all present.

THE Hartford, Ct., Wheel Club gave an informal social on the evening of the 14th. The entertainment consisted of music for an hour or so, and then the gymnasium was thrown open and dancing was indulged in during the rest of the evening.

THE Hudson County Wheelmen of Jersey City, N. J., Dec. 14 gave a high class stag entertainment at 111 Belmont Avenue, by the New York Minstrel Company. The programme was an excellent one, and was enjoyed by all who were fortunate enough to be present.

THE West Philadelphia (Pa.) Cyclers gave their initial dance last week in the drawing room of the club house. The committee on arrangements was composed of the following: W. J. Dillinger, John Heishley, W. J. Barr, W. De Haven, C. Hinchman and F. Kessler.

LAST week the board of officers of the Iowa Division of the League of American Wheelmen completed its labors. No business of any general interest to the public was transacted. Oskaloosa was chosen as the place for the next State meet, and the programme was partially formulated.

THE Massachusetts Bicycle Club of Boston presented for its third entertainment, last week, a tramp party and candy pull. Everybody came in tramp costume, ridiculous in the extreme. Miss Nexell won the ladies' first prize and Mr. Perkins won the gentlemen's. All enjoyed a very pleasant time.

DELEGATES from all the cycling clubs in Milwaukee met at the Mercury Club rooms last week and took preliminary steps toward the organization of an Associated Cycling Club. A committee was appointed to draft a constitution and by-laws, to be modeled after the Chicago Cycling Association.

THE most enjoyable "informal" of the Iroquois Cycle Club, Baltimore, Md., was that given Dec. 13 at its quarters, 1101 McCulloh street. Potted plants and smilax beautified the parlors, while the club colors, which were also displayed, aided the general appearance. At a late hour luncheon was served.

MR. MCCLINTOCK of the Massachusetts State Highway Commission, addressed the members of the Lawrence Board of Trade last week relative to a State highway, as proposed from Lowell to the sea. The estimated cost from Lowell to Haverhill is $160,000; Lowell to the sea, $290,000. The meeting passed a vote favoring the project.

FRANCIS GALTON, an Englishman, has been collecting some interesting statistics whereby he shows how the English race have grown much taller and better specimens of humanity during the past generation. He attributes this to the increased indulgence in out-door sports, and the better methods of living employed generally.

THE Rover Cycle Club, Charlestown, Mass., held its eighth annual dinner Dec. 15 at Young's Hotel, about 15 members being present. George A. Perkins and Charles S. Howard, respectively chief consul and secretary and treasurer of the Massachusetts Division, L. A. W., were present as guests of the club. Remarks were made by Mr. Howard and by past officers of the club. Harry James, the humorist, gave readings, and Mayo's orchestra furnished the music.

THE members of the Mount Pleasant Bicycle Club of Roxbury, Mass., will pass the winter months by giving a series of entertainments to consist of theatre, card, bowling parties, dances, etc., the same to take place every Saturday night, and it is expected that the musical and other talent existing in the club, will not be backward in showing itself.

THE Stoneham Cycle Club held its first annual ball Dec. 14. It took place in the armory, and Brigham's orchestra gave a concert. The committee of arrangements were F. L. Doucett, G. B. Williams, H. A. Jones, N. G. Evans, F. D. Furbush. F. L. Doucett was floor director, and W. E. Sweetser, H. A. Jones, G. R. Barnstead and G. B. Williams aids.

THE Cycling Ramblers of Westminster, Ind., was organized in 1881, and Mr. Kriektor the secretary, seems to think that they are the third oldest club in Maryland. The membership is over 50, and they number among their riders the hardiest in the State. Their star rider is Mr. George Parke, who weighs over 200, and yet can stay with the fastest of the scorchers.

BICYCLE cleaning is a new industry in Paris. There are several places in that gay city where the cycle can be cleaned. The following is the price list of one "contractor:" Twice a week, 10 francs per three months; three times a week, 15 francs per three months; four times a week, 18 francs per three months; every day (except Sundays and holidays), 25 francs per three months.

"Yep." What *does* it mean? Americans have lately taken to saying "yep" and "nope" for "yes" and "no." How the idiotcy originated we know not, but when we hear it it reminds us of the yapping of a "yaller dawg," and when we hear a Yankee, or worse still, an Americanized Englishman, "yepping" and "noping" we feel a very strong inclination to kick him for a degenerate savage.—*Cyclist.*

AT San Jose, Cal., Thursday, Dec. 7, Wilber J. Edwards, who is one of the fastest riders west of Chicago, began cutting the world's records on his own account. As he had no pace-makers he only went for the 100 yards, standing start, doing it in 8 3-5 seconds, which is one-fifth second faster than the 8 4-5 made by J. P. Bliss at Nashville, Tenn., November 15th, and three-fifths faster than the 9 1-5 made by John S. Johnson at Independence, Iowa, November 9th.

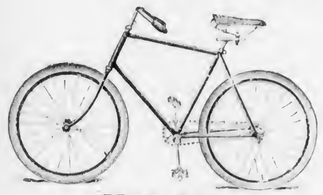
SPEEDING across the country, I have often, in unison with the revolving pedals, praised God for all the benefits which came with the gift of the bicycle; or, before mounting at the summit of some great hill, with folded hands and bowed head resting on the saddle, I have lifted my heart in profoundest gratitude for the bicycle as a means of securing healthful recreation amid scenes of inspiring beauty.—*The Rev. Sylvanus Stall, Associate Editor of the Western Observer.*

The Falcon. '94 Pattern

THEY ARE LEADERS.

Popular Prices and Quality Make Them Such.

LOOK AT THIS, OUR LINE FOR '94, AND SEE IF THEY DON'T SUIT YOU.



PRICE $100.
Gent's road wheel. Weight, 32 lbs.



FALCONESS. PRICE $100.
Ladies' wheel. Weight, 35 lbs.



26-INCH JUNIOR. PRICE $65.
Youth's diamond frame.
Weight, 28 lbs.



24-INCH JUNIOR. PRICE $50.
Youth's diamond frame.
Weight, 28 lbs.



COMBINATION JUNIOR. 26-IN.
PRICE $65.
Combination Boys' and Girls' wheel.
Weight, 33 lbs.



COMBINATION JUNIOR. 24-IN.
PRICE $50.
Combination Boys' and Girls' wheel.
Weight, 33 lbs.

There are none that are made any better or of better material, or that averages less in weights. See our new tire and adjustable handle bar.

If any one doubts the quality of the FALCON wheels, because of the price, we are ready to make good our assertions. Address us for '94 catalog, which we will be pleased to send you. We are looking for you if you have the qualities we are looking for—push and energy.

MESSRS. KINGMAN & CO., Western agents, in the following territory: Illinois, except Chicago; Iowa, Southern Minnesota, So. Dakota, Nebraska, Kansas, Western Kentucky and Tennessee, Indian Territory, Oklahoma and Cherokee Strip.

Look for our exhibit at the cycle show in New York, in January.

ADDRESS

THE YOST MFG. CO.,

YOST STATION. TOLEDO, OHIO.

N. B.—Our adjustable handle bar and metallic-fastened tires please the riders. See catalog. [Mention B. WORLD.]



Woman's Department.

Conducted by MRS. MARY SARGENT HOPKINS, to whom all communications should be addressed.

Pleasant to Look Upon.

How many of our readers have ever seen an attractive picture of a woman on a wheel?

There have been scores of airy impossible creatures, visions of some artist's brain, transferred to divers calendars, dressed in all the tints of the rainbow, with pink hats and pea-green velvet jackets; with skirts of a beautiful chrome yellow, while the mischievous breezes display unlimited fancy hosiery, and shoes with rosettes and jewelled buckles.

One occasionally sees a photo of some woman who is sure she has solved the question of proper dress for the wheel, and we stand aghast as we look, and wonder if the wheel has sufficient strength to withstand such onslaughts.

How seldom one sees a picture representing a woman in a pretty womanly garb, well poised on her wheel, and looking the pleasure which she feels in the consciousness that being a woman she is dressed and mounted with due regard for the fact.

Such a picture came all the way across the water as an advertisement for an English wheel, and it was so inspiring, so encouraging, that we reproduce it for the benefit of our lady readers.

Compare the graceful lines of the dress with some of the illustrations with which the newspapers have lately teemed—would anybody with a grain of taste prefer the latter?

Not that there are any great number of women either here or in England wearing knickerbockers or bloomers. There are in reality very few; we see the same names and the same paragraphs copied in exchange after exchange.

The real truth of the matter is, there are very few indeed of these suits worn; there never will be many. But there are enough to be talked about in the papers, and so give the uninitiated the idea that we are about to be overwhelmed another season, with women who will wear men's suits or bloomers, and who will mount their machines from the rear with a flying leap.

No doubt there are women who will do something of the kind. But they are the women who if they were not making spectacles of themselves in that direction, would be doing something equally ridiculous in another.

They have their mission, if only to fulfil the law of contrasts. Far more numerous is the class of women who would never in their lives mount a wheel if, in so doing, they would feel that they were making themselves objects of derision. There has been a great deal in the papers about this wholesale "reform" called in England "Rational Dress," which has had a tendency to lower the tone of the subject of wheeling for women. Bicycling has not as yet become sufficiently established for women to be impervious to the influence of women on the race track or of women unsexed in dress. A case in point comes to my mind. Some little time ago a metropolitan paper published some cuts of a women clothed in an unwomanly and hideously ugly garb, one of the kind the chief merit of which consisted in the inability of the beholder to determine the sex of the rider.

A clipping from a metropolitan paper was laid on the desk of the cycle editor of an exchange; from there it found its way to the next desk, where a note was pencilled on the margin. From this desk it went to the next one, and so on until it had made the rounds of every desk in the establishment. When the clipping got back to its starting point there was not a blank spot on the margin. All the remarks savored more of unbiased and honest opinions than they did of politeness, and there was not one commendatory comment.

As I have often said before, exception is not taken to these suits on the ground of immodesty, but on account of their extreme and unmitigated ugliness.

These costumes are modest enough, after a bathing-gymnasium-suit sort of modesty, which is all very well in its place, but not suitable for the wheel, for when we are obliged to dismount we do not wish to look conspicuous in some outlandish rig, even though it may be both comfortable and safe. Comfort and safety are certainly of great importance but they may both be gained without resorting to the alternative which is so supremely unattractive.

Just think over the women of your acquaintance and pick out those whom you think would look tolerably well in knickerbockers: Would not every one of them look better dressed in their own feminine attire, with at least an apology for a skirt.

Susan B. Anthony is a dear, sweet-looking old lady, and dressed in her black silk and soft lace everybody admires her, even though they may not agree with her politics. But no one admired her forty years ago when she and the other women agitators wore and tried to introduce "bloomers," and it was not because of the immodesty of the dress either. That style of apparel perished from its own inborn ugliness and its unlimited capacity for making a woman look ridiculous.

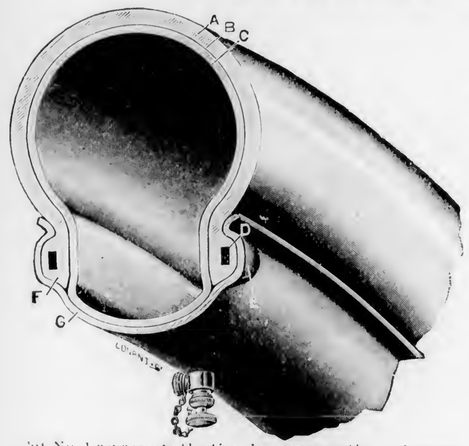
The woman's cause would not be where it is to-day if these good women had not let their common sense come to the rescue in discarding such an unbecoming dress. Nothing so clogs the wheels of progress or kills the usefulness of workers in a good



THE

"HUESTIS"

Detachable Pneumatic Tire.



Cut No. 1 represents the tire in cross-section. A represents the rubber shoe or tread, B the canvas lining of the same, C the air tube, D the light metal band, E the depressions or recesses on the rim, F the rubber prominences on the tire, G the rim. E and F interlock, thus securing a positive attachment and preventing the Tire from moving in any direction.

THE PROBLEM SOLVED

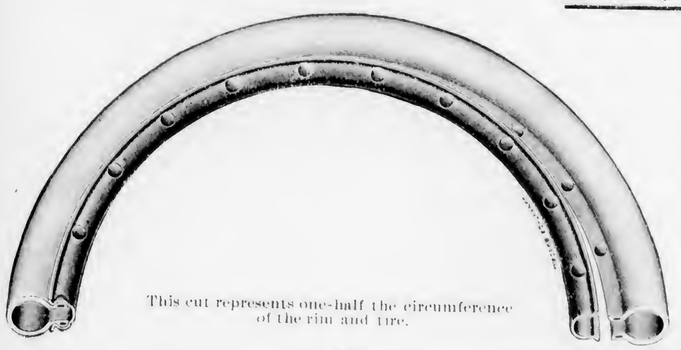
Of How to Construct a Perfect Tire!

THE HUESTIS IS THE RESULT.

Why? Because it is light, strong, easy and simple to attach and detach. Can be put on or taken off in one minute, and when attached it's there and stays there. Absolutely impossible to creep.

The "Huestis" Is a Moulded Tire

and is manufactured from the most perfect material and by the highest class of workmanship. We guarantee the "Huestis" to give entire satisfaction in every respect.



This cut represents one-half the circumference of the rim and tire.

If you are unable to obtain the "Huestis" from your local dealer we will ship C.O.D. with privilege of examination.

. . . Send for . . .
Complete Descriptive Catalogue.

The NEWTON RUBBER WORKS,

Exclusive manufacturers of the "HUESTIS TIRE."

Also manufacturers of Pedals, Air Tubes and a General Line of Rubber Goods.

JOHN HANCOCK BUILDING,
BOSTON, MASS.

Owing to the receipt of orders taxing our utmost capacity, we cannot promise delivery of the "Huestis" in large quantities before December 15 to January 1, 1894.

cause as giving its enemies or opponents a chance for ridicule.

* * * *

I recently attended one of Mrs. Jenness-Miller's "Talks" on artistic dress and physical improvement, which she gave at the residence of Mrs. Col. A. A. Pope, on Commonwealth avenue, Boston.

The beautiful rooms were crowded with some of Boston's proudest dames, who were there to listen while the high priestess of beauty told them how to fill out unsightly hollows with healthy muscle, and bid collar bones to be as naught, thin necks and chests to round out in beautiful perfection, while those who were carrying a burden of superfluous flesh could just as easily reduce it.

According to her theory the scraggy woman can become plump and the fat woman can lose her ponderosity by a steady and judicious perseverance in certain exercises. The same agency which will develop flabby muscles "burns away fatty tissues."

Mrs. Miller is herself a very beautiful and wholesome looking woman; not with the beauty of a French fashion plate, which she characterizes as a hideous caricature of the human form, often according to accurate measurement with a waist no larger than the neck, said waist elongated until it becomes a deformity.

Fashion dictates high shoulders, and immediately up go our shoulders under our ears. Fashion says long waists, and corsets are made to crowd our vital organs down, giving them scarcea chance to live, and no chance at all to perform their functions.

As this lovely woman stood before us, in all the glowing beauty of a perfect physical condition, it was hardly necessary for her to tell us that she was an enemy of the corset, "first, last and always."

It needed no very discerning eye to see that those superb proportions had never been profaned by the clutch of tight lacing. It would seem as if such an object lesson would go much further than all the sermons on the baleful corset that could be preached. But much seed falls on stony ground.

There were, perhaps, not a half dozen women in all that crowd who wore corsets that were convinced of their folly to the extent of going home and taking them off, thereby giving the poor ignored muscles of their bodies a chance to assert themselves. The woman next me whispered, "I am sure I could not get along without the support of my corset; I should fall all to pieces; and besides I never wear them tight." At the same time I venture to say that her waist would have had about as much resistance to pressure as a log of wood. As if in answer to the remark, said Mrs. Miller, "The time will come when women will be as ashamed to say that they must have the support of their corsets, as now they would be to carry a crutch in walking."

Space forbids a description of all the beautiful and sensible gowns with which the lady arrayed herself, showing that it was possible to look like a queen in regal robes and still be comfortable. To be most picturesque, with still a glimmer of commonsense shining through the dazzling sheen of brocade and lace. Reception, dinner, and robes for the grandest occasions followed in quick succession, all fashioned in most graceful shapes; but in no one of the costumes did the wearer look more charming than in her "Rainy Day" dress, a garment which made the lady look about ten years younger, instead of making her look like a fright, as many of these so-called commonsense costumes do. The waist was an "Eton" with a soft silk underwaist. It was the skirt, however, which particularly drew my attention. It was almost the counterpart of the skirt which I have for a long time advocated for wearing on the wheel. It was cut with a flare, did not hang in baggy folds around the hips, to lose itself in ungraceful lines about the ankles.

This skirt fitted plain over the front and hips, the aforesaid flare giving plenty of room for the free movement of the legs, which were incased in leggins made of the same material as the skirt. The whole secret of the extremely stylish appearance of this skirt aside from its graceful appearance around the hips, lay in the fact that while it was not short enough to offend the most fastidious it was not long enough to destroy the symmetry of a pretty foot, nor to accentuate an ugly one, as the skirt that exposes the foot alone is sure to do.

We could not all expect to look as charming as did Mrs. Miller, no matter how becomingly we might be attired, but every woman can approximate beauty instead of ugliness—if she will—first in the care and attention which she pays to the laws of health and exercise, and second in making sure that her dress is becoming, and such as to bring out good points and diminish bad ones.

Mrs. Miller thoroughly believes in the wheel for women, but, as far as I know, has never as yet ridden one.

Her theory is right, and we hope that she will put it into practice, for no woman could add more dignity and grace to the exercise than herself, and she would then have a practical knowledge, as well as a belief, in something which will go far toward the physical regeneration of the coming woman.

Bessie Wheeler

THE Washington Road Club held its first annual dinner last week. A business meeting was held before the dinner, when affairs were arranged for the ensuing year.



Under this head the BICYCLING WORLD *will be pleased to answer all questions bearing on cycling, so far as it may be possessed of the information. Address all communications, Editor* BICYCLING WORLD.

L. A. W. 52992, New York City.—Address Mr. George Quinn, 17 Franklin street, Boston, Mass.

L. A. W. 25775 Brooklyn, N. Y.—We do not know the names of the record holders you allude to.

Roadster, Reading, Pa.—Yes the wood rim has come to stay. Consult our advertising columns.

C. C. Murshon, Philadelphia, Pa.—Address Beacon Cycle Co., Westboro, Mass., for the Broncho Gear.

Millionaire, Akron, Ohio.—It looks now like $125 for high grade wheels though some will undoubtedly list higher.

League Member, Detroit, Mich.—The case will probably go to the National Assembly. We expressed our opinion last week.

Lieut. H. H. Ludlow, Fort McPherson, Ga (and others.).—Address the *India Rubber World*, 192 World Bldg., New York City, for information regarding the pneumatic heel and skate.

W. G. Ashley, Olympia, Wash., and Constant, Louisville, Ky.—Address Mr. Graves, of Graves & Green, 302 Washington St., Boston; he can give you the information in regard to gear cases.

A Subscriber (No address given.)—1. Outside your trousers by all means. 2. Depends on the boy. We have seen seventeen year old boy who could push a 60 gear better than a thirty year old man. Still the gear of 60 is too high as a rule. 3. Zimmerman in races. Bliss, Dirnberger, Johnson and Windle against time.

L. A. W. 61039, Atlanta, Ga.—A kite-shaped track is the form of a pear with straight sides and the small end going to a point. Pacemaking is done in the following manner: Let A represent the record rider and B. and C. the pace makers. B the first pacemaker should ride ahead of A and a trifle further away from pole. When C is to take his man A on he should get up speed and ride ahead of B, who when he has caught up with C, should turn out into the middle of the track out of the way. It is simple to do this, the *skill* comes in *judgment as to pace*.

A Simple Lubricant.

EDITOR BICYCLING WORLD: Having noticed and tried innumerable chain lubricants, I have found one and used same with great satisfaction. It is this ("a very simple one indeed"): Take a piece of any kind of bar soap and rub the under side of chain well all around; it surely makes chain run smooth and stops all cracking and noise and does not catch a particle of dust or dirt. One trial will convince any one what I say is true. Try it.

L. A. W. 31,544.



WHY MIKE BURNED THE BOOK.

A Night-Watchman Who Had the Interests of His Firm Really at Heart.

The Secretary of the Eastern Rubber Company, at Trenton, N. J. lost a letter-book containing copies of a month's important correspondence, a few weeks ago. The whole office force was turned out to hunt for it, but it had disappeared as effectually as though swallowed up in the earth. After closing hours the other evening the secretary, the general manager and a couple of clerks sat in the office discussing the loss and trying to account for it. Mike, the new watchman, came in to sweep and dust.

"Mike, have you ever seen anything of letter-book No. 9?" asked the manager.

"No, sir," said Mike.

"Well, have you seen a book like this?"—taking another letter-book from the safe.

"Yes, sir, I seen one like that one night. It was in the waste basket."

"Where is it now?"

"Sure, I burned it."

If ever a watchman received a lecture for stupidity, Mike got it then. The secretary became hotter and hotter every minute as he talked. "I suppose you'd burn up the cash-book if you ever found it outside the safe," he shouted, finally.

"No, sir; I would not," returned Mike, gently. "What would I do that for, when there's nothing but figures in it that don't mean anythin' but to the man that wrote 'em. I wasn't goin' to burn this book at first, because I wanted to keep the nice papers I put tobacco in. But when I thought, well, perhaps some one will get a-hold of it and read somethin' that was none of their d— business, I just burned it to make sure. You'd do the same, sir, now, would ha't you?"

A Lesson in Missionary Work.—New York World

Mike,

With his childlike simplicity, told the truth and shamed the Devil.

The question with you now is, whether you will use a cemented or mechanically Fastened Tire. It makes no difference to us. We make all kinds. Should you decide on a mechanically fastened tire, don't contract for other makes until you have seen the perfect CYCLONE, called so because they are so. Great speed, Rapidity with which they may be taken from rim, Durability and price are their recommending features.

Climax, Gem and Rex

ARE THE BEST CEMENTED TIRES MANUFACTURED.

. . . We are not Monopolists . . .

Belong to no combination or trust, and will regulate prices on mechanically fastened tires as we have done on cemented ones. Manufacturers and riders will be benefitted accordingly.

Write for prices and samples.

ADDRESS ALL COMMUNICATIONS TO

EASTERN RUBBER MFG. CO., Trenton. N. J.

DISTRIBUTING BRANCHES:

New York. Boston. Buffalo. Chicago. Philadelphia. Washington. Cincinnati.

Traveling Salesmen Bowl.

THE traveling men of the Hartford Cycle Co. enjoyed a supper at Koch's last week at the expense of the traveling men of the Pope Mfg. Co. It was a match game for the supper. The total score, three strings 6 men each, of the Hartford men was 2319, and that of the Pope team 1879. The personnel of the teams was: Hartford Cycle Co., H. A. Fletcher, E. W. Sperry, L. N. Mansuy, H. Goodman, D. J. Post, C. H. Wood; Pope Mfg. Co., W. C. Holmes, G. F. Kehew, C. G. Adams, E. A. DeBlois, A. E. Lumsden, George Mortson. On the last string, M. A. High took the place of G. F. Kehew. The best individual score was made by E. A. DeBlois (175), and the poorest (61) by G. F. Kehew.

The 25-Mile Coast Record.

ON the sixth of December Thomas McAlew covered the twenty-five miles in 1h. 7m. 31 1-2s. The average time for each mile was 2.42 1-10.

The following is the time for each mile:

1	2:46	14	37:46
2	5:29 1-4	15	40:32 1-4
3	8:11 1-2	16	43:17
4	10:53	17	45:56 1-2
5	13:37 1-2	18	48:41 3-4
6	16:18 1-2	19	51:29 1-2
7	19:01	20	54:10
8	21:46	21	56:51
9	24:29 1-2	22	59:31 1-2
10	27:16	23	1:02:15 1-2
11	30:06 1-2	24	1:05
12	32:42	25	1:07:31 1-2
13	35:03		

The timers were H. C. F. Smith, Walter E. Tyler and F. A. Barnes.

The ride was judged by P. L. Abel, S. G. Spier and John Brink, while the professor, T. Q. Hall, was referee.

N. C. U. Latest Records Passed.

AT a committee meeting held the 28th November, 1893, at the N. C. U. offices, 57 Basinghall Street, London, E. C., the following claims were duly passed as records: Safety bicycle, F. Pope, 3-4 and 1 mile, made 27th September, 1893; A. W. Harris, 3-4 and 1 mile, made 3rd October, 1893; A. W. Harris, 2 miles, made 12th October, 1893; F. Pope, 3 and 5 miles, made 26th October, 1893; A. V. Linton, 72, 73, 75 to 100 miles at time of performance, and 170 to 200 miles, and 4, 9, and 10 hours, made 7th October, 1893; A. V. Linton, 62 to 100 miles, and 3 and 4 hours, made 21st October, 1893; K. Schwemmer, 110 to 150 miles, and 5, 6, and 7 hours, made 7th October, 1893; C. G. Wridgeway, 160 and 210 to 240 miles, and 8, 11, and 12 hours, made 7th October, 1893. Tricycle, F. T. Bowen, 2 to 5 miles, made 1st November, 1893; F. T. Bowen, 1 hour, made 12th October, 1893, at time of performance; F. T. Bowen, 3 and 4 to 8 and 11 to 25 miles and 1 hour, made 31st October, 1893. Tandem bicycle, G. E. Osmond and T. W. Good, 1-4 and 1-2 mile, made 30th September, 1893; G. E. Osmond and W. H. M. Burgess, 2 to 10 miles, made 30th August, 1893, at time of performance; W. H. M. Burgess and F. Cole, 28 to 50 miles and 2 hours, made 14th October, 1893. All the above records were made at Herne Hill track.

The Waltham (Mass.) Track.

IT was reported in a Boston daily that Mr. W. D. Bradstreet, proprietor of the Waltham track, had decided to relay the surface with metalithic blocks. Mr. Bradstreet says that it is not yet finally decided, but in case it is done the following are the reasons he advances for doing the work. He says: "Windle, for instance, says that a surface of this kind would insure to the track the fastest time possible. He says the speed would only be limited by the power of a man to make his legs go fast. Before the surface is put on the track will be regraded and the banking on the straights will be brought down so that both home stretch and back stretch will be perfectly level. The turns will be looked over, and if they need regrading, they too will be brought down. The back will be made broader with the dirt which is taken from the banking of the home stretch. Then the surface will be laid on in small blocks just as soon as the spring opens. It will be laid in a 20-foot strip all around the track.

It will be perfectly white, and will be without a crack or a crevice anywhere. It will not be at all affected by the weather, and what seems to me the best thing about it it will be always ready for instant use. Now with a gravel track, after a rain it has got to be rolled, and all that sort of thing. With this track, as soon as the rain has stopped, the surface will be ready for use, and the men in training may use it all the time if they see fit."

Windle's name is mentioned as the possible manager.

OFFICIAL NEWS.

Kentucky Board Meeting.

THE regular meeting of the Board of Officers of Kentucky Division, L. A. W., was held in Louisville, December 10, 1893. The meeting was called to order at three o'clock, P. M., by Chief Consul Cronin ger with the following members present: Chief Consul, E. H. Croninger; Vice Consul, G. E. Johnson; Secretary-Treasurer, Owen Lawson; Representatives, W. W. Watts, L. A. Neuhaus and T. C. Walden.

The Chief Consul presenting no report the first business was the reading of the

REPORT OF SECRETARY-TREASURER.

To the Chief Consul and Board of Officers of Kentucky Division, L. A. W.,

Gentlemen: It is with some feeling of gratification that I find myself able to report the largest membership ever reached by this division. Of the 464 names on our roll on April 1, 1893, we renewed 315, or nearly 68 per cent. This is a smaller percentage of renewals than we have been accustomed to in former years and the reason for the decrease is apparent to all who have closely followed the course of League legislation. Since the beginning of the league year we have received 292 new members, which, after adding one life member and deducting one transfer, gives us a present total of 607.

A few places show a decline in membership while a large majority have materially increased their numbers, many having renewed their lists in full besides adding many new names. Failures to renew caused a loss of the total membership in some towns, but for each town thus lost we have gained two new ones in which we were not previously represented.

This happy state of things is not due to accident, for special attention was given to the recruiting work during the greater part of the riding season. During the renewal season, embracing the months of April, May and June the number of new names placed upon our roll aggregated 226, as against 39 for the corresponding period of 1892, and exceeding the total for that entire year. Since July the work has been prosecuted with less vigor and the growth has been correspondingly less rapid.

The large number of new members secured is proof of the value of systematic recruiting, and there is every reason to believe that a continuance of the policy adopted by the former committee would result in a largely increased membership.

The financial statement of the retiring Secretary-Treasurer, which has been sent to the Secretary of the League for publication as required by the Constitution, shows a balance of $89.71 on the first of December. No expenses of any being incurred since that date the amount remains intact. Respectfully submitted,

OWEN LAWSON, Sec.-Treas.

Upon motion of Mr. Watts, seconded by Mr. Johnson, the report of Secretary-Treasurer was accepted and ordered printed in circular form for distribution to members of the division.

A communication from Mr. John E. Stormes concerning the appointment of an official band to furnish music at all division meets, was read and considered.

Moved by Mr. Watts, seconded by Mr. Neuhaus, that the musical band of which Mr. John E. Stormes is manager be made the official band of Kentucky Division, L. A. W., for the year 1893-4, it to be known as "Kentucky Division, L. A. W. Band." Carried.

Moved by Mr. Watts, seconded by Mr. Johnson, that a committee of four, consisting two members from Covington, including the Chief Consul as Chairman, one from Louisville and one from Owensboro, be appointed to provide for an excursion to the annual meet. Said committee to arrange, if possible, for race meets to be held at Louisville, Ky., and Evansville, Ind., in circuit with the annual meet of the division, and to have power to appoint all necessary assistants for promoting the same. Carried, and Messrs. John W. Clendenning, of Covington; Orville W. Lawson, of Louisville and T. C. Walden, of Owensboro, were selected by the Chief Consul to serve upon the committee.

Upon motion of Mr. Walden, seconded by Mr. Johnson, Friday and Saturday, June 15 and 16, 1894, were selected as the dates for the annual meet of the division to be held at Owensboro, Ky.

Nominations for delegate to National Assembly being next in order, Mr. W. W. Watts was placed in nomination by Mr. Neuhaus, seconded by Mr. Walden. No other nominations were made and Mr. Watts received the unanimous vote of the board.

In view of the probability that the meeting of the National Assembly will be held in Louisville in February, 1894, it was agreed by the board, upon motion of Mr. Neuhaus, seconded by Mr. Walden, that a fund be placed in the hands of a committee of five members, to be used in entertaining the National Assembly in the event that Louisville be selected as the place for the meeting. Messrs. W. W. Watts, G. E. Johnson, E. A. Neuhaus, Orville W. Lawson and Dr. H. B. Tileston were selected as committeemen.

Upon motion of Mr. Watts, seconded by Mr. Johnson, the question of compiling a new road book was referred to the Chief Consul with authority to take such action as he may deem expedient.

Moved by Mr. Neuhaus, seconded by Mr. Walden, that a reporting committee of three members be appointed with full power to act. Carried, and Owen Lawson, G. E. Johnson and W. W. Watts appointed.

Upon motion of Mr. Johnson, Mr. Watts was appointed a committee with instructions to ascertain whether Kentucky Division is to be discriminated against in the matter of receipt of the official organ weekly.

Attention being called to the fact that minute books of the Division were missing, the following resolution was offered by Mr. Neuhaus:

Resolved: That in the absence of minutes of former meetings, the reports published in the L. A. W. BULLETIN shall be recognized by this board as official records of this Division. Adopted.

Upon motion of Mr. Watts, seconded by Mr. Johnson, the board adjourned to meet in November, 1894, the date to be fixed by the Chief Consul.

OWEN LAWSON, Sec.-Treas.

WARWICK.

We have been asked what our policy is to be for '94. We answer: to sell wheels—to sell them legitimately—to protect our dealers—to touch shoulders with the trade in every possible way, and to give dealers a chance to make money on the

WARWICK

We shall have the most complete line of wheels that we have ever shown, and all will be strictly high grade. Our models are nearly ready, and will have many new and attractive features that cannot fail to please.

We have put in machinery for manufacturing wood rims, and are prepared to receive orders. The

WARWICK

STEEL RIMS have a world-wide reputation, which should be sufficient guarantee that the WARWICK WOOD RIM will be first-class in every particular.

We invite correspondence, and are always glad to answer business questions.

Warwick Cycle Mfg. Co.,

Springfield, Mass.

New England Representatives . . .

A. O. VERY CYCLE COMPANY,

BOSTON, MASS.

The Pope Mfg. Co.'s Petition.

(Special to BICYCLING WORLD.*)*

WASHINGTON, D. C., 20th, 1893. The petition got up by the Pope Mfg. Co. was presented to the Senate at Washington, by Senator Hoar, of Massachusetts. This petition had about 45,000 names attached to it.

Senator Hoar, in presenting the petition, stated that "through the influence of Col. Albert A. Pope, the leader of the cycling industry of this country, if not of the world, this petition was secured," and in alluding to the bicycle, the Senator spoke of it as the "poor man's carriage."

S. T.

DOCTOR W. G. KENDALL, Captain of the Boston Bicycle Club, is a great dog and pigeon fancier. He has a whole flock of prize winning pigeons in his cotes. Not only in the vicinity is he successful but at the World's Fair in Chicago his feathered beauties took prizes. Cyclers in the vicinity of Boston will always remember the Doctor's famous bull terrier "Bess;" a better one of her kind never existed. The Doctor's latest is a beautiful little fox terrier who bears the euphonious name of "Fleas." We have a postal from the Doctor saying "'Fleas' won the blue ribbon at the Providence (R. I.) bench show this week."

THE Bostonian (ladies) Club of Boston, Mass., gave a party at Lincoln Hall last week. No cycling organization has more friends than has this one, and it was not at all surprising that the invitations issued brought together as representative a body of cyclers as one could wish to see. In the party were President Hurd and Capt. Barker of the Mattapan Road Club, President Shipman of the Roxbury Tigers, President Ochs and Capt. Isfort of the Press Club, Secretary J. J. Feeitt and G. W. Eaton of the Roxbury Club, Lieut. Murray and John Crocker of the Cambridgeport Club, and representatives of all the leading local organizations.

Are You Going South This Winter?

IF SO MAKE YOUR ARRANGEMENTS TO GO VIA THE BIG FOUR ROUTE.

WHETHER in pursuit of health or pleasure, no portion of the country offers so many and varied attractions at this season as the Sunny South. The Orange Groves of Florida, redolent with the perfume of sweet blossoms, wave their branches in hearty welcome to the tourist from the snow-clad Northland and the mellow breezes of the Southern Sea woo the invalid from the Blizzards of the Frozen North. There is one line to Florida "The Big Four Route" which on account of its excellent train service, perfect connections in Union Depots and absence of transfers, forms the "Tourists' Ideal line to Florida." From all points north of the Ohio River the Big Four Route, in connection with the Through Car Lines from Cincinnati will be found to offer the Best Time, Best Service and Best Equipment to all Southern Points, and if you desire to travel with comfort and ease be sure your tickets read via the Big Four Route.

E. O. MCCORMICK, D. B. MARTIN,
Pass'r. Traffic Mgr. Gen'l. Pass'r. Agt.
CINCINNATI, OHIO.

NEW YORK, Oct 24, 1891.

Messrs. Adams & Sons Co.:

GENTLEMEN: In all my future races I will continue to use your Adams' Pepsin Tutti Frutti as I find it is very beneficial inasmuch as it keeps the throat moist. I recommend it to all.

GEO. L. ELLIS.

Improved Service to Cincinnati and St. Louis.

The Baltimore & Ohio Southwestern Limited, leaving New York at 9.00 A. M., and the fast Express leaving at 7.30 P. M. for Cincinnati and St. Louis, are now equipped with a complete Dining Car service, built expressly for these trains by the Pullman Company. Pullman Dining Cars are also attached to Royal Blue Line trains leaving New York at 9.00 and 11.30 A. M., and 5.00 P. M. for Baltimore and Washington.

NEW YORK, Oct. 24, 1891.

Messrs. Adams & Sons Co.:

GENTLEMEN: I have used your Pepsin Tutti Frutti with the most flattering results as it keeps my throat and stomach in good condition. It was what won to-days race for me at the S. L. A. C. games. I recommend it to all.

GEO. V. BARKER, Bicyclist 2.30 for one mile.
Pennsylvania Champion.

The Elwell Bicycle Tour To Jamaica

Starts the first of February. Those desirous of joining the party should apply to E. A. ELWELL, Portland, Me.

NEW YORK, Oct. 24, 1891.

Messrs. Adams & Sons Co.:

GENTLEMEN: Your Pepsin Tutti Frutti has been used by me and I have found it very beneficial as it keeps the stomach as well as the throat in good condition. HARRY FOX,
SIX day pedestrian.

Through Cars to New Orleans.

AMONG the many important improvements in the Baltimore and Ohio Railroad train service is the addition of through Pullman Sleeping Cars from New York to New Orleans, via Philadelphia, Baltimore, Washington, and the famous Shenandoah Valley route, passing through Roanoke, Knoxville, Chattanooga and Birmingham. The train leaves New York daily at 5.00 P. M.; Philadelphia, 12th and Market Sts., 7.22 P. M. and 24th and Chestnut Sts., 7.38 P. M., reaching Roanoke at 7.50 A.M.; Knoxville, 3.52 P. M.; Chattanooga, 8.00 P. M.; Birmingham, 11.43 A. M., and New Orleans, 12.45 P. M.

This train is very handsomely appointed, being vestibuled throughout, and has Dining Car service New York to Chattanooga. At Washington a Pullman Sleeping Car, which runs through to Memphis, is added to the train.

All trains of Baltimore and Ohio Railroad leave New York from station foot of Liberty street.

Corrugated Tubing.

IN our issue of December 1, we alluded to the corrugated tubing being introduced by H. W. Smith, of Somerville, Mass. In a recent test by Maj. Ried, of the Watertown Arsenal, the following results were obtained:

Tubing 20 gauge; lengths 10 inches; diameter 1 1-8 inches.

Transverse test—Round tubing 850; corrugated tubing 1300.

Compression test—Round tubing 6,100; corrugated tubing 8,000.

Twenty-four gauge in the corrugated was found to be just as strong as eighteen gauge in the round.

Mr. Smith will manufacture the tubing and will be ready for sale about Jan. 1, 1894. Write for sample pieces.



Last Week's Patents.

A list of recent patents, reported specially for the BICYCLING WORLD, by W. T. Aughinbaugh, patent attorney, Washington, D. C. Copies of these patents may one had of the above-named attorney at twenty-five cents each.

509,883. Vehicle Wheel, Joseph D. Everett, Belfast, Ireland. Filed Sept. 1, 1893. Patented in England.

509,902. Pneumatic Tired Wheel. Leopold Holt, Frankfort-on-the-Main, Germany. Filed July 6, 1893. Patented in England.

509,903. Pneumatic Tire. Leopold Holt, Frankfort-on-the-Main, Germany. Filed July 6, 1893. Patented in England.

509,904. Pneumatic Tire. Leopold Holt, Frankfort-on-the-Main Germany. Filed July 6, 1893. Patented in England.

509,919. Bicycle. Hosea W. Libbey, Boston, Mass. Filed Jan. 13, 1894.

509,295. Tire Protector. Matthew H. Lothrop, Jacinto, Cal. Filed May 25, 1893.

509,910. Pneumatic Wheel. Robert Lockie, Rockaway, N. J. Filed March 8, 1893.

509,978. Pneumatic Tire. Friedrich Voth, Kreuznach, Germany. Filed Dec. 23, 1892. Patented in Germany, England, France, Austria-Hungary, and Belgium.

509,982. Spindle and Bearing. Thereto Joseph W. Warthes, Canton, Mass. Filed July 5, 1893.

509,986. Bicycle. Olof Wallenberg and Albert G. Garfield, Chicago, Ill., assignors, by mesne assignments, to said Garfield. Filed April 8, 1892.

510,019. Pneumatic Tire. Richard E. Gabbins, Belvedere, England. Filed Nov. 19, 1892. Patented in England.

510,036. Pump Attachment for Velocipedes. James Lowth, Chicago, Ill. Filed Sept. 26, 1892.

510,101. Speed Gearing for Velocipedes. Cornelius Sullivan, Newark, N. J. Filed June 13, 1892.

510,133. Ice-Velocipede. George B. Hamel, Chicago, Ill. Filed Feb. 2, 1892.

510,167. Bicycle. George R. Fenner, London, England. Filed April 17, 1893. Patented in England.

510,189. Rim for Wheel. William H. Radcliff, Orange, N. J. Filed Nov. 5, 1892.

510,203. Vehicle Wheel. Nathan Smith, Great Harwood, and John Haydock, Blackburn, England. Filed Sept. 11, 1893.

510,215. Valve for Pneumatic Tires. Emile J. Vanzelle, Paris, France. Filed Sept. 1, 1893. Patented in France April 14, 1893.

510,227. Bicycle. Murray Acklin, Angel Island, Cal. Filed May 19, 1892.

510,229. Box for Wheel-Hubs. Samuel S. Arnold, Toronto, Canada. Filed March 31, 1893.

510,242. Sprocket-Wheel Fastening for Velocipedes. Frank P. Crosby, Chicago, Ill. Filed Nov. 21, 1892.

510,252. Speed-Gearing for Cycles. George Gelydon, Birmingham, England, assignor to Thomas Hill, Jersey City, N. J. Filed May 29, 1893. Patented in England.

510,275. Support for Bicycle-Saddle. Charles E. Luburg, Philadelphia, Pa., assignor to the Luburg Manufacturing Company, of Pennsylvania. Filed Nov. 8, 1892.

510,307. Tire Fastening for Bicycles. Joseph L. Yost, Toledo, Ohio, assignor to the Yost Manufacturing Company, same place. Filed Sept. 1, 1893.

510,328. Adjustable Cyclometer. Charles Coulern-Meuri, Chaux-de-Fonds, Switzerland. Filed May 12, 1893.

510,332. Vehicle Propelled by Hand or Foot. Marshall D. Drake, Lexington, Ky. Filed Oct. 1, 1892.

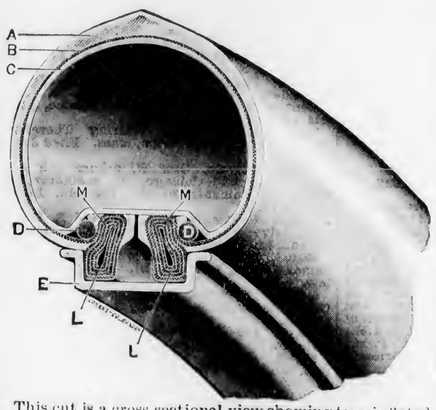
510,382. Device for Securing Tires to Wheel-Rims. Alfred Coningsby, Brooklyn, N. Y., assignor to the Pneumatic Tire and Cycle Company, same place. Filed Sept. 9, 1893.

HERMES

Patented Nov. 14, 1893.

TYRE.

NO BOLTS. **The Winner for '94.** NO CEMENT.



This cut is a cross sectional view showing tyre inflated without the valve, the better to show construction. A is rubber part of outside cover; B is fabric part of same; C is inside tube; M M are the margins or shoulders against which the hoops D D press. The margins or shoulders L L fit in rim E and are held in place by hoops D D.

The latest, lightest, fastest and best in the world. The quickest applied, the easiest removed and newest used. Saves patience, time, cement and money. It does, in fact, what others claim in print:

IT DOES NOT ROLL OR CREEP.
THE RIDER LITERALLY RIDES ON AIR.

☞ We guarantee to remove cover and inside tube, sufficient to repair puncture, and replace them, in ten seconds.

To Bicycle Manufacturers and Dealers.

Don't contract for your '04 tyre until you have seen the "HERMES." It will make your wheel lighter faster and better. We invite correspondence, and on application will send catalogue, prices and terms.

"THE HERMES PNEUMATIC TYRE."

The lightest, most resilient and durable; cannot roll or creep; mechanically fastened to rim; no bolts or cement; holds equally fast either deflated or inflated; in case of puncture can be removed from rim in a few seconds and can be replaced equally quick. So constructed that the inside tube is above the rim, permitting the rider to literally ride on air. The valve is absolutely air-tight, cannot leak. The "Hermes" is a first-class, double tube tyre, manufactured of best Para rubber; is made for high grade machines and is pronounced by experts to be the most perfect tyre yet produced. Has been in practical use throughout the entire season.

IF YOU WANT THE BEST TYRE IN THE WORLD, DEMAND THE "HERMES" OF YOUR DEALER, OR ORDER DIRECT OF US.

* *

HERMES TYRE COMPANY,

630 Washington St., Boston, Mass.

MENTION THIS PAPER.

Rich & Sager Branch Out.

FOR a long while past the Rich & Sager Co. have been sadly crowded for room. In fact ever since they started they have been hard put to it to accommodate their rapidly growing business, and now they have obtained temporary relief by taking every floor of the building they occupy, which they hope will enable them to tide over, for the present, at least, the demand for the Sager saddles. A new factory is one of the certain things of the near future for them.

Lovell Diamond Cycles.

As in the past seasons the John P. Lovell Arms Co., of Boston, come out with their line of Lovell Diamond wheels far ahead of anything they have yet placed on the market.

For improvements they have added high frames, tangent spokes, wood rims, detachable sprockets, dust-proof ball bearings, drop or inverted handle bars, new handle bar adjustment, new saddle and both rat trap and rubber pedals. The finish in their wheels is something that has never been surpassed, and will greatly surprise all who see them.

They will exhibit their new line, which will be composed of their racer at 20 pounds, light roadster 25 pounds, roadster 32 pounds, ladies' wheel 33 pounds, and the convertible 34 pounds, both at the New York and Philadelphia Shows.

Agents should by all means communicate with the J. P. Lovell Arms Co. before placing their orders. The price will be the same as in former seasons, which is $115.

Punctureless Armor.

THE Punctureless Tire Armor Co., of Hagerstown, Md., is the name of a concern which under two patents and eight claims are making a device for preventing puncture which they describe as follows:

"A perfect protection against puncture or collapse to air tube in pneumatic tires by contact with any puncturing obstacle over which it would or will be ridden. It is composed of tough, fibrous materials, chemically treated, to render it impenetrable to any sharp pointed or cutting obstruction, and to still remain as light and flexible as a piece of cloth. It is light, safe, resilient and fast.

The Punctureless Armor can be inserted in any form of pneumatic tire having an air tube and an outside casing, between the air tube and ground or tread portion of tire, by the rider himself or any repair man, and needs no special tools or fastenings, the inflation of air tube alone being sufficient to hold it in place. The armor is made in lengths to fit 26 inch, 28 inch and 30 inch wheels, and 2 inch, 1 3-4 inch and 1 5-8 inch tires; also in varying thicknesses for touring, road or track work.

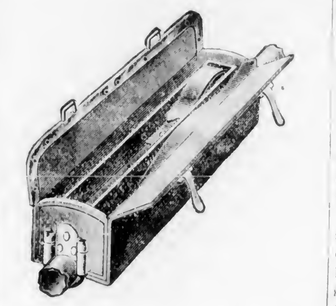
Full instructions for using are supplied with each pair. The price is $3.00 per pair. We guarantee them punctureless in legitimate riding."

A Good Tool Bag.

A NOVELTY in the tool bag line has been brought out by the Gormully & Jeffery Mfg. Co. It is called the "No. 1 Tool Bag," and instead of being suspended from the frame is clamped to and rests upon the upper tube of the frame. It is so arranged that there can be no rattling either from the attachment or contents.



It is divided into compartments of leather, so that the various articles contained do not come into contact with each other. The pump rests on a leather strap, the end of which is used as a lever for raising it out of its case, while the oil can



is set on an incline, to prevent the possibility of a leak should the top become slightly loosened. The patching outfit is securely packed away in a separate compartment, with a cover flap. Another division contains one or more wrenches, directions, etc.

This bag is listed at $1.50, will be used on Rambler bicycles and will also be sold to the trade. A patent has been applied for.

A Letter In Words of One Syllable.

"We want your trade; our aim will be, treat you so well, for one whole year, that you will beg to tie up with us for five. Our price is right; in style and taste, we lead the crowd that makes the wheels to sell twice more. A gain in gold is sure to be with those who plan to job our wares. As true as steel—so light they float. The right choice at first in all things, is all there is to 'well done' at last. Now for you, dear sirs, this truth is told. Go where you will in this wide world, and you will find no mounts like ours. Write us quick; the time grows short.

SYRACUSE CYCLE COMPANY."

Syracuse, N. Y.

The New Lady's Fowler.

A REVELATION in the construction of lady's machines will be the '94 Fowler.

By a new method of construction, which is an entire departure from established methods and plans, they will put upon the market a wheel for women which will possess all the strength of a man's machine and yet afford as much room for mounting and dismounting as any of the present loop frames.

Details and cuts will be given shortly.

Eastern Rubber Mfg. Co.'s Cyclone Tire.

THE Eastern Rubber Mfg. Co., of Trenton, N. J., are pushing their mechanically fastened tire to the fore. It is of the clincher pattern and they say is a vast improvement over the G. & J. tire. These people are enterprising and fully up to the time. It is seldom that a manufacturing concern springs to the top of the ladder as these people have done. Their excellent judgment seems to have led them from many mistakes and the affidavit they made which was printed in this paper a few issues since, certainly establishes them as a success.

A Changeable Gear.

THE Bidwell-Tinkham riding hall, 310 W. 59th street, New York, was the scene of a test of a new changeable gear case invented by Mr. Lewis Rosenfeld.

The mechanism is very simple. It consists of a pinion fixed to the pedal shaft, on which, and rotating with it, is a ring, laterally movable, having both interior and exterior teeth, the sprocket is furnished with the interior teeth and is carried on ball bearings by a shell affixed to the frame of the bicycle in such a manner that it has no lateral motion, but can be moved perpendicularly a distance equal to the thickness of the aforesaid ring. When the shell is in its lowest position, the pinion and sprocket wheel are concentric, and the ring fills up the space between them, making practically a solid sprocket wheel. This is for the high gear. To change to low gear the interlocking ring is moved laterally on the pinion and the sprocket wheel is moved upward until the interior teeth mesh with the teeth of the pinion. The sprocket will then be revolved three-quarters of a revolution by one revolution of the pinion. In this position the interlocking ring rides idle on the pinion.

The change of gears is accomplished by a cam of such construction that it is impossible to jump the gears apart. To prevent the entrance of dirt, the mechanism is covered by a dust cap which gives it the appearance of a sprocket wheel having a large core. In one style the weight of the contrivance is one and one-half pounds and the other two and one-half pounds.

No change is made in the general appearance of the bicycle and the gearing can be attached to wheels of any make.

... Agents ...

The Liberty

CYCLES

Will be sold to the retail trade of . . .
New England direct from our factory.

All retail cycle dealers in New England who desire the agency for our unexcelled line of goods, are requested to correspond with us.

WE CAN INTEREST YOU.

...

WILSON, MYERS & CO.,

Makers of LIBERTY CYCLES,

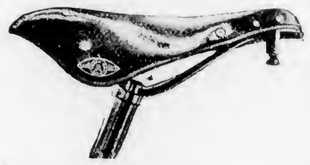
55 Liberty Street. .... **.... New York.**

Will Build Wooden Rims.

THE Gormully & Jeffery Manufacturing Company are building wooden rims that are of unusual excellence and beauty of finish. They will be largely used on G. & J. wheels next season.

A Racing Saddle.

A GENUINE novelty in the saddle field is the Sager Track Racer, A, special. The seat is attached to a direct post and unlike any other direct saddle post it can be tilted to any angle, and at the same time there is a means of take up of any stretch in the leather. The L post is dispensed

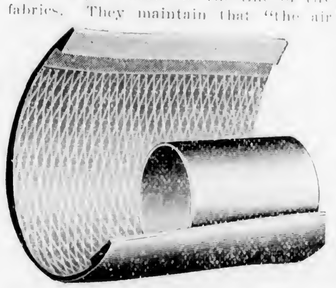


with, thereby saving some weight. The rider is brought over his pedal mark and the effectiveness of this feature is apparent to all riders. For light wheels this is a capital arrangement and is specially adapted for wheels "built to reach." The upright post is threaded and the clamp screws in a collar which is notched to receive the square rod of Jessup tool steel.

The accompanying cut illustrates the meritorious qualities of this handsome little saddle, which adds to the reputation of the Rich & Sager Co. for progressive originality.

A New Fabric.

THE cut herewith illustrates a new departure in tire fabrics which has been brought forward by the Rouse-Duryea Cycle Co., of Peoria, Illinois, and with which they have been experimenting for the past year or more until they are thoroughly satisfied that it is superior to anything yet offered in the line of tire fabrics. They maintain that "the air



pressure should be retained in a tire with the least strain on the fabric and this of course calls for transverse threads. If one is tying up a bundle of sticks he would tie around them the shortest way and the same sensible reason applies to holding air or anything else. Furthermore, not only is the strain less on the fabric by having the threads placed transversely, but each thread is free to yield to compression by obstacles in the road without straining or drawing upon its neighbor. This means that the transverse thread fabric is far more resilient, flexible and lively than any other form of fabric. If the threads run in any other direction a greater part of the tire must be depressed by each obstacle and the tendency to bounce and jolt the rider is much greater. While most people admit the truth of this argument, some will maintain that a soft fabric does not protect the rim like a woven fabric. This argument is met by simply giving the tire a slightly increased air pressure when pumping so that a better tire is produced so far as speed is concerned as well as comfort. A soft fabric tire feels very flexible and soft at 35 pounds, whereas a woven fabric tire will feel quite stiff and hard at 20 pounds, and the air is a much better spring and a much faster medium to ride on at the higher pressure than at the lower, as any one may easily find out by experimenting with his tires. The argument that transverse threads do not transmit power perfectly from the rim to the ground does not apply to this form of fabric, for the threads being knotted together at intervals, form a diagonal bracing which gives a perfect power transmission. The cut shows the arrangement of the fabric quite fairly, but in order to permit each thread to be traced the fabric is shown a little further apart than is customary in actual practice. In practice the threads lie as close together as possible and run directly transverse to the air tube. At first thought, it would seem that such a fabric is not so strong as a woven fabric, but in realty it is as strong or stronger for having no longitudinal threads to separate the transverse ones, the transverse threads may lie close together so that the entire weight of fabric is utilized in holding the air pressure in the most advantageous position. The success of thread fabrics, both on the road and track during the past year or two has been such that riders are awaking to the fact that the perfect fabric will not be a woven fabric, and this net idea consisting of transverse threads knotted together so as to prevent separation would seem to fill the requirements fully. The shoe need not be thick for as the threads are knotted at very short intervals they cannot separate sufficiently to permit the air tube to protrude, and for this reason tires with this fabric can be made as light or lighter than tires with woven or other fabrics. Every objection has been met in actual use and this fabric proven to be superior to anything else offered both in speed and comfort, and it would seem that a large demand for it must arise as soon as it becomes known."

A New Guarantee.

THE Gendron Iron Wheel Co. have decided upon a new departure in the guarantee line. They will guarantee their next season's out-put only to the end of the year, the guarantee limit expiring on Dec. 31, 1894.

Announcement.

WE received an advance copy of circular sent out by the Pope Mfg. Co. to its principal agents and from same we take excerpts:

"The '94 line of Columbia machines will include a variety of requirements suggested by previous experience, embodying all important, practical and valuable improvements to date. The improvements will of course be exclusively Columbia, and represent changes which are the outcome of advancement in the art of construction. The '94 machines will be by far the most attractive we have ever offered, and for which we can safely predict an increase of business for every interested agent, feeling sure they will distance all competitors. * * *

For obvious reasons we wish to make no announcement of '94 prices until the new catalogue is issued. * * *

In regard to tires. The experience of an additional year together with the strongest unsolicited testimonials ever received convince us that the Columbia single tube tire is to-day the simplest, most durable, and the most practical yet offered. At the recent Stanley show a careful canvass by experts, and a comparison of a confusing variety of tires, resulted in a well-defined and unmistakable preference for the single tube type. This coming from the most critical trade centre speaks for itself. However, we do not wish to be indifferent to the public demand for an inner tube tire, and yielding to this, after having instituted a very careful study of all existing double tires, we have decided to offer as an option for '94 what will be known as the Hartford tire, as perfected and manufactured by ourselves, embodying features covered by patents issued to T. B. Jeffery and our own and other inventions, patents for which are now pending. * * *

POPE MFG. CO."

AN inaccurate watch is worse than no watch and this fact also applies to cyclometers. An accurate cyclometer is a joy and a valuable adjunct to a cycle. In the Novelty Cyclometer (see page 123) will be found all the requisites of a first-class instrument, simplicity, strength, lightness and accuracy. The company making these cyclometers has been reorganized, the original instrument much improved, and this season there will be no trouble about supplying the trade. Send for particulars by all means to 602 Chamber of Commerce, Boston, Mass.

The following firms have taken spaces set opposite their names.

8. A. G. Spalding & Bro.
9. Overman Wheel Co.
10. " "
11. A. G. Spalding & Bro.
12. Buffalo Wheel Co.
13. W. H. Hart.
14. Rich & Sager Co.
15. Boston Woven Hose & Rubber Co.
16. Singer & Co.
21. Penna. Bicycle Co.
22. Hart Cycle Co.
23. Hartford Cycle Co.
24. Pope Mfg. Co.
25. Demorest Mfg. Co.
26. R. C. Gates Cycle Co.
27. " " "
28. W. H. Wilhelm & Co.
29. Pope Mfg. Co.
30. Hickory Wheel Co.
31. Hart Cycle Co.
32. League Cycle Co.
33. Singer & Co.
34. Raleigh Cycle Co. Represented by John T. Bailey & Co.
35. Union Cycle Mfg. Co.
36. " " "
37. Eagle Bicycle Mfg. Co.
38. " " "
39. E. K. Tryon & Co.
40. Norman Wheel Co.
41. Curtis-Child Mfg. Co.
42. H. A. Lozier & Co.
43. " " "
46. Eastern Rubber Co.
47. J. P. Lovell Arms Co.
48. " " "
49. Century Cycle Mfg. Co.
50. Union Cycle Mfg. Co.

Fourth National Cycle Show

AT PHILADELPHIA,

Under the auspices of the

Associated Cycling Clubs of Philadelphia.

January 29 to February 3, 1894, inclusive.

EXHIBITION OF CYCLES AND CYCLING ACCESSORIES.

First Regiment Armory, Broad and Callowhill Sts.

Promenade concerts every afternoon and evening. Fancy and trick riding by Mr. Sid. Black and Mr. Charles G. Kilpatrick.

For information, apply to
THOMAS HARE, Chairman of Committee,
101 So. Fifth St., Philadelphia, Penn.

51. Werner Cycle Depot. Representing Marble Cycle Mfg. Co.
57. Relay Mfg. Co.
58. E. C. Stearns & Co.
59. Gormully & Jeffery Mfg. Co.
60. " " "
61. E. C. Stearns & Co.
62. L. A. Weston & Co.
63. J. H. Gibson.
71. American Athlete.
74. New York Belting & Packing Co.
75. Elwood Ivins Tube Co.
75 1-2. Phil. Drop Forge Co.
76. Providence Tire Co.
77. Light Cycle Co.
78. Buffalo Tricycle Co.
79. Gormully & Jeffery Mfg. Co.
80. " " "
81. " " "
82. " " "
83. " " "
84. Overman Wheel Co.
85. " " "
86. " " "
87. " " "
88. " " "
89. Wm. Trafford.
90. Newton Rubber Co.
91. Hilliard Cyclometer Co.
92. Codman & Shurtleff.
92 1-2. P. J. Berlo.
93. Columbia Rubber Wks
94. Wm. Read & Sons.
99. Cycle Guide.
Morgan & Wright.
Wilcox & Howe Co.
S. C. Levy.
Jno. S. Leng's Son & Co.
Kennebunk Mfg. Co.

NATIONAL EXHIBIT Of CYCLES, CYCLE SUNDRIES and ACCESSORIES.

Madison Square Garden, New York City, January 8th to 13th, 1894.

Under the auspices of the

METROPOLITAN ASSOCIATION OF CYCLING CLUBS OF NEW YORK AND NEW JERSEY.

Grand Promenade Concerts every afternoon and evening by SEVENTH REGIMENT BAND, N. G. N. Y. W. B. Rogers, the eminent Cornetist, Conductor. Among the Trick Riders already engaged are W. S. MALTBY and SIDNEY BLACK.

The Following Firms Have Taken Spaces Numbered Opposite Their Names:

2. Yost Mfg. Co.
3. Ira Perego & Co.
4. Warman-Schub Cycle House.
5. Bailey Mfg. Co.
6. Rochester Cycle Co.
7. Parkhurst & Wilkinson.
8. Rich & Sager Mfg. Co.
9. C. F. Stoltes Mfg. Co.
10. Sterling Cycle Works.
11. Syracuse Cycle Co.
12. American Dunlop Tire Co.
13. " " "
14. Garvin Machine Mfg. Co.
15. " " " "
16. " " " "
17. " " " "
18. Kenwood Mfg. Co.
19. Singer & Co.
20. " "
21. " "
22. A. G. Spalding & Bros.
23. " " "
25. Central Cycle Mfg. Co.
26. Capitol Mfg. Co.
27. Anglo-American Iron Metal Co.
28. Remington Arms Co.
29. " " "
30. N. Y. Cycle Co.
31. Western Wheel Works.
32. " "
33. Buffalo Tricycle Co.
34. " "
35. William Read & Son.
36. Columbia Rubber Works Co.
37. Pope Mfg. Co.
38. " "
39. " "
40. " "
41. Hartford Wheel Co.
42. Hickory Wheel Co.
43. Relay Mfg. Co.
44. John P. Lovell Arms Co.
45. " " "
46. J. J. Warren & Co.
47. Morgan & Wright.
48. N. Y. Belting & Packing Co.
49. Peerless Mfg. Co.
50. Raleigh Cycle Co.
51. Marion Cycle Co.
52. Royal Cycle Works.
53. Stover Bicycle Mfg. Co.
54. Premier Cycle Co.
55. Hill Mfg. Co
56. Ariel Cycle Co.
57. Hulbert Bros.
58. Black Mfg. Co.
59. " "
60. Hulbert Bros.
61. Porter & Gilmour.
62. Providence Tire Co.
63. H. H. Kiffe Co.
64. Manhattan Rubber Co.
65. McIntosh-Huntington Co.
66. " " "
67. Hermes Tire Co.
68. Washburn Cycle Co.
70. Simonds Rolling Machine
71. Amos Shirley.
72. New Departure Bell Co.
73. H. A. Lozier & Co.
74. " "
75. League Cycle Co.
76. Elastic Tip Co.
77. E. C. Stearns & Co.
78. Buffalo Wheel Co.
79. Eagle Bicycle Mfg. Co.
80. Boston Woven Hose Co.
81. Warwick Cycle Mfg. Co.
82. Newton Rubber Co.
83. Roger B. McMullen & Co.
84. John S. Leng's Sons & Co.
85. Red Star Mfg. Co.
86. R. B. McMullen & Co.
87. Wilson, Myers & Co.
88. " " "
89. " " "
90. Cleveland Machine Screw
91. Indiana Bicycle Co.
92. " " "
93. Eastern Rubber Mfg. Co.
94. Schoverling, Daly & Gales.
95. Fenton Metallic Mfg. Co.
96. Rimington Bros. & Co.
97. Overman Wheel Co.
98. " " "
99. Smith Wheel Mfg. Co.
100. Cushman & Denison.
101. McKee & Harrington.
102. " "
103. Quadrant Cycle Co.
104. Overman Wheel Co.
105. " "
106. " "
107. " "
108. " "
109. Mannesmann Tube Co.
110. " "
111. Ames, Ormonde Cycle Co.
112. Ellwood Ivins Tube Co.
113. Grand Rapids Cycle Co.
A. Curtis-Child Mfg. Co.
B. Persons & Muller Mfg. Co.
C Butler & Ward.
D. Erie Rubber Co.

SPECIAL RAILROAD RATES of one and one-third of regular fare has been arranged for all dealers in Cycles, Cycle Sundries or Accessories visiting this show; tickets good from Jan. 5 to 16, 1894.

HOTELS.—Special rates of $1 and upwards for rooms with steam heat, European plan, have been arranged at the following hotels: Grand Union, Everett House, New Amsterdam, Ashland House, Union Square Hotel, Sturtevant House.

The spaces reserved for the Pope Mfg. Co. and the Overman Wheel Co. will be occupied by their World's Fair exhibits.

All Information FRANK W. SANGER, Manager, or CYCLE SHOW COMMITTEE,

MADISON SQUARE GARDEN, NEW YORK.



The Billings' Bicycle Wrench.

Adopted by the Pope Mfg. Co., and pronounced by them the Best Bicycle Wrench in the Market.

The BILLINGS & SPENCER CO., HARTFORD CONN.



KALAMAZOO TROUSER GUARD

KALAMAZOO CYCLE CO., KALAMAZOO, MICH.



This is the Hump that holds the pants for men who ride Bicycles.

Price 15c.

Slusser Takes Charge.

R. W. SLUSSER, the old-time wheelman who endeared himself to the Chicago cycling public during his past two years' connection with the trade in that city, last week took charge of the Shapleigh Hardware Company's (of St. Louis) bicycle department. They will handle New Mails, the Syracuse Cycle Co.'s line and and others.

Aluminum Wheels with Wood Rims.

WOOD rims will be seen on the Lu-Mi-Num this coming season, for those who want them, although aluminum rims will also be used. The new model wheel will be one of the sensations of '94.

CUSHMAN & DENISON, who have taken space No. 100 at the New York Cycle Show, will place on view their World's Fair exhibit. Although many oilers were shown at Chicago the "Perfect" was the only one that received the medal. This firm will also show a full line of oiler and pump holders as well as their new "Star" oiler which they claim is second only to the "Perfect."

THE Anglo-American Iron and Metal Company promise shortly to issue a comprehensive catalogue covering a complete assortment of cycle material. Such a catalogue will fill a long-felt want, as, in addition to the easy method of ordering goods it will afford, the smaller trade can gain an idea of the latest novelties out. They are not, of course, visited with the regularity of the large manufacturers, and such news as they absorb is gathered from trade papers. By this class a complete catalogue will be much appreciated. The stock and facilities of this company, we are informed, has been largely augmented during the past summer; in addition to their large store an extensive plant, engaged exclusively in the manufacture of parts, is operated in Orange, N. J.



WILSON'S
WONDERFUL NICKEL AND ENAMEL
PRESERVER.

Will Polish Nickel and Enamel. Prevent Nickel and Steel from Rusting.

DIRECTIONS.

Shake well before using. Saturate a piece of cotton flannel with the solution, rub lightly, and wash with a clean, dry piece of cloth.

The solution leaves a fine coating, preventing the air from penetrating the nickel.

The solution is to be applied on good nickel. It cleans the case, and alone can fully, you will find, and to leave the joints or cranks corroded.

If the nickel has already begun to peel off, the solution should be applied at once, by so doing it will prevent the rust from going any further.

This solution is the best thing in the known world to prevent nickel from rusting and restoring the enamel. I make no claim to remove rust.

MANUFACTURED BY
JOHN W. WILSON, 14-15 Tremont Row, Boston, Mass., U. S. A.

PRICE 50 CENTS.

FOR SALE EVERYWHERE.

..ADAMS'..
Pepsin Tutti Frutti
FOR THAT
Full Feeling After Eating.

A Cheap Wheel.

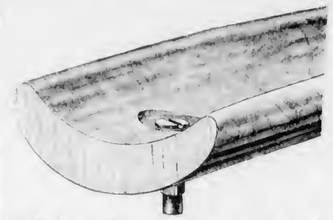
QUADRANT SAFETY.

Nearly New. New Burris-Michelin Tires.

ONLY $55.

J. P. C., cr BICYCLING WORLD.

DISTINCTLY AMERICAN. "THE" FEATURE FOR "94."



KINGSLAND WOOD RIM

Single piece of wood with patent lap joint. Any Shape, Crescent or Clincher. Send for Catalogue.

BICYCLE WOOD RIM COMPANY,
KINGSLAND, N. J.

PATENTS

Procured in the United States and Foreign countries. Trade marks designs, Labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. W. E. ATKINSON, RALEIGH, McGill Building, 908-21 G St., N.W., Washington, D. C.

KEYSER
Bicycle Clock



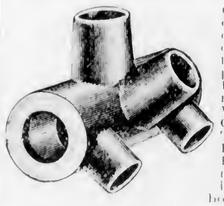
GUARANTEED

To keep good time for one year. Sold by all dealers, or sent on receipt of price, $2.50

A. S. KEYSER,
Patentee and Manufacturer,
3220 Germantown Av., Philadelphia, Pa

Patented in United States and England.

Bicycle Manufacturers and Repairers

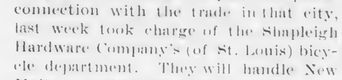


Can obtain everything required in Bicycle construction and repair, including Brown's & Perry's goods, Weldless and Creedenda Tubes, Rims, Forksides and Forgings, both rough and finished, at rock bottom prices, of

W. W. WHITTEN,
118, 120, 122 & 124 So. Main St., Providence, R.I.
Manufacturer and Importer.

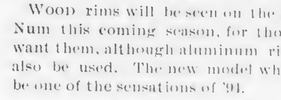
OILERS.

Being the largest manufacturers of oilers we can give you the greatest value for your money.



1-2 Actual Size.

This is undoubtedly the best oil can in the world. Does not leak; regulates the supply of oil exactly. Awarded Highest Prize at World's Fair, 1893. It has won every test in competition with other oilers. Price 25c. each.



One-half Actual Size.

The "Star" is an excellent oiler. We guarantee it equal to any oiler in the market except the "Perfect." It is well made and has many improvements. Price 15c. each. Oiler Holders and Pump Holders also, price 25c. each.

CUSHMAN & DENISON,
172 9th Ave., New York.



The Salt Lake Cycle Co. write: "Will push your Cyclometers for we believe them the best and most accurate instrument of the kind on the market.

LEAGUE OF AMERICAN WHEELMEN

OFFICIAL DEPARTMENT.

Boston, Mass., December 22, 1893.

LEAGUE HEADQUARTERS:

12 PEARL STREET, ROOM 20, - - BOSTON, MASS.

Officers for 1892 and 1893.

PRESIDENT,
COLONEL CHAS. L. BURDETT,
Hartford, Conn.

FIRST VICE PRESIDENT,
THOS. J. SHERIDAN,
Lock Box 961, Chicago, Ill.

SECOND VICE PRESIDENT,
DR. C. CARLETON BROWN,
88 Broad St., Elizabeth, N. J.

TREASURER,
W. M. BREWSTER,
Box 155, St. Joseph, Mo.

SECRETARY,
ABBOT BASSETT,
12 Pearl St., Boston, Mass.

The President and Vice Presidents constitute the Executive and Finance Committee. Dr. C. Carleton Brown is Secretary of this committee, and all correspondence with the committee must be addressed to him

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

ALABAMA—Chief Consul, Wm. C. Harris, Jr., Box 246, Birmingham. Secretary-Treasurer, John A. Snider, 117 North, 20, Birmingham.

COLORADO—Chief Consul, John A. Maguire, 2519 Humboldt, Denver. Secretary-Treasurer, Harry M. Booth, 816 32d street, Denver.

CONNECTICUT—Chief Consul, Louis A Tracy, Security Co., Hartford. Secretary-Treasurer, Philip W. Westlake, 91 Lewis street, Bridgeport.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, G. B. French, War Department, Washington. Secretary Treasurer, W. H. Stearns, 749 13th St., N. W., Washington.

FLORIDA—Chief Consul, S. A. Adams, 16 Main street, Jacksonville.

GEORGIA—Chief Consul, Chas. M. Rushing, Savannah.

ILLINOIS—Chief Consul, A. A. Billingsley, care Iron Co., Springfield. Secretary-Treasurer, Burton F. White, 701 Association Building.

INDIANA—Chief Consul, Thomas Hay, 70 North Pennsylvania street, Indianapolis. Secretary-Treasurer, E. V. Minor, Room 22, Board of Trade, Indianapolis

IOWA—Chief Consul, Fred Beach, Muscatine. Secretary-Treasurer, C. J. Santmyer, Vinton.

KANSAS—Chief Consul, W. C. F. Reichenbach, Box 205, Topeka. Secretary-Treasurer, Austin Hawley, Girard.

KENTUCKY—Chief Consul, Ed. H Cominger, 1611 Scott street, Covington. Secretary-Treasurer, Owen Lawson, 2510 West Jefferson street, Louisville.

MAINE—Sherman G. Swift, Belfast. Secretary-Treasurer, Chas. A. Litchfield, 42 High street, Lewiston.

MARITIME PROVINCES—Chief Consul, Fred L. Temple, 128 Prince William street, St. John, N. B.

MARYLAND—Chief Consul, Albert Mott, 2251 Madison ave., Baltimore. Sec.-Treasurer, Wm. J. Unverzagt, Box 300, Baltimore.

MASSACHUSETTS—Chief Consul, George A. Perkins, 15 Court square, Boston. Secretary-Treasurer, Chas. S. Howard, Globe office, Boston.

MINNESOTA—Chief Consul, M. L. Knowlton, 1307 Fourth street, S. E., Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MONTANA—Chief Consul, W. L. Faut, 53 W. Park St., Butte City. Secretary-Treasurer, C. N. Reinig, 288 Rodney St., Helena

MISSOURI—Chief Consul, Robert Holm, 3551 Chestnut street, St. Louis. Secretary Treasurer, Edgar S. Barnes, Mexico.

NEBRASKA—Chief Consul, A. E. Ehlerspole, 1402 Douglas St., Omaha. Secretary Treasurer, C. B. Nicodemus, Fremont.

NEW HAMPSHIRE—Chief Consul, H. J. Eggart, 1001 Elm, Manchester. Secretary-Treasurer, E. E. Gale, 50 S. State St., Concord.

NEW JERSEY—Chief Consul, James S. Holmes, Jr., Bank Bldg., Orange. Secretary-Treasurer, Theo. L. Merseles, 66 Monticello Av., Jersey City.

NEW MEXICO—Chief Consul, Robert C. Gortner, Santa Fe.

NEW YORK—Chief Consul, Chas. H. Luscomb, 280 Broadway, New York city. Secretary Treasurer, Thomas A. Raisbeck, 280 Broadway, New York.

NORTH CALIFORNIA—Chief Consul, Laurence W. Ripley, Box 508, Sacramento. Secretary-Treasurer, Wm. H. Toepke, 55 Flood Building, San Francisco.

NORTH CAROLINA—Chief Consul, James I. Yopp, Wilmington

NORTH DAKOTA—Chief Consul, Miles P. Harbin, Grand Forks.

OHIO—Chief Consul, Andrew L. Meggenthaler, Fostoria. Secretary-Treasurer, S. L. Ghaster, Fostoria.

OREGON—Chief Consul, C. L. Howe, 326 Washington street, Portland, Oregon.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, Dist. Atty. Office, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, H. L. Perkins, Box 103, Providence. Secretary-Treasurer, Nelson H. Gibbs, 288 Westminster street, Providence.

SOUTH CALIFORNIA—Chief Consul, E. A. Hornbeck National City. Secretary-Treasurer, E. W. Stuart, Carrier 28, Los Angeles.

SOUTH CAROLINA—Chief Consul, James M. Wilson, 1 Wragge street, Charleston

SOUTH DAKOTA—Chief Consul, W. J. Healey, Mitchell.

TENNESSEE—Chief Consul, Chas. J. Scherer, 211 Main street, Memphis. Secretary-Treasurer, H. W. Liggette, Main St., Memphis.

TEXAS—Chief Consul, E. W. Hope, Sherman. Secretary-Treasurer, G. W. Hubbard, Sherman.

UTAH—Chief Consul, C. A. Emise, 272 State street, Salt Lake City.

VERMONT—Chief Consul, C. L. Capron, 117 Main street, St. Albans. Secretary-Treasurer, C. H. Stevens, 124 Main street, St. Albans.

VIRGINIA—Chief Consul, A. A. O'Neill, 12 Bank street, Norfolk. Secretary-Treasurer, R. L. Boggs, 87 Main street, Norfolk.

WASHINGTON—Chief Consul, J. A. Drain Spokane. Secretary-Treasurer, F. P. Baggod, Colfax.

WEST VIRGINIA—Chief Consul, Jason I. Stamp, 1311 Market street, Wheeling. Secretary-Treasurer, R. Rhodiaffer, 11 S. York St., Wheeling.

WISCONSIN—Chief Consul, A. C. Morrison Pabst Brewing Company, Milwaukee. Secretary-Treasurer, M. C. Rofier, 821 Tenth street, Milwaukee.

Massachusetts Division Club Delegates.

Bay State B. C., Worcester—J. W. Murphy, Herman Scherer.

Press C. C., Boston—J. E. Towne, A. W. Pease, B. W. Ishon.

Union B. C., Boston—Albert G. Frothingham.

Taunton C. C.—A. B. Potter.

Mt. Washington B. C., South Boston—Fred McDonough.

Massachusetts B. C., Boston—Reuben S. Swan, Bertram J. Harriott, Edward C. Wade.

CHAS. S. HOWARD, Secy and Treas.

Rhode Island Division.

At the annual meeting of the Board of Officers, held Friday evening, Dec. 15, 1893, it was voted:

To send two Delegates to next National Assembly, expense not to exceed eighty dollars.

To send the New Jersey number of "Good Roads" to the State Officials, members of the General Assembly and the Public Libraries of the State.

Also to send one year's subscription of same magazine to the Public Libraries of the State not already provided, and one year's subscription to the Mayors of Pawtucket, Newport, and Woonsocket.

Sections 1, 2 and 5 of Article 2, and Section 1, Article 3 were amended to conform with N. I. tional By-laws:

Section 5, Article 3 was amended by substituting "5" in place of "a majority."

Mr. C. Arthur Warren was elected Delegate.

NELSON H. GIBBS, Secy.-Treas.

Providence, R. I., Dec. 15, 1893.

Rhode Island.

Annual report of the Chief Consul of the Rhode Island Division, at the annual meeting of the Division, held at Providence, Dec. 15, 1893, in the parlors of the Rhode Island Wheelmen.

In making my annual report to the Division I feel that I have very little to report and that little of a very unsatisfactory character. At the time that I became your Chief Consul, through the resignation of Mr. George L. Cooke, the Division was strong, both numerically and financially.

During the past year the membership, for various reasons has fallen off nearly 13 per cent.

Part of the falling off can be attributed to the fact that the method of drumming up renewals, by dividing the City of Providence into sections and appointing one or more Consuls for each section, which was so effective the previous year, proved a failure.

While some of the Consuls worked hard and with good results, others failed to do anything.

The renewal season was extended to Oct. 1, and by sending postals to all who had failed to renew, quite a number were induced to stay with the League for another year.

The renewals from this State from July 1 to Oct. 1 exceeded those of any other State.

Rhode Island was not, however, the only State whose membership fell behind that of previous years.

At the last meeting of the Board of Officers it was voted that a road book be issued during the coming spring, and a competent committee was appointed for that purpose.

The book will be given to all new members and all old members who renew for the year commencing May 1, and will probably have a tendency to largely increase the Division membership.

Feeling that very little had been done for the pleasure of the members this year, the Board of Officers voted to appropriate $50 for a race on Thanksgiving Day, to be run under the auspices of the Narragansett and Rhode Island Wheelmen.

The race was run successfully and attracted large crowds.

Road improvement work in the Division has been at a standstill.

The cause of this is the fact that it is impossible to find another. There is considerable work for this committee to do, and it is impossible to find men who have the time, inclination and ability to undertake and successfully carry out the work.

The Highway Commission, which was appointed by a former Legislature, will, it is understood, make their report in a short time, and it has been suggested that it would be a good idea to have copies of the New Jersey edition of "Good Roads" mailed to all State officials.

Copies can be obtained for about 5 cents each, and it would cost but a small sum to carry out the idea, and would perhaps have a good effect upon some of the legislators who live in those sections of the State where it is necessary to wear show shoes in order to keep from sinking into the sand out of sight

The Rights and Privileges Committee have had several cases to claim their attention which will be referred to by the Chairman of that committee in his report.

Although the past year has been so unsatisfactory I feel that the coming one will not be so, and that in my next report I shall be able to show that Rhode Island has regained her former position in the list of State Divisions.

Respectfully submitted,

HOWARD L. PERKINS, C. C.

Rhode Island.

I HAVE this day appointed the following club representatives, viz:

John H. Barrett, Narragansett Wheelmen, Providence, R. I.

H. E. Nason, Aquidneck Cycle Club, Newport, R. I.

Yours fraternally,

HOWARD L. PERKINS,
Chief Consul R. I. Div.

Providence, R. I., Dec. 12, 1893.

Connecticut Club Representatives.

Mr. J. E. Brainard, Meriden W. C.
Mr. John Crich, Naugatuck W. C.
Mr. J. B. Atwater, Crescent C. C.
Mr. Charles E. Moore, Bridgeport W. C.

PHILIP W. WESTLAKE, Sec.-Treas.

Missouri.

This is to certify that Messrs. H. A. Canfield, 2632 Russell avenue, St. Louis, and W. M. Brewster, St. Joseph, were elected as delegates to the National Assembly at the annual meeting of the Missouri Division L. A. W., Dec. 9, 1893. Fraternally yours,

EDGAR S. BARNES, Sec.-Treas.

Mexico, Mo., Dec. 11, 1893.

Missouri.

This is to certify that the following have been duly elected by their respective clubs for the ensuing year to represent their clubs on the Division Board of officers. Their clubs have complied with the requirements of the By-laws:

C. J. Zukoski, South Side Cycle Club.
D. W. Robert, St. Louis Cycle Club.
Edward J. Bruckner, Wanderers Bicycle Club.
H. R. Warren, Jackson County Wheelmen.
W. M. Butler, Pastime Bicycle Club.

EDGAR S. BARNES, Sec.-Treas.

Mexico, Mo., Dec. 11, 1893.

Missouri Division.

The annual meeting of the Board of Officers, Dec. 9, '93, was called to order by the Chief Consul, Robt. Holm.

Secretary Treasurer Barnes certified to the election of the following as Division Officers for the ensuing year:—

Chief Consul, Robt. Holm.
Vice Consul, J. P. Sidwell.
Secretary-Treasurer, Edgar S. Barnes.
Representatives at large, M. J. Gilbert, J. R. Bettis, E. P. Moriarty, A. T. Hillyard.

The Secretary-Treasurer reported the election of the following club representatives and that their clubs had complied with the by-law concerning League Club Representatives:

W. M. Butler, Pastime Bicycle Club.
H. R. Warren, Jackson County Wheelmen.
C. F. Zukoski, South Side Cycle Club.
D. W. Robert, St. Louis Cycling Club.
Edward J. Bruckner, Wanderers Bicycle Club.

The following members of the board were present: Messrs. Holm, Barnes, Gilbert, Bettis, Robert, Butler, Zukoski, Bruckner.

The Secretary-Treasurer read the minutes of the special meeting of the board held Oct. 28th, which on motion were approved.

Chief Consul Holm reported verbally and requested permission to file written report with Secretary-Treasurer. On motion, his request was granted.

Secretary-Treasurer read following financial statement, which was received:

Cash balance Dec. 1, '92.....$325.97
Receipts Dec. 1, '92 to Dec. 1, '93.....829.64 $1,155.61
Expenditures Dec. 1, '92, to Dec. 1, '93.....717.46
Cash balance Dec. 1 '93.....438.15 $1,155.61

Secretary-Treasurer filed detailed expense statement, which with the vouchers were referred to the Auditing Committee.

Secretary-Treasurer read report as Secretary, showing the numbered members secured by each contestant in the prize contest. Mr. Barber moved the adoption of the report and that the Secretary-Treasurer be authorized to purchase the prizes and pay for same from the Division Treasury. Carried.

M. J. Gilbert, chairman Touring Committee, read his report, which was received.

REPORT OF TOURING COMMITTEE.

All of the tours have been well attended, each one having been far ahead of last year. I recommend that other cities organize regular tours, as is done in St. Louis, and where the city is small it seems to me that by advertising the matter a good crowd could be induced to attend from the surrounding districts, and thus help the cause of wheeling considerably. We expect to get out a new road book if the Division income will admit of this. Mr. Barnes assures me that unless some outside expenses, that he knows nothing about now, come in we will be able to expend a reasonable amount. I think it would be advisable to make more maps in the new edition, that is, follow as nearly as possible the plan used in the Illinois book. This plan will be more expensive, but the St. Louis County map will cost less this year and we can add five or six more, covering some of the principal riding districts in some after edition make others, thus in the end we can make a very good book and not cost the Division much at one time. It seems to me that perhaps six additional maps, that is seven with the one already made, would sufflice, and if so we might be able to do it all this year. The synopsis of the roads could be done away with, except in some section where we will have no maps. The books might be bound in paper and this would save considerable, though I hardly think this would last.

M. J. GILBERT.

St. Louis, Mo., Dec. 9, 1893.

J. R. Bettis, chairman of Sprinkling Committee, read his report, which was received, and upon motion the Secretary-Treasurer was requested to send a copy of same to the Mayor and Street Commissioner. Carried.

REPORT OF SPRINKLING COMMITTEE.

We beg leave to report for the year 1893 that at the beginning of the season we secured from the city authorities the concession of certain streets being left dry morning and night, this being all that it was practicable to obtain under the circumstances. While the orders issued under these concessions have not always been fully carried out, the fault has been with the minor employees and not with the authorities, who have at all times met us with a cordial desire to extend us every privilege possible. The thanks of the wheelmen of the city are due to His Honor Mayor Walbridge, to Hon. M. J. Murphy, street commissioner, and to Messrs. Fitzpatrick and Wagenmann, for the best riding season we have had of late years.

We are glad to be able to add that Mayor Walbridge and Commissioner Murphy are awake to the necessity of improving the present system of sprinkling, and that new machines and methods of sprinkling and cleaning in course of adoption promise far better conditions for next year.

JAS. R. BETTES, Chairman.
M. J. GILBERT,
Committee.

Edgar S. Barnes read report as Chairman Highway Committee, which was received.

REPORT OF CHAIRMAN HIGHWAY IMPROVEMENT COMMITTEE.

Highway improvement in Missouri has taken great steps in advance during the past year. The first annual meeting of the Missouri State Road Improvement Association was held at Sedalia in January; at this meeting Gov. Stone was present, together with committees from both houses of the State legislature. Resolutions were adopted requesting the legislature to make certain changes in the present road laws of the State, and appointing committee to go before the legislature and urge the passage of a road bill. The work of the convention and of this committee resulted in the passage of a bill styled the "County option road law," which it is hoped will assist such counties as may adopt it in furthering the improvement of the highways of the State.

Two of the members of our committee, Messrs. Gillette and Barnes, attended this convention as delegates from the Division and did what they could there to push the work forward.

During the year addresses to the Local Consuls have been prepared and sent out calling their attention to this law and requesting their cooperation in bringing the matter before the people in their respective counties. An opportunity is hereby given us as wheelmen and wishers for better roads to push this work, and we trust that our Consuls and wheelmen generally will take hold and do what they can to assist the State Association in this work. Blank petitions can be had by applying to the chairman of the committee.

Mr. Gillette has revised the list of road officers of the State and sent a copy of the same to Mr. Potter for the use of the National Highway Improvement Committee.

The second annual meeting of the State Association will be held at Carrollton, Jan. 10 and 11, 1894, and I would suggest that the Board choose one or more delegates to attend and represent the Division and that the expense be paid by the Division.

During the past year Mr. Levi Clubbuck, who has been an ardent friend of and worker for good roads as Secretary of the State Board of Agriculture, was a candidate for reappointment. During his administration this Board took a deep interest in road reform and we as wheelmen desired his reappointment and did what we could to help him to get the position, but our efforts were unsuccessful.

The Division during the year found that the State Association did not have enough cash on hand to send out the printed reports of the meeting at Sedalia and so we have paid $20.00 towards this object and $5 towards printing the blank petitions, etc., for their use.

Our expenditures during the year have been $86.79 and we hope that the Board will assist us during the coming year to push the work of road reform.

EDGAR S. BARNES, Chairman.

Upon motion, Mr. H. A. Canfield was invited to come before the board, and stated that the article published in the *Republic* Dec. 8th, charging him with misconduct during his recent visit to Chicago, was a malicious lie and that he could prove that it was a lie.

Mr. Butler moved that in view of Mr. Canfield's statement, that this board expresses confidence in Mr. Canfield as an honorable man and wheelman. Motion prevailed. Ayes, Butler, Gilbert, Barnes and Bettis. Nays, Robert, Bruckner.

Messrs. H. A. Canfield and W. M. Brewster were nominated as Delegates to the National Assembly.

Upon motion, Mr. Canfield was declared elected. Ayes, Gilbert, Barnes, Butler and Bettis: Nays, Robert, Bruckner.

Upon motion Mr. Brewster was declared

lected. Ayes, Barnes, Bettis, Gilbert, Butler Bruckner, Robert.

Mr. Butler gave notice that he would move the adoption of the following amendment to the by-laws at the next meeting of the board:

"Amend Art. V by adding Sec. 7 as follows; In the annual election of officers no ballots shall be counted except those prepared on the printed blanks issued by the Secretary-Treasurer. Before mailing the ballots they shall be consecutively numbered and the number and name of the member to whom it is issued shall be recorded by the Secretary-Treasurer. Duplicate ballots shall be issued by the Secretary-Treasurer only, and in case of loss or miscarriage in the mails, the facts shall be duly recorded."

Mr. Robert moved that a committee of three be appointed by the Chief Consul to revise the election by-laws. Motion lost.

Mr. Butler moved that the actual expenses of Mr. Canfield as delegate to the National Assembly be paid by the Division. Carried.

Mr. Robert moved that a committee of three with the Secretary-Treasurer as ex officio be appointed to investigate the frauds in the last Division election and that such committee have the power to summon before them any member of the Division, said committee to report at the next meeting of the board. Carried.

On motion the following committee was appointed:—Messrs. Robert, Butler and Zukoski.

On motion the salary of the Secretary-Treasurer was raised to $75.00 for the ensuing year.

Mr. Gilbert moved that Mr. Barnes be appointed delegate to the annual meeting at Carrollton of the State Highway Improvement Association, and that his actual expenses to that meeting be paid from the Division treasury. Carried.

Mr. Barnes moved that the expense incurred in the investigation of the frauds in the last Division election be paid from the Division treasury. Carried.

Adjourned. EDGAR. S. BARNES,
Sec'y-Treas.

Michigan.

Mr. A. R. Baker having resigned his office as Secretary-Treasurer of the Division, I have his day appointed Mr. W. C. Noack of Detroit to fill vacancy. In accordance with the power vested in me by Article IV, Sect. 1 of By-laws of Michigan Division. Fraternally yours,

JOS. M. BRESLER, C. C.

Detroit, Dec. 12, 1893.

Michigan.

Mr. Geo. W. McRae of Alpena and Mr. H. Cossitt of Owosso, having lost their qualification for Representatives-at-large by not being members of the League of American Wheelmen, I have appointed on Dec. 12, 1893, A. M. Jones to fill vacancy caused by Mr. Rae's forfeiture, and I have appointed on Dec. 14, 1893, F. L. Brooke to fill vacancy caused by Mr. H. Cossitt's forfeiture. Fraternally yours,

JOS. M. BRESLER, C. C.

Dec. 14, 1893.

Oregon.

Mr. C. L. Howe, Chief Consul in account with Oregon Consulate L. A. W.

1893.	Dr.		
Jan. 1.	To Abbot Bassett	$16.00	
Apr. 11.	To Abbot Bassett	7.00	
July 1.	To Abbot Bassett	22.00	$45.00
	Cr.		
	By blank books	$ 1.80	
	Postage	3.00	
	Roll book	1.00	
	Letter file	1.00	
	Racing rules and express charges	2.00	
	Renewal and application blanks	.75	
	Twenty-five copies Constitution and By-Laws	1.25	
	Stationary, envelopes and printing	10.50	$21.30
	Balance cash on hand		$23.70

Deposited in First National Bank, Portland, Oregon. C. L. HOWE, Chief Consul, 326 Wash. St. Portland, Oregon.

Georgia.

I AM in receipt of the resignation of Samuel M. Whiteside, Chief Consul of Georgia. Chas. M. Rushing, the present Vice Consul, is appointed to fill the vacancy. Fraternally,

CHAS. L. BURDETT, President.

Continued on Page 115.

Applications for Membership.

THE following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III. of the Constitution.

BOSTON, Dec. 22, 1893.

Total—55—36540.

Colorado—3—542.

62438	Smith, Ed A.	Canon City
439	*Abel, Alice*	Denver
440	Slatton, W. O.	Monte Vista

Indiana—1—579.

62441	Sonder, Willis H.	Fort Wayne

Kentucky—3—611.

62442	Bullock, Jno. R.	Covington
443	McLean, Clarence W.	"
444	Bowlds, H. L.	Owensboro

Maryland—12—685.

62445	Stlenly, Geo. J.	Baltimore
446	Smoot, C. D.	"
447	Maxwell, George M.	"
448	Benson, B. F.	"
449	Gray, George H.	"
450	Hoffman, Maurice H.	"
451	Keelan, B. Vincent	"
452	Mount, John K.	"
453	Mattoon, J. C.	"
454	Medinger, Geo. W.	"
455	Postill, Jno. C.	"
456	Roe, Chas. A.	Towson

Massachusetts—1—6237.

62457	Cady, Wm. S.	Springfield

Michigan—14—1152.

62458	Baker, C. R.	Detroit
459	Bland, P. N.	"
460	Clark, J. F.	"
461	Clark, R. B.	"
462	Cooper, T. W.	"
463	Flinn, Welton	"
464	Falkiner, Will	"
465	Gleudenning, D.	"
466	Howland, Chas.	"
467	Hamilton, C. R.	"
468	Hollopeter, Frank	"
469	Perry, H. E.	"
470	Pearce, R. G.	"
471	Pease, P. S.	"

New Jersey—2—1090.

62472	Peck, W. D.	Rutherford
473	Williams, J. H.	Hightstown

New York—4—4460.

62474	Crannell, F. F., Jr.,	Albany
475	Green, L. Max	Lockport
476	Riggs, Eugene	"
477	Becker, John H.	Astoria

Ohio—3—8226.

62478	Cook, O. R.	Cleveland
479	Bash, Harry N.	Toledo
480	Kelsey, John M.	Toledo

Pennsylvania—6—4502.

62481	Woodworth, H. E.	New Castle
482	Hodges, Jno. W., Jr.,	Philadelphia
483	Kennedy, Joseph W.	"
484	Skerrett, B. E. M.	"
485	Steiner, L. G.	Gallitzin
486	Willingale, Wm. E	Tamaqua

South California—4—303.

62487	Maeder, C. F.	Los Angeles
488	Nully, G. E.	"
489	White, H. H.	"
490	Gaylord, R. H.	Pasadena

Virginia—1—169.

62491	Berry, Mills E.	Norfolk

Wisconsin—1—303.

62492	Levenhagen, Fredk. L.	Wausau

HOW TO JOIN THE L. A. W.

Fill up the blank below, and, together with the sum required for Initiation Fee and Dues to April 30th, next ensuing (1894), send it to the Secretary of the League.

ABBOT BASSETT,
12 Pearl Street, - - Boston, Mass.

P. O. BOX, 5267.

Write your FULL NAME, your FULL ADDRESS, and your CLUB name in FULL.

Each applicant must give as references the names of two L. A. W. members.

The name of the applicant will be published in the L. A. W. BULLETIN as soon as possible after it is received, and after two weeks, if not protested, the ticket will be issued. This will consume in all about three weeks.

Stamps of a denomination above two cents will not be received.

If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cts. If you want your name in gold, stamped on the holder, send 50 cts.

MEMBERSHIP FEE.

In April, May, June, July, August, September or October, enclose $2.00 with this blank. In November, December, January, February or March, enclose $1.50. These sums include the initiation fee and the annual dues.

The sum printed on the blank is the proper amount to send on even date with that of this copy of BULLETIN.

Application for Membership.

.....189

ABBOT BASSETT, Secretary:

Dear Sir. Enclosed you will find $1.50 for Initiation Fee and Dues in the League of American Wheelmen to April 30, next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur. I refer to the two League members named below.

Name.....

Street or Box.....

City.....

State.....

References.....

.....

Club.....

Write plainly. Autograph signature not required. Printing preferred, or enclose personal card.

FOR SALE OR EXCHANGE.

In this department the prices are 20 cts. per line, 7 words per line, 12 lines per inch.

Stamps will NOT be taken in payment. Cash, check, money order, or postal note must accompany order, or no insertion.

LATEST CYCLING PAPERS from all parts of the world received regularly and for sale. Send for list. FLETCHER & CO., 13 E. Van Buren Street, Chicago.

WANTED—Customers for Columbia model 30; like new, $100; Columbia, L. R. Bidwell tires, $50; Union 2.40, M. & W. tires, $50; Keating, M. & W. tires, $60; Swift B, Bidwell tires, $40. Send $5 as guarantee, and will send C. O. D. for examination. O. W. SWIFT, Danbury Ct.

BICYCLES.

See our Knight Scorchers, 30 lbs.; Knight Roadsters, 34 lbs. Nothing finer made. Best of material and workmanship; fully guaranteed.

They are right, and we know it, and you would know it if you would know it. They list at $150, but we have a few samples we will close out at $75.

KNIGHT CYCLE CO.,
311 North 11th Street, - St. Louis, Mo.

STOLEN—From Iowa City, Oct. 30, a Century Columbia, No. 417; pneumatic tire; 1892 pattern. Address

D. H. PALMETER,
Clear Lake, Iowa.

DO YOU WANT a pneumatic Rover Star, perfect order, at your own price? Box 1088, New Haven, Conn.

NOTICE.

We are the purchasers of the entire NIAGARA MACHINE CO. equipment, and are prepared to execute promptly orders for pedals, balls, coasters, lugs, toes and other cycle fittings. Correspondence is solicited.

Yours truly,
SPAULDING MACHINE SCREW CO.
WM. H. CROSBY, Manager.



FOR SALE BY ALL
CYCLE DEALERS.

D. L. Dowd's Health Exerciser.

For Gentlemen, Ladies, Youths; athlete and invalid. Complete gymnasium, 6 in floor room; scientific, durable, cheap. Indorsed by noted physicians, lawyers, clergymen, editors and others. 192 engravings, 40 pages, free. Scientific, Physical and Vocal Culture, 9 E. 14th St., New York

THE
BOSTON
WOOD RIM
CO.
509 TREMONT ST
BOSTON
MASS.

[Patented Nov. 21, 1893.]

MAKERS OF
Laminated and Plain
WOOD BICYCLE RIMS
FOR THE TRADE.

WE [illegible] 1895. New York City.

League Members ATTENTION.

You can subscribe to . . . .

"Outing"
FOR $2.50.



If you send your remittance to us (i. e., provided your subscription is new) regular price $3.00.

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Needs no introduction to our readers.

It is the only magazine published, devoted to the interest of all who love outdoor sport and recreation, containing

CYCLING . . . . . NEWS
. . . RECORDS
. . . STORIES

In short just what every cycler will read with genuine pleasure. A file of "Outing" is a history of cycling from infancy.

A SAMPLE COPY will be sent free upon application to the New York office. This offer is open to none but League members.

Wheelman Co.,
167 Oliver St., - Boston, Mass.

Special

We want every rider in this country to know all about

The Red Star Solid Illuminant
FOR BICYCLE LAMPS.
The Red Star Chain Lubricant
—AND—
The Red Star Lubricating Oil.

And as you can't all come to the Cycle show in New York, where we will exhibit, send us your name and address and we will send you, when ready, our little book and anything else we may get up.

RED STAR MFG. CO.,
P. O. Box 1092. NEW YORK.



AGENTS $50 to $100 a Week.
Ladies or men. Best seller known. Needed in every home. Can be done at home or farm by spare time. Grand "Home" Electric Motor Invention. Attached to machinery. Cheaper than steam power on earth. Connected instantly to wash or sewing machine, corn sheller, churn, pumps, fans, lathes, jewelers' or dentists' machinery, &c. Clean, odorless, lasts a lifetime. No experience needed. To show it in operation means a sale. Guaranteed. Profits immense. Circulars free. W. P. HARRISON & CO., X-7, Columbus, O.

Durant Normal School
.... OF ....
PHYSICAL EDUCATION
FOR WOMEN.

The Durant Gymnasium (B. Y. W. C. A.) offers unequaled facilities. Nine instructors, besides special lecturers. For further particulars address

HOPE W. NARLEY, Director,
Berkeley St., cor. of Appleton, Boston.

WORKS: BIRMINGHAM, ENGLAND.
HIGH-GRADE ONLY
Quadrant Cycles
AGENTS WANTED
WHOLESALE AND RETAIL WAREHOUSES AND STORES
EAST 249 Columbus Ave. BOSTON
WEST 308 Wabash Ave CHICAGO

SPECIAL.

In this Department, 25 cents a line. ☞*Cash must accompany the order.*

☞ Postage stamps will not be accepted hereafter in payment for advertisements or subscriptions.

☞*Checks, Money Orders or Postal Notes only will be taken.*

L. A. W. Badges



The Official Design in SOLID gold Send for Catalogue to

C.H.Lamson,203 Middle St.,Portland,Me.

The original inventor and maker.



The Latest L. A. W. Badge

Official Pneumatic Tire.

Solid Gold, - - - $3.50
Gold Plate, larger, - 2.00

Any bicycle dealer will order you one. We have L. A. W. badges from 25c. up. Discount to dealers.

DURYEA JEWELRY CO.,
194 Broadway, - - New York City.

BICYCLE ENGRAVING AND ELECTROTYPING
GRAVES & GREEN,
302 WASHINGTON ST., BOSTON.

JOHN HARRIOTT
MAKER OF
PRIZE MEDALS
CLUB PINS
DESIGNS ON APPLICATION
3 WINTER ST.
BOSTON MASS



LEVY'S Cycle Clock

AND

Speed Calculator.

Warranted good time keepers. Price $2.25 from cycle dealers or

SIMON C. LEVY,
1817 Ridge Ave., PHILADELPHIA, PA.

PATENTED.

WESTON

WESTON & CO., Jamesville, N.Y.

Wheels for Safety Bicycles.

Old wheels made over, or new wheels to take their place. Rock bottom prices to suit the times.

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Solicitor of U. S. and Foreign Patents.

ATLANTIC BLDG., WASHINGTON, D. C.

Send sketch of model for free examination as to patentability.



For information and free Handbook write to MUNN & CO., 361 BROADWAY, NEW YORK. Oldest bureau for securing patents in America. Every patent taken out by us is brought before the public by a notice given free of charge in the

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Largest circulation of any scientific paper in the world. Splendidly illustrated. No intelligent man should be without it. Weekly, $3.00 a year; $1.50 six months. Address MUNN & CO., PUBLISHERS, 361 Broadway, New York City.

NICKEL PLATE.
The New York, Chicago & St. Louis R.R.

THREE TRAINS EAST WEST DAILY.

PALACE BUFFET SLEEPERS. + SUPERB DINING CARS.

NO CHANGE OF CARS BETWEEN... NEW YORK, BOSTON AND CHICAGO

TICKETS SOLD TO ALL POINTS AT LOWEST RATES.

Baggage Checked to Destination. Special Rates for Parties

Trains arrive at and depart from Nickel Plate Depot, corner Twelfth and Clark streets, Chicago; Union Depot of the Erie Ry, at Buffalo. At Cleveland, trains stop at Euclid avenue, Madison avenue, Willson avenue, Broadway, Pearl street, Lorain street and at Detroit street, from either of which stations passengers may be conveyed by street car to any part of the city.

For rates and other information see Agents of the Nickel Plate Road, or address

L. WILLIAMS, Gen'l Sup't, B. F. HORNER, Gen'l Pass'r Agent
CLEVELAND, O.

Quickest Route to the West

SPRINGFIELD LINE
BETWEEN
BOSTON AND NEW YORK.

Trains leave either city at 9.00 A. M. except Sunday; 11.00 A. M. except Sunday; 12.00 M. except Sunday; 4.00 P. M. daily; 11.00 P. M. daily.

Drawing room cars on all day trains; sleeping cars on night trains.

A. S. HANSON, General Passenger Agt.

City Office, 232 Washington St., BOSTON.
Station, Kneeland Street.

FITCHBURG RAILROAD

Superb Equipment, Excellent Train Service, Fast Time, and Courteous Employees make the

Hoosac Tunnel Route

THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.

FAST EXPRESS TRAINS

With elegant PALACE PARLOR and SLEEPING CARS to and from

BOSTON and CHICAGO
and BOSTON and ST LOUIS.
via NIAGARA FALLS

without change.

THE POPULAR ROUTE for all points in Northern New York, Vermont and Canada.

THE ONLY LINE running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes and Burlington, Vt.

THE PICTURESQUE ROUTE from Boston to St. Albans, St. Johns, Ogdensburg, Ottawa, Montreal and Quebec.

ELEGANT PALACE SLEEPING CARS to and from

BOSTON AND MONTREAL,

without change.

For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad and at

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Fitchburg Railroad Passenger Station, BOSTON.

J. R. WATSON, General Pass. Agent.

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THE FAVORITE ROUTE
BETWEEN
Boston, Philadelphia,
Baltimore, Washington,
AND BETWEEN
New York and Philadelphia,
And all points in Interior Pennsylvania.

THE SCENIC LINE

To Buffalo, Niagara Falls and the West.

☞ WHEELS CARRIED FREE.

J. A. SWEIGARD, Gen. Manager. C. G. HANCOCK, Gen. Pass. Agent.

.. THE 1894 ..

Lu-Mi-Num.

WILL SURPRISE YOU.

PARTICULARS JAN. 10.

We have fulfilled the most sanguine expectations in '93 (Have you read our testimonials) but——watch the LU-MI-NUM in '94.

Mr. Dealer, stand up and let us see you, please.

St. Louis Refrigerator & Wooden Gutter Co.

INCORPORATED 1873.
CAPITAL $500,000.00.

ST. LOUIS, MO.

"We Keep Our Promises."

Whitworth Cycles

&

In the Old and the New World alike the Whitworth is as good at kilometres as it is at miles. On the 12th of August, L. S. Meintjes won the 100 kilometres World's Championship at Chicago, reducing records all the way up and riding, as also was the second man, a Whitworth No. 8. On the 24th of September, Jaap Eden, at Gladbach in Germany, made on a Whitworth, records for 2, 4, and 5 kilos., riding the total distance in 7 mins. On the 8th of September, Houben won the 100 kilometres championship of Belgium, and again on the 11th of October Fournier and Louvet, on a Whitworth tandem, rode 1 kilo. in 1 m. 14 3-5 s., which is exactly at the rate of 30 miles an hr., and it was but the second time they had mounted the machine. Any type of machine, any country, any distance! It is indeed true that we know something of the design of speed cycles.

The WHITWORTH CYCLE CO. Ltd.,
644 AND 646 BROADWAY, NEW YORK.

THE METRICAL SYSTEM.

TWO MORE RAMBLER WORLD'S RECORDS!!!

At San Jose, Cal., Wilbur J. Edwards, on his RAMBLER RACER, rode 100 yards, standing start, in 8 3-5 sec., also 1-8 mile, standing start, in 16 3-5 sec., both being 1-5 of a second under Bliss' records. Same time and place Walter Foster, on his RAMBLER RACER, rode 1-8 mile, standing start, in 16 4-5 sec., tying Bliss' record. Both rode unpaced.

"It Appears RAMBLERS are 'TRUE' RECORD BREAKERS!!! Eh?"

"Do YOU care about riding FAST?"

We will not exhibit at the New York Cycle Show, but cordially invite everybody to attend our Private Cycle Show, Jan. 8th to 13th, at our New York Branch House,

Corner 57th and Broadway,

where we will show our . . . . . .

Complete Line of 1894 Ramblers and Tires.

Everybody is talking G. & J. Tires owing to recent developments.

GORMULLY & JEFFERY MFG. CO.,

COR. 57TH ST. AND BROADWAY, NEW YORK.

CHICAGO. BOSTON. WASHINGTON. COVENTY, ENG.

THE

BICYCLING WORLD

And L. A. W. BULLETIN.

Published Every Friday

BY

THE WHEELMAN CO.

Incorporated under the Laws of Massachusetts.

167 OLIVER STREET,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address, as well as their new, and their League number.

TO OUR ADVERTISERS:

Copy for new advertisements must be handed in by Tuesday morning to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the WHEELMEN CO. All communications should also be addressed to the Company instead of to individuals.

☞ *Postage stamps will not be accepted hereafter in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken.* ☜

C. W. FOURDRINIER, Manager.

EDITORS:

C. W. FOURDRINIER. H. CROWTHER.

Women's Department conducted by MRS. MARY SARGENT HOPKINS.

BOSTON, DECEMBER 29, 1893.

THE time is approaching and that rapidly, when the League must have a paid manager. The labors of the Executive Committee are too many to expect them to be all looked after by officials working gratuitously. They should merely direct, frame the policy, map out the work and let the salaried manager do the rest.

THE consideration given by the Senate of the United States to the mammoth petition for the creation of a good roads department, which was the result of Col. Albert A. Pope's work, was more than a concession; it was a distinct triumph; and it emphasizes the fact in no uncertain tones that the movement for highway improvement is one which has come to stay. While it is true that no definite action, looking to the creation of a good roads department, was taken by the Senate, it is no less certain that the reference of the petition to the Committee on Inter-State Commerce foreshadows the fact that immediate attention will be given to the question by that body, and we are advised that the formation of a Transportation Committee will undoubtedly be one of the results.

Wheelmen throughout the country should use every means at their command to influence their congressmen on the subject, so that there may be no uncertainty as to its importance and popularity. With the thousands of unemployed men throughout the country, a carefully digested and concerted plan of highway improvement, for the utilization of this labor, ought to prove exceedingly popular at the present time.

THE final and authoritative declination of Dr. G. Carleton Brown to again be a candidate for a position on the Executive Committee rather overturns the calculations made concerning the political status for the coming year. Colonel Burdett's forthcoming resignation coupled with the withdrawal of both Messrs. Sheridan and Brown leaves the field open for an entirely new trio of names, and speculation is rife as to who these are to be.

Of the first position on the ticket the presidency there can be little doubt. Charles H. Luscomb is the man slated for the office, and it is more than doubtful if any combination could prevail against him. Willison, of Maryland, and Mergenthaler, of Ohio, are talked of for the vice-presidencies, whether as first or second, respectively, being of little consequence, the only uncertainty with regard to these two positions being the candidacy of Chief Consul Perkins, of Massachusetts. In case the latter were to make the nomination (an open question, since he is popularly supposed to be a candidate for the presidency) Willison would be out of it, for it is something more than certain that the West would not hear of the entire committee being made up of Eastern men; but if the Massachusetts man cannot secure enough votes then Willison will be the popular choice.

There is also a rumor of Chief Consul Billingsley of Illinois being run for the treasurership, in which case there would be a contest, for Brewster is understood to be again a candidate. In either event the West would be well represented.

Meanwhile plans are being laid, wires pulled and pledges secured in the various interests, and a lively campaign is probably before us.

WINTER'S frosts and Summer's heat no longer serve to repress the ubiquitous and omnipresent bicycle which is in evidence in all the cities, towns and hamlets of the country in great and ever-increasing numbers. Yet it may well be questioned whether this wonderful increase, promising as it is in so many ways, is not drawing in its train many attendant results not altogether lovely or desirable. For with the spread of cycling, as of knowledge, comes an assumption of superiority to the rest of the world and an indifference to the rights of the general public in many instances that cannot but be detrimental to the interests of the sport. Mounted upon the easy gliding bicycle, annihilating distance and covering the miles like the seven-league boots of fable, the latter day cycler but too often forgets that he is using the highways and byways only upon the same common ground as other vehicles no more, no less; and that he has no right of eminent domain which gives him exclusive privileges over everything else that walks, drives or is propelled along the same courses.

Already the legitimate and inevitable result of this indifference or recklessness is being slowly, but none the less surely evolved. From all parts of the country come announcements or rumors of restrictive ordinances governing the riding of bicycles, and in many instances and localities evincing a strong desire to dispense with their use altogether, and while of course such legislation, if enacted, could not be carried out, being clearly illegal, it is yet significant as showing how public sentiment is being aroused.

NOR, it must be admitted, is it altogether without good and sufficient reason. The hostility of the livery man and the cabman is born simply of the knowledge slowly awakened to that here is a conveyance which is rapidly coming to the front as a vehicle of practical utility, and the effects of whose competition are affecting that important possession so dear to the heart of the average man the pocket-book; but the public, as a public, is actuated by no such reason. The pre-emption of the highways could be borne with; the use of the sidewalk in many instances condoned where the roads are unrideable (although as a matter of fact and law the bicycle is simply a vehicle which as such has no more rights upon the sidewalk than any other vehicle would have); but no excuse can be offered or is possible for the reckless and criminal hardihood which, in defiance of law, public sentiment and common decency, sends the bicycle crashing into pedestrians infants and adults alike to maim and kill. From all parts of the country come reports of fatalities and casualties due to the folly of the scorcher in the public streets, and he and his kind must be put down with a strong hand if cycling would preserve the respect and support of public sentiment.

THE PASSING HOUR

THERE came a wail from the City of Brotherly Love last week a wail that lifted up its voice in a maudlin strain, having for its burden the hypocritical sorrow of the writer over the "Decadence (?) of the BICYCLING WORLD"; and this at the very time when the paper had already been issued in its improved form, being the recipient of many compliments from all of its contemporaries over its rejuvenation except the one, which, pursuing the same sagacious (?) policy that had already cost it the advertising patronage of G. & J., the Union, Bidwell and others, broke forth into lamentations over the depths to which we had descended.

Rest yourself, oh most sage exponent of base ball and the cash prize league! The only decadence which has been particularly noticeable of late is that which admits to the columns of a paper which once made it its proudest boast that they could find no space therein, that class of quack nostrum advertisements which are turned down by this and other reputable journals at any price; and it is a decadence which reflects but little credit upon those responsible for it.

BY way of emphasizing the ignorance that could so glaringly expose how little it kept posted on a change that had taken place a fortnight previously our critic went on to attempt to set itself straight the next week, and incidentally took occasion to damn us with faint praise by consigning us to the tail end of a list of American cycling papers valuable as an advertising medium.

NOW they say that an ounce of facts—cold facts—is worth two or three tons of pretendedly friendly but actually malicious misrepresentation, so I will set forth in evidence two of these facts, one taking the form of an unsolicited letter which reads as follows:

ALLSTON, MASS.

The Wheelman Co.:

GENTLEMEN—It gives us pleasure to testify to the value of the BICYCLING WORLD AND L. A. W. BULLETIN as an advertising medium. We advertised our Cleats in all five all the Cycle Weeklies, one monthly, and one general Sporting paper, total seven papers, and the result showed that the advertisement in the WORLD AND BULLETIN brought us more business than all the other mediums put together.

Yours truly,

DETACHABLE CLEAT CO.

The other is the result of the Fowler advertising contest of last summer, in which the Hill Cycle Mfg. Co., of Chicago, received 3,700 replies from their advertisement in the BICYCLING WORLD, some 1,900 from one other cycling paper and a *few hundred each from the rest*.

It will no doubt have been duly and carefully observed by the shrewd advertiser that none of these last gave any prominence to those results.

Why, I wonder?

HOW to keep up the membership of a club and provide a suitable and inviting home that shall be the means of bringing into its ranks new recruits without unduly taxing them for its support is one of the problems that vex the souls of the officers, directors and members of these organizations alike, and hence it was that it was a matter of great surprise to be told, on the occasion of a recent visit to Syracuse (where Mr. C. Edward Wood, well-known as rider, clubman and correspondent—who has not heard of "Sagina?"—did the honors) that in both the Syracuse Athletic Club and the Century Cycling Club the dues are but $12 a year, and yet the clubhouses are handsomely built and furnished and afford advantages lacking in many of the more pretentious organizations in the large cities

How do they do it?

BY the way, it is not generally known that the Cleveland Wheel Club have a home (just completed and occupied) which has no equal outside the houses of the Capital Club, of Washington; the Maryland, of Baltimore; the Philadelphia and Pennsylvania, of Philadelphia, and perhaps one or two others; and in saying this I am not forgetting the many clubs throughout the country which have commodiously appointed and elegantly furnished houses, but which, however, have all been altered from the regular dwelling house form in which they were originally constructed, instead of having been especially designed and built for the use of the club as was the case with those named.

The Cleveland's home is, indeed, a type of what money, taste and skill combined can do for the cyclist of to-day.

Go and see it when visiting that city, and be assured of a hearty welcome!

ONE of the things which strikes a man who gets around among the trade of today most forcibly is the prevalence of the wooden rim.

No matter where you go, in what part of the country or in whose factory, you find the wood rim one of the principle topics of conversation, and, truth to tell, the manufacturer is not at all thoroughly assured as to how it is going to stand up on h's wheels. But that is neither here not there; it is a fad if you will, but none the less true is it that the demand must be recognized and met, and that is why so many of the manufacturers who would gladly have turned it down have been compelled to arrange for wood rims on some, at least, of their '94 models.

SOME doctor has started the theory that there is no such thing as a new disease, says a writer in a western paper; that all infirmities are as old as the human race. The notion is simply a doctor's fad, as the history of medicine and surgery shows that every new occupation has its own peculiar ailment. The base-ball arm and the lawn-tennis elbow are the most familiar recent examples, but the scholar's weak eyes are as old as small type, and the infirmity of the eye muscles common among type-writers came in with the invention of the writing machine. Every stage of civilization has its own disease; every occupation has some ailment peculiar to the men who practice it; the bicycle stoop—*kyphosis bielistarum* of the London *Lancet*—being the latest addition to the unfortunate list that lengthens as the race progresses.

SENATOR HOAR'S petition for good roads was a monster, and it might be used as a road roller to improve some of the poor highways in the country, now that Congress is through with it.

DICK HOWELL gave a great exemplification of head work in that half-mile race with the horse at Madison Square Garden.

A half in 2.31!

NOW, Denver, let us hear from you!

BICYCLES have been mounted on runners up here in the North during the past fortnight.

WE apologize to Billy for calling him "Bob."

Is it accepted, Mr. Herrick?

Ariel

Boston's Inter-Club Tournament.

THE Associated Cycling Clubs' billiard, pool and whist and bowling tournaments have been so successful in keeping alive interest in the clubs that the executive committee is now thinking of organizing an ice polo league.

The general average of the clubs in the billiard, pool and whist scores is as follows:

CLUB.	TOTAL POINTS. WON.	LOST.	PER CENT.
Press	1,63		.552
Hyde Park	903	803	.527
Malden	1146		.520
Medford	951		.489
Capitol	1,14		.482
Wal	7,9		.481
Ron	1,03	1,03	.125



SHE—"No. I cannot marry you. We have no romance. You never saved my life."

HE—"Certainly I have. Didn't I ring my bell the other night before I passed you on my bicycle?"

They Will Have Their Own Troubles.

THE National Assembly will be divided upon the amateur matter into three classes: The purists, who want the laurel wreath and all that sort of thing; those who believe in the double headed rule, and those who feel that the only solution of the question is one liberal rule.

Here's Another!

M. ZIEGLER, of Mt. Vernon, Washington State, has invented a bicycle that he claims will revolutionize the world for speed. He has been working on it for ten years and it is just completed. At the first trial on the initial trip the steering gear did not work right, but after a little changing he made a mile in less than two minutes. The machine has two large wheels and one small steering wheel. The driving wheels are seven feet in diameter, and the driving power is derived from three motions, the principal one being the rider's weight. The inventor claims that a person can easily travel 50 or 60 miles an hour on good roads. A company has been formed with $100,000 capital to manufacture the machine.

So says the Seattle *Telegraph*.

The Bicycle As a Dray.

NORMAN SHOTWELL, a piano tuner of Orange, N. J., recently carried a Mason & Hamlin organ from Orange to Westfield, a distance of some fifteen miles, on his safety bicycle. He rigged up a light platform on top of, and projecting in front of, the handle bars, bracing it against the forks of the machine and the entire distance was made without a dismount in one hour and forty minutes. Mr. Shotwell weighs 172 pounds and the organ and tools weighed upwards of 75 pounds additional.

Christmas Numbers.

THE Christmas issues of Chicago's cycling papers are marvels of their kind, the *Bearings*, *Cycling Life* and *Referee* all being beautiful specimens of the printer's art. Of the three *Cycling Life* presents the most handsomely illustrated cover, a cover which is truly artistic, but *Bearings* claims pride of place no less from the wonderful amount of matter it contains which, by the way, is far above the average in quality—than from the numerous fine illustrations which set forth that reading, as well as the colored plates of the noted riders of the cycling path.

Gone Home.

BLISS and Dirnberger will attack no more records this season, having packed their trunks and left Birmingham.

It Works Both Ways.

ONE of the aphorisms which resulted from a too convivial party of touring wheelmen is that "there is nothing so bad for riding as too much champagne and that there is nothing so good for too much champagne as riding."

Every Time.

IT is as futile to attempt to make a pure amateur by legislation as it is to make a total abstainer by prohibitory laws. When a man is out for the "stuff" he will get it law or no law.

If You Borrow a Wheel Pay for the Damage.

A LAWSUIT to recover $25 damages done to a bicycle was begun last week in LeRoy, N. Y., between E. P. Cochran and W. H. Buckbee. Mr. Buckbee took Mr. Cochran's wheel during last summer and rode to Batavia and while there punctured the pneumatic tire. The bill for a new tire was handed to Mr. Buckbee by Mr. Cochran, but he refused to pay it. Owing to the absence of one of the witnesses, the trial was postponed.

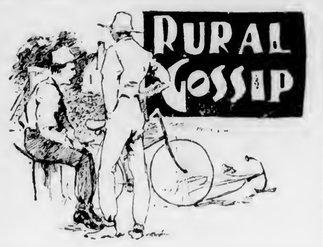
The Hickory Wheel Company Entertained.

IN the armory of company E, Sixth Regiment, M. V. M., South Framingham, Mass., on Dec. 19, a reception was tendered to the officers and employees of the Hickory Wheel Company, South Framingham's latest industry, by the Framingham Cycling Club. About two hundred people participated. A luncheon was served and there was music by the Middlesex Banjo and Mandolin Club and singing and speech-making. Ora O. Davis, president of the cycling club, delivered an address of welcome to the guests.

Waltham's Track Attached.

AN attachment has been laid on the Waltham Cycle park for $1,000 by W. A. Cole the contractor, who built it. The attachment and suit is to recover an alleged balance due on the contract for building and grading the track. The case will come up next month in the civil court as an action of contract.

There will be no skating rink there this winter. The contractor stated this morning that the idea is impracticable for the reason that the surface drains which were laid to drain the ground within the track would draw off all the water as fast as it flowed in, and the water board have pronounced the scheme impracticable for much the same reason.



Hearth-Side Dreams.

THERE is a decided something about a well-organized New England winter that tends to slow down and cool off even the most pronounced type of high-pressure and forced draught wheel-crankism. Of the rural N. E. winter this is particularly true; and of little Brushville, two feet deep in snow and only the present writer left of all they that have waxed in cycling ardor during the past ten years—alas! is it not sadly true?

So at least comes the thought as I sit by the hearth to-night and gaze into the dancing fire of hickory logs, while an unwilling brain tries to catch some cycling idea that may be appropriately dished up and served with holiday flavor.

BLUE LIGHTS SLOW MUSIC.

Just at the present hour, as I go back in the memory over the years crowded so full with cycling events that cycling seems to dull the recollection of nearly all else, I am forced to ask if it pays to be a crank. This is a serious question. It casts a gloom over me every year at about this time, when there is no riding, or it is too cold to ride. This season of retrospection and gloom occupies my time in these days in lieu of the ladies' nights, the socials, the whist parties, the pool and billiard tourneys, the lignumvitæ leagues.

BOILED SHIRTS.

I find, however, that there is moral force in a linen shirt, particularly after one has worn sweaters for an eight month. I have worn the aforesaid linen several times of late, and it brings me back to the plain, everyday world without any cycles in it. Some night I may try the effect of a social. There is still more linen about a dress suit. Then there is the music, too. Ah! music! The swaying, rhythmic waltz—the pretty girls—the lovely gowns of "what to wear."

GROWING OLD.

I well recollect how startled I was at the first consciousness of the creeping on of age. The heart flutters a bit, and then, perhaps, laughs the tiny pang away. But the pang returns another day. It comes often on these nights beside the hearth.

"Sings the blackened log a tune
Learned in some forgotten June,
From a school-boy at his play,
When they both were young together."

Aye! the "forgotten Junes;" of tramps afield; the Julys and Augusts at the swimming pool; the October, setting snares in the woods; the skating at Thanksgiving and Christmas!

What a pity it is, that with every encouragement for being a boy, one does not realize the possibilities of happy boyhood until he begins to grow away from them. I had all the parental encouragement; but somehow, I always feel, when I have one of these spells, that it would be pleasant to go back and take the course over again, on modern lines—omitting, if you please, that solid tire.

FRIENDS.

But did you ever think that it is not 'till we lose the youth that we begin to make friends. It is when the mind begins to grasp some of the purpose of life, and the world grows real and earnest, that light-hearted youth slips away. Then if there comes a friend he may be weighed with the heart. Cycling has made many of these friendships. It has made friends for me. Some of these have seen sorrow since the year was new; some have been married; some have fallen in love; and I hope all who have not will do so, and write me about it as becomes friends.

And, after all, does not this season of relaxation from cycling things teach us that we are not such deeply dyed wheel-cranks as we feared. Is not our concrete of cycling truly made up of a large share of everyday joys and sorrows?

ARTHUR ALLEN DEAN.

A New World's Record.

AT San Jose, Cal., Dec. 6, Wilbur J. Edwards, the California flyer, rode 100 yards and 13 feet against time, doing the distance in 8 3-5 seconds from standing start. His timers were S. B. Alley and E. W. Eckles, the former being a first-class timer, and both holding good watches, their times being exactly the same. This beats Bliss's time by 1-5 second. But the Rambler still holds the record to its credit. Mr. Edwards rode a Rambler Racer. December 12 Mr. Edwards made a trial for the 1-8 mile, standing start, paced by Walter F. Foster. He rode the distance in 17 1-5 seconds two different times and the third time in 17 seconds flat. This was done on a quarter-mile track.

Later.—Mr. Edwards rode 1-8th mile, standing start, in 16 3-5 seconds, beating Bliss's record by 1-5 second. Walter Foster rode the same distance in 16 4-5 seconds.

Nuts for the National Assembly to Crack.

THE important questions to come before the next National Assembly will be the amateur rule, the color question, *Good Roads*, the official organ, and the election of officers. If they are all carefully considered it will mean a two days' meeting.

Tradesmen Bowl.

THE employees of the Pope Manufacturing Company were beaten at bowling at Hartford, Conn., last week by the Hartford Cycle Company's employees by a score of 3,804 to 3,760. Three games were rolled and the total scores of each were as follows:

Hartford Cycle Company—Sperry, 349; Anderson, 418; Goodman, 361; Post, 287; Fletcher, 387; Fuller, 361; Bishop, 466; Wood, 521; Rickard, 340; Pope, 608.

Pope Manufacturing Company—DeBlois, 430; Francis, 391; Spaulding, 318; Stanton, 389; Mortson, 415; Birmingham, 325; Gardner, 325; Taylor, 292; Fahy, 465; Cuntz, 421.

The positions of the teams changed at four different times and it was nip and tuck all through the game. At the conclusion of the game supper was served and the losers paid the bill. R. D. Garden and D. J. Post acted as toastmasters and all present made speeches.

A FEW days ago a tramp at Pacific, Mo., spied a railroad tricycle, belonging to a telegraph lineman, standing near the track. He stepped around under cover of the station house, seized the machine, put it on the track and mounting it sped away down the line at full speed. He had gone but a few miles, when suddenly the fast express tore around a sharp curve and bore down upon him. Before he could even slacken speed the train struck him, and there was one less tramp in the country and a tricycle gone.

THE members of the old Kings County Wheelmen, of Brooklyn, N. Y., are busy working up interest enough to secure larger quarters. The present house is not large enough or is not properly laid out for a comfortable club house. A special meeting will be called after the holiday season, and in the interim the Building Committee are empowered to do all they can toward securing the refusal of building sites, getting architectural designs, etc. John Bensinger, a member of the club, has a record of 20,000 miles since 1889.



The Flange Coat En Bicyclette.

FOR GOOD ROADS.

150,000 Petitioners ask Congress to Establish a Good Roads Department.

SENATOR HOAR of Massachusetts, with the assistance of several employees of the Senate, presented in that body last week a petition unique in form and mammoth in proportions. The petition was wound around two wheels of a bicycle made of oak, the whole weighing 600 pounds and standing 7 feet in height. It contained the names of 150,000 signers from all over the United States praying that there shall be founded in Washington a road department, similar to the Agricultural Department, for the purpose of promoting knowledge in the art of constructing and maintaining roads, and asks that in such department provision be made for teaching students. The petition originated with Col. Albert A. Pope of Boston. It is 1,400 yards long, is signed by the Governors of seventeen states, by the Massachusetts Legislature, and by several banks and Chambers of Commerce.

The Sergeant-at-Arms did not want to let it come into the Senate chamber, although he had no reason to give, except that it was so large and he had never seen anything like it before, but a word from Senator Hoar persuaded him that he must not interfere with the sacred right of petition which the constitution reserved to the people.

Dr. Gallinger of New Hampshire began a lively discussion with Senator Hoar. Senator Gallinger said: "While I am quite as anxious as the senator who has presented the petition to do anything that Congress can consistently do to improve the roads of the country, I wish to call attention to the fact that the promoter of this matter, as it has come to my knowledge, is the leading manufacturer of bicycles in the United States, and I venture the suggestion that I trust that if Congress does act favorably in any direction upon the question presented in the petition, the gentleman who has sent out the petitions and spent a great deal of money to produce what is now before the Senate may be influenced in some way to take into consideration the propriety of reducing the prices that he asks for his bicycles in the interests of the small boys of the country."

Senator Hoar replied warmly: "As the extraordinary course is pursued of undertaking to discuss a respectful petition before it is heard, I wish to say that I do not know who has promoted this petition or what the business is of any one who has promoted it, but if it be true that the representative of the interest of the bicycle has an interest in it and has promoted it, I do not think that is any cause either for taunt or for condemnation, or for sneers.

THE BICYCLE IS THE POOR MAN'S CHARIOT.

Its invention and perfection within the last 20 or 25 years have made it possible for poor men to live at a distance from their places of work instead of living in the crowded and unhealthy parts of cities. Poor men who cannot afford to keep a carriage get innocent, healthy and harmless recreation and enjoyment and exercise from it."

There was some further discussion and Senator Hoar finally said: "Mr. President, one word further. My honorable friend, if I mistake not, is a doctor by profession, and as he has stated, without I think knowing much about it, what is the motive of the gentleman who makes bicycles, I suppose it is equally proper for me to suggest that perhaps unconsciously to himself he may have a professional desire to have men cease to purchase the health-giving bicycle and save up money to buy his pills."

Everybody on the floor and in the gallery laughed heartily at this, including Senator Gallinger himself, and the petition was referred and wheeled to the Committee on Inter-State Commerce.



Why He Thought So.

FORRESTER. Harduppe said, a while back, that he was expecting some money soon. Did he get it?

LANCASTER.—I suppose so. I see he is riding his bicycle again.

For the Novice.

LET not the novice be too ambitious in his first endeavors in the wheeling line. Remember that ice-wagons, street cars, cabs and trucks preceded the bicycle by many years, and the former are driven by individuals who don't care whether the latter sleep in their homes or the hospitals. Their inhumanity to wheelmen have made countless numbers mourn. The knight of the wheel who isn't careful in the cities' busy streets in the daytime may live to see stars while the sun shines.

Do not try to persuade yourself that the wings of Mercury are attached to your rear wheel. Many of the champions of to-day began wheeling in their back yards just at dusk when no eye was watching and no one save the moon smiled at their first endeavors.

SPEED OF MARKETABLE QUALITY

is not the product of an instant; the possessor the roof probably began at six miles per hour and gave half of the road to all he met. Do not therefore try to race with the Empire State Express until you have served your apprenticeship making pace for a canal-boat. A good watch with two candid, impartial hands is often a novice's best friend.

A policeman is no respector of persons and will lay his heavy hand as quickly upon the Simon-pure, spotless amateur as upon the erring wayward brother who rides for cash. Many a novice has paid for his compliments to a policeman at $1.00 per word.

If you are so unfortunate as to be entered in a twenty-five mile road race don't stop after the fifteenth mile to admire the scenic beauty of the surrounding country, rather hurry up, do the twenty-five miles in 65 minutes and take your time coming back, thus getting a more lasting view of nature's handiwork.

Don't fall into bad habits. For instance never stop in front of a country tavern, and after throwing down your wheels outside, go in and give orders to "set 'em up."

ROBERT BRUCE.

Oswego, N. Y.

Stamson Says:

"THAT we are pleased with the changed form and general appearance of the BICYCLING WORLD, is a very mild way to put it.

Wish we knew the name of some wheel with dust and water proof bearings, as noted by L. A. W. 20251, as the writer rides in all the mud and rain we have, not as a pastime, mind you, but in the business use of the wheel, and dirt and water proof bearings would be a great satisfaction.

Regarding stolen wheels vs. the agent, dear Mr. Ariel, I can say for one, that, as long as so many wheel owners have such an apparently unlimited amount of faith in mankind, as you find it, they do not deserve much sympathetic hustling from an agent, when they lose a wheel.

No one who is carelessly, easy going with his wheel, should squirm when some conscienceless wight relieves him of the care of it.

I mean to call you down some day, Ariel, for writing the word "fad" in connection with cycling. Let us hope at least that cycling faddists "are very seldom, and will rapidly become more so."

I rejoice at the evident progressiveness of "Boston's inner society circles."

Also that Mrs. Hopkins gives us so many interesting pages of Winding Ways. The third and fourth cuts in her article of Dec. 8th are very witching, and seem about right."

.... EXEUNT '93 ....

Enter '94 on the New Union.

You remember how admirably the UNION P. D. Q. upheld our claims. You can rely upon our establishing the '94 Union model upon a pinacle of fame for

STRENGTH, COMFORT AND SPEED,

Which will o'ertop its predecessor and prove the guiding light to those who are lost, or wandering undecided in the maze of wheels which the New Year will bring forth.

UNION CYCLE MFG. CO.,

BRANCHES
Philadelphia and Chicago.

239 Columbus Ave., Boston, Mass.

CATALOGUES READY IN JANUARY.

BUILT LIKE A WATCH!



STERLING EXPERT, MODEL E. '94 MODEL.

How Does It Strike You?

Weight from 25 to 30 pounds, depending on rims, tires and saddle.

.... It's the ....

Up = To = Datest

Wheel on the Market, and has the

Talking Features.

STERLING CYCLE WORKS,

Spaces 9 and 10 at the New York Cycle Show.

Offices and Factory, 236-240 Carroll Avenue, CHICAGO.

SEND FOR THAT UNIQUE CATALOGUE OF OURS.

Her Ambition.

She was neither a wit, nor a beauty,
And her form was devoid of grace;
But she felt it to be a life's duty
Her name on Fame's tablet to trace.

So she went where they taught elocution;
Graduated, after three lengthy years;
Then broke down her strong constitution,
While hammering her auditors' ears.

Then she tried to write for the papers;
But no editor would publish her rhyme;
Tho' she cut up all manner of capers
Through her efforts in some way to shine.

She was sure that the stage with its glitter
Was the place for her talents and taste;
But her complacency very near quit her,
When the manager dropped her in haste.

Then she thought she'd be a physician,
But lacked the requisite cash
To prepare for such a position,
Or cut any sort of a dash.

She knew she could sing like Patti,
So she howled and squawked herself hoarse,
In a manner decidedly catty,
Only very much louder of course.

After much disappointment and worry
She thought she would marry, and try
To get rid of hard work and all flurry,
But her hopes only blossomed to die.

Her ambition may yet gain fruition,
For she counts herself one of the "boomers,"
As she rides after six weeks' tuition,
A wheel—in jacket and bloomers.

—MARY SARGENT HOPKINS.

Innovation in Street Paving.

IF the trial of a new method of street construction recently made in an experimental way at Rochester, N. Y., stands the test of experience, a great step will have been made toward the ideal of a smooth and noiseless pavment, which, having the great merit of cheapness, makes good roads practicable on a very extensive scale. Mr. J. V. McClintock, the city surveyor of Rochester, conceived the idea that, if a macadamized pavement could be made water-proof, so as to prevent the soaking and softening of the ground beneath,

A GREAT ADVANTAGE

would be gained. He, therefore, experimented with a street in the central part of the city by first picking over the old macadam pavement and removing the dirty stones, and then covering it with broken trap rock from the Hudson river palisades reduced to rather small fragments, the largest pieces being of a size that would pass through a one and a half inch ring. After a thorough rolling with a steam roller the pavement was grouted with a mixture of one part of American Portland cement to one part sand, and brought to a consistency of thick cream with water. After thoroughly wetting the pavement this was poured over it gently from pails. One barrel of cement, costing $2.15, was sufficient for eight and seven-tenths square yards of pavement. The grout was allowed to set for twenty-four hours, after which the surface was covered with sand and sprinkled with water. In nine days more traffic was permitted. Mr. McClintock says that the pavement is smooth and neat, easily cleaned and popular with drivers.

AN IDEAL PAVEMENT.

The *American Architect*, commenting on this result and speaking from experience with Portland cement grout, is inclined to recommend leaving out the sand and using the cement plain, keeping off traffic, if possible, for a month, and wetting the pavement occasionally in the meantime. Another method which it suggests is to use the broken stone already mixed with cement and sand and lay it in the form of concrete, immediately rolling it. The large proportion of sand in such a concrete would reduce the expense.

Should this idea of the use of cement in connection with macadam at all recommend itself, it is likely that various improvements in the method would eventually be made. And if such a form of construction should prove durable

AN IMMENSE ADVANCE

would be made in the direction of good roads. * * * Macadamized streets might thus be made practically as good as asphalt at a slight additional cost, and even if such a form of construction should not prove substantial enough to meet the demands of ordinary street traffic, it nevertheless might increase the durability of park roads, upon which only light vehicles are permitted. *Boston Herald.*

No Horse-Pacing In England.

WE note with pleasure that the L. A. W. Racing Board will not recognize any records in which horses or any other means than man-propelled cycles are used for pacing purposes. This is well, for the point of artificiality in the manufacture of records must be sooner or later universally set out and universally acknowledged. The L. A. W. will find the N. C. U. ready to back them up in this regard. No horse-made records will pass current with us here.—*Cyclist.*

Increased the Value of Property.

NEARLY eight miles of macadamized road have been completed in Abington township, Philadelphia, through the $80,000 loan authorized by a special election by the voters of the township. It was thought at first that all of the roads in the township would be macadamized with that sum, but there still remain several miles of dirt roads and the loan is exhausted. The effect of the improvement has been to increase the value of land along the new roads.

The Six-Day Race.

THE contestants in the six-day professional race at Madison Square Garden, New York City, was started at midnight on Christmas Eve in the presence of about 6,000 spectators.

The list of starters, as marked on the large scoring board, was as follows:

William Martin, record of 1,466 miles; C. W. Ashinger, 72 hour champion; Albert Schock, who held the record of 1,405 miles for more than five years; Frank Albert, record 1,380 miles; Frank Fuller, champion long distance skater; Dawson Fornwalt; Peter Golden, the long distance pedestrian; Edward Reading, A. S. Meixell, John Barton, Frederick Foster of Germany, Albert Hosmer, H. E. Bartholomew, Frank Waller, C. Greer, P. Berlo, J. F. Starbuck and George Van Emburg.

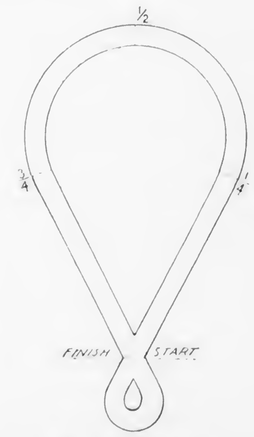
The track is ten laps to the mile and is said to be the best ever put down in the Garden.

The score at one o'clock on Wednesday morning was as follows:

	M	L		M	L
Schock	745	6	Golden	541	7
Waller	743	9	Van Emburg	539	8
Martin	741	0	Ashinger	539	3
Albert	638	0	Barton	500	2
Hosmer	633	1	Foster	481	9
Meixell	572	1			

During the evenings there were short distance races which furnished a pleasant diversion for the spectators.

The winners of the race will divide a purse of $3,250, and perhaps more. The man who travels the greatest number of miles will get $1,200; second man, $800; third, $500; fourth, $350; fifth, $250; sixth, $150. Beside this, a prize of $150 will be given to every one who covers 1,400 miles. In addition, one-quarter of the net receipts are to be divided among the five leaders in the proportion of 50, 25, 12 1-2, 8 1-2 and 4 per cent.



The Kite Track.

... Agents ...

The Liberty

CYCLES

Will be sold to the retail trade of . . .
New England direct from our factory.

All retail cycle dealers in New England who desire the agency for our unexcelled line of goods, are requested to correspond with us.

WE CAN INTEREST YOU.

...

WILSON, MYERS & CO.,

Makers of LIBERTY CYCLES,

55 Liberty Street. .... **.... New York.**

Rubber Tires on Carriages.

THE *India Rubber World* has been interviewing Brewster & Co., of New York, on the subject of rubber tired carriages. Mr. Brewster said that "the rubber tire is a luxury pure and simple and only adaptable to heavy closed carriages for city use."

In answer to the question: "Do you anticipate any extension of the use of the rubber tire to other than city carriages of the kind described?" Mr. Brewster answers:

"I really do not. The rubber tire is meant for pleasure. It makes driving easier and more comfortable, and lessens the noise greatly; but there are no other advantages connected with it. It would be ridiculous to use it on trucks, for example, or any other vehicle not constructed to subserve the pleasure of ladies and gentlemen. Those who can afford to purchase a fifteen-hundred dollar carriage will gladly pay one hundred more for the superior advantages of the rubber tire. In fact, I know of no way in which they could spend a hundred dollars more wisely. The difference is sure to be highly appreciated. But of course, when one purchases a five hundred dollar carriage, he could not be expected to pay an additional hundred for the luxury of the rubber-tire."

Mr. Brewster further stated his reason for doubting the use of pneumatics for general use even on city carriages. He considers the element of danger from puncture too prominent yet to allow of their general adoption.

The same subjects as covered by the above interview were discussed with an officer of the New York Belting and Packing Co. The chief reason for the slow introduction of the rubber tire in the carriage industry is, in the opinion of the company, to be found in the inferiority of the pavements in American cities. Our cobble-stone paving is a serious obstacle to the use of rubber tires. It is true that the rubber-tire is a luxury, but its benefits are so great and easily appreciated that, given better pavements, the rubber tire would speedily become a favorite, and all pleasure carriages, heavy as well as light, cabs, hansoms, and buggies, would have them. It is a fact that in England and France thousands of carriages and cabs are rubber-tired, and the reason is that they have asphalt pavements there which reduce the danger of cutting to a minimum. When this danger is eliminated, no further drawback remains, as the mere wear and tear of the rubber is a trifling matter. When we get better pavements, we shall have as many rubber tired carriages as England or France, where the number of such carriages is large and increasing rapidly.

It is hardly to be expected that trucks and other purely business vehicles will ever use rubber tires; such an application would be without utility. It is also apparent that there is no object in using rubber tires in the country, for country roads require no devices to diminish noise. But so far as cities are concerned, it is unquestionably true that we need nothing but good pavements to create a large demand for rubber tired vehicles.

As for the pneumatic tire, the New York Belting and Packing Co. are experimenting with it on a small scale, with results of a distinctly encouraging and gratifying character. The pneumatic tire has certain decided advantages over the ordinary rubber tire. It is not afraid of cutting; against this danger it is protected by its yielding quality. But the liability to puncturing is a very grave difficulty, in the overcoming of which consists the problem upon which all interested in the success of pneumatic tires are engaged. * * The Belting and Packing Company firmly believe that before long the pneumatic tire will supersede the solid rubber tire on carriage wheels; but at present the work is yet largely experimental. Experiments are expensive, and therefore they are confined to the lighter vehicles. * *"

Size of Tracks.

A GREAT deal has been said as to the relative merits of the third, quarter and half-mile tracks. The Englishmen have always maintained that the quarter or one-third track was preferable, and based their opinion from a spectator's point of view.

But a change seems to have come over the spirit of some of the Britons who have carefully watched the racing and record events in this country and no less an authority than Meredy, after reviewing the pros and cons of the question, sums up as follows:

"Modern head work' makes our races none too exciting, even as things are; but there is this to be considered, that the half-mile track with its increased space would put all the men on a more even footing and thus decrease the amount of maneuvering necessary, making the race simpler and more straightforward, on the whole. * * * We think the balance is decidedly in favor of half mile tracks. In years to come, when racing speed has increased yet further, larger tracks than those at present in use will become a necessity."

We agree with the gentleman, and while we think the quarter mile track altogether too small, a good, wide, well-banked third of a mile track can be made almost as fast and quite as safe as a half-mile course. For records of course the track having the most gradual turns is the best, hence a mile track with the surface of the half-mile path at Springfield would be the fastest. We, however, have to consider the spectator, and races on the larger tracks are not so interesting to watch as those on the smaller, hence not bigger than one-half mile and not smaller than one-third mile is about the proper caper.

A Famous Petition.



ABOVE is illustrated a photograph of the famous petition presented to the Senate of the United States last week, asking for the establishment of a Good Roads Department.

It is said to be the largest petition in the world, standing seven feet in height, weighing over 600 pounds, and being 1,100 yards long, with the signatures of 150,000 signers attached to it.

Denver Wants the Meet.

DENVER is going to make a desperate fight for the meet in '94. At the last meeting of the Division Board of Officers Messrs. McGuire, Booth, Stanchfield, Block, Rivers and Hartwell were selected to go to the National Assembly prepared to bring the meet back with them. They will take a stereopticon paraphernalia with them in order to illustrate the Colorado roads and scenery to the wheelmen of the East.

The Sterling Cycle Works' Prices.

(By wire to Bicycling World.)

THE following telegram was received just as we went to press:

CHICAGO, Dec. 27.

Sterling prices for 1894 will be one hundred and thirty-five dollars.

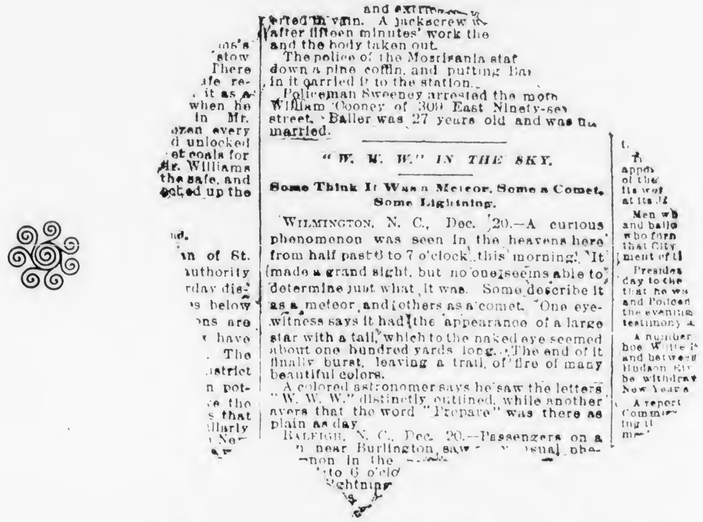
STERLING CYCLE WORKS.

The Gods Are With Us!

THE EARTH IS OURS!

THE HEAVENS PROCLAIM IT!

From the New York Sun Dec. 21, 1893.



and exit
tried in vain. A jackscrew
After fifteen minutes' work the
and the body taken out.
The police of the Morrisania staf
down a pine coffin, and putting Bar
in it carried it to the station.
Policeman Sweeney arrested the moto
William Cooney of 309 East Ninety-sev
street. Baller was 27 years old and was ma
married.

"W. W. W." IN THE SKY.

Some Think It Was a Meteor, Some a Comet, Some Lightning.

WILMINGTON, N. C., Dec. 20.—A curious phenomenon was seen in the heavens here from half past 6 to 7 o'clock this morning. It made a grand sight, but no one seems able to determine just what it was. Some describe it as a meteor, and others as a comet. One eye-witness says it had the appearance of a large star with a tail, which to the naked eye seemed about one hundred yards long. The end of it finally burst, leaving a trail of fire of many beautiful colors.

A colored astronomer says he saw the letters "W. W. W." distinctly outlined, while another avers that the word "Prepare" was there as plain as day.

RALEIGH, N. C., Dec. 20.—Passengers on a n near Burlington saw [illegible] on the [illegible] to 6 o'clo [illegible] Lightnin

Men wh and balle who form that City ment of t

Preside day to che that he wa and Potter the evening testimony a

A number hon. W the D and betwee Hudson Riv be withdraw New York a

A report Commissi ing th me

Agents "Prepare"

For the great surprise we have for you next year. YOU will admit when you see our

▲▲▲ CRESCENTS ▲▲▲

THAT THE GODS ARE RIGHT.

WESTERN WHEEL WORKS.

CHICAGO. NEW YORK.

Will exhibit at the New York Cycle Show.



WATTS the matter with Louisville for the National Assembly meeting.

Outdoor Sports of St. Louis will hereafter appear as a semi-monthly, devoting more attention to cycling than heretofore.

THE Niagara Falls Bicycle Club is to be revived, and will no doubt prosper with the other flourishing institutions of the city.

EDWARD C. WADE, the popular secretary of the Massachusetts Bicycle Club, Boston, is at home dangerously ill. He has been sick several weeks.

THERE is a movement on foot to build a track for cycle racing in Roxborough, Philadelphia. The Independent Wheelmen are at the head of it.

THE Whittenton (Mass.) Cycle Club dance drew a good crowd to Davol's Hall last week. About thirty couples danced to the music of Sutcliffe's Orchestra.

THE Century Wheelmen's minstrel show will be held in Philadelphia during the week commencing January 15. A chance will be given after each performance.

THE members of the Taunton (Mass.) Cycle Club minstrel company have been urged to reproduce their play, and the chances are that they will do so at an early date.

THE Midway Plaisance smoker of the Park Avenue Wheelmen, of Philadelphia, on January 25, promises to eclipse anything in the way of a smoker that organization has yet given.

EFFORTS are being made to arrange a whist tournament between the members of the Pennsylvania Club and the Century Wheelmen of Philadelphia.

THE Columbia Cyclers, of Philadelphia, have arranged for a benefit to be held the third week in January at South Broad Theatre, the play to be "Sheridan or the Maid of Bath," by L. H. Sothern.

LAWRENCE LAND of the Press Cycling Club, Boston, has covered over 5000 miles on the wheel this season, 3012 of which were ridden on century runs. He started out to ride 20 centuries and has done so.

THE card party of the Mt. Pleasant Bicycle Club, of Roxbury, Mass., last Saturday evening was well attended, the music of programme being particularly enjoyable. Messrs. Percy, Dittmar and Harrington were the soloists.

THE Metropolitan Wheelmen, of New York, held a very successful stag at their club house in Twenty-fifth street last week. An interesting programme, consisting of boxing, wrestling and other specialties, was run off in good style.

THE members of the Quincy (Mass.) Cycle Club have been busy fixing up their new house, which is located on Granite street and contains five rooms. A piano has been put in the rooms and weekly entertainments will be given. The club will have a minstrel show Wednesday evening, January 17, in Hancock Hall.

THE first grand ball of the Beverly (Mass.) Cycle Club took place last week in Beverly Town Hall. The concert consisted of banjo duets by W. McRae and A. Hall, clog dancing by McCormisky brothers, club swinging by F. Haines and R. Teague.

HERE is a unique invitation for clubs: "Mt. Pleasant Bicycle Club, Roxbury. The next assembly of the club will be. When? Saturday, Dec. 23d. Where? 13 Walpole street. What time? 8 P. M. What for? Card party. What else? Merry Christmas.

A DECIDED social success was scored by the Centaur Cycling Club, of Brooklyn, N. Y., last week, when they held their second annual reception at Kerganos Hall. The company was a very agreeable one, and the evening was most pleasantly passed.

AN informal reception was held at the new home of the Brooklyn, N. Y., Bicycle Club, on Hanson place, last week, from two to six o'clock, when an opportunity was afforded the fortunate friends of the members to inspect the club's new and commodious quarters.

THE Philadelphia Bicycle Club is making a great success out of its weekly club nights. A handball court is the latest addition to the club house. It is situated on the top floor, formerly occupied by the gymnasium, the latter having been used so very little by the members.

THE Tramway Company of Denver, Col., reports an increase in business as a result of laying off wheels for the winter. There are 6000 wheels in Denver, and on bad days when wheels are laid aside makes a difference of from $500 to $1000 in the daily receipts of the company.

THE members of the Waterbury (Ct.) Wheel Club had a jolly time at their smoker last week. A stereopticon exhibition, boxing, singing, dancing and a fine supper were all on the programme and the club's rooms in Casida's block were kept full of life during the whole evening.

THE second entertainment and ladies' reception of the Kings County Wheelmen, of Brooklyn, N. Y., was held last week in the club parlors, Bedford avenue. About one hundred members and their fair friends listened to a very pleasing programme, arranged by the committee.

THE Bridgeport (Ct.) Wheel Club had a smoker last week at which about seventy-five were present. Quite an ample and elaborate collation was served, including turkey with the usual fall fixings. There was card playing, and clay pipes and tobacco were as free to everybody as the turkey was.

THE Pequot Cycle Club, of Boston, has secured the entire building adjoining its rooms, which is now undergoing extensive alterations. The club will soon have as fine an indoor track as there is in the State. It will be twenty laps to the mile and the corners will be raised sufficiently, so as to allow fast riding.

CHARLES WILKENS of Baltimore, Md., was dangerously injured in a collision last week. Shortly before noon he left home on his bicycle. When near Wilson street he turned aside to avoid contact with a heavy wagon and as he did not see a car going in the same direction as the wagon he ran into the horses and was knocked down, one of the animals falling upon the right side of his head. The accident is feared may prove fatal.

CAPT. JAMES KEITH of the Roxbury (Mass.) Bicycle Club was married to Miss Robina Dickson, a Roxbury young lady, last week. The club presented an elegant silver tea service to the young couple. The club's long established custom of riding out the old and riding in the new year will be continued this season.

THE whist tournament which is scheduled for next month at the Pennsylvania Bicycle Club house, Philadelphia, is exciting much interest. The club gave a dance last Wednesday at which a large number of the members and their lady friends attended. The committee in charge were R. Nelms, Frank Detwiler and C. E. Cope.

ON Christmas evening the Massachusetts Bicycle Club had a Christmas tree at the club house. The tree was prettily decorated, and there was an endless variety of toys for the members, the club scorcher and the captain being, among others, properly remembered. The evening's entertainment concluded with a musicale and games.

A LARGE attendance of members of the Quaker City Wheelmen, of Philadelphia, and their lady friends spent an enjoyable evening at the progressive euchre party on Wednesday of last week. Several handsome prizes were given, and after the game the party repaired to the dining room where luncheon and refreshments were served.

THE Biddeford (Me.) Wheelmen, as a club, will hereafter swear by their out of town girls. The club this week received a big box which contained an elegant silk soda pillow. It came from one of the suburbs of Boston, and the two cards which accompanied it bore the names of two young ladies who spent the summer just across from the wheelmen's ferry club house.



W. Van Wagoner
On his 23 pound Special Stearns Wheel, December, 1893.

The Falcon. '94 Pattern

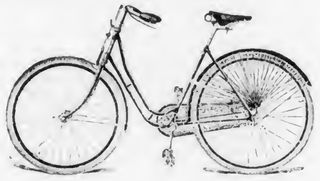
THEY ARE LEADERS.

Popular Prices and Quality Make Them Such.

LOOK AT THIS, OUR LINE FOR '94, AND SEE IF THEY DON'T SUIT YOU.



PRICE $100.
Gent's road wheel. Weight, 32 lbs.



FALCONESS. PRICE $100.
Ladies' wheel. Weight, 35 lbs.



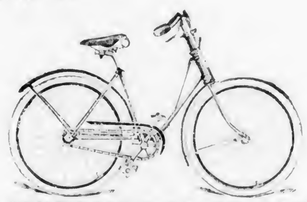
26-INCH JUNIOR. PRICE $65.
Youth's diamond frame.
Weight, 28 lbs.



24-INCH JUNIOR. PRICE $50.
Youth's diamond frame.
Weight, 28 lbs.



COMBINATION JUNIOR. 26-IN.
PRICE $65.
Combination Boys' and Girls' wheel.
Weight, 33 lbs.



COMBINATION JUNIOR. 24-IN.
PRICE $50.
Combination Boys' and Girls' wheel.
Weight, 33 lbs.

There are none that are made any better or of better material, or that averages less in weights. See our new tire and adjustable handle bar.

If any one doubts the quality of the FALCON wheels, because of the price, we are ready to make good our assertions. Address us for '94 catalog, which we will be pleased to send you. We are looking for you if you have the qualities we are looking for—push and energy.

MESSRS. KINGMAN & CO., Western agents, in the following territory: Illinois, except Chicago; Iowa, Southern Minnesota, So. Dakota, Nebraska, Kansas, Western Kentucky and Tennessee, Indian Territory, Oklahoma and Cherokee Strip.

Look for our exhibit at the cycle show in New York, in January.

ADDRESS

THE YOST MFG. CO.,

YOST STATION. TOLEDO, OHIO.

N. B.—Our adjustable handle bar and metallic-fastened tires please the riders. See catalog. Mention BI. WORLD.



Women's Department.

Conducted by MRS. MARY SARGENT HOPKINS, to whom all communications should be addressed.

THE GIRL CENTURY RIDER.

Should She Be Emulated? Or Is She a Hindrance to Other Women?

INDIVIDUALLY the girl century rider, as I have found her, is a nice pleasant girl. The boys all like and respect her, and she is in many instances the envy of the girls. She is stalwart and strong (though not always apparently so), or she would not be a century rider. She will tell you she thinks no more of riding one hundred miles now than she formerly did of riding ten. She will expatiate on the delights of riding 15 miles an hour, while she feels and shows her feeling of superiority over the more moderate rider.

In speed and distance, oh, what a record she has made! How each added bar to that badge of the centurions swells her heart with pride! And justly, too, for she has earned the right to be proud. She talks with a flush of triumph of how she finished the last run. She is overflowing with animal spirits and vitality. Her endurance is wonderful, and her muscles seemingly are of iron. She is sought by the interviewer her exploits are written up and the manufacturers are all anxious for her to ride their particular wheel.

THE GIRL CENTURION

May not realize it, but she comes very near being classed with that very objectionable person, the female professional racer.

She does not intend it, but the papers have a very provoking way of mixing things up. The wheelmen with whom she rides admire her pluck, strength and endurance; they treat her with the greatest respect, but in their inmost hearts they would not choose to have their sisters in like positions; and if asked the question, would be compelled to say, if they answered honestly, that the influence of the century girl did not tend in the direction of making more feminine riders.

Many parents, reading accounts of these achievements, think that their daughters would be doing the same thing if they had a wheel—so they take good care that the poor girl does not get one. "Sallie is not very strong, you know, but so ambitious I am afraid she might injure herself;" and so Sallie begs in vain for the means that might strengthen her to the point of doing the century if she was so inclined.

There is no use denying the fact that young girls yes, and older women also have over-exerted themselves to their injury in riding the wheel—in emulating the girl, who, possessed of nerves of steel and a constitution of iron, can ride as far and as fast as she wills, with no harmful effects.

The girl who rides for a record, in time or distance, cannot be safely followed as an example. She is the *rara avis* of wheeling, and should not be envied the distinction. Natural conditions forbid that she should be numerically strong. If used as a warning and not as an example, she may serve a good purpose, but no otherwise.

TOO MUCH STRAIN.

The rank and file of women at the present generation, are not capable of any such strain, and any attempts in that direction would almost universally end in injury to the rider, and unjust condemnation of the wheel.

Such instances have been brought to my attention, and while I have no thought of deerying the centurions themselves numbering some of them among my personal friends I must reiterate, that century riding among women does not in my opinion tend toward popularizing the wheel.

* * * *

The Cycle Show soon to be held in New York, will, it is said, be the most important event in cycledom, since the introduction of the wheel.

Vague hints have reached me as to what the manufacturers have to show, as the product for '94. Rumors as to speed gears, chainless safeties, and other novelties in women's wheels, have induced me to make an effort to visit the show, where I shall examine carefully all novelties and improvements offered for women's use, giving my readers the benefit thereof to the best of my judgment.

Minnie Wheeler

Providence Tire Co. Incorporated.

THE Providence (R.I.) Tire Co. has been incorporated at Saco, Me., for the purpose of making and selling tires for bicycles and other vehicles, with $100,000 capital stock. The officers are: President, Orion W. Birch of Providence, R. I.; Treasurer, Edward A. Godding of Providence, R. I. Certificate approved Dec. 21, 1893.



Last Week's Patents.

A LIST of recent patents, reported specially for the Bi. World by W. E. Aughinbaugh, patent attorney, Washington, D. C. Copies of these patents may be had of the above named attorney at twenty-five cents each.

510,407. Brake for Bicycles and Similar Vehicles. Isaac V. Cochran and William L. Cochran, Melrose, Mass. Filed Sept. 1, 1892.

510,462. Bicycle. Warren H. Erb, New York, N. Y. Filed Dec. 17, 1892.

510,539. Hub for Vehicle Wheels. Joachim Ragoncy, Paris, France. Filed Mar. 31, 1893.

510,558. Spring Attachment for the Wheels or Other Parts of Cycles and Other Vehicles. William E. Hart the Elder and William E. Hart the Younger, Wolverhampton, England. Filed Nov. 26, 1892.

510,606. Velocipede. Charles L. Lipe and Alexander T. Brown, Syracuse, N. Y. Filed Sept. 21, 1892.

510,620. Pedal-Crank for Bicycles. William C. Smith, Goshen, Ind. Filed Feb. 23, 1893.

510,664. Repairing Tool for Pneumatic Tires. Charles E. W. Woodward, Chicopee Falls, Mass., assignor to the Overman Wheel Company, same place, and Hartford, Conn. Filed Feb. 21, 1893.

510,671. Pedal-Movement for Bicycles. Harry Bitner, Chicago, Ill. Filed Oct. 1, 1892.

510,748. Means for Manufacturing Chains. Charles While, Barrow-in-Furness, England. Filed Feb. 17, 1893. Patented in England.

510,783. Vehicle Wheel. Peter Gendron, Toledo, Ohio, assignor to the Gendron Iron Wheel Company, same place. Filed June 30, 1893.

510,813. Ice-Velocipede. Louis Noelcke, Cincinnati, Ohio, assignor of one third to Peter Buchner, Newport, Ky. Filed Oct. 9, 1893.

510,830. Bicycle. George B. Robinson and Wm. R. Roby, Colorado Springs, Colo., assignors to Geo. B. Robinson and Bethia E. Roby, same place. Filed Jan. 11, 1893.

Philadelphia Loses Perrett.

MR. W. M. PERRETT, the energetic Raleigh sundry and saddle traveller, moves his household gods from Philadelphia to New York this week. Mr. Perrett's sister, who has been paying him a visit for a month past, will shortly return to England.

More for Less.

THAT'S what we propose to give you in '94—a bicycle, cleaner-cut and better adapted to do the work you want it to do than any you ever saw, for less money than heretofore.

This is a piece of double back-action progressiveness, but, as we have often modestly admitted, we are in the habit of leading in all such matters.

Now, the object of the present address is to say that on New Year's day and thereafter we intend to give you a chance to see the '94 Victors, and judge for yourself as to whether or not our claims are justifiable.

Come and see us. Yours,

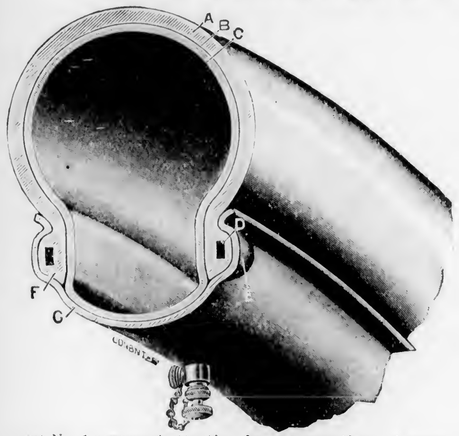
OVERMAN WHEEL CO.

At the Boston Branch, 182 Columbus avenue.

THE

"HUESTIS"

Detachable Pneumatic Tire.



Cut No. 1 represents the tire in cross-section. A represents the rubber shoe or tread, B the canvas lining of the same, C the air tube, D the light metal band, E the depressions or recesses on the rim, F the rubber prominences on the tire, G the rim. E and F interlock, thus securing a positive attachment and preventing the Tire from moving in any direction.

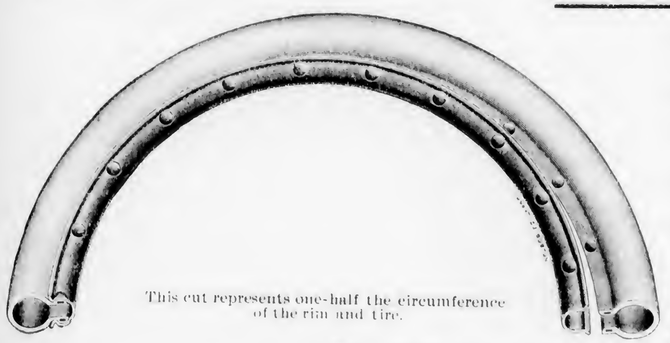
THE PROBLEM SOLVED

Of How to Construct a Perfect Tire!

THE HUESTIS IS THE RESULT.

Why? Because it is light, strong, easy and simple to attach and detach. Can be put on or taken off in one minute, and when attached it's there and stays there. Absolutely impossible to creep.

The "Huestis" Is a Moulded Tire



This cut represents one-half the circumference of the rim and tire.

and is manufactured from the most perfect material and by the highest class of workmanship. We guarantee the "Huestis" to give entire satisfaction in every respect.

If you are unable to obtain the "Huestis" from your local dealer we will ship C.O.D. with privilege of examination.

. . . Send for . . .
Complete Descriptive Catalogue.

The NEWTON RUBBER WORKS,

Exclusive manufacturers of the "HUESTIS TIRE."

Also manufacturers of Pedals, Air Tubes and a General Line of Rubber Goods.

JOHN HANCOCK BUILDING,
BOSTON, MASS.

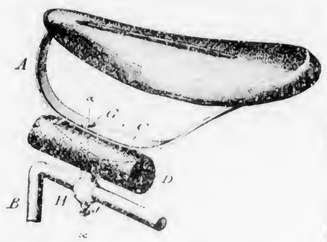
Owing to the receipt of orders taxing our utmost capacity, we cannot promise delivery of the "Huestis" in large quantities before December 15 to January 1, 1894.

Novel Inventions, Illustrated.



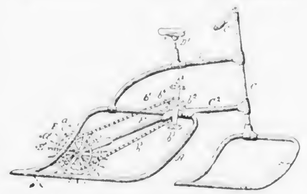
BICYCLE. Patented by Chas. E. Lipe and A. T. Brown, Syracuse, N. Y.

Claim—The combination with the hub, of a drive shaft consisting of sections, the inner ends of which are split, a sleeve encircling said sections and means to screw them together and to spread out the ends of said shaft sections within the sleeve.

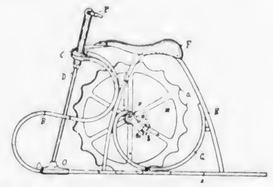


SUPPORT FOR BICYCLE SADDLES. Patented by Charles E. Luburg, Philadelphia, Pa., assignor to the Luburg Manufacturing Company.

Claim—A support for a bicycle saddle consisting of the pneumatic tube D having connected therewith on its upper side, a rigid shoe which is adapted to be secured to the frame or the saddle, and on the opposite side a rigid shoe provided with a clamp adjustable on a supporting arm of the bicycle, said parts being combined substantially as described.



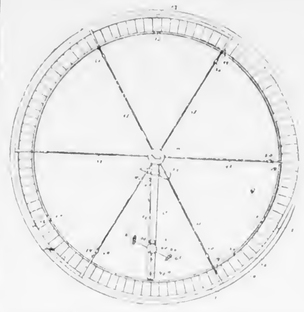
ICE-VELOCIPEDE. Patented by George B. Haines, Chicago, Ill.



ICE-VELOCIPEDE. Patented by Louis Noelcke, Cincinnati, Ohio.

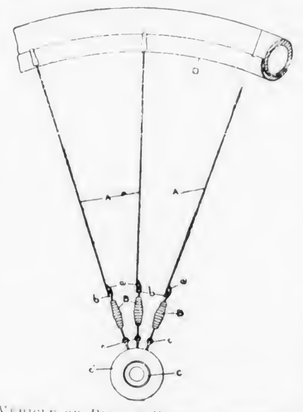


PNEUMATIC TIRE. Patented by Edward J. Miles, Newton, Iowa.



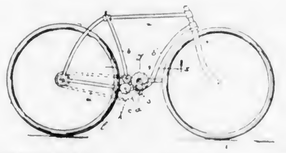
UNICYCLE. Patented by Lewis W. Harper, New York Mills, Minn.

Claim—A unicycle comprising a wheel having opposite hubs each provided with a gear wheel on its inner side, a U-shaped frame having axles projecting into the hubs of the wheels and by which it is suspended, pedal operated crank shafts journaled in the lower part of the frame, longitudinal shafts in opposite members of the frame, gearing between the longitudinal shafts and the crank shafts, and pinions on the upper ends of the said longitudinal shafts and meshing with the gear wheels of the hubs.



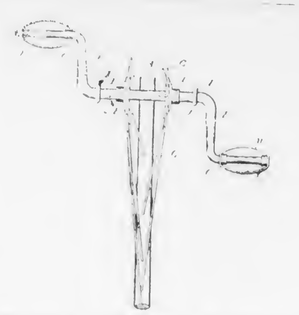
VEHICLE OR BICYCLE WHEEL. Patented by Joseph D. Everett, Belfast, Ireland.

Claim—An elastic or spring wheel, consisting of a hub and wheel rim, and elastic spokes, each of which consists of a wire spoke length and a separate and detachable spring (preferably of helical form), the said wire spoke lengths and the said springs being connected to each other and to the hub and rim by means of hooks and eyes.



SPEED-GEARING FOR VELOCIPEDES. Patented by Cornelius Sullivan, Newark, N. J.

Claim—The combination with a train of speeding gearing for a velocipede, of a bracket, *m*, having a collar adapted to be secured to the bicycle frame, and having a tubular portion, *n1*, adapted to receive the crank shaft, and a brace, *p*, secured to said bracket and provided with bearings for the said crank shaft, and said crank shaft having pedals for the rider's feet.



VELOCIPEDE DRIVE-WHEEL. Patented by Peter Gendron, Toledo, Ohio, assignor to the Gendron Iron Wheel Company.

Claim—A drive wheel for velocipedes consisting of a crank shaft, having integral cranks, hub disks on the shaft, fixed keys integral with the shaft and interposed between the same and disks and the spokes and rim.

The Rescued Wheelman.

The cycler stood on the burning deck
Whence all but he had fled;
He took his wheel to the water's edge
And quickly over it sped.

His wheel was of the "Luminum" brand,
A man of nerve was he;
He steered his steed with a fearless hand
And flew over the dark blue sea.

He reached the shore and was safe from de;
But the thought oft makes him weep,
That they who had no "Luminum" wheels
Lie drowned in the raging deep.

"W. W. W." in the Sky.

TELEGRAPHIC reports from Wilmington, N. C., state that a curious phenomenon was seen in the heavens in that place on Dec. 20, a number of people claiming that they saw the letters "W. W. W." accompanied by the word "Prepare" distinctly outlined across the sky. It is stated that the local population were very much excited over the appearance, but the Western Wheel Works have very cleverly seized upon the idea as an advertisement. In case the letters really did appear the trade are asking themselves how much it cost the Western Wheel Works, and what the means were by which they were enabled to print it upon the sky.

A Handy Repair Kit.

THE Elastic Tip Co., of Boston's, Midget Repair Kit, is one of the lightest and most compact on the market, weighing only two ounces, yet it contains all the essentials necessary for repairing either an inner tube or a hose pipe tire, and several manufacturers will supply the tool bags on their machines with it this season.

Chicopee Falls' Acquisition.

MR. C. C. CANDY, who has been for many years connected with the Overman Wheel Co.'s Denver house, has left their employ to enter that of the Lamb Machine Co. and has removed to Chicopee Falls, joining A. B. Barkman.



Death . . .

To the Tire Trust.

. . . .

Wink Your Other Eye at Them.

WHY?

Because their object is absurd.

Are riders willing to pay unreasonable prices for a toggle-jointed, lump-jawed tire, to which has been added a royalty for the inventor, an additional royalty for the company or companies controlling it, and a royalty again for the parties licensed to make them? To be quite clear, we would say that when you buy your machine with such a tire, you will have paid your first tribute to the combination, consisting of three royalties. Should your wheel last next year, you would, in all probabilities, buy a second set of tires. Then you will have paid for three more royalties, and the succeeding or third year three more royalties, making a total of nine royalties, for tires used on a single machine.

Now, a word about Eastern Rubber Manufacturing Company's Cyclone, Mechanically fastened Clincher tire.

This tire has been patented and is controlled entirely by the Eastern Rubber Manufacturing Co. of Trenton, N. J. It is, beyond doubt, the best tire of its class on the market. The prices are as low as is consistent with good business management. The guarantee is first-class, and you pay no royalty, or combination of royalties. They fit on copper rimmers, steel rimmers and other rimmers.

Of course you know all about our

Climax and Rex Road, Pneumatic Tires, and our Pure Para Air Tube.

If you don't, just inquire from the boys on the street, and you will consider yourself behind the times.

HOW TO GET RID OF RATS.

Get a satin-lined, well padded, mahogany box, and use it as a rodent reception room. Introduce chemically pure cheese (a luxury to rats), mingle with it pieces of adulterated air tubes and tires made by certain manufacturers. The rats will inspect, smell, sicken and take leave.

CAUTION—This is just what manufacturers and riders of bicycles who have bought inferior tires are doing. You cannot get rid of a rat, pneumatic tire so easily. Therefore, do not buy them. Get the best, manufactured only by the

EASTERN RUBBER MFG. CO., of Trenton, N. J.

P. S.—Our brands are Climax, Gem, Rex Road, Rex Racing Tire and Cyclone.

Some Yost Mfg. Co.'s Specialties.

WE present this week two cuts of the Yost Mfg. Co. of Toledo. The first is the Cable Adjustable Handle Bar.



Its construction is such that its strength is fully equal to the solid bar. Either end of the bar can be thrown up or down, to any angle desired by the rider, without the aid of a wrench. The cut gives a clear idea of the changes that can be made in the position of the grips, which may be given either an upward or a downward turn. The bar can be swung around in the fork upright and thus has a 2-inch adjustment to or from the saddle. When this is done and the proper distance of the grips from the saddle is secured, the ends of the bar can be exchanged or reversed so as to get either the up-turned or down-turned grip, as may be wanted.

Fitted to any other style of wheel with grips attached $7.50.

They will fit them for any make of machine. Parties ordering these bars will kindly mention the size of upright or size of hole in fork upright, and state whether or not the upright fastening for same is by set screw or by clamp.

The Yost tire is illustrated also.



It is of the inner tube pattern. The outer cover has beaded edges to hold the wires which fasten it to the rim, one on each side. This tire differs materially in many respects from other wire-fastened tires. The rim is so designed that it forms a grip for the outer cover, partially supporting it, and relieving the wires from much of the strain. The wires are so arranged that they can be locked at *any* point on the tire. The lever by which it is drawn up to the proper tension and locked has three points of adjusment. In case of a puncture the wire can be removed from either side and the inner tube taken out, patched and replaced very quickly and the wire adjusted to place in a twinkling. The Yost catalogue is also filled with other specialties and by dropping a postal to Yost Mfg. Co., Toledo, Ohio, one of their catalogues will be sent.

The New Columbias.

THE Pope Mfg. Co. has favored us with an advance copy of their '94 catalogue—which is an exceedingly artistic creation and undoubtedly the handsomest they have ever issued—and we herewith illustrate the new models for next season as well as announce the long-looked-for prices.

The entire line retains the special Columbia feature of double diamond frame, and they will be fitted with either single or inner tube tires and with round or elliptic sprockets, which are made detachable—another great improvement—for this purpose. They also have a new front brake which appears to be a good thing and is detachable at pleasure. All have the Elliott self-oiling chain and have a narrowed tread. The new light pedals, which are offered in three widths—3 1-4, 3 5-8 and 4 inches—are also an advance.



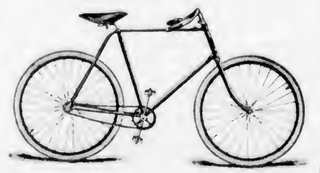
MODEL 31—A light weight roadster of 30 pounds, all on, with low frame, minimum reach 30 inches. 28-inch wheels. Price, $125.



MODEL 35—Ladies' Columbia, on same general lines as last season, with such changes as have appeard desirable to bring it fully up to date. 26-inch rear wheels, 28-inch front. Weight, 37 pounds all on. Price $125.



MODEL 36—New Century Columbia, weighing 37 pounds, stripping to 32. 28-inch wheels. Price $125.



MODEL 37—Semi-racer, particularly built for track work and for road racing under reasonable conditions. 28-inch wheels. Weight 21 1-2 pounds. Price, $150.



MODEL 38—Identical in detail with Model 31, with an extra high frame, giving a minimum reach of 37 inches as against 32, the adjustment being equal to the requirements of the tallest rider. 28-inch wheels. Weight, 31 pounds with brake, 30 without. Price, $125.



MODEL 39—The original of this machine was built to the order of Mr. Wm. Gillette, so well known to theatre goers as "The Private Secretary." It has 31 inch wheels, with extra high frame, for the tallest men. It will be fitted only with single tube tires and round gear. Weigh 35 pounds. Price $140.

Wheels to Order.

THE Central Cycle Mfg. Co., of Indianapolis, will build their Model Bs to order, at twenty, twenty-four or twenty-eight pounds weight, as may be desired, these machines being of the highest grade only, a line into which they are gradually working. Wainwright is making a hit with these special machines.

A Large Photo.

L. M. WAINWRIGHT, President of the Central Cycle Mfg. Co., of Indianapolis, has just taken what he claims to be the largest photograph of a bicycle in existence. It measures 24x18 inches, and as it is handsomely mounted, it is an ornament to any show room or club house.

Lozier's Wood Rims.

THE H. A. Lozier Co. are making a wood rim of their own special design, which will be used on the Clevelands for 1894. Their new line is a very handsome one, the designs of the machines being elegant and thoroughly up to date. Of course the Cleveland thread tire will, as heretofore, be a feature.

Monarch Wheels.

THE Monarch Cycle Co. will build from six to seven thousand machines for 1894, and one thousand of them will be of a pattern weighing under 28 pounds, the design being a taking one.

WE TRY TO SHOW YOU
JUST WHAT YOU WILL
RECEIVE IF YOU ORDER
A NEW, HIGH-GRADE . .

WARWICK!

You will get, first of all, a bicycle of the very highest type, built upon honor; it will be an easy running machine; it will need no repairs (with ordinary care); it will have all the latest improvements to date; you have your choice of wood or steel rims; you have your choice of the best pneumatic tires; you secure our new patent adjustable handle-bar, and our new rear brakes; lastly, your bicycle will have the only absolutely dust-proof bearings in the world.

This is only one-tenth of the story; the catalogue tells the rest. Send for it.

Warwick Cycle Mfg. Co.,

Springfield, Mass.

◂ MIDGET ▸

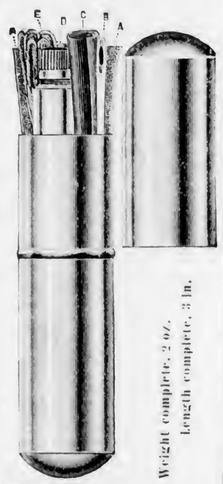
REPAIR KIT.

Will repair any

Hose-pipe or

Inner-Tube Tire

on the market.



CONTENTS:—(a) emery paper for smoothing surface; (b) needle for lacing tire; (c) roll of pure gum patching; (d) tube of elastic cement; (e) special lacing for tire, also one roll of tire tape in the bottom of the case.

Packed in a Nickel Case, all complete, by mail 25 cents.

Manufacturers should give one of these with every wheel.

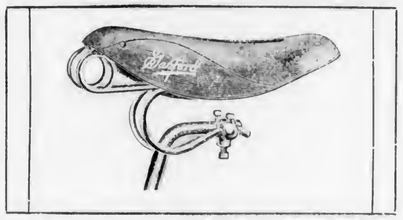
Look Out for Our '94 Prices.

Before placing any orders for Pneumatic Tires, steel rims, wooden rims, FRAMES, cork grips, pedals, cranks, forks sides, spokes, hubs, nipples, forgings, or in fact anything in the bicycle hardware line. LAMPS! LAMPS! LAMPS! All new styles for '94.

See us at the New York Show, Space 76, or write for prices.

ELASTIC TIP CO., 370 Atlantic Ave., Boston, Mass. 154 Lake St., Chicago, Ill. 14 Fremont St., San Francisco, Cal.
Special Agents for the Snell Cycle Fittings Company's Bicycle Hardware

Garford Saddles



▲▲▲ 1894 ▲▲▲

NOW READY FOR DELIVERY. Our line is the largest made and we can suit every rider.

GARFORD MFG. CO., ELYRIA, OHIO.

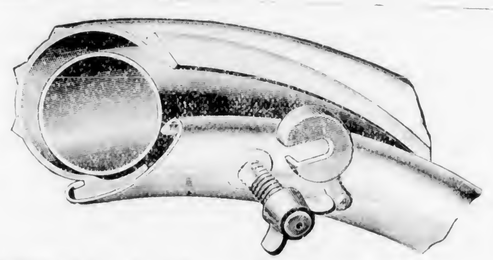
SELLING AGENTS,
R. B. McMULLEN & CO.,
CHICAGO, ILL.



The '94 Winton.

IN addition to their popular double frame machine, the Winton Bicycle Co. will market a line of wheels like the one shown in above cut. Racer, 22 pounds; Light Roadster, 25; Full Roadster stripped, 28, all on, 32.

This machine is at once novel and practical, and while following the regulation Humber lines, has the additional brace, insuring great strength, together with absolute rigidity at the crank hanger and enables a reduction of weights without fear of break-downs. Highest grade throughout. Wheel base 43 inches. Special bearings. Wood rims. Tangent spokes. Tires optional.



The Improved G. & J. Tire.

HEREWITH we present an illustration of the celebrated G. & J. tire that has created such a stir in the cycling world by commending itself to the Pope Mfg. Co., and some other large makers. While the principle remains the same that has always characterized the G. & J. tire, we note some modifications for 1894. The most important improvement, and the one which will commend itself most strongly to the riding public, is the absolute ease with which it may be removed from the rim and replaced. After deflation it is only necessary to press sidewise upon the cover, releasing the flange from the rim, and the inner tube is exposed. The cover may be returned to its place with equal facility. In this regard the G. & J. tire is one of the most remarkable of tires. Another step in advance is the discovery of a new lining fabric, which upon actual tests, has proven itself five times more durable than any yet tried. The secret lies in the fibre from which the fabric is made and the method of weaving. The fabric is the famous Sea Island cotton the finest and most expensive known. The valve stem is held in position by a new latch device, which reinforces the rim and is easily removed when desired. It will be observed that the the corrugations are decidedly modified for the better. The valve this year is straight instead of curved. This will relieve the minds of some who preferred this construction.

Altogether, the G. & J. Mfg. Co. is this year setting "a pace that kills" in tires as well as on the path.

Singer's Line.

SINGER & Co. inform us that their full line of 1894 goods is in hand, and will be exhibited both at the National Cycle Show at New York (stands 19, 20 and 21), and at the Philadelphia Cycle Show (stands 20 and 33). This house will make no cut in price, stating that they have never charged more than their goods were worth, and they do not now propose to offer anything inferior to their previous output.

30,000 Bicycles in '94.

THE Indiana Bicycle Co. have so increased their capacity that they will be able to turn out 130 Waverly's every working day of ten hours. They built 23,000 medium and low priced wheels in 1893, and expect to turn out 30,000 machines during the coming season, of which 25,000 will be Waverly's, as it is their intention to devote themselves hereafter to their high grade machine.

A New Indianapolis Factory.

THE Munger Cycle Mfg. Co.'s factory at Indianapolis is rapidly being fitted up, the machinery being put in position as fast as received. They will turn out only a limited number of machines this season, and those of light weight, making a specialty of racing wheels.

Ormonde Co. Removes.

EDITOR BICYCLING WORLD: We beg to notify your readers and the trade that hereafter our only address will be No. 10 Barclay street, New York, a few doors from Broadway. We have decided to combine our wholesale and retail trade at the one address, and will move our retail business to the above address on the 1st of January.

THE AMERICAN ORMONDE CYCLE CO.
New York, Dec. 22.

Waverley Clincher Tire.

PRESIDENT SMITH of the Indiana Bicycle Co. has got a new tire called the Waverly Clincher, which will be applied to their '94 machines. It is made at their new rubber factory in Indianapolis, which has a capacity of 100 tires a day, and they claim great superiority for it, owing to the change in the process of manufacture. It is not moulded but is made on mandrels, and the results seem to show a rubber of greatly improved quality. The tire can be quickly taken off and replaced when deflated, and they anticipate it will be a card on the Waverleys.

Philadelphia Show.

THE Committee of the National Cycle Show are making special effort to have a complete section for the exhibition of specialties, inventions and sundries. Four full spaces have been reserved for this section, and every assurance is made that it will be fully occupied. Such a department will be a most interesting feature of the cycle show. The exhibits of bicycles are usually very much the same, and if some such department is introduced the interest in a cycle show will be wonderfully increased. The advantages gained by inventors placing their models on exhibition are manifold: coming in contact with the manufacturers from every section of the country they could interest and explain to them as they could never expect to do by travelling. Again the fact that the agents and host of wheelmen seeing special inventions of value would induce a demand for them that could not be ignored by the makers, and in various other ways the exhibition would be of value.

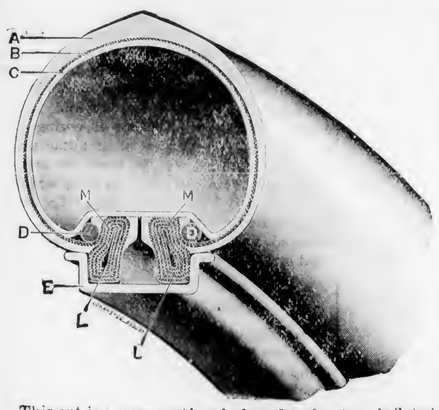
Many inventors and makers have already applied for space and it is an assured fact that the National Cycle Show will be much more interesting in those points than any other show ever held.

HERMES

Patented Nov. 14, 1893.

TYRE.

NO BOLTS. **The Winner for '94.** NO CEMENT.



This cut is a cross sectional view showing tyre inflated without the valve, the better to show construction. A is rubber part of outside cover; B is fabric part of same; C is inside tube; M M are the margins or shoulders against which the hoops D D press. The margins or shoulders L L fit in rim E and are held in place by hoops D D.

The latest, lightest, fastest and best in the world. The quickest applied, the easiest removed and newest used. Saves patience, time, cement and money. It does, in fact, what others claim in print:

IT DOES NOT ROLL OR CREEP.
THE RIDER LITERALLY RIDES ON AIR.

We guarantee to remove cover and inside tube, sufficient to repair puncture, and replace them, in ten seconds.

To Bicycle Manufacturers and Dealers.

Don't contract for your '04 tyre until you have seen the "HERMES." It will make your wheel lighter faster and better. We invite correspondence, and on application will send catalogue, prices and terms.

"THE HERMES PNEUMATIC TYRE."

The lightest, most resilient and durable: cannot roll or creep; mechanically fastened to rim: no bolts or cement: holds equally fast either deflated or inflated: in case of puncture can be removed from rim in a few seconds and can be replaced equally quick. So constructed that the inside tube is above the rim, permitting the rider to literally ride on air. The valve is absolutely air-tight, cannot leak. The "Hermes" is a first-class, double tube tyre, manufactured of best Para rubber; is made for high grade machines and is pronounced by experts to be the most perfect tyre yet produced. Has been in practical use throughout the entire season.

IF YOU WANT THE BEST TYRE IN THE WORLD, DEMAND THE "HERMES" OF YOUR DEALER, OR ORDER DIRECT OF US.

HERMES TYRE COMPANY,

630 Washington St., Boston, Mass.

MENTION THIS PAPER.

That Long-Deferred Test.

EDITOR BICYCLING WORLD: In last week's cycling papers the St. Louis Refrigerator & Wooden Gutter Co. referred in their advertising space to proposed tests between wheel manufactured by them and the Stearns.

In order that the public may be correctly informed of the true status of the matter at present time, we hand you herewith copy of a letter to us dated Dec. 20 from Mr. William A. Redding, one of our judges. This letter is a concise statement of the cause of the delay.

E. C. STEARNS & Co.

Dec. 23, 1893.

Law Offices of
REDDING & KIRTLE,
Potter Building, 38 Park Row,
NEW YORK, Dec. 20, 1893.

Messrs. E. C. Stearns & Co., Syracuse, N. Y.

Gentlemen: Soon after you accepted the challenge of St. Louis Refrigerator & Wooden Gutter Co. to test the strength of Luminum frames and Steel Tubing frames for the purpose of determining which has the greatest strength, you wrote to me asking me to act as one of the two judges to be selected by you, and I then declined to act for the reason then stated to you that the terms of the challenge are indefinite and ambiguous, and in my judgment the omission from the terms of the challenge of any definite and specific statement as to what the character of the tests should be and as to how, by whom and where the tests should be made would lead to unavoidable controversy between the judges, without any satisfactory results being obtained. You, however, then thought there would be no difficulty in bringing about a satisfactory and harmonious understanding between all parties respecting the character of the tests and as to how, by whom and where they should be made and consequently I reconsidered the matter and consented to act as one of the two judges to be selected by you. I then promptly communicated with Edward Flad, Esq., at St. Louis, Mo., one of the two judges selected by St. Louis Refrigerator & Wooden Gutter Co., for the purpose of selecting the fifth judge as the terms of the challenge requires the four judges to select a fifth judge. No action could be taken to determine what the character of the tests should be and as to how, when and by whom they should be made before the selection of the fifth judge. For that reason, all of the correspondence between Mr. Flad and myself has related entirely to the selection of the fifth judge and as to what his qualifications should be, and during the past two months Mr. Flad has suggested the names of several persons for this position, and I, on the other hand, have suggested the names of several other persons. As we widely differ in opinion as to what the qualifications of the fifth judge should be, we have been unable to agree upon any one for that position. Mr. Flad insists that the fifth judge should be a mechanical engineer or a person who has a scientific mind and training, while I insist that the fifth judge should be a practical bicycle rider of experience and who is thoroughly acquainted with the uses and the various strains to which bicycles are subjected and should have knowledge of their construction.

I have expressed the view that there are now three mechanical engineers on the board of judges, and therefore, it is not unfair or unreasonable to require that the fifth judge be a practical bicycle rider having the qualifications I have mentioned. Mr. Flad insists that the tests shall be of a scientific character, while I insist that they shall be a practical as well as of a scientific character. He has suggested the names of prominent mechanical engineers, while I have suggested the names of prominent wheelmen who are also mechanical experts. The last person nominated by me is Col. Chas. L. Burdett, of Hartford, Conn., who is a mechanical expert of recognized ability and who is president of the League of American Wheelmen and deeply interested in the use of bicycles, and is a practical rider of many years' experience and has a thorough knowledge of their construction. He is certainly a representative man and one fully qualified to perform the duties of a fifth judge, and in view of the fact that there are now three mechanical engineers of ability on the board of judges, it is reasonable to ask that Col. Burdett be selected as the fifth judge. You have at all times since the acceptance of this challenge been desirous of having the tests made and of having an early date fixed for that purpose and are in no way responsible for the delay. The sole cause for the delay is the inability of the judges to agree upon a person for the fifth judge and this results from the indefinite and ambiguous terms of the challenge. The St. Louis Refrigerator and Wooden Gutter Co. are responsible for the delay, because they could have avoided it if they had set forth in the challenge in an intelligent manner as the definite and specified terms as to what character of tests should be made, and as to how, when and by whom they should be made and as to what the qualifications of the fifth judge should be, as is clearly apparent from what I have stated.

Yours very truly,
WILLIAM A. REDDING.

SPECIAL OFFER.—For a limited period only we will accept yearly subscriptions to the World at the present rate of 50 cents, although we have put the price back to $1.00. This offer will not remain open long.

THE 250 horse power engine, made by Lane & Bodley of Cincinnati, Ohio, which was used in running the electric light plant at the World's Columbian Exposition, has been purchased by the Gormully & Jeffery Mfg. Co., to be used in their new eight story factory now in course of construction.

MESSRS. BERRANG & ZACHARIAS have purchased W. H. Stauffer's bicycle business in Asbury Park, N. J.

THE Berkshire Cycle Company of North Adams, Mass., are placing their machinery in position, and will be ready for work ere long.

THE Bidwell Tire Co., New York, has been incorporated to manufacture pneumatic tires and bicycles. Capital, $50,000; directors, G. R. Bidwell, A. Taylor and F. N. White.

GEORGE H. DAY, vice-president of the Pope Company, is supplying the workmen with oranges at cost, four for 5 cents. Every day for a week, ten boxes of the fruit, containing 2,000 oranges have been disposed of.

AUGUST LEHR, champion of Germany, has gone into the cycle business and taken the sole agency for Germany for the Raleigh. He will sell no other make of machine, and will, of course, in future ride the Raleigh with which he was very much struck when in France this year. Lehr, it will be remembered, was the champion of Germany whom Zimmerman defeated in 1891 and was the subject of the very clever cartoons published in "Radfahr Humor."

DISTINCTLY AMERICAN. "THE" FEATURE FOR '94



KINGSLAND WOOD RIM

Single Layer of wood with patent lap joint. Any shape, Crescent or Clincher.
Send for Catalogue.

BICYCLE WOOD RIM COMPANY,
KINGSLAND, N. J.

SAGER SADDLES.

New Designs for '04.

THEY FIT the RIDER.



ROADSTER.
STYLE F.

...TEN...
Different Styles.



TRACK RACER.
STYLE A.

Handsomely Finished by New Process—BLACK or RUSSET.

SEND FOR CATALOGUE.

THE RICH & SAGER COMPANY, - - - ROCHESTER, N. Y.

8. A. G. Spalding & Bro.
9. Overman Wheel Co.
10. " "
11. A. G. Spalding & Bro.
13. W. H. Hart.
14. Rich & Sager Co.
18. Boston Woven Hose & Rubber Co.
20. Singer & Co.
22. Hart Cycle Co.
23. Hartford Cycle Co.
24. Pope Mfg. Co.
25. Demorest Mfg. Co.
26. R. C. Gates Cycle Co.
27. " " "
28. W. H. Wilhelm & Co.
29. Pope Mfg. Co.
30. Hickory Wheel Co.
31. Hart Cycle Co.
32. League Cycle Co.
33. Singer & Co.
34. Raleigh Cycle Co. Represented by John T. Bailey & Co.
35. Union Cycle Mfg. Co.
36. " " "
37. Eagle Bicycle Mfg. Co.
38. " " "
39. E. K. Tryon & Co.
40. Norman Wheel Co.
41. Curtis-Child Mfg. Co. Phila. Drop Forge Co.
42. H. A. Lozier & Co.
43. " " "
44. Warwick Cycle Co. Rep. by Penna. Bicycle Co.
45. Quinton Cycle Co. Rep. by Penna. Bicycle Co.
46. Eastern Rubber Co.
47. J. P. Lovell Arms Co.
48. " " "

The following firms have taken spaces set opposite their names.

Fourth National Cycle Show

First Regiment Armory, Broad and Callowhill Sts

PHILADELPHIA,

JANUARY 29 TO FEBRUARY 3, INCLUSIVE, 1894.

EXHIBITION OF CYCLES AND CYCLING ACCESSORIES.

Very few spaces are open; firms desiring to exhibit must apply immediately. Special attention is called to the section reserved for the exhibition of Specialties, Accessories, New Inventions, and small articles not requiring an attendant, which will be arranged and cared for by the Committee. A charge of $5 to $10 will be made according to the amount of space occupied.

The show will be of special value to agents, as every leading maker will be represented.

THOMAS HARE, Chairman of Committee.
104 South 5th Street, Philadelphia.

91. Hilliard Cyclometer Co.
92. Codman & Shurtleff.
92 1-2. P. J. Berlo. [Co.
93. Columbia Rubber Works
94. Wm. Read & Sons.
99. Cycle Guide. Morgan & Wright.
Wilcox & Howe Co.
Kennebunk Mfg. Co.
S. C. Levy.

December 21, 1893.

49. Cleveland Machine Screw Co.
50. Union Cycle Mfg. Co.
51. Werner Cycle Depot. Representing Marble Cycle Mfg. Co.
53. Buffalo Wheel Co.
57. Relay Mfg. Co.
58. E. C. Stearns & Co.
59. Gormully & Jeffery Mfg. Co.
60. " " " [Co.
61. E. C. Stearns & Co.
62. L. A. Weston & Co.
63. E. & F. Gleason. Rep. by J. H. Gibson.
70. Jno. S. Leng's Son & Co.
71. " " "
72. American Athlete.
73. Richards & White.
74. New York Belting & Packing Co.
75. Elwood Ivins Tube Co.
75 1-2. Bredder Cycle Co. Rep. by H. A. Small.
76. Providence Tire Co.
77. Buffalo Tricycle Co.
C. S. Smith & Co.
78. Light Cycle Co.
79. Gormully & Jeffery Mfg. Co.
80. " " "
81. " " "
82. " " "
83. " " "
84. Overman Wheel Co.
85. " " "
86. " " "
87. " " "
88. " " "
89. Wm. Trafford.
90. Newton Rubber Co.

NATIONAL EXHIBIT Of CYCLES. CYCLE SUNDRIES and ACCESSORIES.

Madison Square Garden, New York City, January 8th to 13th, 1894.

Under the auspices of the
METROPOLITAN ASSOCIATION OF CYCLING CLUBS OF NEW YORK AND NEW JERSEY.

Grand Promenade Concerts every afternoon and evening by SEVENTH REGIMENT BAND, N. G. N. Y. W. B. Rogers, the eminent Cornetist, Conductor. Among the Trick Riders already engaged are W. S. MALTBY and SIDNEY BLACK.

The Following Firms Have Taken Spaces Numbered Opposite Their Names:

2. Yost Mfg. Co.
3. Ira Perego & Co.
4. Warman-Schub Cycle House.
5. Bailey Mfg. Co.
6. Rochester Cycle Co.
7. Parkhurst & Wilkinson.
8. Rich & Sager Mfg. Co.
9. C. F. Stokes Mfg. Co.
10. Sterling Cycle Works.
11. Syracuse Cycle Co.
12. American Dunlop Tire Co.
13. " " "
14. Garvin Machine Mfg. Co.
15. " " " "
16. " " " "
17. " " " "
18. Kenwood Mfg. Co.
19. Singer & Co.
20. " "
21. " "
22. A. G. Spalding & Bros.
23. " " "
25. Central Cycle Mfg. Co.
26. Capitol Mfg. Co.
27. Anglo-American Iron Metal Co.
28. Remington Arms Co.
29. " " "
30. N. Y. Cycle Co.
31. Western Wheel Works.
32. " "
33. Buffalo Tricycle Co.
34. " "
35. William Read & Son.
36. Columbia Rubber Works Co.
37. Pope Mfg. Co.
38. " " "
39. " " "
40. " " "
41. Hartford Wheel Co.
42. Hickory Wheel Co.
43. Relay Mfg. Co.
44. John P. Lovell Arms Co.
45. " " "
46. J. J. Warren & Co.
47. Morgan & Wright.
48. N. Y. Belting & Packing Co.
49. Peerless Mfg. Co.
50. Raleigh Cycle Co.
51. Marion Cycle Co.
52. Royal Cycle Works.
53. Stover Bicycle Mfg. Co.
54. Premier Cycle Co.
55. Hill Mfg. Co.
56. Ariel Cycle Co.
57. Hulbert Bros.
58. Black Mfg. Co.
59. " " "
60. Hulbert Bros.
61. Porter & Gilmour.
62. Providence Tire Co.
63. H. H. Kibbe Co.
64. Manhattan Rubber Co.
65. McIntosh-Huntington Co
66. " " "
67. Hermes Tire Co.
68. Washburn Cycle Co. [Co.
70. Simonds Rolling Machine
71. Amos Shirley.
72. New Departure Bell Co.
73. H. A. Lozier & Co.
74. " " "
75. League Cycle Co.
76. Elastic Tip Co.
77. E. C. Stearns & Co.
78. Buffalo Wheel Co.
79. Eagle Bicycle Mfg. Co.
80. Boston Woven Hose Co.
81. Warwick Cycle Mfg. Co.
82. Newton Rubber Co.
83. Roger B. McMullen & Co.
84. John S. Leng's Sons & Co.
85. Red Star Mfg. Co.
86. R. B. McMullen & Co.
87. Wilson, Myers & Co.
88. " " "
89. " " "
90. Cleveland Machine Screw Co.
91. Indiana Bicycle Co. [Co.
92. " " "
93. Eastern Rubber Mfg. Co.
94. Schoverling, Daly & Gales.
95. Fenton Metallic Mfg. Co.
96. Rimington Bros. & Co.
97. Overman Wheel Co.
98. " " "
99. Smith Wheel Mfg. Co.
100. Cushman & Denison.
101. McKee & Harrington.
102. " "
103. Quadrant Cycle Co.
104. Overman Wheel Co.
105. " "
106. " "
107. " "
108. " "
109. Mannesmann Tube Co.
110. " "
111. Amos, Ormandeed Cycle Co.
112. Ellwood Ivins Tube Co.
113. Grand Rapids Cycle Co.
A. Curtis-Child Mfg. Co.
B. Persons & Muller Mfg. Co.
C. Butler & Ward.
D. Erie Rubber Co.

SPECIAL RAILROAD RATES of one and one-third of regular fare has been arranged for all dealers in Cycles, Cycle Sundries or Accessories visiting this show; tickets good from Jan. 5 to 16, 1894.

HOTELS.—Special rates of $1 and upwards for rooms with steam heat, European plan, have been arranged at the following hotels: Grand Union, Everett House, New Amsterdam, Ashland House, Union Square Hotel, Sturtevant House.

The spaces reserved for the Pope Mfg. Co. and the Overman Wheel Co. will be occupied by their World's Fair exhibits.

All Information—FRANK W. SANGER, Manager, or CYCLE SHOW COMMITTEE.

MADISON SQUARE GARDEN, NEW YORK.



The Billings' Bicycle Wrench.

Adopted by the Pope Mfg. Co., and pronounced by them the Best Bicycle Wrench in the Market.

The BILLINGS & SPENCER CO., HARTFORD CONN.



KALAMAZOO TROUSER GUARD

KALAMAZOO CYCLE CO., KALAMAZOO, MICH.

This is the Hump that holds the pants for men who ride Bicycles.

Price 15c. a pr.

MESSRS. JOH. PUCH & Co., of Graz, Austria, have been given entire control of the sale of the G. & J. pneumatic tires in Austria and Germany. This is the concern that placed an order for three thousand G. & J. tires at the late National Show at London.

Are You Going South This Winter?

IF SO MAKE YOUR ARRANGEMENTS TO GO VIA THE BIG FOUR ROUTE.

WHETHER in pursuit of health or pleasure, no portion of the country offers so many and varied attractions as this season as the Sunny South. The Orange Groves of Florida, redolent with the perfume of sweet blossoms, wave their branches in hearty welcome to the tourist from the Snow-clad Northland and the mellow breezes of the Southern Sea Woo Restinvalid from the Blizzards of the Frozen North. There is one line to Florida "The Big Four Route" which on account of its excellent train service, perfect connections in Union Depots and absence of transfers, forms the "Tourists' Ideal line to Florida." From all points north of the Ohio River, the Big Four Route, in connection with the Through Car Lines from Cincinnati will be found to offer the Best Time, Best Service and Best Equipment to all Southern Points, and if you desire to travel with comfort and ease be sure your tickets read via the Big Four Route.

E. O. McCORMICK, Pass'r. Traffic Mgr. D. B. MARTIN, Gen'l. Pass'r. Agt.
CINCINNATI, Ohio.

NEW YORK, Oct. 24, 1891.

Messrs. Adams & Sons Co.,

GENTLEMEN:—I have used your Pepsin Tutti Frutti and will continue to use same in all exhibitions I may give. D. J. CASEY, Champion Trick Cyclist of the World.

Through Cars to New Orleans.

AMONG the many important improvement in the Baltimore and Ohio Railroad train service is the addition of through Pullman Sleeping Cars from New York to New Orleans, via Philadelphia, Baltimore, Washington, and the famous Shenandoah Valley route, passing through Roanoke, Knoxville, Chattanooga and Birmingham. The train leaves New York daily at 5.00 P. M.; Philadelphia, 12th and Market Sts., 7.22 P. M. and 24th and Chestnut Sts., 7.38 P. M., reaching Roanoke at 7.50 A. M.; Knoxville, 3.52 P. M.; Chattanooga, 8.00 P. M.; Birmingham, 11.13 A. M., and New Orleans, 12.45 P. M.

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NEW YORK, Oct 24, 1891.

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GENTLEMEN: Having used your Pepsin Tutti Frutti in my own cases and knowing the benefits derived from it in the way of keeping ones stomach and throat in good condition, I give same to Mr. Ashinger and he experiences the same results being as fresh now after five days of riding as at the start.

W. T. S. THOMSON,
Geo. Stevens, Trainer.

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THE Baltimore & Ohio Southwestern Limited, leaving New York at 9.00 A. M., and the first Express leaving at 7.30 P. M. for Cincinnati and St. Louis, are now equipped with complete Dining Car service, built expressly for these trains by the Pullman Company. Pullman Dining Cars are also attached to Royal Blue Line trains leaving New York at 9.00 and 11.30 A. M., and 5.00 P. M. for Baltimore and Washington.



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If you want to be a record breaker. Nothing like it. Reduces friction and lubricates chain perfectly. *Will keep your chain from rusting through the winter.*

Messrs Adams Cooke Sons.
Gentlemen:-
I have used bicyline on my racing wheels for the past two months & find it by far the best chain lubricant & lubricator that it ever was my lot to use. It runners a smooth running chain & does not clog catch or retain dust & dirt as graphite does. It is the only perfect lubricant I have ever used in keeping my chain in order.
Yours truly
A. A. Zimmerman

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LEAGUE OF AMERICAN WHEELMEN

OFFICIAL DEPARTMENT.

Boston, Mass., December 29, 1893.

LEAGUE HEADQUARTERS:

12 PEARL STREET, ROOM 20, - - BOSTON, MASS.

Officers for 1892 and 1893.

PRESIDENT,
COLONEL CHAS. L. BURDETT,
Hartford, Conn.

FIRST VICE PRESIDENT,
THOS. F. SHERIDAN,
Lock Box 951, Chicago, Ill.

SECOND VICE PRESIDENT,
DR. G. CARLETON BROWN,
88 Broad St., Elizabeth, N. J.

TREASURER,
W. M. BREWSTER,
Box 155, St. Joseph, Mo.

SECRETARY,
ABBOT BASSETT,
12 Pearl St., Boston, Mass.

The President and Vice-Presidents constitute the Executive and Finance Committee. Dr. G. Carleton Brown is Secretary of this committee, and all correspondence with the committee must be addressed to him.

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

ALABAMA—Chief Consul, Wm. C. Harris, Jr., Box 246, Birmingham. Secretary-Treasurer, John A. Snider, 117 North. 20, Birmingham.

COLORADO—Chief Consul, John A. Maguire, 2519 Humboldt, Denver. Secretary-Treasurer, Harry M. Booth, 816 32d street, Denver.

CONNECTICUT—Chief Consul, Louis A. Tracy, Security Co., Hartford. Secretary-Treasurer, Philip W. Westlake, 91 Lewis street, Bridgeport.

DELAWARE—Chief Consul, S. Wallis Merrihew, 906 Jackson street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, G. B. French, War Department, Washington. Secretary-Treasurer, W. H. Stearns, 719 13th St., N. W., Washington.

FLORIDA—Chief Consul, S. A. Adams, 46 Main street, Jacksonville.

GEORGIA—Chief Consul, Chas. M. Rushing, Savannah.

ILLINOIS—Chief Consul, A. A. Billingsley, Hay Building, Springfield. Secretary-Treasurer, Burton F. White, 704 Association Building, Chicago.

INDIANA—Chief Consul, Thomas Hay, 70 North Pennsylvania street, Indianapolis. Secretary-Treasurer, E. V. Minor, Room 22, Board of Trade, Indianapolis.

IOWA—Chief Consul, Fred Beach, Muscatine. Secretary-Treasurer, C. J. Santmyer, Vinton.

KANSAS—Chief Consul, W. C. F. Reichenbach, Box 205, Topeka. Secretary-Treasurer, Austin Hawley, Girard.

KENTUCKY—Chief Consul, Ed. H. Croninger, 1611 Scott street, Covington. Secretary-Treasurer, Owen Lawson, 2510 West Jefferson street, Louisville.

MAINE—Sherman G. Swift, Belfast. Secretary-Treasurer, Chas. A. Litchfield, 42 High street, Lewiston.

MARITIME PROVINCES—Chief Consul, Fred L. Temple, 128 Prince William street, St. John, N. B.

RHODE ISLAND—Chief Consul, H. L. Perkins, Box 103, Providence. Secretary-Treasurer, Nelson H. Gibbs, 288 Westminster street, Providence.

SOUTH CALIFORNIA—Chief Consul, E. A. Hornbeck National City. Secretary-Treasurer, E. W. Stuart, Carrier 28, Los Angeles.

SOUTH CAROLINA—Chief Consul, James M. Wilson, 4 Wragge street, Charleston.

SOUTH DAKOTA—Chief Consul, W. J. Healey, Mitchell.

TENNESSEE—Chief Consul, Chas. J. Scherer, 211 Main street, Memphis. Secretary-Treasurer, H. W. Liggette, Main St., Memphis.

TEXAS—Chief Consul, E. W. Hope, Sherman. Secretary-Treasurer, G. W. Hubbard, Sherman.

UTAH—Chief Consul, C. A. Emise, 272 State street, Salt Lake City.

VERMONT—Chief Consul, C. L. Capron, 117 Main street, St. Albans. Secretary-Treasurer, C. H. Stevens, 124 Main Street, St. Albans.

VIRGINIA—Chief Consul, A. A. O'Neill, 42 Bank street, Norfolk. Secretary-Treasurer, R. L. Boggs, 87 Main street, Norfolk.

WASHINGTON—Chief Consul, J. A. Drain Spokane. Secretary-Treasurer, E. P. Baggot, Colfax.

WEST VIRGINIA—Chief Consul, Jason C. Stamp, 1314 Market street, Wheeling. Secretary-Treasurer, H. Ribeldaffer, 41 S. York St., Wheeling.

WISCONSIN—Chief Consul, A. C. Morrison, Pabst Brewing Company, Milwaukee. Secretary-Treasurer, M. C. Rotier, 505 East Water street, Milwaukee.

Racing Board Matters.

Mr. Frank Waller, Chicago, Ill., is hereby declared a professional. Violation Clause a, amateur rule.

SANCTIONS GRANTED.

Jan. 1, '94—Valley Hunt Club, Pasadena, Cal.
Dec. 25, '93—Acme Athletic Club, Oakland, Cal.
Dec. 10, '93—Oak Leaf Wheelmen, Stockton, Cal.
Dec. 9, '93—Alhambra Athletic Club, Alhambra, Cal.
Dec. 11, '93—Muenomah Athletic Club, Portland, Oregon.
Dec. 25, '93—Sweetwater Track Association, National City, Cal.

H. E. RAYMOND.

New League Clubs.

548—Wolverine Cycle Club, Detroit, Mich.
549—Ariel Cycle Club, Detroit, Mich.

Connecticut.

Annual meeting Board of Officers, Hartford, Dec. 15, 1893.

Meeting called to order by Chief Consul Tracy at 8.15 P. M. Present—Messrs Westlake, secretary, and representatives Post, Grover, Birmingham, Rowland, F. Atwater, King, Howell, Carlisle, Bulkley, Williams, Sweet, Lake and Brainard.

Minutes of meeting of Sept. 5 read and approved.

Report of past Chief Consul Schumacher as follws was read by Secretary.

To the Board of Officers Connecticut Division:

Gentlemen—At the last meeting of the Board it was voted that the courtesies of the December meeting be extended to the retiring officers until they shall have finished their reports.

At the September meeting I reported the incorporation of the Division as well under way and awaiting the return of mail vote required, the result of which I now give you.

Total number of votes cast	763
In favor of incorporation	749
Against incorporation	14

As it required a majority vote of the members of the Division, we needed about 400 more affirmative votes to accept the charter.

While the result of the vote does not show that the members were opposed to the incorporation, I think it *does* show a lack of interest in Division work and L. A. W. matters.

Mr. Rollinson, of Naugatuck, had his wheel stolen last July for which Patrick Luddy on August 7 pleaded guilty and was bound over to the Superior Court by Justice C. F. Hungerford and sentenced to six months in jail by Judge Thayer.

The reward of $25 offered by the Division for the conviction of bicycle thieves was in this case claimed by Geo. Hosford, Chief of Police of Naugatuck.

I ordered the reward paid, although not approving of the way in which the matter was handled, not having had any knowledge of the matter until after the trial of Luddy and an accomplice whose sentence was the same).

The road book matter I leave to the new administration, as the committee have done nothing not previously reported.

Of the Secretary-Treasurer's resolution that was passed at the September meeting

[That the Road Book Committee be and hereby are instructed to ascertain the cost of a road book or folding map suitable and for the purpose of presenting to each new member admitted after the 30th of April next, and to those who renew membership the same book be sold for a sum sufficient to met the Division the same amount as on applications, the Finance Committee in the mean time to consider what we can afford to lay out in this direction, and how to provide for the expense; both the committees to report on this subject at our annual meeting in December.

That the Finance Committee, in connection with the resolution de road book, consider the advisability of discontinuing the offering of prizes for applications, especially as relating to Secretaries of L. A. W. clubs, and the offering of a rebate to said clubs of say twenty-five cents per application and ten cents per renewal, or such sum as the Board of Officers may determine, Secretaries to furnish duplicate lists, one to be kept on file, the other to be sent to the Sec.-Editor.]

Instructing the Finance Committee to consider the advisability of discontinuing the offering of prizes for applications, etc. I would say that my two years' experience leads me to believe that while the offering of prizes is some stimulant, it has not brought about the desired result, and it were better (on the lines of the same resolution and the advertising of stolen wheels and payment of reward for conviction, with perhaps the admission to meets reduced to the holder of an L. A. W. ticket) to offer direct benefit to individual members; give them what they can not get outside of the L. A. W.

There is a question in my mind as to the advisability of making large appropriations for Division meets. While they are very enjoyable affairs they do not by any means pay the Division for the outlay.

During the month of October I received from Mr. Brainard, Local Consul and Representative, of Meriden, the particulars of a case of infraction of the rights of wheelmen. The Division attorney says the facts warrant us in taking the matter up and on Oct. 17 I authorized him to do so. He is now at work upon the case, the result of which we should soon know.

I have received from Mr. L. H. Sweet statements and vouchers of the mid-summer and fall meets and have returned the unexpended balances to the Secretary-Treasuror after approval.

Fraternally,
A. H. SCHUMACHER, C. C.

November 30, 1893.

Report accepted and ordered filed.

Quarterly report of Secretary-Treasurer read and accepted.

ANNUAL REPORT OF SECRETARY-TREASURER.

1892.

Dec. 3. Received of A. H. Schumacher, Sec.-Treas. $1,361.18
Received of Mr. Bassett during the year 1,758.25
Received Belknap & Warfield net profit Road Book contract 11.45
Received Road Book sales and old accounts 117.07
Received hand book ad's. '92, $5.00. '93, $50.00 ..... 55.00
Received donation 72
Total $3,333.67

Expenditures.

1892.

Salary and expenses Chief Consul Latham	35.59
Net amt. census	373.16
Recruiting prizes $28.76. Railroad fares $9.60	38.36
1893.	
Railroad fares during the year '93	107.05
Salaries and Retainer Chief Consul, Sec-Treas., and Div. Attorney	300.00
Postage, printing, stationery, help, etc. Chief Consul	236.97
Postage, printing, stationery, help, etc. Secretary-Treasurer	363.90
Postage, printing etc. Div. Atty and Insp. of Highways	23.31
Postage, printing, etc. Touring, Trans., and Racing Com.	6.65
Inquiry de Norman case	1.65
Attorneys fees—Loveland vs. Ott	86.32
Reward in Naugatuck Stolen Wheel case	25.00
Net cost Anti Pool Bill	132.75
Net cost mid summer meet	147.05
Net cost fall meet	282.93
Net cost National Assembly Philadelphia	320.00
Net cost National Assembly Buffalo	464.30
Cash and prizes for recruiting	72.25
1893 Hand Book	226.50
Road Books	37.30
Use of rooms for B. of O. meetings	9.75
Total	$3,270.69
Cash balance	62.98
Amount due from Mr. Bassett	21.00
1890 Road book assets	25.20
Road books on hand four	4.00
Total available assets	113.18

All bills have been paid, and as far as practicable all accounts collected.

No financial difficulty is apprehended provided we use more proxies at our National Assembly.

Our Reward resolution being imperfectly framed I would suggest its suspension until the March meeting when it may be taken up with the measure for advertising of stolen wheels.

To those who have but little idea of the magnitude of the work connected with this office I would say, I have sent out during the year eleven thousand pieces of mail and it would greatly facilitate the business of this office if correspondents would return vouchers promptly. Fraternally, PHILIP W. WESTLAKE, Secretary-Treasurer.

Letter from Ex-Chief Consul Calhoun Latham certifying to the correctness of the Treasurer's accounts was read and the report accepted and ordered filed.

The five Delegates elected to the National Assembly were Mr. J. M. Birmingham, Mr. C. W. King, Mr. J. H. Rowland, Mr. R. B. Sawyer, Mr. David J. Post, and by motion of Mr. Post the expenses of the Chief Consul only will be paid.

The Secretary-Treasurer was elected the third member of the Finance Committee.

Mr. Brainard called attention to the case cited by the Chief Consul in his report as having been given to the Division Attorney for prosecution, and stated that all information asked for had been given and 17 witnesses had been found, yet there were no visible signs of anything having been done in the matter, although the attorney had written him that on receipt of said information he would bring suit in 48 hours.

A lengthy discussion ensued in regard to the effect of such delays, and a resolution was passed instructing the Division Attorney to at once bring suit.

The Secretary called attention to a claim for reward made by Officer Thos. J. Tyrrell of New Rochelle for the arrest and conviction of Carl Telso, who stole O'Brien's wheel at Bridgeport (sentenced to 1 year hard labor and costs $9.88).

On motion the Secretary Treasurer was instructed to pay the reward of $25, provided proof of claim and conviction was furnished.

Conditions since complied with and reward paid. The resolution offering reward was considered, and after reference to old minutes showing that said resolution had twice been referred to the Division Attorney to be put in proper shape it was decided to suspend the offer until the March meeting, when the new Rights and Privileges Committee would report a new resolution.

The attention of the Committee on Rules was called to the necessity of revising the law in regard to elections, particularly where there is but one nomination, it being conceded that it is unnecessary to take a mail vote on such a nomination.

The method of ordering supplies and lack of system in the past was discussed and left with executive until March meeting.

Meeting adjourned at 10.20 P. M.

PHILIP W. WESTLAKE, Sec.-Treas.

Maryland.

The annual meeting of the Board of Officers of the Maryland Division L. A. W. was held at the Baltimore Cycle Club Saturday evening, Dec. 16, 1893. The meeting was called to order by Chief Consul Mott with Messrs. Reed, Eisenbrandt, Pegram, Willison, Applegarth, Van Trump, Pryor, Brooks, Arnold, and Unverzagt present. The Chief Consul made a verbal report covering the work of the Division for 1893.

The report was unanimously endorsed.

Report of Secretary-Treasurer showing total receipts $181.81; payments $111.50, leaving balance $70.31 on hand, this together with report showing a balance of $5.[illegible] on hand for the Track Association, was received and approved.

The report of Chairman Van Trump of the Highway Improvement Committee was verbal, and was endorsed. Special Committee, appointed to devise ways and means of increasing membership to the Track Association were discharged, they being unable to give it their attention.

Mr. A. C. Willison was elected Representative to the National Assembly from this Division.

Statement of Associated Cycling Clubs of Baltimore, showing balance for the Track Association from their August 5, 1893, races of $8.80 was accepted.

Statement of the Maryland Bicycle Club was read and the following resolution was unanimously adopted:

Resolved: That, Whereas this association has heretofore required all organizations renting the track of the association to present to this association an itemized account of the receipts and expenses, and whereas the Maryland Bicycle Club has lately rendered an account of their International Tournament of 1893, which meets the approval of this Board with the exception of the general expense item, $955.11, which is submitted unitemized, and the Secretary be, and is hereby ordered by the Board to respectfully request the Maryland Club, to furnish this Board with the items of said general expenses.

The following preamble and resolutions were passed.

Whereas, it is always the intention of this organization composed of law-abiding citizens to encourage the adoption of such reasonable and undiscriminating rules and regulations for the use of vehicles in the public streets and parks as will have a tendency to place the danger to life, limb or property at the minimum.

Be it therefore resolved, That it is the sense of this meeting that the proposed ordinance of the Mayor and Council of the City of Baltimore prohibiting coasting on cycles within the old city limits is a reasonable one and should become a law.

And be it further resolved, That in our opinion City Ordinance No. 130, approved June 11, 1890, requiring cycles to display lighted lamps, has outlived its usefulness and should be repealed, inasmuch as the streets and parks are now well lighted by oil, gas and electricity; that for this reason the light on the cycle is not a sufficient additional precaution as to be necessary, that the requirement is a hardship, that it entails extra expense to this special means of locomotion, and that it is discriminating against this class of vehicle. This body therefore, respectfully petition and pray the Honorable Mayor and City Council to repeal said ordinance.

It was further resolved by the Board of Officers that there be provided by the Board a purple ribbon, upon which the letters M. D. L. A. W. shall be inscribed to be given to the members of the Division residing in the city, to be worn by the members, by the request of the Division, when riding within its limits, in order that they may be known to have protection of the League of American Wheelmen.

It was further resolved: That the Rights and Privileges Committee be requested to represent to the Police Commissioners that the Division Board are disposed in every way in their power to uphold the city authorities in abolishing all abuses of the privileges of cyclists, and on the other hand they request the Board to have all restrictive ordinances enforced with a discretion that will prevent their working any undue hardship upon wheelmen who are members of our Division, and who do not indulge in any of the reckless and offensive acts, that need to be suppressed.

Chief Consul Mott appointed Mr. J. B. Reed in connection with the Racing Board, to assist in formulating plans for recruiting the membership of our track property.

The Chief Consul then made the following statement in the presence of Egbert Halstead, viz: That the verbal and only agreement that had been made with Mr. Halstead was, that Mr. Halstead was to lease the ground and build a track, stands etc. at his expense, and for his account, and that the Association was

to manage, under the auspices of this Board, the said grounds, track and races and out of the net profits arising therefrom, pay to the said Halstead 75 per cent of said net profits, and that when the amount so received by him, ammounted to the costs of said track, including the annual rent, to be paid by said Halstead, then said track was to belong to the Association and that Mr. Halstead's consideration was to be the patronage to his house from the frequenters of the track, Mr. Halstead said that the statement above made was correct.

The meeting adjourned at 11.25 P. M. Fraternally yours, WM. J. UNVERZAGT, Secretary-Treasurer.

Baltimore, Md., Dec. 16, 93.

New Jersey Division.

ANNUAL MEETING BOARD OF OFFICERS.

The annual meeting of the Board of Officers, New Jersey Division, League of American Wheelmen, was held at Division headquarters, Bank Building, Orange, N. J., Monday evening, December 18, 1893. Chief Consul Holmes presided. There were seventeen members present as follows: Chief Consul, James S. Holmes, Jr., Secretary-Treasurer, Theo. F. Merseles; Representatives, Dr. T. N. Gray, Dr. G. Carleton Brown, Dr. C. B. Holmes, W. A. Drabble, F. G. Wiese and H. D. Leavitt; club representatives, Geo. R. Davey, Elizabeth Wheelmen, John W. Dickinson, Bellеville Wheelmen, Frederick Keer, Essex Bicycle Club, W. H. Staufler and C. R. Zacharias, Asbury Park Wheelmen, Dr. S. H. Frazer, Newark Wheelmen, and C. W. Kilbourn, Brunswick Bicycle Club; Herbert W. Knight, chairman Rights and Privileges Committee, and Dr. H. A. Benedict, chairman Rules and Regulations Committee.

Minutes of the last semi-annual meeting of the Board of Officers were read and approved.

Chief Consul Holmes made his annual report reviewing at length the situation regarding the Division's numerical strength and its financial condition, calling special attention to the rebates due League clubs, the outstanding road book account and other minor liabilities. He stated that he wished to make the Division Board of Officers a sort of advisory committee, and for that reason desired to place them in full possession of all facts regarding the condition of the Division.

He suggested that the Rules and Regulations Committee frame a new set of by-laws covering many matters of general interest to the Division.

He carefully reviewed the membership situation and said that he thought too little attention was being paid to the securing of new members by the general membership, and suggested offering prizes in the way of a road book or the like for every two or three new members, and also proposed a plan for the disposition of the stock of road books now on hand.

"I have opened headquarters for the New Jersey Division in this room" continued the Chief Consul, "where information may be obtained and your committees may meet at any and all times. The rent is nominal but the other legitimate expenses of your Chief Consul amount to considerable, and upon investigation I find an appropriation for same which seems to be misleading from the information received from my worthy predecessor, Dr. Brown."

He then read extracts from the reports of ex-Secretary-Treasurer Pennell and minutes of the Board meetings in December 1891 and 1892, providing for the monthly appropriation of $30 to cover "a small rental, salary of typewriter, postage and incidentals." The Chief Consul said that under a strict interpretation of such minute, the monthly appropriation of $30 was intended to cover about all the expenses of the Chief Consul, and he desired information on the subject in order that he might learn if it was the intention of the Board that he should conduct the affairs of his office financially to the letter of the resolution.

He stated his plans for appointing Local Consuls and League hotels throughout the State, and suggested that the State Representatives name men eligible for the local consulships in their respective districts.

He recommended that as the representation on the Board had been materially reduced by an amendment to the constitution, that the number required for a quorum at meeting of the Board be reduced also.

The Chief Consul referred at length to the matter of bidding for the National meet in 1894 at Asbury Park and to the election of delegates to the National Convention.

He recommended admitting clubs to League membership on the three-quarter membership basis instead of continuing the rebate system.

The Chief Consul then announced the following as his appointments of standing committees:

Rights and Privileges—Herbert W. Knight and Jos. McDermott (third man to be named later).

Improvement of Highways—Chas. R. Zacharias, chairman, Dr. T. N. Gray and A. C. Stevens.

Transportation—R. R. Chiswell, chairman; Frank Eveland and H. D. Leavitt.

Rules and Regulations—Dr. H. A. Benedict, chairman; H. L. Saltonstall and W. A. Drabble.

Racing Board—Frederick Keer, chairman; A. H. Chamberlain and J. C. Tattersall.

Auditing—J. W. Dickinson, chairman; J. Barber and Dr. Harvey Iredell.

The report of the Secretary-Treasurer covered the workings of that office for the entire year, but more particularly since Sept. 1, 1893, on which date his predecessor, Mr. George C. Pennell, resigned.

It was shown that the number of members on the roll was 1082, an increase of 142 in 12 months and that the percentage of renewals had been up to the average, or 75 per cent. He made several suggestions in the way of conducting recruiting work and recommend that the secretaries of League clubs keep their full active membership in the L. A. W.

The State meet at Trenton in June was referred to, as was also the slow sale of the 1893 edition of the road book.

As treasurer, he rendered the following report:

REPORT OF TREASURER

For quarter ending Nov. 30, 1893, being the unexpired term of George C. Pennell, resigned.

(For Treasurer Pennell's report for nine months ending Sept. 1, 1893, see L. A. W. BULLETIN of Sept. 15, 1893.)

Receipts.

From Geo. C. Pennell, retiring Sec.-Treas.	$344.17
From Dr. G. Carleton Brown, Chief Consul account sale of 1893 edition Road Books to Sept. 1, 1893	87.51
Check returned by R. H. Radford (5)	8.00
From Abbot Bassett, Secretary, applications and renewals to Oct. 1, 1893	62.00
	$501.67

Disbursements.

Appropriation for Division headquarters, July, August and September, 1893, at $30 per month	$90.00
Expenses Division headquarters, May, June, July and August, 1893, on account (1)	10.00
George C. Pennell, amount advanced road book account and for travelling expenses, postage, etc., while Sec.-Treas (2, 14, 16)	87.00
J. B. Beers & Co., Road Books, 1893 edition, on account (3)	112.80
Robert Stoll, championship medals, 1893, on account (4)	25.00
R. H. Radford, badges, 1893 State Meet (5)	8.00
Expenses Chairman Transportation Committee (6)	1.32
Representatives travelling expenses to State Meet, 1893 (7	2.75
Vice Consul's travelling expenses (8)	16.25
Brown & Wilson, stationery and printing	3.00
Delegates' travelling expenses to National Assembly Philadelphia, Feb. 1893 (10, 11	18.00
Fire insurance on property in Division headquarters	3.00
Expenses Sec.-Treasurer's office, including postage, typewriter, travelling expenses, stationery, etc (19, 20)	30.45
Executive Committee, L. A. W., medals for officers (13)	18.50
Salary Sec. Treas. quarter ending Nov. 30, 1893 (21)	15.00
Balance Dec. 1, 1893, in Third National Bank, Jersey City	27.61
	$501.67

Assets.

Balance in Third National Bank Jersey City, Dec. 1, 1893	$27.61
Due from Secretary Bassett for applications to Dec. 1, 1893	47.50
Furniture and furnishings purchased for Division headquarters to Dec. 1, 1893	54.50
Stationery on hand (approximate)	10.00
Road Books, bound, in stock, 101 at $1c.	327.21
Road Books, unbound, in stock, 1700 at 4c	697.00
Amount due Division account Road Book sales, as per report of ex-Chief Consul Brown	18.90
Received from ex-Chief Consul Brown account Road Book sales to Dec. 1, 1893	40.87
Officers badges, Chief Consul, Vice Consul and Sec.-Treas.	18.50
	$1272.12

Liabilities.

Dr. G. Carleton Brown, expenses Chief Consul's office to Dec. 1, 1893 (Voucher No. 1)	$24.25
Dr. G. Carleton Brown, appropriation for Division headquarters October and November, 1893 (3)	60.00
Beers & Co., balance on Road Books, 1893 edition (3	175.00
Robert Stoll, balance on championship medals, 1893 (4	71.00
George C. Pennell, bal. expenses as Sec.-Treas. (1	8.00
Herbert W. Knight, retainer for 1892, as Chairman Rights and Privileges Committee (17	25.00
Chas. C. McBride, expenses as delegate to special meeting, National Assembly, Buffalo, Sept. 1893 (18	32.85
Rebates due League Clubs, 1893-94 renewals	183.50
Elizabeth Journal Printing Company, printing and stationery	89.41
Theo. F. Merseles, expenses Secretary-Treasurer, Nov., 1893 (22	14.68
Howard E. Raymond, chairman L. A. W. Racing Board, supply of racing rules.	15.00
Good Roads; 500 copies New Jersey number	34.50
	$1032.19

Respectfully submitted,
THEO. F. MERSELES, Sec.-Treas

Reports were received from the following standing committees: Rights and Privileges, Herbert W. Knight, Chairman; Racing Board, Dr. T. N. Gray Chairman; Auditing, Dr. C. B. Holmes, Chairman.

The Board then proceeded with the election of delegates to the constitutional convention, which resulted in the selection of Dr. C. B. Holmes, Dr. T. N. Gray, Herbert W. Knight and Dr. H. A. Benedict.

Dr. G. Carleton Brown read his report on the sale of the New Jersey Road Book showing that 1,000 copies had been bound and it was stated that 1,700 sets still remained at the printers unbound. Of the bound copies 583 had been disposed of, of which number 146 had been distributed gratis to newspapers and others, and that there had been turned over to Chief Consul Holmes 401 Road Books. On motion the report was received and ordered filed.

It was decided that the matter of disposition of the Road Books be referred to the Executive Committee of the Division with power.

Under the head of new business, Ex-Chief Consul Brown referred to the reference made by Chief Consul Holmes in his address to the appropriation voted for the maintenance of the Division headquarters. He said that the records of the Ex-Secretary-Treasurer at that time, were in error, and that he had positively stated that such appropriation should cover a small monthly rental and salary of stenographer, but that it would not cover postage and other incidental expenses, which would have been impossible to estimate, as in some months the item of postage alone would more than equal the total appropriation. He had communicated with ex-Secretary-Treasurer Pennell and received a reply in which he stated that he distinctly remembered that the appropriation was not intended to cover such items as postage, expressage, telegrams, etc.,

and that there was evidently an omission in the records. Dr. Brown referred to some articles which appeared in cycling papers touching upon his management of the Division's financial affairs, and then continued: "The expenses of the Secretary-Treasurer were included in my accounts, and the itemized accounts were passed upon by the auditing Committee and read at the meetings of the Board. Every cent that came into my hands from the Division has been paid out for the Division. The rent of the office was nothing, I took on an extra stenographer and paid it out. In the early days of the Division I have paid out money from my own pocket which was never charged up against the Division."

Dr. Gray stated that he was present at the Board meetings when the appropriation for Division headquarters was allowed, "and" he said "it is my distinct understanding that that amount was not intended to cover postage and other incidentals, but was intended to cover rent of office and salary of typewriter, and I would offer a resolution "That we hear with regret, rumors reflecting upon Dr. Brown's management of the financial affairs of the New Jersey Division which are circulated as he is about to retire from active League work, and that we express our fullest confidence in his honesty and integrity." This resolution was on motion, duly seconded, adopted.

Moved by Mr. Dickinson, and seconded, that the present resolution of the Board of Officers regarding appropriation for Division headquarters be rescinded, and in lieu thereof that the actual expenses of the Chief Consul and Secretary-Treasurer be paid after being passed upon by the Auditing Committee.

Dr. Brown spoke of the articles purchased for the Division headquarters during his term of office and stated his reasons for procuring them. Motion prevailed: that the articles referred to be donated to Dr. Brown.

Suggested changes in the Division by-laws were on motion referred to the Rules and Regulations Committee, to be reported on at the next meeting of the Board.

The matter of rebates to League clubs was laid on the table.

Referring to the matter of the National Meet of 1894, Messrs. Zacharias and Staufler, representatives from the Asbury Park Wheelmen, stated that their club had been accused of growing luke-warm regarding the matter, but that they were still in the fight, and wanted the meet to come to Asbury Park in '94; that they were about to build a new clubhouse and would doubtless be in good shape to entertain the visitors next summer.

Matters pertaining to the Division's finances and other minor matters were referred to the Executive Committee of the Division, with power.

On motion the meeting adjourned.

Fraternally,
THEO. F. MERSELES,
Sec'y-Treas.

Jersey City, Dec. 21, 1893.

Special Meeting of the Board of Officers of the Indiana Division L. A. W.

A special meeting of the Board of Officers of the Indiana Division of the L. A. W. was held at the Zig Zag club-house on Dec. 11th, '93.

The meeting was called to order by the Chief Consul. Members answering to roll-call were as follows: Thos. J. Hay, W. H. Pontious, L. J. Keck and E. V. Minor.

At the meeting of the Board of Officers in July, at Ft. Wayne, the Chief Consul was instructed to appoint a committee to draft By-Laws for the Division, and the principal object of this meeting was to consider their adoption.

After the calling of the roll the Chief Consul called for a report from the By-Laws Committee.

After the By-Laws had been read and thoroughly discussed by the Board, W. H. Pontious moved that they be adopted, and was seconded by L. J. Keck, and the motion was sustained by the Board.

The committee were extended a vote of thanks for the splendid work they had done in drafting the By-Laws. The minutes of the previous meeting were read by the Secretary-Treasurer and approved by the board.

To the Honorable Gentlemen of the State Board of the Indiana Division L. A. W.

In presenting this my annual report of the affairs of the Division it is not without regrets that a better showing cannot be made. When the present officers were elected in December, 1891, there were 320 members in the Division, and at my last report we had 525 members. We now have a membership of 576. There are 53 Local Consuls and 30 regularly appointed League Hotels in the State. The lists of Local Consuls include the number of towns in which we have members. Each of these Consuls were sent hotel blanks with instructions to secure rates from hotels in their respective towns, and the difference between the number of Local Consuls and the number of hotels shows the number of Local Consuls that have neglected their duty.

I submit, herewith, a list of these Local Consuls and hotels, and desire to thank the Local Consuls of the Division for their aid in conducting the affairs of the Division.

WORK OF THE OFFICE OF THE CHIEF CONSUL.

During the present term the Chief Consul has written 275 personal letters to members of the Division and others on business of the Division. The most important work accomplished during the present year, was the defeating of the late Legislature's farce, entitled House Bill 215. Had it not been for the earnest efforts of the Division, and ably seconded by the unattached riders in Ft. Wayne, Terre Haute and other cities, there is little doubt that the bill would have become a law. In order to accomplish the defeat of this bill 1000 circular letters were sent to the members of the Division, and over 100 personal letters to members of the State Legislature, and it is with pleasure that we can state that our first effort to prevent unfavorable legislation was a complete success. Individual members responded in an encouraging way to our appeals, and Mr. Schrader and his little bill will not bother the Wheelmen of Indiana.

STATE MEET.

The enterprising Ft. Wayne Cycling Club, of Ft. Wayne, sent a delegate to our meeting last December and requested that the Division championships be assigned to their club, which request was granted, and in return the Division was royally entertained in the beautiful city of Ft. Wayne, in July last. The State championships, which were contested at that time, resulted in Walter Mathson, of Indianapolis, winning the 1-4, 1-2 and 1 mile State championships, and Mr. E. V. Minor, also of Indianapolis, winning the two mile. Although this was the first meet held in this city, it was a complete success, and its management reflected credit upon the Ft. Wayne Club.

BY-LAWS.

During the Year 1889 Mr. Josh Zimmerman, then an officer of this Division, misplaced the books of the Division containing the By-Laws, and the loss of these By-Laws was not discovered until the Board meeting, which was held in December, 1892. The State Board was of the opinion that as the national constitution provided that all By-Laws should be filed with the secretary of the League, that we could of course get a copy of our By-Laws from Mr. Abbot Bassett, our worthy secretary. The Chief Consul received a letter from Mr. Bassett on July 20th, '93, a few days previous to the Board meeting at Ft. Wayne, and in this letter Mr. Bassett informed the Chief Consul that Indiana had not complied with the constitution of the L. A. W., and that neither our State constitution or By-Laws had ever been filed with him. He further stated that he had written the previous officer in regard to this, but this letter was the first official information that the present officer had that Indiana was without By-Laws. This matter was referred to the State Board at Ft. Wayne, and the Chief Consul was instructed to select a committee to draft By-Laws and report at the next meeting of the State Board.

This question of By-Laws brings us to the important one of

ELECTIONS.

In the opinion of the Chief Consul it is due the members of this Division to know the cause of the failure to hold an election in November last, as is customary with other Divisions. My previous remarks with regard to By-Laws will explain their loss, and as elections are governed by the By-Laws, the members will readily see that without By-Laws we had no method of holding an election, and we cannot legally hold an election until we have adopted By-Laws. In the opinion of the Chief Consul it would be proper for us, at this meeting, to hear the report of the By-Laws Committee, and, provided the By-Laws are satisfactory, that they be adopted and the President of the League be requested to order a special election for the Indiana Division, instanter. Again thanking the members of this Division for the courtesies shown me, I remain

Yours Fraternally,
THOS. HAY, C. C.

LOCAL CONSULS.

	City.	Consul.
1.	Auburn	John Zimmerman
2.	Anderson	E. C. Carpenter
3.	Bloomington	W. W. Spangler
4.	Brookville	Geo. Rockafeller
5.	Bourbon	C. M. Parks.
6.	Cambridge	E. W. Marson
7.	Columbus	E. O. Winterowd
8.	Crown Point	H. S. Barr
9.	Elkhart	D. N. Weaver
10.	Economy	A. W. Osborn
11.	Evansville	W. M. Dunham
12.	Frankfort	C. E. Fennell
13.	Fort Wayne	P. N. DeHaven
14.	Goshen	W. C. Dowds
15.	Greenfield	W. A. Hughes
16.	Groves	Van Hood
17.	Indianapolis	
18.	Kendallville	F. B. Park
19.	Ligonier	L. E. Sisterhen
20.	LaPorte	W. Loun
21.	Martinsville	O. G. Wilson
22.	Muncie	Chas. B. Kirk
23.	Madison	Resigned Apr. 29
24.	Marion	C. W. Burgman
25.	Mishawaka	D. O. Fonda
26.	New Castle	W. G. Hillock
27.	N. Manchester	John A. Mills
28.	Portland	C. W. Mackenbach
29.	Russiaville	A. P. Cosand
30.	Roann	M. O. Tilman
31.	Rushville	A. B. Irvin
32.	Richmond	Frank M. Whitsell
33.	Salem	R. L. Berkey
34.	Terre Haute	Geo. S. Rossell
35.	Walnut Argos	Dr. J. T. Kendall
36.	Winchester	E. S. Goodrich
37.	Pendleton	Jont Rogers
38.	Vincennes	E. B. Hunter
39.	Mt. Vernon	A. M. Hale
40.	Tipton	Henry Mehlig
41.	Dunkirk	Orville C. Teague
42.	Warsaw	W. D. Comstock
43.	Hartford City	L. C. Bailey
44.	New London	Howard M. Stout
45.	Mulberry	Geo. H. Miller
46.	Wabash	Geo. S. Hill
47.	Jeffersonville	J. E. Worrell
48.	Logansport	N. W. Cady, M.D.
49.	Connersville	Albert Beil
50.	Peru	Frank A. Miller
51.	New Albany	Dr. Theo. Von Beust
52.	Huntington	Jas. B. John
53.	Edwardsport	C. H. Gibson.
54.	LaFayette	
55.	So. Bend	L. G. Toug
56.	Rockville	

HOTELS.

Anderson—Griffith, $1.50.
Bloomington—National, 1.50.
Brookville—Valley House, 1.00
Cambridge City—New Smalley, 1.50.
Columbus—Belvedere, 1.00
Frankfort—Garber House, 1.00
Fort Wayne—Randal, 2.00 and 2.50
Greenfield—Guymond, 1.50.
Indianapolis—Dennison, 2.50
Ligonier—Mier House, 1.50
LaPorte—Tregarden, 1.00.
Martinsville—Mason House, 1.50.
Muncie—Kirby House, 1.50.
Madison—Madison, 1.50.
Mishawaka—Milburn House, 1.50.
Portland—Hotel Hawkins, 2.00.
Russiaville—Chandler House, 1.25.
Rushville—Grand, 1.50
Richmond—Arlington, 1.50
Salem—Hungate House, 1.50.
Terre Haute—Terre Haute, 2.00.
Pendleton—Commercial, 1.20.
Tipton—Commercial, 1.50
Dunkirk—Hotel Taft, 1.50.
Logansport—Barnet House, 1.75.
Peru—Bears, 1.50.
LaFayette—Bramble, 1.00
So. Bend—Oliver House, 1.50.
Rockville—Hotel Grinley 1.00.

The following shows the financial condition of the Division since last Board meeting:

July 22—Bal cash on hand	$539.10	
Oct. 7—Rec'd of Abbot Bassett	90.50	$629.60

EXPENDITURES.

Oct. 1—E. V. Minor Exp. to Ft. Wayne.....$11.20
Oct. 6—Thos. Hay Exp. to Ft. Wayne..... 11.20
Oct. 6—Lillie M. Millets Stenog. C. C. Office..... 9.74
Oct. 6—W. H. Pontious Exp. to Ft. Wayne..... 14.65
Oct. 6—Exchange on draft..... .10
Dec. 11—Bal cash on hand.....582.71 $629.60

A motion to instruct the Chief Consul to ask permission of the President of the L. A. W. to hold a special election was carried. W. H. Pontius was elected delegate to the National Assembly.

The Chief Consul was instructed to procure such help as he deemed necessary, and draft a constitution for the Division and then have printed 1,000 copies of the said constitution and send one to each member of the Division for their approval.

A motion to adjourn was carried.

Yours Fraternally,
E. V. Minor, Sec'y-Treas.

Wisconsin Division Members.

The new officers of the Wisconsin Division have been duly installed and the spirit of activity must be aroused if this Division desires to maintain the membership and prestige which it has heretofore enjoyed.

As a member of this Division it lies within your power to assist in building up its membership. Why not talk League to your fellow wheelmen a little more? Your very best friends may not be members. Get them to join. We want them.

January 31, 1894, the Board of Officers of this Division will meet to consider all applications made for the coming State meet. Does not your town want to make a bid for it? We already have several applications, but we want more. We want the best place for the meet and your town or your club may offer it to us. If you do not want it, show an interest in its location by expressing your opinion.

Your efforts for the good of the League are earnestly desired

Fraternally,
M. C. Rotter, Sec.-Treas.

Milwaukee, Dec. 20, 1892.

Applications in December.

No. California	7	New Jersey	8
Colorado	3	New York	29
Connecticut	5	Ohio	15
Illinois	6	Pennsylvania	49
Indiana	1	Rhode Island	4
Iowa	5	Tennessee	1
Kansas	1	Texas	4
Kentucky	5	Virginia	2
Maryland	32	Wisconsin	1
Massachusetts	19	Alabama	3
Michigan	19	Florida	1
Missouri	22	So. California	6
New Hampshire	1		
			250

Applications Dec. 1891, 282.
Applications Dec. 1892, 595.
Applications Dec. 1893, 250.

Applications for Membership.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III. of the Constitution.

Boston, Dec. 29, 1893.

Total—27—30567.

Alabama—1—205.

62493 Munger, R. S. Birmingham

Connecticut—2—2290.

62494 Caswell, L. S. Hartford
495 McGowan, Geo. P. New Haven

Illinois—1—2481.

62496 Mayer, Otto C. Chicago

Iowa—1—620.

62497 Camburn, M. O. Cedar Rapids

Kansas—1—339.

62498 Ernst, Philip Lawrence

Massachusetts—1—6238.

62499 Minor, Jesse C. Ware

Michigan—2—1154.

62500 Lightner, C. A. Detroit
501 Brubaker, A. A. Detroit

New Hampshire—1—369.

62502 Chamberlen, O. H. A. Manchester

New York—11—4471.

62503 Brownell, J. Sherman Albany
504 Seabury, Wm. E. Albany
505 Tompkins, Wm. "
506 Cobb, L. B. Mexico
507 Dobson, H. H. "
508 Hart, N. D. "
509 Humphries, Henry "
510 Robbins, W. A. "
511 Thomas, F. A. "
512 Walton, V. H. "
513 Stagg, J. P. Brooklyn

North California—1—712.

62514 Morse, Frank Sonora

Ohio—1—3227.

62515 Leonard, P. H. Fostoria

Pennsylvania—4—4506.

62516 Nichols, Edward C. Pittsburg
517 Plattenberger, Geo. W. Philadelphia
518 Myers, Chas. W. Gettysburg
519 Bellis, Amos M. Portland

HOW TO JOIN THE L. A. W.

Fill up the blank below, and, together with the sum required for Initiation Fee and Dues to April 30th, next ensuing (1894), send it to the Secretary of the League,

ABBOT BASSETT,
12 Pearl Street, - - Boston, Mass.

P. O. BOX. 5267.

Write your FULL NAME, your FULL ADDRESS, and your CLUB name in FULL.

Each applicant must give as references the names of two L. A. W. members.

The name of the applicant will be published in the L. A. W. Bulletin as soon as possible after it is received, and after two weeks, if not protested, the ticket will be issued. This will consume in all about three weeks.

Stamps of a denomination above two cents will not be received.

If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cts. If you want your name in gold, stamped on the holder, send 50 cts.

MEMBERSHIP FEE.

In April, May, June, July, August, September or October, enclose $2.00 with this blank. In November, December, January, February or March, enclose $1.50. These sums include the initiation fee and the annual dues.

The sum printed on the blank is the proper amount to send on even date with that of this copy of Bulletin.

Application for Membership.

.....189

ABBOT BASSETT, Secretary:

Dear Sir.—Enclosed you will find $1.50 for Initiation Fee and Dues in the League of American Wheelmen to April 30, next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur. I refer to the two League members named below.

Name.....

Street or Box.....

City.....

State.....

References.....

.....

.....

Club.....

Write plainly. Autograph signature not required. Printing preferred, or enclose personal card.

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WONDERFUL NICKEL AND ENAMEL
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Will Polish Nickel and Enamel. Prevent Nickel and Steel from Rusting.

DIRECTIONS.

Shake well before using. Saturate a piece of cotton flannel with the solution, rub lightly, and finish with a clean, dry piece of cloth.

The solution leaves a fine coating, preventing the air from penetrating the nickel.

The solution is to be applied on good nickel. If such is the case, and done carefully, you will not be obliged to have the pedals or cranks re-nickeled.

If the nickel has already begun to peel off, the solution should be applied at once; by so doing it will prevent the rust from going any farther.

This solution is the best thing in the known world to prevent nickel from rusting and restoring the enamel. I make no claim to remove rust.

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To Buffalo, Niagara Falls and the West.
☞ WHEELS CARRIED FREE.

I. A. SWEEGARD, Gen. Manager. C. G. HANCOCK, Gen. Pass. Agent.

.. THE 1894 ..

Lu-Mi-Num.

WILL SURPRISE YOU.

PARTICULARS JAN. 10.

We have fulfilled the most sanguine expectations in '93 (Have you read our testimonials) but—— watch the LU-MI-NUM in '94.

Mr. Dealer, stand up and let us see you, please.

St. Louis Refrigerator & Wooden Gutter Co.

INCORPORATED 1873.
CAPITAL $500,000.00.

ST. LOUIS, MO.

"We Keep Our Promises."

THE BEST WHEEL ON EARTH
. . . IS THE . . .

DERBY BICYCLE

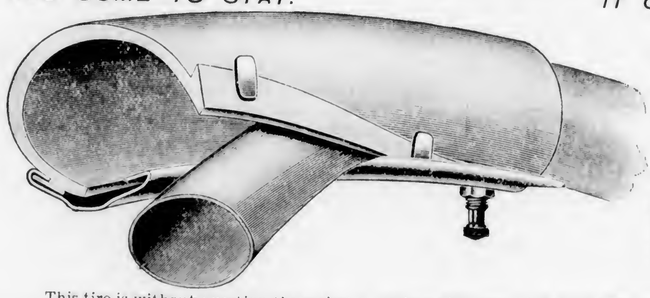
Mannessman's special fibre tubing, front sprocket removable without removing the crank, rear sprocket hardened and reversible, best hardened steel bearings. The neatest dust caps in the world, with an oiling device in them, doing away with the old fogy oil cups and dirty hubs. Workmanship the very best. All wheels fitted with the PEASE DETACHABLE TIRE, which the Derby Cycle Co. are sole owners of. '94 wheels now ready. Agents wanted. Send for catalogue.

The Best Clincher Tire on Earth is the

PEASE DETACHABLE PNEUMATIC.

Patent Issued Nov. 14, 1893. No. 508,746.

HAS COME TO STAY. IT GOES ON AND STAYS ON.



IT WILL NOT PUNCTURE from contact with the spoke heads.

IT WILL NOT CREEP; the method of fastening to the rim makes it impossible.

IT WILL NOT EXPLODE, because the material used is the best obtainable.

IT IS EASILY REMOVED IT IS EASILY REPLACED. The valve is made perfectly tight by the packing under the head of the cap, as shown in cut. The cut also shows how perfectly the tube is protected from the rim.

This tire is without question the easiest to replace after removing from the rim, as it simply requires the placing of the edge of the outer casing back on the rim and the inflating of the tire. These tires are now put on all our wheels and our guarantee covers them in every particular.

We are prepared to supply the trade.

DERBY CYCLE COMPANY, 161 TO 167 SO. CANAL STREET, CHICAGO, ILL.

Our Individual Cycle Show

will be open to the public at large on and after

January 8th, 1894,
Cor. 57th St. and Broadway, New York,

when and where we will exhibit our

Full line of 1894 Rambler Bicycles

and . . . . . .

G. & J. Detachable Lever Base Tires.

A special invitation is extended to all Bicycle Agents—we invite comparisons. Our exhibit will be instructive as well as ornamental. You can see our tires—and lots of them (on different makes of wheels)—at the N. Y. Cycle Show—but not RAMBLERS. We will exhibit only at the Philadelphia Cycle Show, Jan. 28th to Feb. 3rd.

SPECIAL ATTRACTIONS:

NEW RAMBLERS—"They are Beauties."

NEW G. & J. TIRES—"Everybody wants to see those tires NOW."

NEW G. & J. STEEL RIMS—"Very light, new shape."

NEW G. & J. WOOD RIMS—"Special design, decidedly fine."

NEW RUBBER RIM—"The latest thing in rims."

We will not exhibit at the New York Cycle Show.

GORMULLY & JEFFERY MFG. CO.,

CHICAGO. BOSTON. WASHINGTON. NEW YORK. COVENTRY, ENGLAND.

THE

BICYCLING WORLD

And L. A. W. BULLETIN.

Published Every Friday

BY

THE WHEELMAN CO.

Incorporated under the Laws of Massachusetts.

167 OLIVER STREET,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the secretary, Abbot Bassett, Box 5267, Boston, sending their old address, as well as their new, and their League number.

TO OUR ADVERTISERS:

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the WHEELMEN CO. All communications should also be addressed to the company instead of to individuals.

☞ *Postage stamps will not be accepted hereafter in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken.* ☜

C. W. FOURDRINIER, Manager.

EDITORS:

C. W. FOURDRINIER. H. CROWTHER.

Women's Department conducted by MRS. MARY SARGENT HOPKINS.

BOSTON, JANUARY 5, 1894.

TO L. A. W. MEMBERS.

The Official Organ

"TO be or not to be," to have or not to have a weekly paper? That is the question which League members are discussing. And if you have interest enough in the question, it will be well for you to address a postal or letter to Secretary Bassett or the Wheelman Company answering the following questions:

Do you believe it advisable or necessary for the League to have an official organ to be sent to each member?

Should the organ be issued weekly or monthly?

Should the expense of such publication be met by an increase in annual dues or by a subscription to be optional with those who desire the organ?

It depends largely on the wishes of members as to what the National Assembly will decide to do, and if they find there is no desire on the part of members to receive a weekly or a monthly after the February meeting, they will be influenced in that direction. If, however, it is the wish of members to receive the weekly *they must* express such an opinion and that at once for the time is now very short.

ONE of the curious things of the cycling journalism of the present day is the unfair criticism with which the BICYCLING WORLD has been assailed by many of the other papers. It is always an unpleasant thing to be made the subject of unjust and distorted charges and the persistency with which several of these journals in particular have made us the target for their shafts, leaves no other conclusion possible than that this has been in furtherance of a narrow policy deliberately pursued in the selfish hope that a formidable business rival might be shelved.

Cycling Life, the latest comer among the Chicago papers, last week editorially said:

Here's a situation: The publishers of BICYCLING WORLD hope that *Good Roads* will be thrown over by the League next February and that their journal will be retained as the official organ under a profitable financial arrangement. So sure are they that this change will be made that assurances are given advertisers.

To which the Wheelman Company, as publishers of the BICYCLING WORLD, gives a most emphatic denial, and, the subject being one of great importance at the present time, in view of the near approach of the National Assembly, it is just as well that some further consideration be given it.

The Chicago paper is pleased to ask if "such a splendid organ (*Good Roads*) shall be neglected in order that the *prize-bag members of the* organization may be pleased," the inference being that it of course rises superior to the level of the average man who, as usually constituted, is apt to inquire what benefit is to accrue to him from membership in an association of wheelmen no less than any other organization. And at the risk of drawing further Chicagoan censure upon our heads we dare assert, in plain unmistakable terms, that the only direct benefit which the average League member sees accrue to him is the weekly official organ which he receives.

AS to whether the future official organ is published by the Wheelman Company, by Jones, Brown & Robinson, or by the L. A. W. itself, is of not the slightest consequence. We maintain and are assured that ninety-nine per cent. of the membership are of the same opinion — that the substitution of a monthly paper for a weekly paper would cost the League thousands of its members, while that the continuance of a paper like the present form of BICYCLING WORLD or its equal would result in a great increase in numbers is not questioned for a moment by those experienced in the government of the organization.

Another point which has received considerable attention has been the matter of a possible consolidation of *Good Roads* with the weekly organ, and this will undoubtedly receive due consideration at the hands of the recently appointed committee on L. A. W. publications.

In so far as this concerns the Wheelman Company it is a matter of indifference to it whether it is done or not, its line of policy being already decided upon. We have stood by the League of American Wheelmen when such action meant serious loss, and after February if the members want a weekly paper they must pay for it. The privilege of publishing an official organ on the basis which we have done it is not a particularly attractive one. In the first place the actual yearly cash outlay for the *paper and postage alone*, in the old form (the new form is much more expensive) is about $25,000. Then to do the work requires a plant costing $25,000. These are figures which it is well for the membership to absorb, and they will appreciate the fact that this cheap talk that the present contract is a bonanza for the Wheelman Company is without foundation.

Does the League want a weekly paper?

THE color question bids fair to cut quite a figure in the question of the presidency of the League. The ticket headed by Chief Consul Luscomb with Mr. Willison of Maryland and Mr. Mergenthaler of Ohio for Vice Presidents and Mr. Bellingsley for Treasurer is slated to receive the support of the anti-negro States. On the other hand it is said that Secretary Van Nort of Pennsylvania is trying to get up a combine with Chief Consul Perkins for President and W. M. Brewster for Treasurer. Who the Vice Presidents will be remains to be decided, but as Mr. Luscomb is against the negro as a League member, and as Mr. Perkins is strongly in favor of admitting him as at present it looks as if the outcome of the issue on one question would in a measure decide the other. The *Boston Herald* says that it is reported that if Mr. Perkins is a candidate for President Mr. Willison will withdraw. Why, is not stated, nor is it apparent, as their candidacies do not conflict.

THE number and importance of the questions to be considered at the National Assembly justify the expression of opinion that has been freely made of late that the League is passing through a crisis

and its future depends much upon the action of the Assembly. We believe that the time for so much gratuitous labor is passed, and that the League to be successful should be managed more as a business enterprise. The financial condition, too, must receive careful attention. The large share of the receipts paid to the Divisions permits many of them to maintain plethoric treasuries and leaves the parent body scrimped and unable to carry out in a broad and liberal way the purposes for which it was organized. Almost the entire management of the League is to be changed, and it will be interesting to see what the policy of the new board will be. We think it would be of advantage to have frequent meetings of a legislative nature somewhat akin to the National Assembly. This is impossible under the present constitution. In fact the League has outgrown its present methods, and an entire revision of the whole scheme of management is required. A commission should be appointed, with compensation sufficient to insure a careful and complete study of the question; to redraft the Constitution and By-Laws and suggest a comprehensve plan of government.

THE meanest specimen of a human creature is a minor who buys a bicycle upon the instalment plan, rides the machine for many months, pays about the full amount of his instalments, then returns the wheel and insists upon the money being refunded. We have known of such cases here in Boston and unfortunately the law permits it as the Massachusetts Supreme Court has decided. Therefore it behooves all dealers not to sell to a minor either for cash or on instalments. Sell to a parent or friend capable of making a contract.

An Open Letter.

To all the members of the League of American Wheelmen:

By the kindness of one or two friends, I learn that during my absence from the country within the present year, certain stories have been circulated among prominent officers and members of the League reflecting upon the integrity of my conduct in preparing and executing in or about November, 1891, a business contract with the League for the management of its Roads Improvement Bureau.

In substance this story appears to have been that by some undisclosed alteration or amendment of the form of contract as originally drawn, the Executive Committee was induced by me to sign an agreement different from the agreement contemplated and from the one prepared by a member of that Committee.

A man who is talked about is generally the last one to hear of it. I have no knowledge of the extent to which this villainous slander has been circulated, but if it shall seem to any one to bear the stamp of authenticity, there are sufficient reasons why the question of its truth or falsity should be promptly and forever settled.

If the person who originated or has willfully repeated this story, or any story in substance resembling it, will disclose his identity in answer to this request, I shall give him an opportunity to prove his assertions or to show to the League what manner of man he is, and if his reputation for truth and veracity shall by any mishap have escaped its due place in the judgment of the public, I believe the true distinction between his character and his reputation may now be clearly drawn.

In a word, I call upon the author of that story to make it public and to state it as clearly to the members of the League at large as he has stated it to certain of those members in private.

ISAAC B. POTTER.

December 23, 1893.



"Seems to me young Skorcher grows an inch taller every day."

"He's merely straightening up. He has n't had a chance to ride his bicycle since the snow fell."—*Chicago Tribune.*

It Was Brutal.

SAYS Mr. Boardman in the *New York Recorder:* "The six-day race is brutal to the extreme of a prize fight, and if the men had been animals the S. P. C. A. would have stopped the riding. As it was, Forster only saved his life by stopping when he did. Such events do not elevate the bicycle in the estimation of the public, and it is doubtful if we see many more six-day races. The head of the officials has certainly put himself in an unenviable position. * * After the crowd dispersed Schock held a reception at his hotel, where a pleasant party of his old-time friends recited victories of other days. W. J. ("Senator") Morgan and Prince brought many a smile by their reminiscences of the races they had been in, and Schock's first bicycle race, at Gremin's Garden, Chicago—how he was riding along when Prince and Morgan were having a brush, and when they called to him he lost his head and ran off the track, into the tent, knocked over the stove and upset things generally. Schock ate heartily when through, and went to bed thoroughly worn out. So we will leave the race, and hope never to have another under such control, or even a contest as brutal as the last."

"Daisy, Daisy, Give Me Your Answer, Do."

A RICHMOND (Va.) paper gives the following romantic account of the elopement *a la* "Daisy Bell" of Miss Harriet Martin and Mr. Preston Waite of Shelby County, Va.

The bride, who is 18 years of age, is a robust looking girl and looked fully equal to the task of making the long journey of 36 miles on her bicycle. Her husband is 22 years of age. He is a son of Magistrate Henry Waite, and is said to be a man of considerable means. His farm adjoins that of his bride's father. They had been sweethearts since childhood. Both are fond of bicycle riding and spent a great deal of their time together last summer, riding over the country.

A short while ago the young couple heard, for the first time, the song "Daisy Bell," in which the hero and heroine went to their wedding on a bicycle. They were much impressed with the song, and decided to be married in the same manner. Miss Martin is a most accomplished bicyclist, being superior in that respect to any of the girls in that part of the country.

The young people left their home on the morning of Dec. 22, ostensibly to take a spin through the country on their wheels. Instead, however, they took the road straight to Richmond, Va., arriving shortly after noon. After lunching, Mr. Waite and Miss Martin went to Magistrate McCann's office and were married.

The groom told a reporter that his wife had stood the ride much better than he had. He wanted to remain in town last night and return in the morning, but Mrs. Waite insisted on starting at once and notifying her parents of the marriage. Mr. Waite did not think that there would be any objection to the marriage. He said that his wife's parents wanted him to wait until she was a year older.

SPECIAL OFFER.—For a limited period only we will accept yearly subscriptions to the World at the present rate of 50 cents, although we have put the price back to $1.00. This offer will not remain open long.



COLONEL WATTS should "predict" again so far as the second vice presidency is concerned.

Even if Dr. Brown had been a candidate it is too much to expect that the West would calmly acquiesce in having every office on the Executive Committee go to the East.

TRAVELERS journeying to and from the two cycle shows want to bear in mind that they should always patronize the railroads which have been *their* friends and the friends of the cause, and therefore, of the roads leading into New York and Philadelphia, the Baltimore and Ohio, the Philadelphia and Reading and the West Shore should be taken whenever possible.

ALREADY echoes of the rumors which permeated the last Philadelphia Show are beginning to float around. From half a dozen different makers comes the old familiar chestnut, "We are all sold ahead. Don't want any more orders."

And before the season is half over these same manufacturers will be hunting trade as industriously as the fellows who haven't sold their "entire output."

IT is currently reported that the amateur question will not absorb the entire attention at the next League convention. The publishers of the BICYCLING WORLD have something to say which will interest the assembly, and they intend to say it with a vengeance. *Wheel.*

Just so; you've hit it dead sure, this time! And the little *conversazione* will interest the entire League as well as the assembly.

NO longer need the American buyer go abroad for a gear case.

The Ariel Cycle Mfg. Co., out in Goshen, Indiana, is fitting a newly designed gear case of their own make (the invention of Superintendent Smith) which accomplishes its object much better than any English case which I have seen, being light, compact and noiseless, and possessing, in addition, the inestimable merit of being easily detached.

The gear case has been a long while in obtaining a foothold with us, but once its merits become known it should prove to be almost as popular here as in England, albeit we are fortunate enough not to be blessed with the amount of rainy weather which the tight little isle enjoys.

OUR strawberry blonde Chicago contemporary is having a fit of hysterics over the man of straw it is attempting to galvanize into life in an endeavor to make it appear that BICYCLING WORLD is desirous of killing off *Good Roads* and diverting the profits which that magazine is earning to its own coffers, naively saying that the aforesaid BICYCLING WORLD is "out for the stuff."

Modestly we fear that we shall have to plead guilty; we are "out for the stuff!"

Would it were otherwise. Would we were so well heeled financially that we could look upon the elusive dollar from the same plane of lofty indifference which our e. e. exhibits; but, unfortunately, we cannot all of us work for glory. Glory may be thrillingly soul-satisfying; doubtless it is, since the strawberry blonde finds it so, but somehow or other it won't *pay* the bills.

DOES Mr. Berger assume, by implication, that the members of the League are *all* idiots? that there are not a sufficient number of fair-minded business men among its ranks who realize that no longer can they expect to not only have a weekly paper for nothing but actually have the publishers *pay* for the privilege?

Does he not know (to deny that he does would be to admit that he is ignorant of the details of his own business) that there is not a single cycling paper to-day which could have carried the present contract; and that no publishing house in the country would touch it with a forty-foot pole in its present shape; or is he deliberately stultifying himself for an ulterior purpose? He can choose either horn of the dilemma.

His assumption of a disinterestedness which would carry on a legitimate business at a loss, for purely sentimental reasons, would be funny if the colored gentleman in the woodpile were not so very evident. He, in common with some others, would greatly like to see the official organ of the L. A. W. relegated to the semi-obscurity of once-a-month's issuance, but what do the members of the L. A. W. say?

IT is all very well for Mr. Berger to sneer at the "gift-bag" member, who is after all but a common everyday mortal and as such cannot hope to soar to Mr. B.'s heights.

Excepting Mr. B., the average man usually inquires what benefits he is to receive from good money paid into a *business* organization, and as thirty-six thousand out of the thirty-seven thousand who make up the membership to-day see no actual returns from their membership except their weekly paper, the sentiment which *they* are going to express on the subject will have no uncertain sound.

No; the League of American Wheelmen is at a crisis in its affairs; this much is agreed upon by all its earnest thinkers; and the sooner it gets down to hard business principles the sooner it will find itself high and dry on vantage ground where neither selfish interest nor envious calumny can affect it.

THE Pennsylvania Division wants to take a leaf out of Massachusetts' book if she is desirous of bringing her membership up to somewhere near that of the Bay State.

The latter last year appropriated $800 for the Division meet, and although this seems like a big lot of money, yet the additional membership which was brought in by this means yielded income to the Division far in excess of the amount expended.

I was in Reading, Pa., last week, and visiting that live club, the Penn Wheelmen, found them much taken with the idea of having the Division meet there this coming summer, but it was the universal sentiment that, much as they would like to have it, they had not the money.

There's Pennsylvania's opportunity. Will she take it?

THE hustle for advertising is becoming so keen that the fellow who does not want to be left has to get up mighty early in the morning and no one is realizing this fact more strongly than the poor manufacturer, who is being dunned to death by dozens of solicitors, each of whom has "the best and most widely circulated journal."

As a matter of fact there are, in the opinion of the trade, entirely too many cycling papers. By actual count I find not less than thirty odd, large and small, weeklies and monthlies, devoted to cycling wholly or in part, and one of the prominent makers expressed himself recently as being of the opinion that this was "just two dozen too many"; and then he went on to say that it was rapidly assuming the condition of "nothing more nor less than blackmail." "Why," said he, "at the last cycle show in Philadelphia I was run to death by two or three dozen cycling paper representatives, each one after an ad. and within the past two months they've been coming in to my office daily. It's time the trade got together and took some action."

And it is undoubtedly true, as I found on a recent trip, that there is a decided tendency on the part of the leading makers to restrict their advertising to a few—a very few—of the principal papers.

To the manufacturer and importer—and especially to the new-comer in the trade, who doesn't know what's what or who's who—it is of considerable importance. An awful lot of money can be spent in advertising without yielding any results (and advertising is purely a question of results!) and the smartest advertiser is the man who selects his mediums on their merits.

WITH the retirement of Dr. G. Carleton Brown from League politics (which is a pity!) and work (which is worse!) is lost one of those workers for the cause which it can ill afford to lose, and it is worth while inquiring why he is getting out.

And the answer points a moral that the League of American Wheelmen will do well to heed ere it be too late, for Vice-President Brown is but one of the whole Executive Committee who either have taken or are about to take the same step.

These hardworking men are going out because, into the field of cycling literature, has come of late a set of writers who, unable to write intelligently upon subjects of general interest, make it their business to assail with abuse, inuendo and misrepresentation those who have for years given their time and their brains to the service of an organization whose rank and file has calmly taken it all as a matter of course, and then given ear to the contemptible slanders of a lot of fellows who could not make a decent living in any other line to save their lives, and who have drifted into cycling as a last resort.

But of one thing be sure: Men of ability and experience, whose time is more valuable to themselves and their private businesses than the L. A. W. has been willing to recognize, are going to be decidedly chary of devoting a goodly portion of that time to a task that is not only thankless but also without any sense of fairness or gratitude.

Ariel

Metropolitan Association of Cycling Clubs' Trade Banquet.

THE banquet to be held under the auspices of the Metropolitan Association to the cycling clubs and trade in the Madison Square Garden concert hall, Thursday evening, Jan. 11, will be a big success. The committee have already contracted for fifteen hundred plates, which, from present indications will hardly be enough to supply the demand, but it is the capacity of the hall. Tickets will be restricted as far as possible to cyclists and tradespeople, and can be had upon application to A. Edmund Hildick, chairman, 42 Exchange place, New York City, previous to the opening of the Show, at $3.00 per plate, or during the week of the exhibit at the Bureau of Information, Madison Square Garden.

Two Ways of Doing It.

"IN Boston the other day I saw them laying a granite pavement. I saw another laid in Glasgow to-day," says Arthur Warren. "In Boston they placed the stones on loose gravel or sand, and then rammed the stones down by a few heavy blows. In Glasgow they first make a thick and well-graded foundation of cement, and on this the stone blocks are carefully laid not rammed. In Glasgow the blocks are half the size of ours; in Liverpool they are still smaller. The Liverpool block is a cube, and its upper face is a square, three inches each way. This makes the best stone pavement in the world. The blocks are laid much nearer together than ours, so there is less pounding from the passing wheels.

Man loves to lay his sins on nature. Perhaps that is why we attribute our defective pavements to the heavy frosts. It is easier to blame the thermometer than to make a good pavement; although the latter is easy enough when one takes the trouble to learn. A pavement properly laid should be as frost-proof as a wall that is properly built."



A man who wants to try his new lamp, but cannot find a "match" for it.

The N. C. U. of England and Professionalism.

AT a meeting of the Counsel of the N. C. U., held at Nottingham, England, last month, the following resolution was passed amending Object 5 of the Union. "To examine the question of amateur and *professional* bicycle and tricycle racing in general and to frame definition and recommend rules on the subject. To arrange for annual race meetings at which amateur and *professional* championships of bicycling and tricycling shall be decided."

Meintjes Arrives at Home.

LAURENS J. MEINTJES was the recipient of a hearty welcome at the hands of the wheelmen of Cape Town, So. Africa, on the occasion of his arrival from England and America. A dinner was given him at Poole's Hotel, to which 75 sat down. In response to a toast Meintjes expressed the hope that in 1895 So. Africa would be chosen as the place to hold the world's championship races. Meintjes left for Johannesburg, his home, the following day.

Balloon vs. Cycle.

EXPERIMENTS were recently conducted in Paris with a view as to how fast balloons could be guided. A corp of cyclists aided in the experiment, the latter starting at the same time and from the same spot as the balloons. The cyclists were instructed to follow the balloons and capture any which fell in a radius of 30 miles. Two out of the five balloons failed to clear the "enemies ground" and the cyclists were on hand to effect the capture.

Some Interesting Statistics.

THE British census for 1891 shows the following interesting statistics in regard to the cycle trade in England and Wales:

Cycle manufacturers	697
Employees	10,160
Working on own account	304
Others of no statement	363
	11,424

The principal towns in which inhabitants are engaged in cycle business as employees and employers are:

Coventry	4,059
Birmingham	2,575
London	922
Wolverhampton	643
Leicester	215
Nottingham	204
Manchester	81
Liverpool	76
Sheffield	70

In 1881 there were but 1,072 people in England and Wales, in all, connected with the construction of bicycles.

An English Professional Union.

ON Dec. 15, 1893, a company calling itself the "Professional Cycling Union, Limited" was registered in London with a nominal capital of £6,000. The objects stated are: "To establish a union for the benefit of professional cyclists in Great Britain and Ireland; to promote professional cycling by providing cash prizes or prizes of any description; to acquire existing tracks and build new ones; to fix and arrange for race meetings in every year and in fact to further the interests of professionalism and control same in all its branches. Thus the N. C. U. will have a strong competitor in the professional line. The offices of the P. C. U. are at 11 Great George St., Westminster, London, S. W.

Stam Gets Drowsy.

SUNSET of a late December day; many gradations of brown dun colors prevailed upon nature's palette, and the watcher at a window overlooking the pleasant New England landscape of Brookhouse Valley found the scene so attractive and the old arm chair so restful and comforting that the evening shadows came on all too soon, and almost before he was aware of it the highlands of Long Island, a dozen miles across the glistening waters of the Sound, and all distant objects, had lost their golden tints and taken on a changing purple grey; then deepened into that vague uncertainty of outline through which the watcher seemed to be drifting, until the scene imperceptibly changed and he found himself riding a pneumatic tired fairy cycle that ran, as if on the wings of love, silently through that wondrous border land that he had ever longed to explore. He found himself coasting a long hill delightfully smooth, and with a speed that sent him skimming far down along the silver sands on the shore of the Jasper sea. Then what a charming series of touring experiences were his, as he rambled on at will, and curiously went as easily up hill as down, to the music of angel voices and bird melody; in a very delirium of joy at the beauty of the scenery and the perfection of the roadway, which, he found as he had turned from the shore was of fire brick, wide and smooth, with no steep hills, but just rolling enough to break the monotony of absolutely level highways.

As he rode on in his usual quiet and moderate way, many other cyclers passed him, and on entering a large town there seemed to be a gathering of wheelmen and wheelwomen, for they kept coming into the large square from each of four roads out of it, and each wheel carried a bell much larger than is usual; presently there was a grand rally about some object in the center of the square which proved to be a bristly road hog who had run down a wheelman in the other world, and had been sent there for punishment, as there was more Law than Justice where he came from.

The Road Hog was doomed to receive a suit of tar and not feathers, but bristles, which were of course most appropriate, as coming from other hogs' backs.

While the garment was being fitted to the poor, misguided wretch, who, by the way, was the only one ever seen in that beautiful land of good roads and justice, the throng of wheelers formed in a column more than six dozen abreast, and rode around that big square to the appalling noise of all those bells on the wheels, making a din that wafted the road hog's spirit—such as it was—away down below there where it belonged, and where the fire goeth not out, nay, never. But that bell ringing was of an ear-splitting, nerve-racking sort the tourist never heard the like of, and it stopped suddenly; the reaction was such that he awoke to the consciousness that the prettiest girl in Stamford had wheeled out to Brookhouse, on her wheel, and had been ringing her bell near the window through which she saw him sleeping.

STAM.

THE SIX-DAYS' RACE.

1000 Miles in 110 Hours — Record.

THE big six days' race (142 hours) resulted in Schock breaking all previous records for that time by over 143 miles. It became evident early in the day on Saturday that Schock, barring accidents, would beat Martin's record of 1466 miles and when at 7 P. M. he scored 1566 the old garden rang with thunders of applause.

At 8 P. M. on the last night the crowd was immense and in half an hour after that time every seat was taken in the vast amphitheatre. The excitement recalled the days when six-days go-as-you-please matches were all the rage. Every man was cheered and as "the boy" VanEmberg covered his 1400 miles and thus established his right to a portion of the receipts, everybody yelled like a demented Indian. Martin who finished third fell 36 miles behind his own record. Schock's riding time was 110 hours, 5m.

Shock covered the 1600th mile at 9.50 o'clock, walking the last lap, steering his wheel with one hand and carrying an American flag in the other. He beat all previous records by 133 5 miles.

The score at the finish (10 o'clock) was:

	Miles.	Laps.		Miles.	Laps.
Schock	1600	3	Golden	1313	1
Waller	1484	7	Meixel	1190	
Martin	1430		Forster	1045	
Albert	1410	4	Barton	1006	3
VanEmberg	1401	1	Ashinger	870	2

The number of hours each man was off the track during the six days is as follows:

	H. M.		H. M.
Schock	31 55	Golden	33 21
Waller	11 41	Barton	60 37
Martin	43 03 1-2	Meixel	55 31
Albert	49 23	Forster	72 10
Van Emberg	17 51	Ashinger	82 41

The management had guaranteed $1,200 to the winner, $800 to second, $500 to third, $350 to fourth, $250 to fifth and $150 each to men covering 1400 miles. The winner receives, in addition, 50 per cent. of a quarter of the net receipts, second man 25 per cent., third 12 1-2 per cent., fourth 8 per cent., fifth 4 1-2 per cent.

The Waltham Track.

IN the matter of the claim and attachment vs. the Waltham track as announced in our last, it must be distinctly understood that it is simply a question of contract and nothing more. Mr. Bradstreet is confident that he can maintain his side of the controversy. This petty annoyance will in no way interfere with the future of the track and Mr. Bradstreet's plan.

Boynton Bicycle Railroad in Massachusetts.

THE petition of the Boynton Bicycle Railroad Company for the right to construct a railway between Lowell and Boston, under the patents now owned by that company, is one of the things that will attract attention during the coming session of the Massachusetts legislature, in view of the other electric railroad improvements now in progress or under contemplation.

The company will ask for the right to construct a line of road from Lowell through Chelmsford, Billerica, Bedford, Burlington, Lexington, Arlington, Somerville and Cambridge to Boston, and thence by way of Columbus avenue to Washington street, through Dedham, Walpole, Foxboro and Attleboro.

Also a road from Boston to Beverly, in as near a straight line as the legislature shall permit, and connecting with the circuit road. Also a circuit road connecting said road through Charlestown and Haymarket square with Quincy, along Atlantic avenue and through such streets as may be designated by the mayor and aldermen of Boston, extending said road to the city of Brockton, and connecting Boston with such other suburban cities and towns as may desire the same, and in such a way as may be designated by the legislature, at the request of the town and city government and citizens on the line of such routes, as shall receive the sanction of legislative authority.

"There is Only A Few of Us Left."

THE remaining professionals who by their actions have not violated their licenses from the N. C. A. will soon be reduced to the sad condition of the individual of the play, who, feeling that his contemporaries were gradually fading away, was constrained to ever and anon wail forth the plaint "there are few of us left." That is, they will if the threat made by the secretary of the association is carried out, to the effect that all contestants in the late six days' tournament at Madison Square Garden would have their licenses revoked by the N. C. A. In case this is done and the licenses are withdrawn, what will the N. C. A. do for men to race next year? What does echo answer? Not a thing so far as we can hear. Is there not something significant in the grim silence of echo? We fear there is, and the future of the N. C. A. does not assume a rosy tint. The requirements violated seem to be, first, the failure to appoint the official N. C. A. referee as having entire control of the race, and the failure of the management to place in the hands of the N. C. A. treasurer the stakes to be raced for. With a very few exceptions the entire list of professionals who raced under the N. C. A. license last year will be suspended, and "what will robin do then, poor thing?"

UNION MODEL FOR 1894.



To . . . Bicycle Agents:

The following splendid talking points will make the Union Q. T. a profitable wheel for you to handle.

Immensely strong frame and wheels.
Narrowed tread.
Long steering head.
'94 Union combination pedals.
Spokes, each of which will bear the 1000-lb. test.
Positively dust-proof bearings.
New pattern cones throughout.
Braced rear forks.
Weight, 27 pounds.

These points will be found on the Union for '94, the strongest bicycle for its weight ever built.
Union bicycles hold all World's Records from one to three miles.

CATALOGUES READY IN JANUARY.

UNION CYCLE MFG. CO.,

BRANCHES
Philadelphia and Chicago.

239 Columbus Ave., Boston, Mass.

BUILT LIKE A WATCH!



How Does It Strike You?

Weight from 25 to 30 pounds, depending on rims, tires and saddle.

.... It's the ....

Up = To = Datest

Wheel on the Market, and has the

Talking Features.

STERLING EXPERT, MODEL E. '94 MODEL.

STERLING CYCLE WORKS,

Spaces 9 and 10 at the New York Cycle Show.

Offices and Factory, 236-240 Carroll Avenue, CHICAGO.

SEND FOR THAT UNIQUE CATALOGUE OF OURS.



"Ah the calm and ——"

Bounced from the N. C. A.

THE licenses of the following racing men have been canceled by the N. C. A. for violation of section 53 of the racing rules for participating in the late 6-days' race at the Madison Square Garden: Wm. Martin, Albert Schock, Frank Albert, Al Hosmer, A. S. Meixell, P. J. Berlo, H. E. Bartholomew, J. F. Starbuck, C. E. Price, J. S. Prince, B. C. Betner, C. E. Kluge and and A. Newhouse.

Only.

Only a small boy waiting
At the end of a quiet lane—
The kind of urchin that wriggles
At the end of a teacher's cane.

Only a cyclist coming
On his pneumatic tire,
And the eyes of the boy in ambush,
Light up with satanic fire.

Only a cube of granite
From the impish hand has flown,
And the cycle and its rider
Are damaged and overthrown.

Only some sticking plaster
Needed here and there,
And the cycle and the cyclist
Are both shelved for repair.

Asbury Park Wants It.

THE Asbury Park, N. J., Wheelmen are now assured of the completion of their new club house in time for the annual meet of the L. A. W. next summer. They have appointed a committee for the purpose of inviting the L. A. W. to Asbury Park. Denver is the only competitor to be feared.

Is it Practicable?

IN a recent interview Mr. Raymond had a word or two to say regarding the L. A. W.'s assumption of jurisdiction over professional cycling.

"There is one thing that doesn't seem to have been thought of," he said, "and that is, how can the L. A. W. afford to furnish cash prizes for the professional meets? There isn't a club in the L. A. W. to-day that is wealthy enough to put up money prizes. They have been able to offer some handsome things in the way of prizes because these articles have been donated. If it cost the N. C. A. $12,000 to take care of the few professionals it had for one season, what would it cost the L. A. W. to take care of the hungry horde it would have?"

Professional Cycling in England.

FROM London comes a report that a professional cycling union has been organized. The organization has a capital of $30,000. Its object is to introduce professionalism in cycling, legitimately. Cash prizes will be offered and the meetings will be held in various parts of England. This is arranged so that the best riders may be kept in England. It will also be open to foreign riders. All the crack cyclists have signified their intention of riding under the auspices of the new organization.



"Great Scot! ! ! !"

The Wail of a Maker's Amateur.

"GAMMON, man! Wot's the use o' torkin' like that? It's all very well a-spoutin' about the want of purity in amatoors, but I tells yer it's all gammon, that is!

If a bloke can make a few thick 'uns out of his legs, where's the 'arm. I'd like to know? Ain't we all on the same job, hey? From the highest suckles down to the lowest coster, ain't that wot they're all a-fightin' an' a-strivin' an' a'jumpin' on one another's chest for? Purity, indeed!

But that's a different thing, hey? No, it ain't; not a bit, an' make no bloomin' herror! Wot's the diff'rence between a feller wot's got a bit of go in 'is legs, an' the gent wot's got a bit of go in 'is 'ead! Ain't they both makin' the most of the gifts a beneficent proverdence 'as prowided? Of course they is! Take one o' them blokes on the stock exchange f'rinstance? How do they make fortunes? Is it purity o' conscience an' a sense of high moral dooty that gives 'em s'burban villas at £150 per annm., an' carridges to ride about in, an' boxes at the operas? You must be a bloomin' mug if yer b'leve that.

We ride under false purtences? Ho! do we? I'm sarcastic, am I? Well, no wonder, seein' as how you accuse us of sich a thing. But wot if we do? Wot's the 'ole blessed world a-doin' of, I should like to know? Ain't we all a-tryin' to make people believe as we're so awful respectable and good? Wot do we do it for, on'y to give ourselves a lift? 'Aven't I got a mouth an' a stummick to fill same as other people? Yuss, an' if a man gets a hoffer from a firm, I dessay you'd 'ave 'im to refuse it? Bless yer, wot a hangel you are! Better hadvertise for a pair o' wings at trade price, fust thing.

Don't get crusty? Well, ain't it enough to make a feller crusty to hear such rot? Ow can I stan' by an 'ear my purfession a-run down without speakin' hup for it.

We deserve it? That be blowed! Is it becos a man refuses to recognise the hidjyotic and hautocratic rules of the Hilliers an' the Brittens, etc, who are a-cryin' out like a helephant in the wilderness, for purity among amatoors? 'Oo are they, I should like to know? I hear they're a nice warm lot w'en they get together of a hevening. Looks like as i they'll want a licensing committee fo their festive blowouts in future. Purity indeed! To hear 'em spoutin' in the papers you'd think they were hawful saints, but listen to 'em hafter dinner. Bless yer, it 'ud make yer hair rise, I tell yer! Frauds that's wot I call the whole bilin'.

Do I think it's right to ride as amatoors w'en we're not? That depends. Is a man to go for to blow the gaff on a good employer, an' take the bread out of his own mouth? He'd be a hass if he did, that's wot I say. Isn't a race a race? If we start fair, an' race fair, an' the best man wins fair, ain't it only right he should get the prize? Blow this tomfoolery of licenses, an' filling up forms, an' private inter-



"Keep right on, sonny. I'm quite comfortable."

... Agents ...

The Liberty

CYCLES

Will be sold to the retail trade of . . .
New England direct from our factory.

All retail cycle dealers in New England who desire the agency for our unexcelled line of goods, are requested to correspond with us.

WE CAN INTEREST YOU.

...

WILSON, MYERS & CO.,

Makers of LIBERTY CYCLES,

55 Liberty Street. .... New York.

views! They're only a noosance, an' lead men into a fair way of becomin' modden Ananiases. It's wuss nor the Hinquisition, bust me if it ain't.

There are amatoors who really race for honor only, eh? Yuss, there is, I dessay. Pore creechurs! They oughter stop at 'ome, an' employ the time they waste on the track at summat better, the beauties, that they oughter. Goin' round with as much 'side' as the houses of parleyment has, showing off their bits o' calves for their lady friends to admire, and with two or three trainers at their heels mussin' of 'em like babbies. 'Pon my honor, I once saw one o' them ere drorin'-room racers being spoonfed by his fag on bread and milk and champagne out of a bowl, for all the world like a three-month old babby, and I should be a bit supprised if his trainer didn't carry a babby's feeding bottle on the sly, to give him an odd pull when he began to feel as if he would like to go home to his mother. Bust all drorin'-room racers and their lordly air, say I.

How do I think the whole affair will end? Well, you are precious green, you are. W'y there's only one possible end for it. It's a case of strong legs wersus weak laws, and I'm blest if the legs won't win every time. The makers want us to win, and we'll do it, do you make no bloomin' error. Thank you, sir. Good evening." PHILANDER *in Irish Cyclist.*

The Cost is Prohibitory.

IN view of the current discussion of the improvement of the highways, a discussion of the question in the recent report of the Ohio road commission is of general interest. It estimates the cost at $5,000 per mile. It also estimates the cost of transportation on highways at 25 cents per mile per ton, while the cost by steam railways is only half a cent.

The commission, therefore, recommends that steel rails be laid on the highways and the use of electric or other inanimate power in the transportation of both freight and passengers. They are opposed to the improvement of the highways at the expense of the State, but suggest instead the extension, at local expense, of the suburban electric roads.

Increased Dues Not Popular.

THE Cyclists' Touring Club's (England) annual subscription is now due and the amount has been increased a shilling. If the club had not shown signs of decadence of late years the effect of the increase would be interesting to watch. As it is, we opine that the membership will be materially decreased.

How would it be with the L. A. W.?

SPECIAL OFFER. — For a limited period only we will accept yearly subscriptions to the World at the present rate of 50 cents, although we have put the price back to $1.00. This offer will not remain open long.

? ? ? ? ? ?

BY ROBERT BRUCE.

What sweeps the cobwebs from the brain
And makes one feel his youth again?

What drives the cares of life away,
The rust from off the hours of day?

Who makes the forest, hill and sea,
The neighbor friends of you and me?

What scares away the ghosts of gout,
And puts dyspepsia's hosts to rout?



What wheel will be the best for me?
My friend, I cannot answer thee.
Oswego, N. Y.

Judgment Against Geo. R. Bidwell Cycle Company.

JUDGMENT for $51,110 was entered here Dec. 2, against George R. Bidwell, bicycle manufacturer, in favor of the Colt's Patent Firearms Manufacturing Company of Hartford, Conn., on a claim against the Bidwell Manufacturing Company of Hartford, in which he was a partner, for rent and supplies. Judgment was entered some time ago against the other partners.

Cyclers for Park Police.

SERGT. W. B. MURPHY, of the Boston park police, in his report has this to say about the use of cycles for park police:

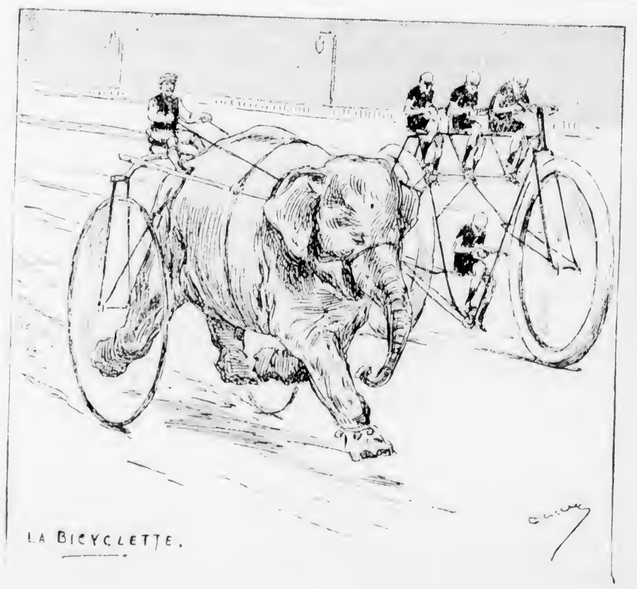
"The advantages afforded by the quick locomotion that bicycles offer," he says, "if adopted by park keepers will, in my opinion forward the proper use of the parks many years. Activity is the chief desideratum of a park keeper, and the facility of a bicycle seems to me to be a sure means of bringing about the activity necessary to prevent, or at least reduce to a minimum, violations of lay and park ordinance, and of making a park a place where anyone may go at any time without fear of offensive sight or action.

And here are advantages over a horse: The cost and maintenance is less; it can be laid aside more readily; more territory can be gone over; it is less dangerous, cleaner, and can be used at night to better advantage.

Deductions: The police maintenance cost would be lessened. Confidence would be created, not alone among the timid, but among all visitors the confidence the active presence of mounted officers imparts."

Good Roads in Missouri.

THE Missouri State Roads Improvement Association will h its second annua meeting at Carrollton, Mo., during the second week in January, and it is confidently expected that there will be a large attendance than at any previous State meeting, and that the results will be interesting and profitable.



CRESCENT. CRESCENT.

Our Prices for 1894.

We have reached the highest perfection in manufacturing, and the lowest prices.
We do not expect to change our prices for the next twenty years.
Our CRESCENTS are superior in every way to any line we have ever made.

LADIES' CRESCENT.

28 INCH, LADIES', - $75.00.
26 INCH, LADIES', - $50.00.
24 INCH, GIRLS', - $40.00.
Special, 28 inch, fitted with Hartford Clincher, $90.00.

MEN'S CRESCENT.

28 INCH, MEN'S, - $75.00.
26 INCH, MEN'S, - $50.00.
24 INCH, BOYS', - $40.00.
Special, 28 inch, fitted with Hartford Clincher, $90.00.

You will have to admit that no other maker is "in it."
See us at the New York Cycle Show.
AGENTS—We guarantee you protection in your territory.

WESTERN WHEEL WORKS,

CHICAGO. NEW YORK.

CRESCENT. CRESCENT.

Far and Wide

HAPPY New Year to all.

HERE'S success to the Show.

HERE'S success and prosperity to manufacturers.

HERE'S wishing big sales and good profits to the dealers.

HERE'S to the League of American Wheelmen, may it wax prosperous and multiply.

HERE'S to the hope that a broader and more Christian-like spirit may permeate the columns of the cycling press during the coming year, and that personalities and petty quarrels do not find space in its pages.

DENVER, Colo., or Asbury Park, N. J., for the annual meet of the L. A. W. Which will it be?

NANCY HANKS, after a square look at the 1894 bicycle, has decided to retire from the turf.

THE Boston Bicycle Club will hold its 16th annual meeting at Young's Hotel, Boston, Jan. 10.

THERE are 20,000 members in the German Cyclists' Union an organization similar to the L. A. W.

HARRY WHEELER is referred to by the French papers as the "King of American Professionals."

HERE'S news—says the *Scottish Cyclist*—of E. Bliss, the speedy American, has set up a candy and sweetmeat shop in Chicago.

IT is gratifying to note how worsted tights have disappeared from the track. The cyclist who does not wear even knickerbockers is not *in de steele*.

MUDGER, the French racing man, claims to be the oldest racing man on the path. He started in 1870 and has kept it up more or less ever since.

IN England some errand boys refused to ride bicycles in delivering papers, claiming that earning money by riding would make them professionals.

IT is over sixteen years since the BICYCLING WORLD was launched itself upon the troubled sea of cycling journalism, and we feel that the paper to-day is better than ever before.

P. J. BERRY has challenged Dick Howell, the old English war horse, to a race for the "Professional Championship." Dick says "wait until spring," but Peter doesn't want to.

MESSRS. DUSTON, WILLSON, AND MORGAN, TRACY seems to loom up as the winning ticket for 1894. In the mean time Pennsylvania and Massachusetts will make another Massachusetts Chief Consul to stop on the ticket.

CHAIRMAN Raymond believes that it may be necessary to have some authorized representative of the L. A. W. present when records are tried for, to see that performances are strictly bona fide.

LAWRENCE LAND of the Press Cycling Club, Boston, has covered over 5,900 miles on the wheel this season, 2,012 of which were ridden on century runs. He started in to ride 20 centuries and has done so.

ON January 18 the Cambridgeport (Mass. Cycle Club will give a private fancy dress ball, at Union Hall. We desire to acknowledge the courtesy of the Cambridgeport Club in sending us a ticket.

E. J. TITUS, the crack Riverside's (Brooklyn, N. Y.) racing man, will spend the winter at Bermuda with his family. He will receive another careful preparation next year, and should be in the front rank of racing men.

ON Sunday, Dec. 3, 1893, Mr. Walter A. T. Jobe, of Yellow Springs, Ohio, departed this life after suffering from typhoid fever a little more than three weeks. He was an only child and a general favorite. Mr. Jobe was an enthusiastic member of the L. A. W.

CANVASS the New York trade and get an opinion as to the desirability of another six-days' bicycle race. Be prepared, however, to hear some pretty hot talk. Six-day races will not be popular among the trade in New York for some time to come.

NOT only the Wethersfield (Ct.) bicyclists but a good many Hartford (Ct.) riders, who visit the former delightful old town in pleasant weather, will rejoice that the stringent rules against riding on the sidewalks have been revoked.

THE number of failures in the cycling business is a pretty good answer to those who maintain that a high grade bicycle costs but about $35. The fact is we have occupied the unfortunate position of creditors in some failures and we know that the business is not all "beer and skittles."

THE wheelmen of St. Louis and the present city administration are on the best of terms. The authorities, on request of the wheelmen, have been looking into the sprinkling nuisance and have corrected some so that now the sprinkling is not is held within bounds and the streets made passable.

MR. A. S. HULL, formerly of the Coventry Machinists' Co., will return to this country some time during the early spring and actively engage in the cyclometer business, as President of the concern which makes the Crown Cyclometers. We shall welcome Mr. Hull as a permanency in the States.

MR. GEO. W. PETERS, the Local Consul at Hendersonville, Ky., has had a sterling Model B. stolen from him, with name plate on frame over front wheel; mud guard on front wheel, name on rear wheel. He thinks the number of the machine is 2,001, but is not positive. Look out for it.

CHINAMEN in southern California are taking to cycling for business transportation. Quite a number of Chinese in San Diego and Los Angeles own wheels and use them in going about for orders and delivering goods. They have found that using a bicycle pays in the time saved and the wider circle of customers gained.

ONE of our strawberry blond contemporaries writes an editorial in which he says that it required a second and third offer of special advertisements "to induce it to forget, for a moment its desire not to bleed the trade," and is led to believe that when it solicits advertisements it is conscious of the bleeding process.

THE *Irish Cyclist* is thus cuttingly sarcastic: "Sarah Bernhardt has a monkey whose exercise consists in turning a wheel." "We think," says *Irish Cyclist*, "that this monkey must have escaped from its masters. We have certainly seen something answering to this description turning a wheel on the public roads more than once."

THE Champion Pocket Sporting Manual, issued annually by F. K. Lampher & Co., 18 Summer street, Boston, is one of the most valuable record books issued. Every branch of sport is represented and the different departments are edited by men specially posted in the several sports. The demand for the '94 edition is unprecedented.

NELLIE BROOKS, the young woman who was arrested for stealing a diamond scarf pin from Daniel Canary, the trick bicycle rider from Springfield, Mass., while he was in Moffat's restaurant in Sixth avenue with champion A. A. Zimmerman on Thursday morning, was discharged by Justice Hogan in Jefferson Market Court lately, as Canary refused to prosecute her. *N. Y. Recorder*.

"THE *Cycle Guide* is no more, but in its place appears the *Athletic World and Cycle Guide* under new management, namely, that of O. S. Bunnell. J. D. Barnes will continue as editor, with R. H. Keim as his associate. The bright local journal has indeed a bright future with such a staff," says the *Philadelphia Inquirer*. We say most cordially "Amen."

JOHN MAYNE, a boy living in Frederick Co., Md., found he could not afford to buy a bicycle, he therefore went to work and constructed an ordinary. The entire wheel, with the exception of an old iron tire from a carriage wheel, was made by the boy. The rear wheel was made of a solid piece of oak, while the handle bar and seat are made of a lighter wood.

THE Time Wheelmen of Philadelphia gave a "masquerade run" New Year's Day in honor of the New Year. The party, headed by Captain Cain and his officers in military costumes, left the club house at 11 o'clock in the morning and traversed a good part of the town, passing all the headquarters where prizes were distributed.

ON Friday evening, Dec. 22, the Rovers Cycle Club of Charlestown, Mass., held their eighth annual banquet at Young's Hotel, Boston. They had as guests George A. Perkins, Chief Consul of the Massachusetts Division League of American Wheelmen; Chas. S. Howard, Secretary Treasurer of the same organization, and Dr. W. G. Kendall, Captain of the Boston Bicycle Club.

DIRSBURGER returns to his home in Buffalo weighing 20 pounds more than when he left. He attributes this gain to diet, oatmeal and milk for breakfast, beef and potatoes for dinner. He will have charge of the G. & J. exhibit at Philadelphia. He and Bliss refused an offer to go to San Francisco to attend the midwinter fair.

THE Pope Mfg. Co. gave their employees a dance in the riding school at No. 221 Columbus Ave., Dec. 29. Many were up from Hartford. All the principals of the firm were present and tripped the light fantastic with a sprightliness equal to the youngest. The affair was a booming success and the generosity and hospitality of the company was fully appreciated by the participants.

The Falcon. '94 Pattern

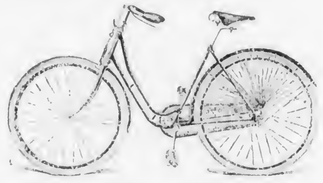
THEY ARE LEADERS.

Popular Prices and Quality Make Them Such.

LOOK AT THIS. OUR LINE FOR '94, AND SEE IF THEY DON'T SUIT YOU.



PRICE $100.
Gent's road wheel. Weight, 32 lbs.



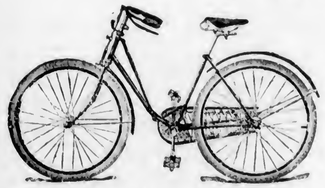
FALCONESS. PRICE $100.
Ladies' wheel. Weight, 35 lbs.



26-INCH JUNIOR. PRICE $65.
Youth's diamond frame.
Weight, 28 lbs.



24-INCH JUNIOR. PRICE $50.
Youth's diamond frame.
Weight, 28 lbs.



COMBINATION JUNIOR. 26-IN.
PRICE $65.
Combination Boys' and Girls' wheel.
Weight, 33 lbs.



COMBINATION JUNIOR. 24-IN.
PRICE $50.
Combination Boys' and Girls' wheel.
Weight, 33 lbs.

There are none that are made any better or of better material, or that averages less in weights. See our new tire and adjustable handle bar.

If any one doubts the quality of the FALCON wheels, because of the price, we are ready to make good our assertions. Address us for '94 catalog, which we will be pleased to send you. We are looking for you if you have the qualities we are looking for—push and energy.

MESSRS. KINGMAN & CO., Western agents, in the following territory: Illinois, except Chicago; Iowa, Southern Minnesota, So. Dakota, Nebraska, Kansas, Western Kentucky and Tennessee, Indian Territory, Oklahoma and Cherokee Strip.

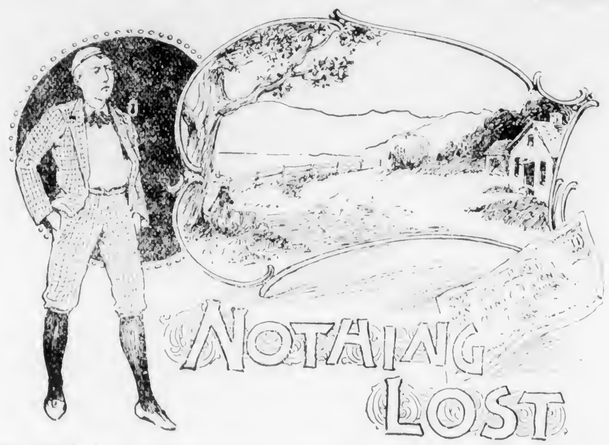
Look for our exhibit at the cycle show in New York, in January.

ADDRESS

THE YOST MFG. CO.,

YOST STATION. TOLEDO, OHIO.

N. B.—Our adjustable handle bar and metallic-fastened tires please the riders. See catalog. [Mention BI. WORLD.]



I was thinking a journey a summer ago,
My road was o'er many a hill;
Once I stopped for a moment, and leaned to
my woe
I was out a ten dollar bill.

A search of each pocket revealed nothing
more
Than a pencil and paper and knife;
My thoughts then returned to my bicycle
store,
To the comforts of home and my wife.

Then I started for home with a spirit of
grief,
Never stopping a moment to rest;
Till I saw with a feeling of joy and relief
The homestead where childhood was
passed.

I halted a moment to patch up this rhyme,
And, strange as the story may go,
I got back ten dollars in fourteen days' time
For this ludicrous tale of my woe.

(By Robert Bruce.

F. J. Titus of the New York Athletic Club went the pace this year for the ride to Yonkers Sunday night, the order being to cover the fifty miles scheduled exactly midnight and carry [illegible] Titus did it, having wheeled the 16 miles in 57 minutes. Several others rode [illegible] Titus. Last year Charles Tooker, of the New York Athletic Club won, he doing the ride in 60 minutes.

Zimmerman says that the mile will come down to 1.30 next season. He thus expresses himself: "I think," he said, "that all the records can be lowered, as I have ridden one-fourth of a mile at the rate of 1.43 for the mile. If a man is in proper shape, the conditions are favorable, and he paces fast enough, he can be quite sure of doing it in 1.45. This, I think, will be the record before two years have elapsed."

The annual burlesque Christmas tree of the Rhode Island Wheelmen of Providence, which was to have been held last week, has been postponed. The postponement was made out of respect to the memory of William Barton, a member of the club, whose funeral was held lately. Mr. Barton had been ill with kidney disease for some time, and his sickness assumed a dangerous form during a visit to friends in Chicago. He was 27 years of age and was one of the prominent members of the Wheelmen.

We are just inclined to think that our cousin on the other side are going it a bit too strong on the weight question. We have had a light year in England in the past, but weights are not coming down much here, and we have to admit that this is the result of experience. If these very light wheels get about much over American rough roads, we have no doubt that there will be plenty of collapses in 1894, and the American press will not be doing the trade any good by advocating feather-weights for road usage.—*Cyclist.*

The Toledo (Ohio) Cycling Club gave its annual reception the evening of Dec. 27. It also covered itself with well-earned glory. The reception was undoubtedly the most elaborate of the many brilliant social gatherings which the club has given. The club was a fairyland of beauty. On every hand there was some attractive feature to please the eye of the visitor. Flowers abounded in profusion. They were everywhere. Potted plants and graceful foliage filled in the odd corners, and where there was no vegetation there was bunting.

The Midway Plaisance smoker of the Park Avenue Wheelmen of Philadelphia, put down for Jan. 25, is the topic of conversation among Quaker City wheelmen. The large parlor will be turned into a veritable concert hall. A large stage will be erected in the back portion, which will be furnished with a drop curtain and other stage paraphernalia. In front of his seats for 175 persons will be arranged, and it is thought that there will be standing room for at least 50 more. Outside of the parlor, in the hallway, candy and other booths will be erected, and will be presided over by attendants in Oriental attire.

Loren C. Miller, clerk of the Colorado Fuel and Iron Company, of Denver, Col., went up on Sherman avenue on an errand recently, mounted on his trusty bicycle. He chained it to a tree and went into a house to transact his business. On emerging he saw a man fumbling with his wheel. "What's the matter?" he inquired nonchalantly. "I've lost my key," said the stranger, "and have got to break the chain." Loren walked up to the man as if to assist him, and quietly knocked him down, spoiled his beauty generally and then mounted his rescued wheel and sped away. The funny part of it was that the stranger was at least two feet taller than Mr. Miller, and correspondingly heavier.

The Prefect of Police, of Paris, is a gentleman who has the very highest sense of propriety. He does not like to see the way in which so many professional women cyclists clothe themselves in male attire in order to have a freer use of their limbs. And as the practice threatens to extend, he has decided upon putting a stop to it. He has accordingly put in force a law against women masquerading in male attire, which law was passed during the First Republic, and summonses have been served upon several women cyclists, more as a reminder that they must abandon the practice than with any intention of further proceeding against them. It is evident that dress reform must stop short of the adoption of masculine habiliments so far as Paris is concerned.

The Brooklyn (N. Y.) Bicycle Club held its first stag of the season Dec. 27 at the new and elaborately furnished club house, 80 Hanson place. The members and their friends were entertained by some excellent talent. J. Falco volunteered his services and opened the evening's amusement by playing a very difficult mandolin solo, which was applauded with enthusiasm. One of the features of the evening was the trick violin playing by Hugh J. Emmett, California's versatile monologue and musical humorist. Walter E. Edgerley, a member of the club, played several pieces on the piano, to the great amusement of those assembled. Bert M. Cole acted as accompanist for the evening. The evening's entertainment was brought to a close by Hugh J. Emmett whose ventriloquism was excellent, and remarks and jokes very original and new. After the entertainment the guests repaired to the dining rooms, where a collation was served.

Sporting Times Goes Out of the Business.

With the last issue, *Sporting Times*, of New York, suspended publication. In the notice the publishers say: "The paper has been a financial success for several years past, and is discontinued solely because it interferes with the many other enterprises of the editor and owner. He finds that the rapidly growing business of the American Sports Publishing Co., of which he is president, is so arduous that the necessary time cannot be devoted to the *Sporting Times*, hence its suspension. * * *

It is gratifying to know that in these days of hard times, the good old *Sporting Times* goes out of existence with a proud record; it did not go into the hands of a receiver, nor did the sheriff seize it; it dies a nice, peaceful, respectable death.

To our many friends we bid adieu, and wish them a Happy New Year."

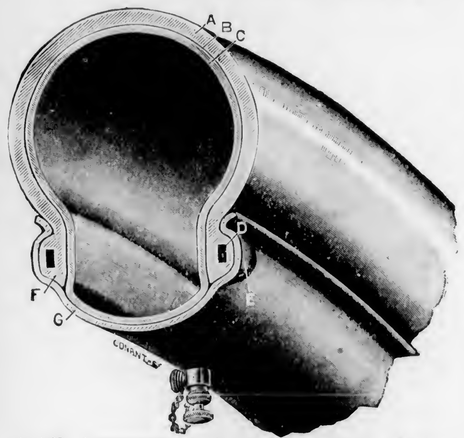
trades

SPECIAL OFFER.—For a limited period only we will accept yearly subscriptions to the World at the present rate of 50 cents, although we have put the price back to $1.00. This offer will not remain open long

THE

"HUESTIS"

Detachable Pneumatic Tire.



Cut No. 1 represents the tire in cross-section. A represents the rubber shoe or tread, B the canvas lining of the same, C the air tube, D the light metal band, E the depressions or recesses on the rim, F the rubber prominences on the tire, G the rim. E and F interlock, thus securing a positive attachment and preventing the Tire from moving in any direction.

THE PROBLEM SOLVED

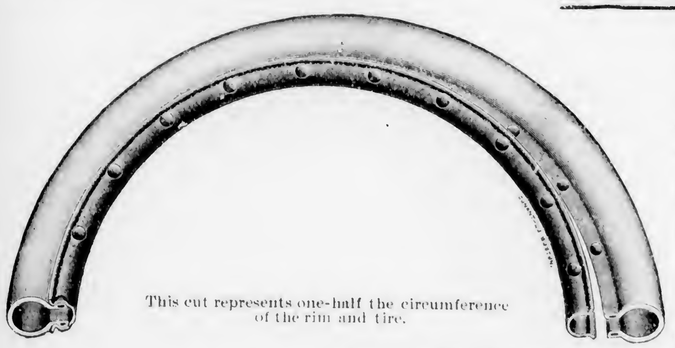
Of How to Construct a Perfect Tire!

THE HUESTIS IS THE RESULT.

Why? Because it is light, strong, easy and simple to attach and detach. Can be put on or taken off in one minute, and when attached it's there and stays there. Absolutely impossible to creep.

The "Huestis" Is a Moulded Tire

and is manufactured from the most perfect material and by the highest class of workmanship. We guarantee the "Huestis" to give entire satisfaction in every respect.



This cut represents one-half the circumference of the rim and tire.

If you are unable to obtain the "Huestis" from your local dealer we will ship C.O.D. with privilege of examination.

. . . Send for . . .
Complete Descriptive Catalogue.

The NEWTON RUBBER WORKS,

Exclusive manufacturers of the "HUESTIS TIRE."

Also manufacturers of Pedals, Air Tubes and a General Line of Rubber Goods.

JOHN HANCOCK BUILDING,
BOSTON, MASS.

Owing to the receipt of orders taxing our utmost capacity, we cannot promise delivery of the "Huestis" in large quantities before December 15 to January 1, 1894.



Among the Clubs

ABOUT 60 were entertained at the ladies' night of the Mt. Kilburn Wheel Club of Bellows' Falls, Vt., last week Thursday night. Dancing, vocal and instrumental music, and cards were the amusements offered. At whist the first prizes were won by Miss Lura Lovell and C. H. Reparadson.

THE Republican Bicycle Club, West Fitchburg, Mass., held a union meeting last week, and from henceforth will be known as the International Club. A set of by-laws, drawn up by a committee, were unanimously adopted. Six new members were added to the list. The club voted to retain their present quarters in Parker's hall.

THE reception of the Newburgh (N. Y. wheelmen at the hall of Chas. T. Goodrich division, U. R. K. P., last week was a fine affair throughout. There were 75 to 100 ladies and gentlemen in attendance. Collins' orchestra furnished the music and the annual reception like all its predecessors may be put down as a pronounced success.

THE Whittenton Cycle Club, Taunton, Mass., held a social last week in Davol's hall, which was well attended. Music for dancing was furnished by Sutcliffe's orchestra, with Walter Sutcliffe as prompter. David Turner was floor director and G. W. Wetherell assisted him in that capacity. During the intermission, at eleven o'clock, supper was served in the cycle club hall.

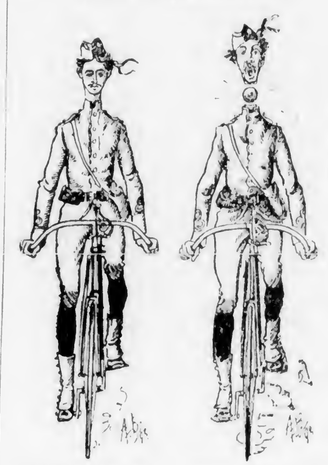
AN exciting game of polo between the Warren (Mass.) Bicycle Club team and the Gilbertvilles was played at the rink Saturday evening, finally resulting in a tie. At the end of the first half the bicyclists had scored two goals, while the Gilbertvilles had failed to cage the ball once. At the end of the second half each team had four goals to its credit, and although the contest was prolonged for 40 minutes overtime neither side could win.

THE Springfield (Mass.) Bicycle Club held their second annual assembly in Union armory last week which like their first one, two weeks ago, proved a very delightful affair. About sixty couples were present including many from out of town, and as the guests arrived they were received by the patronesses, Mrs. F. R. Brown, Mrs. A. A. Chamberlain, Mrs. W. A. Whitney and Mrs. Howard Brown. The Philharmonic orchestra furnished music and during intermission, Caterer Barr served refreshments.

THE Lockport (N.Y.) Wheelmen celebrated Christmas at their club house on Walnut street in royal style. A Christmas tree bore presents for every one of the 75 members, Louis G. Holmes officiating as Santa Claus. A grand banquet followed with covers for 100. The contribution box for the poor fund was well patronized. Charles T. Raymond, president, was presented with a handsome picture of Lockport by his fellow-members. The local wheelmen are famous for their entertainments, and the Christmas party surpassed any held in years.

THE Clifton Wheelmen of Baltimore, Md., gave a minstrel performance last week at the Lyceum Theatre, under the direction of George N. Brian. In the first part W. C. Williams and F. M. Gibbons were interlocutors, with the following end men: J. W. Coyle, J. Harry Denmead, Harry Monroe, Herbert Cave, Felix McNally, George N. Brian, John Johns, Frank Keyser, Ben McGowan and Frank Guier. Solos were sung by Samuel Hooper, John Johns, R. C. Wright, J. Harry Denmead, Harry Waltjen, J. W. Coyle, George N. Brian and George Horst. The finale was arranged by W. C. Williams, and introduced a tableau, in which the club emblem was the central figure. The specialists were F. M. Gibbons; Brian and Coyle; Billy Helber and Phil. Mack; Hussy, Monroe and Houck; John Johns, and the brothers Laroque, in conjunction with Chas. Rench and his trained giraffe Wo Jargo. Songs and imitations were given by the Clifton Wheelmen Quartette, consisting of Harry Waltjen, W. Perry, R. C. Wright and W. Wright. Master Louis James Murphy was introduced as the club's mascot.

Popular Songs Illustrated.

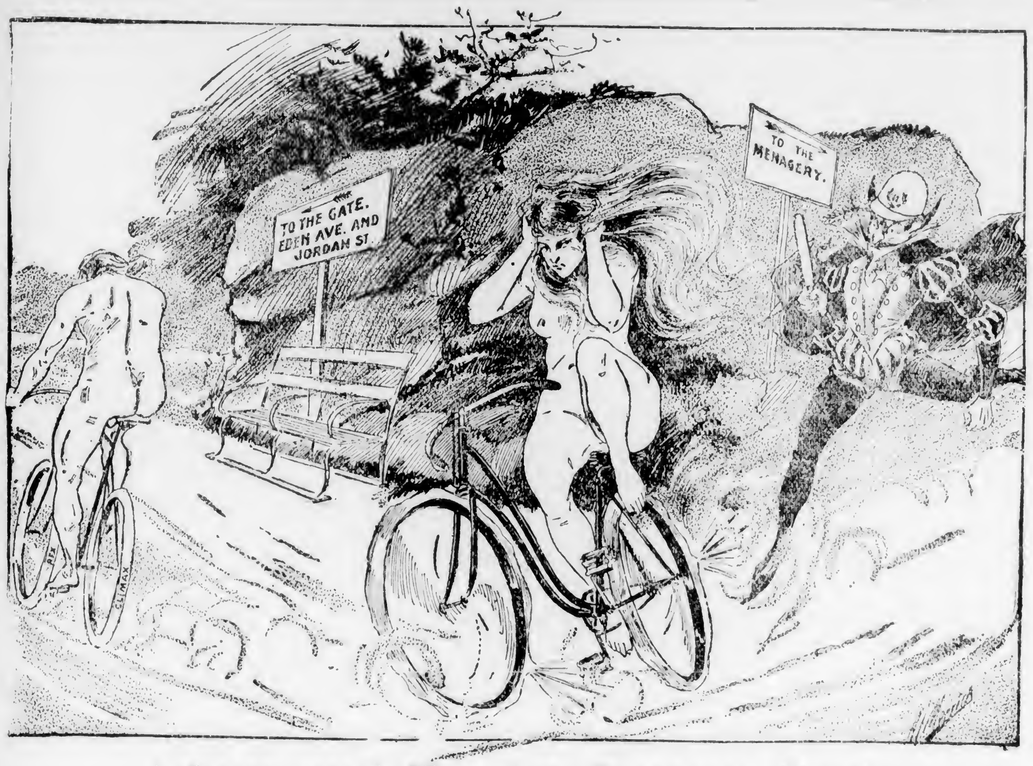


"JUST BEFORE THE BATTLE, MOTHER."—*Bi. News.* "AFTER THE BALL."

Exhibitors at the New York Show.

BELOW we give revised list of the exhibitors at the New York Show made up to date of going to press and the number of the spaces they will occupy.

2. Yost Mfg. Co.
3. Ira Perego & Co.
4. Warman-Schub Cycle House.
5. Bailey Mfg. Co.
6. Rochester Cycle Co.
7. Parkhurst & Wilkinson.
8. Rich & Sager Mfg. Co.
9. C. F. Stokes Mfg. Co.
10. Sterling Cycle Works.
W. W. Stall.
11. Syracuse Cycle Co.
12. American Dunlop Tire Co.
13. " " " "
14. Gary in Machine Mfg. Co.
15. " " " "
16. " " " "
17. " " " "
18. Archwood Mfg. Co.
19. Singer & Co.
20. " "
21. " "
22. A. G. Spalding & Bros.
23. " "
24. Central Cycle Mfg. Co.
26. Capitol Mfg. Co.
27. Anglo-American Iron Metal Co.
28. Remington Arms Co.
29. " "
30. N. Y. Cycle Co.
31. Western Wheel Works.
32. " "
33. Buffalo Tricycle Co.
34. " "
35. William Read & Son.
36. Columbia Rubber Works Co.
37. Pope Mfg. Co.
38. " "
39. " "
40. " "
41. Hartford Wheel Co.
42. Hickory Wheel Co.
43. Relay Mfg. Co.
44. John P. Lovell Arms Co.
45. " "
46. J. J. Warren & Co.
47. Morgan & Wright.
48. N. Y. Belting & Packing Co.
49. Peerless Mfg. Co.
50. Raleigh Cycle Co.
51. Marion Cycle Co.
52. Royal Cycle Works.
53. Stover Bicycle Mfg. Co.
54. Premier Cycle Co.
55. Hall Mfg. Co.
56. Ariel Cycle Co.
57. Hulbert Bros.
58. Black Mfg. Co.
59. " "
60. Hulbert Bros.
61. Porter & Gilmour.
62. Providence Tire Co.
63. H. H. Kiffe Co.
64. Manhattan Rubber Co.
65. McIntosh-Huntington Co.
66. " " " "
67. Hermes Tire Co.
68. Washburn Cycle Co. } Co.
70. Simonds Rolling Machine
71. Ames Shirley.
72. New Departure Bell Co.
73. H. A. Lozier & Co.
74. " " "
75. League Cycle Co.
76. Elastic Tip Co.
77. E. C. Stearns & Co.
78. Buffalo Wheel Co.
79. Eagle Bicycle Mfg. Co.
80. Boston Woven Hose Co.
Detachable Cleat Co.
81. Warwick Cycle Mfg. Co.
82. Newton Rubber Co.
83. Roger B. McMullen & Co.
84. John S. Leng's Sons & Co.
85. Red Star Mfg. Co.
86. R. B. McMullen & Co.
87. Wilson, Myers & Co.
88. " " "
89. " " "
90. Cleveland Machine Screw } Co.
91. Indiana Bicycle Co. }
92. " " "
93. Eastern Rubber Mfg. Co.
94. Schoverling, Daly & Gales.
95. Fenton Metallic Mfg. Co.
96. Rimington Bros. & Co.
97. Overman Wheel Co.
98. " "
99. Smith Wheel Mfg. Co.
100. Cushman & Denison.
101. McKee & Harrington.
102. " "
103. Quadrant Cycle Co.
104. Overman Wheel Co.
105. " "
106. " "
107. " "
108. " "
109. Mannesmann Tube Co.
110. " "
111. Ames, Ormonde Cycle Co.
112. Ellwood Ivins Tube Co.
114. Grand Rapids Cycle Co.
A. Curtis-Child Mfg. Co.
B. Persons & Muller Mfg. Co.
C. Butler & Ward.
D. Erie Rubber Co.



Adam and Eve in Central Park.

Were they living at the present day, and desired to make an earnest effort to prevent sin from entering into the world through the medium of the person with the cloven foot pursuing them, we would suggest that they use one of those high grade bicycles manufactured by many, equipped with a pair of the Eastern Rubber Manufacturing Co.'s tires, either **Climax, Gem, Rex or Cyclone,** and predict that Adam would naturally have taken our advice, but would hardly expect the same wisdom on Eve's part, from past experience that the world has had with this lady. To begin her downward career, she naturally would have chosen one of the many adulterated tires sold without a guarantee and unreliable. What more could we expect but that she would fall.

OUR · GRAND · RECORD.

WHO · ELSE · HAS · MADE · IT.

(We have made and sold thousands and thousands of tires during the period named in affidavit below.)

STATE OF NEW JERSEY, } ss.
COUNTY OF MERCER. }

Be it known that on this eighteenth day of November, eighteen hundred and ninety-three, before the subscriber, a Notary Public in and for State of New Jersey, personally appeared John A. Barnes, Manager, and Frederick C. Overton, Shipping and Receiving Clerk, of the Eastern Rubber Manufacturing Company, of Trenton, New Jersey, who, being by me severally sworn, upon their respective oaths, says, that during the season from May first (1893) to the present time, being the season just closed, there has not been a single bicycle tire manufactured by the above named company returned to it by a purchaser or purchasers on account of bursting; and that there has been only two bicycle shoes manufactured by said company which have been complained of; that one of said shoes has been replaced, and the other will be if returned; that there has not been a single one of said company's air tubes returned or complained of on account of adulteration of material; that none of said company's air tubes have cracked from that cause.

And deponents further say: that there are no disputes existing between the said company and any of its customers, in that said company has no complaints of unjust or disgraceful treatment from any of its customers.

And deponents further say: that many voluntary letters have been received by said company from different persons highly complimenting said company's tires, and that said letters were not been solicited or paid for in any way whatever.

JOHN A. BARNES.
FREDERICK C. OVERTON.

Severally sworn to and subscribed before me this eighteenth day of November, eighteen hundred and ninety-three.

* * * * * * *
* SEAL. *
* * * * * * *

In testimony whereof I have hereunto set my hand and official seal, at Trenton, the day and year aforesaid.

EDWIN ROBERT WALKER,
Notary Public of New Jersey

Address all communications to the

EASTERN RUBBER MFG. CO., -- Trenton. N. J.

Please Call at Our Exhibition Space No. 93, New York Cycle Show.

Please Cut This Advertisement Out and Display in Your Office or Workshop.



Last Week's Patents.

A list of recent patents, reported specially for the Bicycling World by W. L. Aughinbaugh, patent attorney, Washington, D. C. Copies of those patents can be had of the above named attorney at twenty five cents each.

510,882. Driving Mechanism for Wheels, Isidore M. Rourke, London, England. Filed March 28, 1893. Patented in England.

510,974. Attachment for Bicycles. Waverly C. Moore, Greer's Depot, S. C. Filed Feb. 21, 1893.

510,993. Mechanism for Automatically Operating the Adjustable Saddles of Tricycles, etc. Rudolph W. Riess, Philadelphia, Pa. Filed March 10, 1893.

511,042. Roller Sprocket for Bicycles. Richard J. Godbery, New Orleans, La. Filed Jan. 9, 1893.

511,043. Camera Stand for Bicycles. Charles E. Gaphens, Ocala, Florida. Filed July 24, 1893.

511,137. Sprocket Wheel and Chain. John B. Gruetter and Oswald Jackson, Carrollton, Ill. Filed June 9, 1893.

511,139. Tricycle. Lewis W. Harper, New York, John Minn. Filed Dec. 29, 1892.

511,165. Gearing for Bicycles. Charles A. Sumner, Columbus, Ga. Filed July 22, 1893.

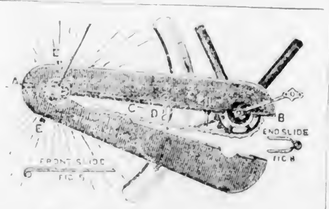
511,207. Pneumatic Tire. Edward J. Miles, Newton, Iowa. Filed Feb. 28, 1893.

511,238. [illegible]. Alexander Winton, Cleveland, Ohio. Filed Jan. 17, 1893.

511,290. Velocipede. Walter R. Diehl, Pittsburg and Edwin G. Diehl, Sharpsburg, Pa. Filed Nov. 11, 1892.

Some Saddle Notions.

AMONGST the new things in saddles which Messrs. Lamplugh & Co. are introducing for '94, we failed to report upon three new things in our description of their exhibit at the National Show. The first is the new pneumatic saddle, which certainly has a considerable amount of novelty in its construction. In the first place the rubber air reservoir inside is divided longitudinally into two compartments joined together at the nose, whilst the enlarged portions at the back are each pierced with a circular hole in the centre. The cover, too, is bifurcated upwards and fitted to the frame by means of a wire loop, the two edges being held firmly to the frame by a clamping screw, by loosening which the wire edging may be lifted up and the inner reservoir withdrawn.—*Cyclist.*



A Detachable Gear-Case.

A Growing Firm.

THE Kalamazoo Cycle Company was organized June 15th, 1891, for the purpose of manufacturing and selling Parcel Carriers, Child's Seats, etc., patented by M. E. Blood. It was not the intention of the company at that time to handle bicycles in any way, but there being no regular cycle store in Kalamazoo, the managers decided, in the fall of '91, to open up a store on North Rose street, for the purpose of handling wheels in connection with their carrier business.

Early in '92, one store proved to be inadequate for handling their business, so they opened up a second store in the same block. In the winter of '92 and '93 these two stores did not furnish room enough, and they then added a third ground store; besides they built a brick block in the rear of their stores, two stories high and sixty feet long, for their nickel plating an enameling departments.

Early in '93 they placed on the market their Kalamazoo Baby Carrier, which, before the year was out proved to be a great rival with their popular folding Carriers for public patronage. They also introduced for the first time their Child's Seat and Combination Carrier, Mail Carrier, several styles of non-folding carriers and, last but not least, their Kalamazoo Trouser Guards. The U. S Government used one of their Mail Carriers to show with its World's Fair Mail exhibit. The company received the highest awards and medals on their carriers at the Fair, and they have been running their factory without a "shut down" through the fall and winter to get a stock of their specialties ready for the coming season.

During the season of 1893 they sold at retail, in Kalamazoo, about two hundred wheels, their leaders being the Columbia, Stearns, Waverly and Western Wheel Works' wheels.

A Neat Catalogue.

THE Recording Instrument Company, 602 Chamber of Commerce, Boston, Mass., have issued a very neat little catalogue of their specialties. Send for one of these if you want to know how to secure a good reliable instrument which will measure distance for you. The trade should write them for terms. See page 188.

A New Idea in Tires.

MR. GEORGE HANCOCK of Providence, R.I., has invented a novel pneumatic. He said that two years ago when his friend spoke to him of the troubles with the pneumatic tire, he had become possessed with the ideas that cork and rubber mixed would just fill the bill, and he at once started to work. He tried first a cushion tire of solid cork and rubber and thus commenced mixing the cork with the rubber with the best of results. One experiment led to another until the present pneumatic tire of ground cork and rubber mixed was evolved.

The ground cork forms a stiffening for the tire and is so tenacious that it is with great difficulty that a knife blade can be forced through it. But the best thing about the tire is the fact that the cork closes the aperture immediately after the withdrawal of the knife blade or any lacerating substance, and consequently there is no opportunity for the air in the tire to leak out and all possibility of a collapse is thus done away with. Mr. Hancock stated that in fact it was impossible for the tube to collapse as the cork and rubber clung with such persistency together that the passing over a sharp substance would not result in a puncturing of the tire at all.

An English patent has already been secured on the tire, and now the American patent protects Mr. Hancock in this country.

A Cordial Invitation.

THE Lozier Manufacturing Co., of Toledo, Ohio, issue a cordial invitation to visit their factory and see how "Cleavelands are made." We have several times visited the Lozier works and we have on each occasion been impressed with the spirit of enterprise, advancement and *thoroughness* with which this sterling manufacturing concern runs its factory. As an illustration how this concern has grown, we append the following statement of growth of business.

1890.—5,400 square feet of floor space; 190 men employed; 5000 Little Giants and 1500 Giant No. 4 manufactured. December—Completion of Model Giantess and new models of Little Giant and Giant No. 4.

1891.—40,000 square feet of floor space; 250 men employed; 8000 Little Giants, 2500 Giantess and 5000 Giant No. 4 manufactured. September 1 Completed model Cleveland No. 1. December—Completed model Cleveland No. 2 and No. 3.

1892.—45,000 feet of floor space; 250 men employed; 5000 Cleveland cycles manufactured. December—Completion of models, Cleveland No. 5 and 6.

1893.—55,000 feet of floor space; 400 men employed; 7000 Cleveland cycles manufactured. November—Completion of model Clevelands No. 7, 8, 9, 10, 11 and 12.

For the season of 1894.—Present capacity 125,000 feet of floor space; 1000 workmen; capital invested $500,000; can produce 100 Cleveland cycles per day.

There is no need to comment on the above. It speaks volumes.

H. A. LOZIER & Co. have opened branch houses in New York and San Francisco. They will be open for business January 10. Mr. L. H. Bill will be in charge of the San Francisco House. Mr. F. W. Ensworth of the New York house.

Do not leave the Exhibition until you have seen the new . . .

'94 WARWICK

. . . . WITH THE . . . .

NEW SECTIONAL WOOD RIMS.
(Demonstrated to be stronger than steel, yet much lighter in weight.)

NEW MODEL.
(With wheel and crank bearings on the same level.)

NEW ADJUSTABLE HANDLE BAR.
(Made so that it can be revolved and fastened at any angle for comfort.)

DUST PROOF BEARINGS.
(The only ones in the world.)

NEW REAR WHEEL BRAKE.
(A novel feature of great value.)

NEW CHAIN ADJUSTMENT.
(A decided improvement.)

Stop and see the new '94 WARWICK before leaving the Exhibition.

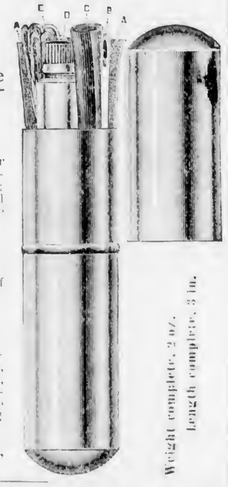
MIDGET REPAIR KIT.

Will repair any

Hose-pipe or

Inner-Tube Tire

on the market.



CONTENTS: (a) emery paper for smoothing surface; (b) needle for lacing tire; (c) roll of pure gum patching; (d) tube of elastic cement; (e) special lacing for tire, also one roll of tire tape in the bottom of the case.

Packed in a Nickel Case, all complete, by mail 25 cents.

Manufacturers should give one of these with every wheel.

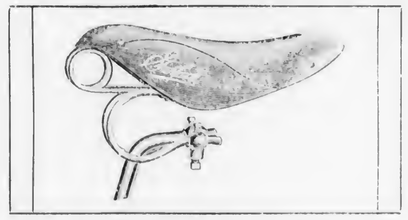
Look Out for Our '94 Prices.

Before placing any orders for Pneumatic Tires, steel rims, wooden rims, FRAMES, cork grips, pedals, cranks, forks sides, spokes, hubs, nipples, forgings, or in fact anything in the bicycle hardware line, LAMPS! LAMPS! LAMPS! All new styles for '94.

See us at the New York Show, Space 76, or write for prices.

ELASTIC TIP CO., 370 Atlantic Ave., Boston, Mass. 154 Lake St., Chicago, Ill. 14 Fremont St., San Francisco, Cal.
Special Agents for the Snell Cycle Fittings Company's Bicycle Hardware

Garford Saddles



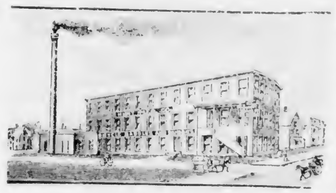
▲▲▲ 1894 ▲▲▲

NOW READY FOR DELIVERY. Our line is the largest made and we can suit every rider.

GARFORD MFG. CO., ELYRIA, OHIO.

SELLING AGENTS,
R. B. McMULLEN & CO.,
CHICAGO, ILL.

Hunt Mfg. Co.



"THE Hunt Mfg. Co. of Westborough, Mass., have just moved into their new factory, specially designed to meet their requirements as saddle manufacturers.

Their line for '94 includes several improvements upon such of their '93 patterns as have been so popular as to be in strong demand for the coming season, and in addition several new and taking patterns have been produced. Two other novelties are presented by this company; one a



light adjustable cycle stand adapted to any size wheel, fitted with or without castors, which is pronounced the most satisfactory cycle stand on the market. The



other a very tasty toolbag which has become so popular that it has been largely copied by other makers, although covered by patents. The universal satisfaction which their special saddle tops have given during the season of '93 assures their continued success for the coming season, in view of the marked improvement which they have received. Among the twenty odd styles this company produces, all tastes can readily be suited."



Style O, special top. "Hunt's New Road Racer," is also a new pattern.

Monarch Prices for 1894.

MODEL C Monarch, 28-inch front and rear wheels, diamond frame, weight 35 pounds, list $90. Monarch Light Roadster, 30-inch front and rear wheels, or 28-inch rear and 30-inch front, wide diamond frame, weight 31 pounds, list $100. Ladies' Monarch, 28-inch front and rear wheels, double loop frame, weight 35 pounds, list $100. Monarch Special, 28-inch front and rear wheels, wood rims, Palmer tire, high frame, weight about 26 pounds, list $125.

The McCune Co. Affairs.

WE are pleased to announce that the McCune Cycle Co. business, plant and good will, has been bought out by Mr Edwin C. Fisher of Claremont, N. H. who has taken measures to incorporate under Massachusetts State laws a new company, with Mr. Fisher, J. B. McCune and W. B. McCune as incorporators. The papers are now in course of completion, and in the course of a week the new firm will be in shape to go ahead. The name of the new concern will be "McCune Cycle Co." The business of the company will be located in Everett, Mass., and no Boston office will be maintained. It is the intention of the company to manufacture the well known McCune wheels on the general lines of that so favorably known in 1893, with such minor improvements as may be found advisable. While "McCune Co." will not exhibit in New York or Philadelphia, the representatives will be at the New York show to look after their interests.

That Art Catalogue.

HAVE you sent for one of those '94 Columbia catalogues yet? Send for one at once and get the most artistic thing in catalogue form ever issued. It is dainty and most beautiful and is an ornament on any one's table. The ornamental work and the illustrations are artistic, the paper of the highest grade and the execution generally of the highest attained in the book maker's art. Send for one before the edition is exhausted.

The Ariel Catalogue.

THE Ariel Cycle Mfg. Co. of Goshen, Ind., always get out an artistic catalogue and thus 1894 is no exception to the rule. The front cover is a beautiful lithograph showing the "Knights of the 9th and 19th centuries."

The cuts show five different patterns of wheels.

The Ariel Roadster made for the clerk, the clergyman, the merchant and manufacturer, an extra strong machine for those who are willing to allow a little additional weight in order to gain utility, comfort and safety.

The Ariel Light Roadster, made for scorchers on the road, and can be used on the path.

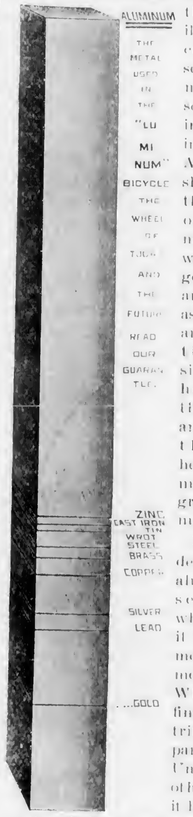
The Turtle, a racing machine weighing 21 pounds, of the highest grade, is bound to be a seller.

The Titania, a fine truss frame ladies' bicycle, is a strong, handsome machine. A novelty in this machine is the W. C. Smith patent gear case, cut of which can be seen by referring to page 181.

All the Ariel line are fitted out with Morgan & Wright or Palmer tires and list at $150. See their exhibit at Stand No. 56 Madison Square Garden.

A Pound of Aluminum.

To give a concise, clear idea of the relative weight of aluminum to steel and other common metals, we have had made the accompanying illustration. The entire cut represents a bar of aluminum one inch square and 10.65 inches long, weighing one pound. Along this bar are shown by lines, the length of a bar of various other metals of the same weight. Note that gold is about seven and one-half times as heavy; lead four and one-third times as heavy; silver four times as heavy; copper three and one-half and wrought steel three times as heavy, as aluminum. The specific gravity of aluminum is 2.56.



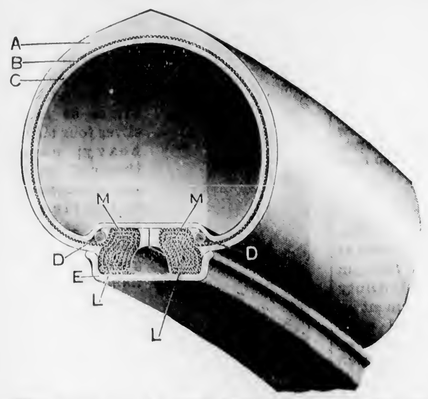
Professor Henderson says that aluminum possesses properties which distinguish it from all other members of the metallic family. When pure it has a fine white color, a trifle blue as compared with silver. Unlike copper, or other base metals, it has neither odor or taste. It is malleable and ductile, can be beaten out into very thin foil, or drawn into very fine wire. It is elastic, very tenacious, and when hammered, as hard as iron. It is not affected by the weather, and for this reason the apex of the Washington monument was made of aluminum. In the manufacture of chemical apparatus, mathematical, astronomical and other instruments, and for electrical purposes, aluminum will prove of great value. As a constructive material its advantages will open up an extended field of usefulness when its cost is lowered to a point making it available, as it is a metal well adapted to nearly all possible uses.

HERMES

Patented Nov. 14, 1893.

TYRE.

Fitted to Wood or Metal Rims



The above cut is a cross sectional view showing tyre inflated without valve, the better to show construction. A is rubber part of outside cover; B is fabric part of same; C is inside tube; M M are the margins or shoulders against which the hoops D D press. The margins or shoulders L L rest in rim E and keep tyre in place by hoops D D.

In case of Puncture, inner tube can be exposed for repairs and everything returned in

TEN SECONDS.

Anybody can do it at once. Purely mechanical fastening, which works absolutely, because it has to, or reverse all mechanical laws.

Do you want a tyre that will restore the rosy hue of health to your sunken cheek, made pallid by loss of sleep induced by vain cogitations over the problem of how to fix that refractory tyre of yours that continually harrows up your soul by doing the very things you were assured it would not do?

The HERMES tyre will restore your health and good nature, because it has the qualities "you long have sought and mourned because you found them not."

It is light, strong, speedy, simple of construction and manipulation, the most resilient of all tyres, its narrow rims gives you benefit of all the air in inner tube. No tendency to cut out on sides. Can't do it.

The narrow rim simply doubles the resiliency – it has to—no help for it—thereby giving you more speed, durability, ease and comfort than you can find in any other tyre. Buy HERMES. Take no other.

Send for Catalogue. **See Us at Stand No. 67, Madison Square Garden.**

HERMES TYRE COMPANY,

630 Washington St., Boston, Mass.

Crown Cyclometer.

"JUST the diameter of a silver dollar," and it weighs 2 1-2 ounces, such is the "ideal scorcher cyclometer" made by the Boston Meter Co., 22 Chapman place, Boston. The cut on page 190 will show the cyclometer and its methods of attachment. It is very compact and easily attached, is simple in its construction and positive in action.

It will be a pleasure to the trade and to our readers to hear that Mr. A. S. Hill, formerly of the Coventry Machinists' Co., is the president of the concern, and that Mr. M. H. Downs, so long and well known as being connected with the cyclometer business, is the general business manager. Mr. A. F. Fuller is treasurer. Send to the Boston Meter Co., 22 Chapman place, Boston, for trade prices.

The Sercombe-Bolte Co.

J. M. PRATT, representing the Wisconsin Trust Company, Dec. 20 sold at public auction the stock of the Sercombe-Bolte Company for $5,000. The entire stock of machinery with patents on the Telegram bicycle were included in the sale. A new company with $100,000 capital will be formed to operate the plant. The new company will be headed by John S. George and W. H. Wolf. It will be known as the Telegram Cycle Manufacturing Company, and Frank Pingree will probably be placed in charge as manager. The claims against the old company amount to about $80,000.

The Lovell Line.

THE John P. Lovell Arms Co., of Boston, Mass., will exhibit their new line of wheels at the Cycle Show in New York, in spaces Nos. 41 and 45. The exhibit will be in charge of the manager of their bicycle department, Mr. D. R. Harvey, and will consist of the following wheels: A Racer weighing only 19 pounds, having all the latest improvements and listing at $125; a Light Roadster weighing 25 pounds, also of the very latest pattern and listing at $115; Roadster, of special design weighing, all on, 32 pounds and listing at $115; a ladies' Light Roadster, built on the most approved lines, weighing 32 pounds, $115 list, and a convertible machine which will weigh 32 1-2 pounds and list at $115.

In addition to the above, they will exhibit a high frame safety, which is the first of its kind ever built in this country. It is much after the style of the Giraffe, such as was exhibited at the Stanley Show, and will be an object of great interest.

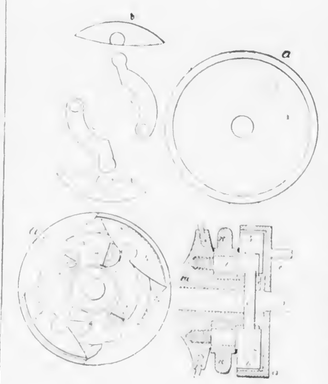
All of their wheels this season will have a higher finish than ever before, and will be very neat and attractive.

Many improvements will be shown and a line of wheels equal to any made.

The Jenkins Automatic Cycle Brake.

THIS brake is fastened (preferably) to the rear wheel, the drum being rigidly secured to the main frame. It can, however, be modified to adapt it to use on the crank axle.

The brake shoes with the short arms (two each) are made fast to the sprocket. These five pieces constitute the whole mechanism and weigh less than eleven ounces when made for road use and are put on between the sprocket and frame. In this case the width of the frame from outside to outside, through the axle, is increased 3-8 inches, leaving the wheel as now made. When slightly modified and put on between the sprocket and wheel hub the frame is increased but 1-8 inch in width. The total number of pieces is then but three and the weight but nine ounces. This brake slightly modified can be put upon any machine now made or in course of construction.



In the upper illustration the pieces are shown detached. In lower a plan view, and sectional view is shown, the parts in their proper places.

F. F., large screws holding sprocket *snugly* to hub of wheel. This admits of the sprocket being turned slightly backward when occasion requires. The small arrows show the direction of resistance of each particular piece. The drum ("A"), of course, does not move, being fastened firmly to the main frame of wheel. When the rider is driving the machine forward everything is snug and tight, the brake shoes clear the drum and the whole (shoes, arms and sprocket) move freely with the wheel. When it is desired to stop the machine the rider back pedals. This turns the sprocket slightly backward with relation to the wheel, moves the screw "e" and the arm "c" in the direction of the arrow. The arm is now pressed against the large screw "f" which is rigidly screwed into the hub of the wheel. The approach of these two screws pushes the shoe out against the drum, and it is evident from an examination of the sketch that the greater the pressure of the arm "c", (caused by increased back pedaling) against the screw head "f", the greater the friction between the shoe and the drum.

The design is by C. F. Jenkins, 317 E. Capitol street., Washington, D. C.

League Chainless Safeties in Demand.

THE League Cycle Co. of Hartford is working nights in endeavoring to keep up with orders. They have their '94 designs out and will show a complete line at the Cycle Show, including their new model roadster, racer and ladies' wheel, for which they anticipate a large sale, inasmuch as there is no chain or gear wheel to catch the dress.

Cold Swaged Frames.

THE Eagle Bicycle Manufacturing Co., Torrington, Conn., has adopted a process of manufacture by which the joints of the frame are cold swaged, the tubes being tapered down. The result is a frame of great rigidity. Aluminum rims will be another one of their specialties, although wooden ones will be fitted when desired.

The Columbia Calendar.

THE Columbia calendar has now come to be looked on as a more than welcome visitor annually and the '94 issue of the desirable desk calendar is far and away ahead of anything of the kind ever issued. It needs to be seen to be appreciated. The introduction of illustrations is a feature which greatly improves the appearance. The method of attachment to the stand and the stand itself is "out of sight." See back cover page and send for a Columbia calendar. You will miss it if you do not.

The Western Wheel Works.

THE Western Wheel Works, Chicago and New York, will place on the market an entire new line of bicycles for '94; they will be known as "Crescents". The line will be two 24-inch for girls and boys; two 26-inch for misses and youths; two 28-inch for ladies and men; all with pneumatic tires, and will list at $40 for the 24-inch, $50 for the 26-inch, and $75 for the 28-inch. They will also make two 28-inch wheels, ladies' and men's, fitted with Hartford Clincher tires, which will list at $90; and the two well-known juvenile wheels, the boys' Junior and Pet. The boys' Junior will be made with diamond frame and closed head, 1 1-4 cushion tires, and list at $25, and the Pet will be improved, tangent spokes, etc., and list at $20. They say "we have reached perfection in bicycle manufacturing, and have got the prices down to rock bottom and do not intend to change them for the next twenty years. Our position in the manufacture of medium-priced wheels has always been at the head, where we expect to continue." These prices, while startling (taking into consideration the known quality of their goods) will not be as surprising as when the wheels are seen. They will be far superior to any they have ever made.

(Special Telegram.) — Indiana Bicycle Co. has been licensed to make G. & J. tires for use on their Waverleys.

THEY WILL COMMAND the ADMIRATION of ALL EXPERT WHEELMEN!

SELL ON SIGHT! '94 MODELS.

JOHN P. LOVELL ARMS CO. LOVELL DIAMOND CYCLES HIGHEST GRADE. MANUFACTURERS BOSTON, MASS. U.S.A.

LOVELL DIAMOND CYCLES.

HERE THEY ARE:

Model 17.	Racer, weight 19 1-2 lbs. . .	Price $125.00
Model 18.	Light Roadster, weight 25 1-2 lbs. .	Price $115.00
Model 19.	Full Roadster, weight 32 lbs. . .	Price $115.00
Model 20.	Ladies' Light Roadster, weight 32 lbs.	Price $115.00
Model 21.	Convertible Light Weight, weight 32 1-2.	Price $115.00

LEADING POINTS. Lightness, Strength, Durability, Finish, Ease of Running, High Frames, Tangent Spokes, Wood or Steel Rims, Detachable Sprocket Wheels, Pound Cranks, Improved Handle Bar and Saddles.

Send for Our '94 Catalogue. **Agents Wanted.** **Liberal Discounts.**

HERE IS REPRESENTED

ONE of Our Improvements for 1894.



We have many more as well worth investigating.

SEND FOR CATALOGUE.

Space 56 Madison Square Garden.

ARIEL CYCLE MFG. COMPANY, = = GOSHEN, IND.

D. SNITJER,
ST. LOUIS, MO.
U. S. A.

WHENEVER and wherever you see this name, among the many pleasant thoughts suggested is not only the fact that we **do business** in a **business like way**, but carry the largest, choicest, and most salable line of **BICYCLES and SUNDRIES** that money and experience can buy. But we are modest: only let us send you our dealer's discount sheet and you will do as others do, give us your entire trade.

Cable Address, "Snitjer." D. SNITJER.



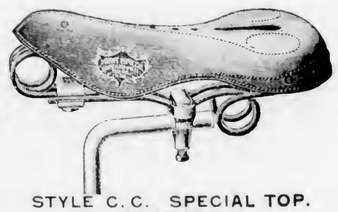
STYLE N. N. SPECIAL TOP.
Track Racer. Weight 12 oz.

....HUNT.... SADDLES

Are Unsurpassed for

Comfort. Beauty. Durability.

and are



STYLE C. C. SPECIAL TOP.
Road Saddle.

UNEQUALLED IN DESIGN, FINISH AND MATERIAL.

U. S. Sales Agents. R. B. McMullen & Co., Chicago, Ill., and Springfield, Mass. N. Y. Depot, John S. Leng's Son & Co.

To Visiting Dealers.

The season of 1894 is almost here. Nobody seems to know just where spring is to-day, but it will be good riding weather in six weeks more. It is none too early to decide the question:—

What Wheels Will You Sell in '94?

Right here one point: Remember that we are the

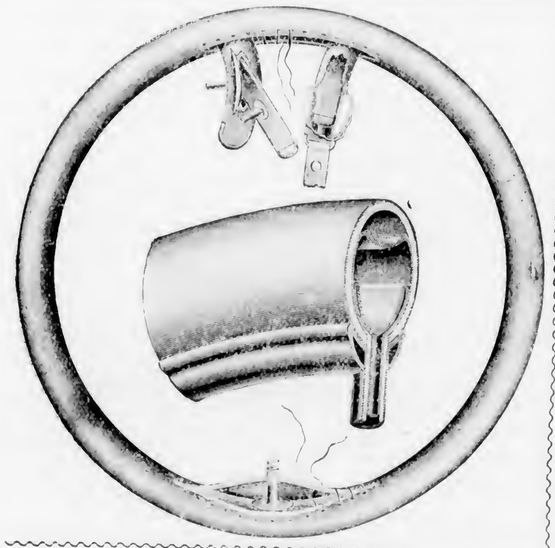
Only Exclusive Bicycle Jobbers in New England.

When you talk to us you can be sure of our impartial attitude. We are dealers ourselves, and we look at things from the DEALER'S standpoint. The dealer's interests are always ours: we are certainly better able to advise impartially than a manufacturer who is necessarily interested in only one make.

We shall be in constant attendance at the Exhibitions in New York and Philadelphia, and hope to see, meet, and talk with every visiting dealer. Mr. F. A. Very may usually be found at the Warwick or Eclipse headquarters in the Exhibition.

A. O. VERY CYCLE CO.,

.... Boston, Mass. ....



We Invite You to Our Exhibit at Cycle Shows.
New York, - Space 62. Philadelphia, - Space 70.

"'Tis better to have and not need
than to need and not have."

THE

PROVIDENCE

Double Inner Tube

TIRE.

THE chief feature of this tire is an extra air tube which is within the regular tube and remains when uninflated in the hollow of the rim. It will save at least 50 per cent. of the annoyance now caused by punctures, as you have simply to inflate the reserved tube in case of accident.

THESE tubes are made to fit any tire and will be sold separately.

NO extra weight as our double tubes will be but a trifle heavier than the ordinary single tubes.

QUALITY and style equal if not surpass any tire on the market. All we ask is comparison with others.

Write for Circular describing something new in tires. Every rider should have one.

The Providence Tire Co., PROVIDENCE, R. I.

[Mention BICYCLING WORLD.]

EXCLUSIVE AGENCY FOR WESTERN WHEEL WORKS' CYCLES,

Which have been greatly improved in design, finish and quality of material and workmanship for 1894. NOTE THE LIST PRICES AND OUR TERRITORY.

'94 Crescent,	28-inch, diamond frame, Morgan & Wright pneumatic,	$75.00
'94 "	26 " " " " " "	50.00
'94 "	24 " " " " " "	40.00
'94 Ladies' Crescent,	28-inch, straight line frame, M. & W.	75.00
'94 "	" " 26 " " " " "	50.00
'94 "	" " 24 " " " " "	40.00
'94 Crescent,	24-inch, double diamond frame, 1 1-2 inch cushion,	25.00
'94 Crescent,	20-inch, drop frame, 1 1-8 cushion,	20.00

We control the sale of these goods for the following States: Illinois, Iowa, Missouri, Kansas, Colorado, Nebraska, Wyoming and Oklahoma.

While we have a specially built line of W. W. W. goods that we sell everywhere, the EXCLUSIVE SALE of our entire wholesale line will be given one agent in a town, including the five styles of SYLPHS of our own manufacture, which machines are highest possible grade, and our two styles of OVERLANDS, which are the best value ever offered in a medium-priced safety. Thus we offer a complete line of all grades and a most valuable EXCLUSIVE AGENCY. Prices right. Goods right. Discounts right. Write for particulars.

ROUSE, HAZARD & CO., 9 G STREET, PEORIA, ILL.

Manufacturers and Jobbers. Headquarters for Everything Cycling.

... THE BILLINGS ...

Patent Adjustable, Four-Inch POCKET WRENCH.

Is Drop Forged from bar steel, and finished in a thorough manner and case hardened. In perfecting this wrench all the objections heretofore existing in this class of appliances have been overcome. The result is the production of a wrench unequalled in Material, Finish, Strength and Efficiency.



Adopted by the Pope Manufacturing Co. and pronounced by them THE BEST BICYCLE WRENCH IN THE MARKET.

THE BILLINGS & SPENCER CO., - HARTFORD, CONN.

The following firms have taken spaces set opposite their names.

Fourth National Cycle Show

First Regiment Armory, Broad and Callowhill Sts.

PHILADELPHIA.

JANUARY 2d TO FEBRUARY 3, INCLUSIVE, 1894.

EXHIBITION OF CYCLES AND CYCLING ACCESSORIES.

Very few spaces are open; firms desiring to exhibit must apply immediately. Special attention is called to the section reserved for the exhibition of Specialties, Accessories, New Inventions, and small articles not requiring an attendant, which will be arranged and cared for by the Committee. A charge of $5 to $10 will be made according to the amount of space occupied.

The show will be of special value to agents, as every leading maker will be represented.

THOMAS HARE, Chairman of Committee.

104 South 5th Street, Philadelphia.

8. A. G. Spalding & Bro.
9. Overman Wheel Co.
10. " "
11. A. G. Spalding & Bro.
13. W. H. Hart.
14. Rich & Sager Co.
15. Wilson, Myers & Co.
16. G. W. Pressey.
18. Boston Woven Hose & Rubber Co.
20. Singer & Co.
22. Hart Cycle Co.
23. Hartford Cycle Co.
24. Pope Mfg. Co.
25. Demorest Mfg. Co.
26. R. C. Gates Cycle Co.
27. " "
28. W. H. Wilhelm & Co.
29. Pope Mfg. Co.
30. Hickory Wheel Co.
31. Hart Cycle Co.
32. Leagne Cycle Co.
33. Singer & Co.
34. Raleigh Cycle Co. Represented by John T. Lalley & Co.
35. Union Cycle Mfg. Co.
36. " "
37. Eagle Bicycle Mfg. Co.
38. " "
39. E. K. Tryon & Co.
40. Norman Wheel Co.
41. Curtis-Child Mfg. Co. Phila. Drop Forge Co.
42. H. A. Lozier & Co.
43. " "
44. Warwick Cycle Co. Rep. by Penna. Bicycle Co.
45. Quinton Cycle Co. Rep. by Penna. Bicycle Co.
46. Eastern Rubber Co.
90. Newton Rubber Co.
91. Billiard Cyclometer Co.
92. Codman & Shurtleff.
92 1-2. P. J. Berlo.
93. Columbia Rubber Works Co.
94. Wm. Read & Sons.
95. Leadbeater & Scott.
96. H. H. Holzbaur.
96 1-2. S. C. Levy.
97. Reed & Curtis Machine Screw Co.
99. Cycle Guide. Morgan & Wright. Wilcox & Howe Co. Kennebunk Mfg. Co. Charles Sulzner.
47. J. P. Lovell Arms Co.
48. " " " Co.
49. Cleveland Machine Screw Co.
50. Union Cycle Mfg. Co.
51. Werner Cycle Depot. Representing Marble Cycle Mfg. Co.
53. Buffalo Wheel Co.
56. New Departure Bell Co.
57. Relay Mfg. Co.
58. E. C. Stearns & Co.
59. Gormully & Jeffery Mfg. Co.
60. " " "
61. E. C. Stearns & Co.
62. L. A. Weston & Co.
69. E. & F. Gleason. Rep. by J. H. Gibson.
70. Jno. S. Leng's Son & Co.
71. " " "
72. American Athlete.
73. Richards & White.
74. New York Belting & Packing Co.
75. Elwood Ivins Tube Co.
75 1-2. Breddor Cycle Co. Rep. by H. A. Small.
76. Providence Tire Co.
77. Buffalo Tricycle Co. C. S. Smith & Co.
78. Light Cycle Co.
79. Gormully & Jeffery Mfg. Co.
80. " " "
81. " " "
82. " " "
83. " " "
84. Overman Wheel Co.
85. " " "
86. " " "
87. " " "
88. " " "
89. Wm. Trafford.

The Keating Company.

AGAIN the auction sale of the Keating Wheel Co. of Holyoke, Mass. assets has been postponed, and it was stated by a member of the company that probably a public sale would never occur, but that outside capital would be brought in. Despite the numerous reports to the contrary, the company is running every day and is employing about forty hands. The company will be ready to supply orders for the '94 model after January 13.

A Neat and Practical Combination Tool.

THE most practical and the neatest combination tool we have ever seen was shown us by the inventor, Mr. Edwin C. Fisher of McCune Cycle Co., Everett, Mass. In brief it is a wrench with a six inch handle and spread for 1 1-2 nut maximum, a powerful pneumatic pump and an oil can. The whole tool does not take up any more room in your tool bag than a simple wrench. It is no toy but a practical tool and it needs only to be seen to be appreciated. It is fully patented and if we know a good thing when we see it, it will prove to be the best selling sundry of the season.

From the Warwick Catalogue.

THE following is taken from the advance sheets of the Warwick Catalogue:

"From the beginning of the production of Warwick bicycles 'perfection' has been the watchword adopted and carried out in every detail of workmanship. Warwick bicycles were the first to be constructed without the use of cast metal in any part, and this high standard has since been continuously maintained. As in the past, so in the future, the most vigilant care will be taken to secure the construction of a bicycle perfect in design and riding qualities. The successful accomplishment of this endeavor is made possible by the use in our factory of the latest improved machinery, and tools carefully made and perfectly adapted to their use.

We shall sell the '94 Warwick bicycle at the lowest price consistent with its cost. It is not our policy as bicycle manufacturers to establish a high list price from which discounts of varying amounts are given to different purchasers. It is certainly a more straightforward and satisfactory business method to fix list prices at the lowest point consistent with the production of a first class article, and maintain these as the actual selling prices. '94 prices have been reduced and fixed at the lowest point consistent with the manufacture of a strictly first class, high grade bicycle. They will be absolutely maintained during the season, and we are prepared to give to our dealers and to the public the most complete assurances on this point.

The experiences of last year were wholly without precedent. We had prepared for the season of 1893 on a most liberal scale. Our production was based on the reasonable expectation of a large demand. The season had scarcely begun, however, when it appeared evident to us that valuable improvements were practical in bicycle construction, and the apparent possibility of an important economy in manufacturing which would materially reduce the cost, together with the general stagnation in all trade, determined us to dispose of our available surplus stock at lower prices. In this way thousands of riders throughout the country were, for a short time, enabled to secure a Warwick bicycle of the highest grade at a price much below its real value, and the enthusiastic testimony of these purchasers affirms that a better wheel has never been made."

W. W. Stall's Patents.

THE patents on wood rims taken out by W. W. Stall, cover bread claims on construction and the method of making and operating the special tools for same. The methods and their patents are unique and original, and certainly will prove to be a big thing for Mr. Stall's company. It is rumored that Mr. Stall has been offered a large amount by a prominent manufacturer desiring to control the use of wood with metal tips or edges and suitable for use with clincher mechanically attached tires, and on which Mr. Stall holds broad claims.

A Cyclometer Free.

THE wheelman who is desirous of securing a cyclometer without cost, is advised to send his name and address to the Relay Manufacturing Co., Reading, Pa., for particulars. They have adopted the novel plan of furnishing a cyclometer with each of their machines, and in the latter they have embodied several original ideas, not the least of which is a new method of rear fork adjustment that permits of the removal of the wheel and chain without opening the latter.

Gormully & Jeffery Announce.

AT last we are able to announce the prices at which Ramblers will be sold next year. The news comes to us in the form of a "Preliminary announcement to Rambler Agents" and will be read with interest by the trade and the riders. We take pleasure in reproducing the most of this advance announcement. A novelty in hollow rubber rims will be noticed:—

"The machines which we place on the market for this season will be known as Nos. 7, 8, 9 and 6, Ladies' Model B and Ladies' Model C.

No. 7 is our best all around road wheel; our stand-by. Weight about 30 lbs., and differs from No. 4 of 1893 in many respects. The frame is higher, the head is 1 1-4 inch longer, and the top rail of 7-8 inch instead of 3-4 inch tubing. The two rear fork braces are of 3-4 inch tapered tubing, instead of 5-8 inch, and the lower rear frame is also braced with a bridge in front of the wheel for additional strength. The front fork is made with a new head, which will support the strain that formerly came on the fork stem and thus relieve it from danger of breaking. * * * The pedals will be of new and improved form. The wheels will be fitted with improved G. & J. tire and rim.

No. 8 is a light touring and scorching wheel for the road, lighter in every way and slightly different in construction from the No. 7, and fitted with a light foot brake. Weight about 25 pounds with all on.

No. 9 is a racing wheel weighing 19 pounds or less.

No. 6 is intended for tall and heavy riders. This machine has 30-inch wheels and weighs 38 pounds.

Model B Ladies' Rambler will be the same as heretofore.

Model C Ladies' Rambler is similar to Model B, but has 26-inch wheels and is of somewhat higher construction. This machine is specially adapted for light lady riders. Weight about 30 pounds.

The list price in standard finish, with either steel or wood rims, $125.00; full nickel, $145.00; if desired with hard rubber rims, $10.00 each extra.

In the standard finish of the machines steel rims will be used, copper-plated finish or black enameled, as desired. * * * Wood rims will also be furnished when desired, at the same list price, but of their value we are not yet fully prepared to judge. * * *

The hollow rubber rim is entirely new. It is very neat, light, and is, if nothing else, a novelty; and would advise its use in localities where it would be subject to moisture and a saline atmosphere, such as the sea coast, where metallic or wooden rims would be affected thereby. The great expense of making them causes us to make an extra charge for them when used." * *

The G. & J. Co. will not exhibit at the New York show but can be found in full force and with full line of new '94 wheels at 57th street and Broadway, New York. They exhibit at Philadelphia.

National Cycle Show.

THE Committee in charge of the Fourth National Cycle Show, to be held in the First Regiment Armory Building, Broad and Callowhill Streets, Philadelphia, January 29th to February 3rd, have issued a comprehensive guide book for the benefit of agents and others visiting the exhibition. The book has been mailed to several thousand agents, and may be had upon application to Thomas Hare, Chairman of Committee, 104 South 5th St., Philadelphia.

The Raleigh Prices.

PRICES for Raleighs are out and Manager Macdonald says the line will be equal to any made. The list comprises models AA, $160, 19 pounds; A, $150, 23 pounds; G, $140, 29 pounds; ladies', $140, 30 pounds; C, $125, 31 pounds. M. G. Peoli of the company has just returned from a Western trip. He reports an excellent outlook, but dealers generally are waiting for the New York Show.

The American Dunlop Tire Got There.

THE following wire dated Dec. 31, is of great interest to our readers and the trade:

"NEW YORK, Dec. 31, 1893.

To BICYCLING WORLD, Boston:

Schock wins six days' race on Dunlop Tires, sixteen hundred miles, beating all world's record.

AMN. DUNLOP TIRE CO."

THE building of the brass pavilion used at the World's Fair by the Pope Mf'g. Co., and the maintenance thereof, cost that concern a cool $20,000. This same pavilion will be used at the New York Show.

ROUSE, HAZARD & Co., Peoria, Ill., are confident their line for 1894 eclipses anything ever offered the trade or that will be offered this season. An investigation, they state, will demonstrate the truthfulness of their claim.

THE Ormonde Cycle Company took possession of its new quarters, 10 Barclay street, New York, Jan. 1, and will be pleased to show their line of new models. One of the specialties is red cement that manufacturers are using largely, in place of the black.

QUITE a number of English makers are building machines with three different rigid frames. This gives less adjustability but allows one to choose a fit.

Failure of the Luburg Co.

THE Luburg Manufacturing Company failed last Friday. Particulars as to liabilities and assets not yet received.

The Elwell European Bicycle Tour

STARTS from New York early in June, France, Switzerland, Germany and Holland. Address F. A. ELWELL, Portland, Me.

Are You Going South This Winter?

IF SO MAKE YOUR ARRANGEMENTS TO GO VIA THE BIG FOUR ROUTE.

WHETHER in pursuit of health or pleasure, no portion of the country offers so many and varied attractions at this season as the Sunny South. The Orange Groves of Florida, redolent with the perfume of sweet blossoms, wave their branches in hearty welcome to the tourist from the Snow-clad Northland and the mellow breezes of the Southern Sea woo the invalid from the Blizzards of the Frozen North. There is one line to Florida "The Big Four Route" which on account of its excellent train service, perfect connections in Union Depots and absence of transfers, forms the "Tourists' Ideal line to Florida." From all points north of the Ohio River the Big Four Route, in connection with the Through Car Lines from Cincinnati will be found to offer the Best Time, Best Service and Best Equipment to all Southern Points, and if you desire to travel with comfort and ease be sure your tickets read via the Big Four Route.

E. O. MCCORMICK, D. B. MARTIN,
Pass'r. Traffic Mgr. Gen'l. Pass'r. Agt.
CINCINNATI, OHIO.

NEW YORK, Oct. 24, 1891.

MESSRS. ADAMS SONS CO.,

Gentlemen: All the contestants in the international six day race (bicycle use your Adams' Pepsin Tutti Frutti. It is an excellent thing to keep men in good condition for a long race. T. W. ECK,
Manager International Bicycle Tournament,
Madison Square Garden.

Through Cars to New Orleans.

AMONG the many important improvements in the Baltimore and Ohio Railroad train service is the addition of through Pullman Sleeping Cars from New York to New Orleans, via Philadelphia, Baltimore, Washington, and the famous Shenandoah Valley route, passing through Roanoke, Knoxville, Chattanooga and Birmingham. The train leaves New York daily at 5.00 P. M.; Philadelphia, 12th and Market Sts., 7.23 P. M. and 24th and Chestnut Sts., 7.38 P. M., reaching Roanoke at 7.50 A.M.; Knoxville, 3.52 P. M.; Chattanooga, 8.00 P. M.; Birmingham, 11.43 A. M., and New Orleans, 12.45 P. M.

This train is very handsomely appointed, being vestibuled throughout, and has Dining Car service New York to Chattanooga. At Washington a Pullman Sleeping Car, which runs through to Memphis, is added to the train.

All trains of Baltimore and Ohio Railroad leave New York from station foot of Liberty street.



THIS IS THE WAY

We will look at
New York Stand 80.
with scorcher shoes, racer shoes, scorcher grips, detachable cleats

DETACHABLE CLEAT CO.,
31 Bedford St., Boston.

Geo B. Grover.

Improved Service to Cincinnati and St. Louis.

THE Baltimore & Ohio Southwestern Limited, leaving New York at 9.00 A. M., and the fast Express leaving at 7.30 P. M. for Cincinnati and St. Louis, are now equipped with a complete Dining Car service, built expressly for these trains by the Pullman Company. Pullman Dining Cars are also attached to Royal Blue Line trains leaving New York at 9.00 and 11.30 A. M., and 5.00 P. M. for Baltimore and Washington.

NEW YORK, Oct. 24, 1891.

MESSRS. ADAMS & SONS CO.,

Gentlemen: Your Pepsin Tutti Frutti is certainly the best, and to any cyclist and makes a man fit for a hard struggle as it prevents the throat from becoming dry. One strong point in its favor is that it retains its moisture for quite a length of time.

W. J. ("SENATOR") MORGAN.



WILSON'S
WONDERFUL NICKEL AND ENAMEL
PRESERVER.

Will Polish Nickel and Enamel.
Prevent Nickel and Steel from Rusting.

DIRECTIONS.

Shake well before using. Saturate a piece of cotton flannel with the solution, rub lightly, and finish with a clean, dry piece of cloth.

The solution leaves a fine coating, preventing the air from penetrating the nickel.

The solution is to be applied on good nickel. If such is the case, and done carefully, you will not be obliged to have the pedals or cranks renickeled.

If the nickel has already begun to peel off, the solution should be applied at once; by so doing it will prevent the rust from going any farther.

This solution is the best thing in the known world to prevent nickel from rusting and restoring the enamel. I make no claim to remove rust

MANUFACTURED BY
JOHN W. WILSON, 14-15 Tremont Row,
Boston, Mass., U. S. A.

PRICE 50 CENTS.

FOR SALE EVERYWHERE.



WE ARE AHEAD OF ALL OTHERS WITH OUR

Novelty and Shedd's Cyclometers.

ACCURATE. DURABLE. WARRANTED.

SALT LAKE CYCLE CO. write: "We will push your cyclometers for we believe them the best and most accurate instrument of the kind on the market.—C. A. EMISE, Manager."

RECORDING INSTRUMENT CO., 602 CHAMBER OF COMMERCE, BOSTON, MASS.



LEAGUE OF AMERICAN WHEELMEN

OFFICIAL DEPARTMENT.

Boston, Mass., January 5, 1893.

LEAGUE HEADQUARTERS:

12 PEARL STREET, ROOM 20, - - BOSTON, MASS.

Officers for 1892 and 1893.

PRESIDENT,
COLONEL CHAS. L. BURDETT,
Hartford, Conn.

FIRST VICE PRESIDENT,
THOS. J. SHERIDAN,
Lock Box 951, Chicago, Ill.

SECOND VICE PRESIDENT,
DR. G. CARLETON BROWN,
88 Broad St., Elizabeth, N. J.

TREASURER,
W. M. BREWSTER,
Box 455, St. Joseph, Mo.

SECRETARY,
ABBOT BASSETT,
12 Pearl St., Boston, Mass.

The President and Vice-Presidents constitute the Executive and Finance Committee. Dr. G. Carleton Brown is Secretary of this committee, and all correspondence with the committee must be addressed to him.

Applications for Membership.

THE following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III. of the Constitution.

BOSTON, Jan. 5, 1894

Total—23—30590.

Connecticut—1—2291.

62520 Toelken, John C. Jr. Suffield

Massachusetts—7—6240.

62521 *DeLaune, Miss Alice C.* Boston
522 Westby, J. W. "
523 Underhill, B. F. Jr. "
524 Steele, Chas. H. Springfield
525 Burrows, Abel, Fall River
526 Cockeroft, Wm. H. "
527 Morrill, E. L., Lowell

Michigan—1—1155.

62528 Holmes, Walter R. Detroit

New Jersey—7—1997.

62529 Ashworth, James H Belleville
530 Hill, Albert C. "
531 Ward, Chas. E. "
532 Winslow, Wm. H. "
533 Phillips, Wm. P Belleville
534 Wortman, P. C. Iselin
535 Thomas Tyssilio, Jersey City Hts

New York—5—1476.

62536 Washington, George W. New York
537 Pratt, Oliver F. Flushing
538 Bschaidner, Rudolph H. New York
539 Bendinger, August, "
540 Shepard, Chas. H., M.D. Brooklyn

Pennsylvania—1—1507.

62541 Spencer, Chas. W Wilkes-Barre

Washington—1—113.

62542 Shaw, W. M. Spokane

New York.

Minutes of the annual meeting of the Board of Officers of the New York Division, L. A. W., held at the Century Union Hotel, New York City, Dec 26, 1893 8 P. M.

Present: Chief Consul Charles H. Luscomb; Vice Consul Charles W. Wood; Secretary-Treasurer F. A. Palmbach; Representatives A. E. Hildreth, R. G. Betts, Isaac R. Potter, Eugene F. Beecher, W. O. Tate, William M. Honig, Charles B. Benson, F. A. Sherman, Dr. L. M. Santee, Charles E. Cossum, George C. Pennell, Dr. George E. Blackham, C. E. Lockwood, Yonkers Bicycle Club, E. J. Shriver, New York Bicycle Club, Thomas W. Neary, Cohoes Wheelmen, W. F. Hazelton, and L. W. Murray, Syracuse Athletic Association, C. H. Campbell, Manhattan Bicycle Club. Present by proxy: Thomas R. Stiles, John C. Gulick, W. O. Tate, George B. Thompson, Joseph Ruhl, C. A. Benjamin, E. H. Crosby, A. G. Batchelder, Charles E. Frisbee, Albany Bicycle Club, C. A. Benjamin, Syracuse Athletic Association. Chief Consul Luscomb, presiding.

The minutes of the previous meeting were printed in full in the BULLETIN and their reading was dispensed with.

The Chief Consul called Vice Consul Wood to the chair and read his annual report. On motion the report was received, placed on file, and ordered printed in the official organ.

Chief Consul Luscomb resumed the chair and the report of the Secretary-Treasurer was read by Mr. Reifsheck, and on motion received, placed on file, and ordered printed in full in the official organ.

The report of the Executive Committee was read by Dr. Blackham, and on motion received, placed on file, and ordered printed in the official organ.

Upon motion of Mr. Potter, regularly seconded and carried, the meeting endorsed the action of the Executive Committee in the matters mentioned in its report.

The report of the Rights and Privileges Committee was read by Chairman Charles E. Cossum, and on motion received, placed on file, and ordered printed in the official organ.

Chairman Shriver of the Rules and Regulations Committee presented a verbal report, stating that the committee had done nothing of any importance except the supervision of the counting of the ballots on Nov. 18. The report was received.

The report of the Highway Improvement Committee was read by Chairman I. B. Potter, and on motion, received, placed on file, and ordered printed in the official organ.

The report of the Road Book Committee was read by Chairman Santee, and on motion was received, placed on file, and ordered printed in the official organ.

The report of the Racing Board, in the absence of Chairman Raymond, was read by the Secretary-Treasurer, and on motion received, placed on file, and ordered printed in the official organ.

Upon motion of Mr. Potter, regularly seconded and carried, the Secretary-Treasurer was directed to have printed copies of the Chief Consul's report for distribution among the membership. Mr. Cossum requested the amendment of the motion to include a sufficient number to distribute among the Representatives and Consuls for recruiting matter, and also that such resolutions passed at this meeting as might prove good recruiting material be added to the report. The motion so amended was carried.

Upon motion of Vice Consul Wood, seconded and carried, the Chief Consul was authorized to issue to such clubs as might desire same, a pad or hanger, with application and renewal blanks attached, for recruiting purposes.

Upon motion of Mr. Potter, regularly seconded and carried, an appropriation of $100, or so much thereof as might be necessary, be made for the services of the Chairman of the Rights and Privileges Committee in such suit or suits as may be brought on behalf of the Division.

The following delegates to the National Assembly were then elected: Dr. George E. Blackham, Denkirk; Dr. E. M. Santee, Cortland; A. Ed Baldick, New York City; Frank P. Shaw, Brooklyn; R. G. Betts, New York City; W. L. Beck, Lockport; F. A. Sherman, Watertown; Dr. Wm. J. Packwood, Buffalo; Thomas W. Neary, Cohoes; F. W. Hazelton, Syracuse; J. J. Woods, New York City.

Vice Consul Wood presented the following resolution:

Resolved, That to each of the four clubs under whose auspices the circuit races are held be allowed $25, and to such club under whose auspices the State meet is held $50 be allowed to the State Division on condition that such clubs admit free to the races all members of the League on presentation of the League ticket. Seconded and carried.

The recommendation in the Chief Consul's report that a badge, token, or emblem at State or Circuit meets be given to all League members attending, etc., was on motion, adopted.

Upon motion of Mr. Cossum, seconded and carried, an appropriation of $250 was made for the ensuing year, for the Highway Improvement Committee, to be paid out on audit by the Executive Committee.

On motion of Dr. Santee, regularly seconded and carried, the travelling expenses of the Delegates who had attended the meeting of the National Assembly at Buffalo in September, 1893, were ordered paid. There are two Delegates.

On motion of Dr. Blackham, seconded and carried, the Secretary-Treasurer was directed to have printed copies of the Chief Consul's report for distribution among the membership. Mr. Cossum requested the amendment of the motion to include a sufficient number to distribute among the Representatives and Consuls for recruiting matter, and also that such resolutions passed at this meeting as might prove good recruiting material be added to the report. The motion so amended was carried.

Upon motion of Vice Consul Wood, seconded and carried, the Chief Consul was authorized to issue to such clubs as might desire same, a pad or hanger, with application and renewal blanks attached, for recruiting purposes.

Upon motion, the meeting then adjourned 11 P. M.

T. A. RAISBECK, Sec.-Treas.

280 Broadway, New York, Dec. 18, 1893.

To the New York Division L. A. W.:

The Chief Consul presents his annual report for the year 1893, as follows:

The semi-annual report made to the meeting in Syracuse, June 17th, contains the record for the first half of the year and recounts the history of the Division and the work of this office up to that time. This report has been printed, and by order of the Board distributed to the members. The present report, therefore, takes up the record from that time and concludes the work of the year, with such recommendations as the Chief Consul deems necessary for the work of the Division during the coming year.

The first suggestion the Chief Consul desires to make is this: That, having supplied our members with a road book, and having now in hand almost ready for distribution, a road map, we now devote our money and energy to work in counties, under the Law passed by our Legislature in 1893, Chapter 333, amending our Highway Laws, which is as follows:

"Chapter 333. Approved by the Governor April 7, 1893. Passed, three-fifths being present.

"The people of the State of New York, represented in Senate and Assembly, do enact as follows:

Sec. 1. The highway law is amended, to take effect immediately, by adding at the end of article two thereof, the following:

Sec. 54. The board of supervisors of any county may, by a concurring vote of at least a majority of the members thereof, by resolution, adopt the county road system, and shall as soon as practicable after the adoption of such resolution cause to be designated as county roads such portions of the public highways in such county not within an incorporated village or city as they shall deem advisable; and shall cause such designation and a map of such county roads to be filed in the clerk's office of such county. The roads so designated shall, so far as practicable, be leading market roads in such county.

Sec. 55. There shall be a county engineer in every such county, who shall be appointed by the board of supervisors thereof, and be removable at its pleasure. The term of office of each county engineer shall be three years, unless sooner removed, and his salary shall be fixed by the board of supervisors, and be a county charge.

Sec. 56. The expense of maintaining the county roads of each county shall be a county charge. The amount necessary to repair and maintain the county roads in each year shall be appropriated annually by the board of supervisors. The board of supervisors may designate the roads upon which the money appropriated each year for the repairing and maintenance of county roads shall be expended for the ensuing year; and the county engineer shall have the supervision of such expenditure. The board of supervisors may designate the portion of the annual appropriation which shall be expended upon any portion of the county roads, and shall, from year to year, make such apportionment, so far as practicable, in such a manner that the amount expended in each town shall be proportionate to the equalized valuation of the real property of such town.

Sec. 57. The board of supervisors of such county may borrow money from time to time for the construction, maintenance and repair of the county roads of such county, and may issue the bonds or other evidences of indebtedness of the county therefor; but such bonds or other evidences of indebtedness shall not bear a rate of interest exceeding five per centum per annum, and shall not be for a longer term than twenty years, and shall not be sold for less than par.

Sec. 58. The county roads in any county shall be exclusively under the jurisdiction of the board of supervisors and the county engineer of the county, and exempt from the jurisdiction of the highway officers of the town. The system of taxation for working and repairing the highways, other than the county roads in a town in a county in which the county road system is adopted, shall be the money system of taxation."

It is, therefore, recommended that representatives and consuls organize wheelmen and all others interested in highway improvement in the several counties, and present to the supervisors facts and arguments which will lead to the relief desired.

The State has made legislation which materially assists us and points the direction of our labors. It localizes the issue and allows our members to apply practical politics to the question without infringing upon their sentiments or convictions upon state or national issues. There is no particular issue involved in the election of a county supervisor, and as by the Laws of 1893, the board of county supervisors are the men who decide to construct the county roads, the men who select the county engineer, to superintend the construction and maintenance, and the men who issue the bonds and appropriate the money for their construction and maintenance, every wheelman should make his vote and his influence particularly felt in the selection of these officers.

Look well to your supervisors.

CONSULS.

In many parts of our State the local consuls have been apathetic, while in a number of notable cases, these officials have displayed admirable devotion to the League, and have enabled us to prepare the finest road map of this State ever compiled.

Too much credit cannot be given those who have worked promptly and faithfully in this interest, and the only regret is that all the consuls in the list, are not entitled to the same commendation. A bright, active and interested consul does much to help, not only his section, but the Division as well.

The Chief Consul knows where the reliable men are located, because the road reports and the applications for membership are an unfailing indication.

As stated in the semi-annual report, the Chief Consul is anxious to have the names of earnest workers, and will welcome nominations from any section of the State.

Since the semi-annual meeting in June, the following consuls have been appointed, and in this connection the Chief Consul desires to say that wherever, in any locality, members have distinguished themselves by taking active interest in reporting for the new road map, the Chief Consul upon the report of that fact, has at once tendered such members appointment as local consuls for the place in which they live, believing that service of this nature is entitled to all the reward we can bestow, and that men who are willing to work should be recognized wherever they are found.

Patchogue,	H. K. Smith.
Prattsburgh,	Burt Wilson.
Margaretville,	H. D. Shaver.
Halls Corners,	David W. Edie.
Waterford,	Homer O. Folger.
Hyndsville,	C. P. Bouton.
Cobleskill,	Edwin P. Hard.
Windsor,	George W. Cook.
Meridian,	Wm. H. Carr, Jr.
Glens Falls,	A. Eugene Mason.
Katonah,	Jas. Hoyt.
Lowville,	E. A. Agens.
Rome,	Wyllys N. Rudd.
Hammondsport,	H. Y. Rose.
Syracuse,	Thos. McE. Vickers (Syracuse Ath. Ass. Cy. Div.)
Watertown,	Will C. Greene.
Bloomville,	Fred Moore.
Buffalo,	Wm. J. McCormick.
Edgeville,	F. M. Barney.
Warsaw,	E. E. Norton.
Apalachin,	Chas. R. Steele.
Mohawk,	Hurlburt P. Beers.
Cayuta,	Chas. B. Swartwood.
Lodi,	F. M. Gallonp.
Northville,	James R. Van Ness.
Utica,	W. H. Champlin.
Albany,	Howard Watson.
Clyde,	Geo. L. Hopkins.
Oxford,	Z. C. Brewster.
Rouse's Point,	J. T. Wood.
Corning,	C. S. Griswold.
Stamford,	A. L. Van Dusen.
Oakes	E. Sedgewick Merritt.
Ancram,	Molvie Sheldon, M. D.
Sherburne,	Clark G. Fontaire.
Boonville,	Roscoe G. Norton.
Crown Point,	Wm. R. Warner.
Lisbon Centre,	F. G. Long.
Saugerties,	Ed. D. Burnham.
Brooklyn,	F. B. Barker.
Roxbury,	Arthur F. Bouton.
Ashland,	S. C. Lee.
Rochester,	John F. Brayer.
Gouverneur,	D. W. C. Whitney.
Lyons,	Wm. B. Richards.
Earlville,	Leroy G. Smith.
Oneonta,	Roy W. Whipple.
Geneva,	Edwin S. Siglar.
Flushing,	Chas. Tel Smith.

Save Your Wheel

By Oiling It Properly with the Best and Neatest Oil Can in the World.



One-half Size.

This oiler does not leak. It regulates supply of oil to a nicety. The "Perfect" is highest grade only and has won every competitive test. Although many oilers were shown at the World's Fair, the "Perfect" received the only medal awarded.

Price, 25 cents each.

Oiler Holders, or Pump Holders, 25 cts. each. "Star" Oilers, second to none but the "Perfect," price 15 cts. each.

CUSHMAN & DENISON,
172 NINTH AVE., N. Y.

KALAMAZOO TROUSER GUARD



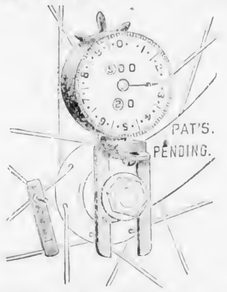
KALAMAZOO CYCLE CO., KALAMAZOO, MICH.

This is the Hump that holds the pants for men who ride Bicycles.

Price 15c.

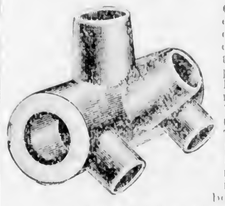
Crown Cyclometer

MADE BY
BOSTON METER CO.,
22 Chapman Place, - - Boston, Mass.



Thoroughly tested, small and compact, weighing two and one half ounces only. Registers to one thousand miles, then commences again at zero. PRICE, $6.00.

Bicycle Manufacturers and Repairers



Can obtain everything required in Bicycle construction and repair, including Bown's & Perry's goods, Weldless and Creeend a Tubes, Rims, Forkside and Forgings, both rough and finished, at rock bottom prices, of

W. W. WHITTEN,
118, 120, 122 & 124 So. Main St., Providence, R.I.
Manufacturer and Importer.

FOR SALE OR EXCHANGE.

In this department the prices are 20 cts. per line, 7 words per line, 12 lines per inch.

Stamps will NOT be taken in payment. Cash, check, money order, or postal note must accompany order, or no insertion.

LATEST CYCLING PAPERS from all parts of the world received regularly and for sale. Send for list. GAETCHER & CO., 13 E. Van Buren Street, Chicago.

BICYCLE REPAIRER WANTED. Must be first-class; state salary expected; give references and wages can be paid. HERRANG & ZACHARIAS, Asbury Park, N. J.

PNEUMATIC TIRES ON, $29.00.

This includes new rims, wheel re-built and tried, M. & W. tires, spreading forks and frame, leaving them as strong as ever.

Now is the time for repairs before the rush; work guaranteed. Catalogue of prices and wheel bargains free.

KNIGHT CYCLE CO.,
311 North 11th Street, - St. Louis, Mo.

FOR SALE—Retail Bicycle Business in a Penn. city of 50,000 inhabitants. Only dealer in the city. Control all the leading agencies. Sold 225 wheels in '93. Address G. L., "c/o Wheeling Co., 147 Oliver St., Boston.

WITH THE "HANDY" HOLDER, upon your spring-time outing, bring home a bouquet on your bicycle. Price 25 cents, postage free. H. C. WILDEMANN, 3417 Wallace street, Philadelphia, Pa.

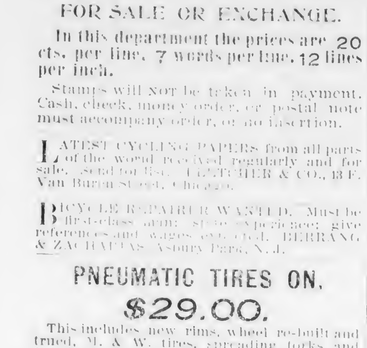
NOTICE.

We are the purchasers of the entire NIAGARA MACHINE CO. equipment and are prepared to execute promptly orders for pedals, balls, coasters, hubs, levers and other cycle fittings. Correspondence is solicited.

Yours truly,
SPALDING MACHINE SCREW CO.
Wm. H. Crosby, Manager.
Buffalo, N. Y.

SUSPENSORY BANDAGES.

Silk, $1.00; thread, 50 cts.; a discount of 25 per cent. to clubs; sent by mail upon receipt of price; postage stamps taken. G. W. FLAVELL & BRO., 1005 Spring Garden St., Philadelphia, Pa.



[Patented Nov. 21, 1893.]

MAKERS OF
LAMINATED AND PLAIN
WOOD BICYCLE RIMS
FOR THE TRADE.

W. W. Stall will be found at Stand No. 10, Madison Square Garden.

NOW READY.
THE CHAMPION
POCKET SPORTING
MANUAL
... FOR 1894 ...

Official records in All Athletic Sports signed by the Leading Authorities.

SEND 10 CENTS TO
F. K. LANPHER & CO.,
48 and 50 Summer St., Boston, Mass.
Bound in Leather, 25 cts.

USE EAST INDIA



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FOR
BICYCLE CHAINS
THE ONLY CHAIN LUBRICANT THAT GATHERS NO DUST. EASILY APPLIED PROTECTS THE CHAIN FROM RUST DUST MUD & WEAR
IN STICKS 3 IN LONG 25 CENTS BY MAIL
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Improved for '94.
"C" 2 1-8 inches, only 4 ozs.



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GENERAL AGENTS.
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Special

We want every rider in this country to know all about

The Red Star Solid Illuminant
FOR BICYCLE LAMPS,
The Red Star Chain Lubricant
— AND —
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And as A on can't all come to the Cycle Show in New York, where we will exhibit, send us your name and address and we will send you, when ready, our little book and anything else we may get up.

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WE WANT [illegible] to Agents, Ladies or Gentlemen, using or selling "Old Reliable Plater." Only practical way to replate rusty and worn knives, forks, spoons, etc; quickly done by dipping in melted metal. No experience, polishing or machinery. Thick plate at one operation; lasts 5 to 10 years; fine finish when taken from the plater. Every family has plating to do. Plater sells readily. Prices large. W. F. Harrison & Co., Columbus, O.



$25 to $50 per week, to Agents, Ladies or Gentlemen, using or selling "Old Reliable Plater." Only practical way to replate rusty and worn knives, forks, spoons, etc; quickly done by dipping in melted metal. No experience, polishing or machinery. Thick plate at one operation; lasts 5 to 10 years; fine finish when taken from the plater. Every family has plating to do. Plater sells readily. Prices large. W. F. Harrison & Co., Columbus, O.

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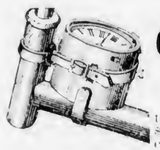
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.. THE 1894 ..

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WILL SURPRISE YOU.

PARTICULARS JAN. 10.

We have fulfilled the most sanguine expectations in '93 (Have you read our testimonials) but——watch the LU-MI-NUM in '94.

Mr. Dealer, stand up and let us see you, please.

St. Louis Refrigerator & Wooden Gutter Co.

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CAPITAL $500,000.00.

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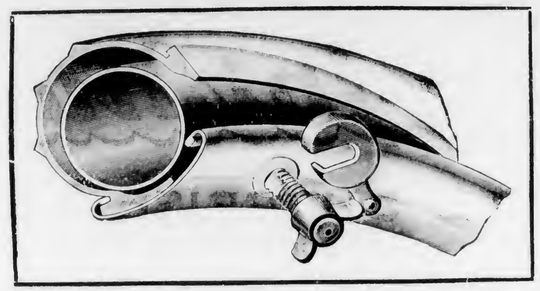
Whitworth Cycles

&

In the Old and the New World alike the Whitworth is as good at kilometres as it is at miles. On the 12th of August, L. S. Meintjes won the 100 kilometres World's Championship at Chicago, reducing records all the way up and riding, as also was the second man, a Whitworth No. 8. On the 24th of September, Jaap Eden, at Gladbach in Germany, made on a Whitworth, records for 2, 4, and 5 kilos., riding the total distance in 7 mins. On the 8th of September, Houben won the 100 kilometres championship of Belgium, and again on the 11th of October Fournier and Louvet, on a Whitworth tandem, rode 1 kilo. in 1 m. 14 3-5 s., which is exactly at the rate of 30 miles an hr., and it was but the second time they had mounted the machine. Any type of machine, any country, any distance! It is indeed true that we know something of the design of speed cycles.

The WHITWORTH CYCLE CO. Ltd.,
644 AND 646 BROADWAY, NEW YORK.

THE METRICAL SYSTEM.



WELL, HERE IT IS!

You have heard lots about it recently.

THE GREAT

G. & J. PNEUMATIC TIRE

NOTE THE NEW RIM. "It is much lighter, stronger and neater than ever. The folded edges preclude all possibility of cutting the outer case."

NOTE THE CORRUGATIONS. "They are neater, lighter and more effective than ever, as regards side slipping on wet roads."

NOTE THE NEW VALVE. "Better than ever. All objections removed."

Any manufacturer or dealer will furnish his wheels fitted with the Universal G. & J. Detachable Lever Base Tires. Insist on it.

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CHICAGO. BOSTON. WASHINGTON. NEW YORK COVENTRY, ENGLAND.

THE

BICYCLING WORLD

And L. A. W. BULLETIN.

Published Every Friday

BY

THE WHEELMAN CO.

Incorporated under the Laws of Massachusetts.

167 OLIVER STREET,

BOSTON, MASS., U. S. A.

☞Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address, as well as their new, and their League number.

TO OUR ADVERTISERS:

Copy for new advertisements must be handed in by Tuesday morning to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the WHEELMEN CO. All communications should also be addressed to the company instead of to individuals.

☞ *Postage stamps will not be accepted hereafter in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken.* ☜

C. W. FOURDRINIER, Manager.

EDITORS:

C. W. FOURDRINIER. H. CROWTHER.

Women's Department conducted by MRS. MARY SARGENT HOPKINS.

BOSTON, JANUARY 12, 1894.

THE Show's the thing this week.

SEEMS like old times, for once more we are the target for all sorts of malicious representations at the hands of our c. c's.

GOODNESS, how these independent journals do show their "disinterested" (?) anxiety for League welfare by trying to show how unnecessary a weekly organ is.

FOUR firms, the Pope Mfg. Co., the Jno. P. Lovell Arms Co., Singer & Co. and Premier Cycle Co., each showed a sample of Giraffe pattern of safety. They were the "new departures" of the Show.

THE New York Division report of last week was a model one. A model, however, we hope will not be followed by other Divisions, as it takes up too much space.

STARTLING changes were not prominent at the Show. Naturally the question presents itself: Has the limit of possible improvement in the safety been nearly reached?

THE nomination of First Vice-President Sheridan, of Illinois, by his Division would seem to indicate that the advance of Mr. Luscomb to the Presidential chair is to be disputed.

WHAT are the questions at issue? Well, the color question, the question of the Secretary-editorship, and the policy of the candidates in regard to the future of *Good Roads* and a weekly official organ. That is plenty, isn't it, to make it interesting?

IN order to strengthen their ticket it looks as if Illinois would have to put an eastern man on with Mr. Sheridan, to say nothing as to his attitude on the questions which we have stated to be live issues. Really the election is assuming an interesting phase.

WHAT eastern man is eligible? That we cannot answer, but we have heard the names of Geo. A. Perkins mentioned, as also that of J. Fred Adams, both of Massachusetts. Nominations are now in order.

IT is but fair to say that in a conversation with Mr. G. A. Perkins, the editor of this paper was assured by Mr. Perkins that he was not a candidate for any office and had entered into no combination with any one, and he had not been approached with an offer of a nomination.

WE were talking with a prominent League official the other day about the question of "organs," and he remarked that in his section the members would not retain their membership without a weekly organ.

They have had it in the past and want it in the future. The League without an organ would be like a ship without a rudder.

NOW we shall see how much strength the N. C. A. has in the control of professionals. But is there not something rather rich and arrogant in attempting to punish a man for pursuing his avocation when and where he pleases. It is, we think, a little high handed to suspend an amateur from competing in an unsanctioned race, but when it comes to meddling with a man's business, it approaches an unlawful interference. The N. C. A. is inclined to be autocratic.

"AUDITOR" Adams is being kept pretty busy these days in examining the books of the various departments of the League. Last week he was engaged upon the books in Secretary Bassett's office and this week he was searching the Road Improvement Bureau books and the accounts of the Executive Committee.

The League seems to be having an expert examination without the expense of expert fees, and Mr. Adams is having his curiosity gratified.

THE ignorance displayed by Geo. L. Sullivan, who does the Boston *Globe's* Sunday cycling column over his own name, is so gross as to be inexcusable. "When will the meeting of the National Assembly of the L. A. W. be held?" he asks, and proceeds to discuss the uncertainty of the date. One would think that a Delegate to the Assembly would at least know that the date is fixed by the By-Laws and that it occurs upon the third Monday in February. Then he discusses the question of an organ and in course of his incubrations indulges in this sapient remark: "The L. A. W. will not pay it (The Wheelman Co.) any more money—in other words—will not alter its contract." Does the gentleman not know that the L. A. W. has never paid the Wheelman Co. one cent for publishing the official organ? One would suppose that a man who attempts to do the cycling column of a great daily would at least post himself in things that are a matter of common knowledge and one of record. But it was ever thus. For reliable information one should stick to the cycling papers.

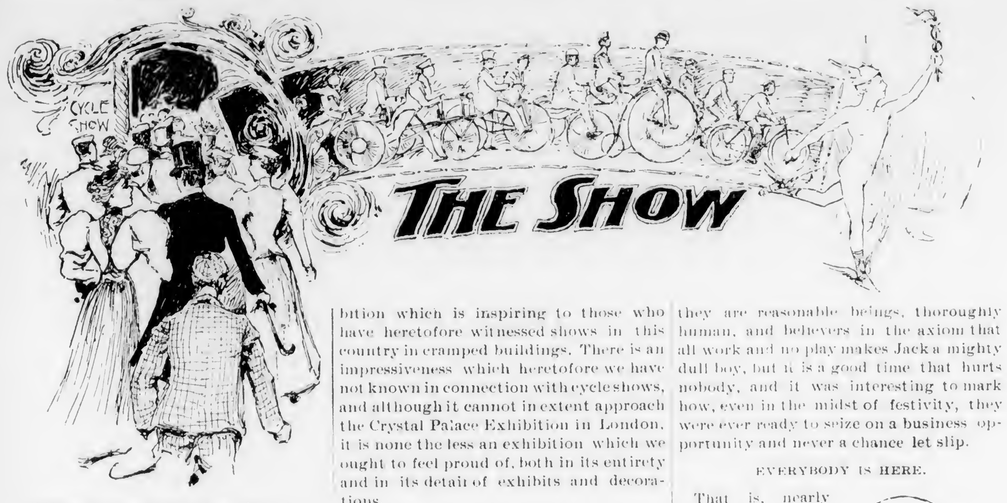
Mr. Van Nort Not Slate Making.

IN an editorial last week reviewing the L. A. W. political situation we remarked: "It is said that Secretary Van Nort of Pennsylvania is trying to get up a combine with Chief Consul Perkins for President and W. M. Brewster for Treasurer."

We received a wire from Mr. Van Nort as follows: "I am not slate making. My preference when expressed has been Mr. Luscomb for President, although an admirer of Mr. Perkin's good points. J. J. VAN NORT."

A Splendid Set of Maps.

THROUGH the courtesy of Dr. E. M. Santee of Cortland, N. Y., we are in receipt of a set of six of the New York road maps to be sent to the members of that Division. These maps are comprehensive and will prove one of the most valuable additions to our road information literature ever published. The members of the New York Division owe thanks to Dr. Santee and those who have assisted in the splendid work accomplished.



THE SHOW

(Editorial Correspondence, Jan. 10.)

SUCCESS, and that in the fullest measure, is stamped upon the exhibition of cycles and cycle accessories which opened in the magnificent auditorium of the Madison Square Garden on last Monday. The trade present have been enthusiastic in regard to the success of the show, and have set the seal of their approval so unmistakably upon the same, that it is not hard to see that hereafter there will be but one show held a year, and that will be in New York. It is hardly fair that any one city should have a lien upon the trades' annual exhibition, but it is none the less certain that no more shall we, in this country, witness two competing shows, at least in the East, for it must be admitted that Philadelphia is practically an Eastern city. There is but one New York, and but one Madison Square Garden, say what you will, and to-day the pulse of the trade has but one beat, and that is in a rhythm in which is distinctly articulated "New York." There is a grandeur in the exhibition which is inspiring to those who have heretofore witnessed shows in this country in cramped buildings. There is an impressiveness which heretofore we have not known in connection with cycle shows, and although it cannot in extent approach the Crystal Palace Exhibition in London, it is none the less an exhibition which we ought to feel proud of, both in its entirety and in its detail of exhibits and decorations.

Standing in the middle tier of the boxes and looking down upon the vast arena, the immensity of the building and the exhibition grows upon one, and now, if never before, the inveterate objector to cycling is forced to admit that it has gone beyond a mere fad; that it has established itself upon the claim of a legitimate business, and has taken its place among the prominent and growing industries of the country, employing vast capital in the conducting of same. Hither come no immature youths, ignorant of business; here are no youngsters out for a mere holiday, but here, in the representatives of the cycling trade, you will find men in every sense of the word, and men whose appearance, business abilities and social position would be a credit to any gathering of business men in this broad land. In fact it is worthy of note that outsiders brought into contact with the leaders of the cycle trade are at once struck with the character and dignity of the men back of it. Of course these men are having a good time; they are reasonable beings, thoroughly human, and believers in the axiom that all work and no play makes Jack a mighty dull boy, but it is a good time that hurts nobody, and it was interesting to mark how, even in the midst of festivity, they were ever ready to seize on a business opportunity and never a chance let slip.



Nothing like it was ever seen before.



Master Clinton Sager, 4 years old.

EVERYBODY IS HERE.

That is, nearly everybody who is anybody in the sport or trade. It probably is the largest representative gathering of cycle manufacturers that the country has ever seen. Only a very few of the big manufacturers are missing, and I must say I am sorry not to see them all here, although they have promised to be present at the show in the City of Brotherly Love, which is to be held later on. Still we miss these business men, as their absence breaks what would otherwise have been a complete representation of the American trade.



L. B. Wainwright and his cane.

From the far West, the North, the South and New England have flocked the maker, the jobber and the agent. Well-known faces meet you by the score; pleasant greetings are heard on every side, good natured bantering and shrewd business moves and deals are very strongly in evidence. Hundreds of these representative men whose names are well-known wherever cycling is talked of, are present, but to enumerate them would be an endless task, although, in almost every case, in our detailed account of the exhibits, we have placed the names of the gentlemen in charge of the exhibits, where we have been able to obtain the same.

AS TO THE EXHIBITS.

After a period of gradual evolution extending over a number of years, the safety bicycle appears to have settled down at length to one general type, that of the well known, so-called Humber pattern, with its modification that began to show during last season. The curved diamond frames have entirely disappeared. The changes we notice tend toward a higher frame, larger tubing, absolute simplicity in the matter of detail, and a straighter top tube extending from the steering head to the rear fork crown. Everything is on this general line, and excepting that we find a tendency on the part of some of the trade to build still higher machines, and the introduction of the Giraffe type, a wheel new to this country, one pattern each of which was shown by the Pope Mfg. Co., the Lovell Arms Co., Singer & Co., and Premier Cycle Co., there is almost an entire absence of any decided novelty in construction. There are modifications and improvements shown in the ladies' machines, a departure from the old curved line in the various styles. This new type of ladies' machine is known as the V frame, and it appears to be a popular pattern; certainly it is more simple, and, to our eyes, more graceful than the old curved style. Novelties there are, but they are such as to make them welcome because of their practicability.



This is Major Billy Atwell.

AS TO TIRES.

On viewing the tire exhibition one is impressed with the fact that wonderful developments and strides have been made in this, now indispensable, article. An examination of the entire exhibit shows single and inner tubes, clinchers and mechanically attached varieties, particulars of which will be found in the description under the head of the various exhibitors. In the tire exhibition it is also pleasant to notice the almost entire absence of impractical ideas, and freaks, fads and monstrosities.

ARTISTIC EXHIBITIONS.

Taken as a whole, the Garden represents a most pleasing appearance; brilliant in color and in the use of electric lights, tasteful in decoration, with costly materials, green plants and high finished machines. The roof of the Garden has thousands of yards of white and yellow material stretching entirely from one side up to the apex, and down on the other; this is special decoration, while of course the flags, coat of arms and other decorations add to the beauty of the whole.

As to the individual exhibits, the pride of place properly belongs to the magnificent brass pavilion of the Pope Mfg. Co. It is a superb piece of workmanship and is one of the features of the exhibition worthy of the words of admiration bestowed upon it by the thousands of visitors. This is the pavilion which was manufactured specially for the Pope Mfg. Co. to be used at the World's Fair, and it cost them the pleasant little sum, for manufacture and maintenance of same up to the present time, nearly $20,000.

On the other side of the hall near the east end, the exhibit which is next in beauty and costliness is that of the Overman Wheel Company. This pavilion was used by them also at the World's Fair. Its colors are chocolate and gold, with handsome portieres for back ground and sides and a splendid sign of electric lights on black velvet over the front. It is a beautiful exhibit and fully worthy of the house which makes it.

To expatiate on all the exhibits made would be tedious and impossible, and in taking these two extraordinarily fine displays, it is with no wish to belittle the effects shown by the other exhibitors.

OF AMUSEMENTS,

there are any number, and during the afternoons and evenings the Seventh Regiment Band renders excellent music, adding greatly to the spirited and brilliant effect of the show.



Hon. G. Minturn Worden and his top coat.

The Stirk family gave very clever exhibitions of trick riding, singly and in groups. Sid Black, on the safety, does some excellent work, as also does Malthy.

These exhibitions are very attractive to the audiences, and form an excuse for resting awhile from the arduous work of examining the exhibits. The usual lines of curios are shown, and the antediluvian crocks, with which all cyclers are now so familiar, are constantly surrounded by curious throngs of sightseers.

IN GENERAL.

Of the success of the show there can be no question, from every standpoint. The exhibits were all in place by the opening hour on Monday afternoon, and with the throwing open of the doors came many sightseers, the attendance on that first evening being estimated from 5000 to 7000. What it will be during the week, of course, can only be conjectured, but there is no doubt that it will steadily increase as has always been the case with exhibitions of this kind.



"The only tire in the world, sir!"

The meeting of the trade on Wednesday was an important one, and the banquet on Thursday night was another landmark in the show, full accounts of which will appear in our next issue.

TRADE MEETING.

THE trade meeting called for 11 o'clock, Wednesday morning, met in the Concert Hall of the Madison Square Garden, a thoroughly representative gathering being present of nearly all the manufacturers, importers and dealers. Col. A. A. Pope was elected as temporary Chairman and A. Kennedy Child as temporary Secretary and Col. Pope was afterwards elected permanent President. After an organization was effected the following resolutions were presented for the consideration of the meeting:

Resolved, That it is the sense of this meeting that a Trade Committe should be organized and incorporated for the promotion of the welfare of manufacturers of bicycles and for increasing the interest of cycling, and

Resolved further, That the Chairman of this meeting shall appoint a committee of five, of which he shall be a member, to organize and have incorporated such Trade Association, and

Resolved further, That such committee be and it is hereby authorized and empowered to organize such Trade Association in such manner as it shall by a majority vote of the members thereof determine; and to do any and every act which it shall, by a majority vote of the members thereof, determine to be requisite and necessary for the purpose of organizing and having incorporated such Trade Association, and that such committee shall

To Visiting Dealers.

The season of 1894 is almost here. Nobody seems to know just where spring is to-day, but it will be good riding weather in six weeks more. It is none too early to decide the question:—

What Wheels Will You Sell in '94?

Right here one point: Remember that we are the

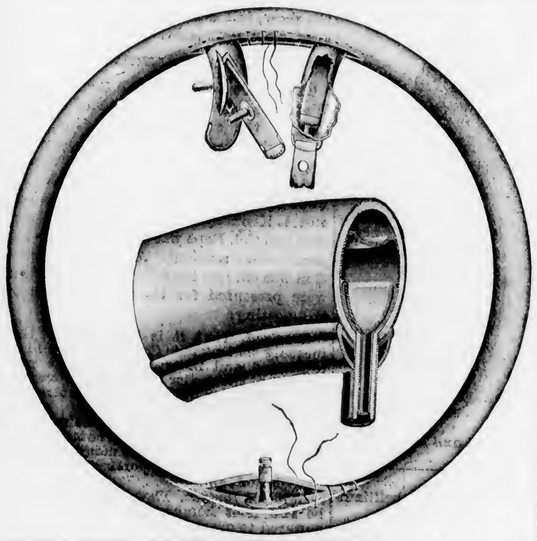
Only Exclusive Bicycle Jobbers in New England.

When you talk to us you can be sure of our impartial attitude. We are dealers ourselves, and we look at things from the DEALER'S standpoint. The dealers' interests are always ours: we are certainly better able to advise impartially than a manufacturer who is necessarily interested in only one make.

We shall be in constant attendance at the Exhibitions in New York and Philadelphia, and hope to see, meet, and talk with every visiting dealer. Mr. F. A. Very may usually be found at the Warwick or Eclipse headquarters in the Exhibition.

A. O. VERY CYCLE CO.,

.... Boston, Mass. ....



"'Tis better to have and not need
than to need and not have."

THE

PROVIDENCE

Double Inner Tube

TIRE.

THE chief feature of this tire is an extra air tube which is within the regular tube and remains when uninflated in the hollow of the rim. It will save at least 50 per cent. of the annoyance now caused by punctures, as you have simply to inflate the reserved tube in case of accident.

THESE tubes are made to fit any tire and will be sold separately.

NO extra weight as our double tubes will be but a trifle heavier than the ordinary single tubes.

QUALITY and style equal if not surpass any tire on the market. All we ask is comparison with others.

We Invite You to Our Exhibit at Cycle Shows.
New York, - Space 62. Philadelphia, - Space 76.

Write for Circular describing something new in tires. Every rider should have one.

The Providence Tire Co., PROVIDENCE, R. I.

[Mention BICYCLING WORLD.]

have the exclusive right to determine, by a majority vote of the members thereof, who shall be the original subscribers for the capital stock of such Trade Organization, and what number of shares of such capital stock shall be allotted to and taken by each of the original subscribers thereof.

Considerable discussion then ensued regarding the resolutions, and paragraph 1 was so amended as to include bicycle manufacturers and the kindred industries, and was then adopted. The second paragraph graph then came up for consideration, and on motion of Mr. H. H. Fulton it was decided to increase the committee from three to five persons, the members of the committee as appointed being Messrs. A. A. Pope, R. L. Coleman, H. A. Lozier, A. G. Spalding, and F. J. Stimson. Mr. Stearns offered as an amendment that the committee report the names of the officers to be selected permanently, and Col. Pope suggested that the committee elect the officers to be chosen from the floor. After considerable discussion pro and con the last paragraph was adopted as it stands.

Those members of the trade who were desirous of becoming members of the new organization were requested to hand in their names, and a number of persons did so at once. The meeting then adjourned.

"ARIEL."

The Exhibits.

STAND NO. 2—YOST MFG. CO., Toledo, Ohio. The Falcons. The features of this line are the adjustable handle bar, the metallic method of attaching the tires, very fine chain adjustment, large balls to the bearings. The line on exhibition comprises Gents' Road Wheel, No. 2, 33 lbs., $100; Ladies' Falconess, 33 1-2 lbs., $100; Combination, Boys' and Girls', 26-inch wheels, 32 pounds, $65; Combination, Boys' and Girls', 32 lbs., $50; Diamond Frame Boys' 26-in. wheel, 27 lbs., $55; same as last, 24-inch wheel, $50. No. 2 fitted with adjustable handle bar and Yost metalic fastened tire, $15 extra; No. 2 fitted with wood rims, rat trap pedals and Scorcher saddle, 20 1-2 lbs., $15 extra. This handle bar and Yost tire they will furnish to the trade. Messrs. Yost, Brewer, Campbell and Dewey in charge.

STAND NO. 3—IRA PEREGO & CO., New York.—This exhibit consists of bicycle suits, caps, hose, sweaters, gymnasium goods, hunting and fishing outfits, etc., etc. This firm is one of the largest dealers of these goods in the country and have an extensive trade not only in New York but all over the United States.

STAND NO. 1—WARMAN-SCHUB CYCLE CO., Chicago.—A full line of Cataract bicycles is exhibited in different models. Their leader, No. 1 is a road racer, 31 lbs., $135. The "White City," their regular road wheel, all on, 34 lbs., and lists at $125. The ladie's Cataract is made in the straight and loop-braced frame; it weighs 34 lbs., and lists $135. A special feature of this ladie's machine is that it is so constructed that the position of a lady rider will be identical with that of a man. The dress guards, mud guards, etc., are all easily detachable. On all these machines the cones and cups throughout are made entirely from the best tool steel, hardened and tempered by a special process of these manufacturers. This house will confine itself almost entirely to manufacturing machines, with the intention of gradually withdrawing from the importing business. Mr. J. I. Warman has charge of the exhibit.

STAND NO. 5. THE GRAND RAPIDS CYCLE CO., of Grand Rapids Mich., made a pretty exhibit of seven wheels, all fitted with Kingswood & Hagers' wooden rims, G. & J. and M. & W. tires. The line was an extra light roadster at $150; a full roadster, 32 lbs., $125; also a fine high grade youths' wheel, a ladies' wheel, 32 lbs., both at $125. They also show a medium grade wheel, 35 lbs. to 37 lbs. at $100, and several patterns at $75 and $85.

Messrs. L. T. Wilmarth and J. Elmer Pratt were in charge.

STAND NO. 6—ROCHESTER CYCLE MFG. CO., Rochester, N. Y. Five models in different weights and finishes. Their Model A, having wooden rims, 26 lbs., at $125. Their dished sprocket wheel, a special feature, is made on the usual lines of the '94 models, except that they use larger tubing than is usual in the rear fork. Their latest wheel weighs 30 lbs., $125; while their deep frame machine for long legged riders weighs but 26 lbs., $125. They also make a double frame wheel, the Rochester Scorcher; weight 30 lbs., listed $125. This latter wheel is specially adapted for rough road riding, and the sprocket on it is built within the frame, thereby decreasing the tendency to shake and rattle. Their Rochester Roadster has a double diamond frame, the same as the "Scorcher," but is equipped with brake, mud guards, etc., 35 lbs., $125. The exhibit is in charge of Mr. W. W. Kenfield.

STAND NO. 7. PARKHURST & WILKINSON, Chicago, Ill. At this stand is shown all the parts and accessories necessary in the construction of a bicycle wooden rims, pedals, forks, forgings of all kinds, spokes, nipples, chains, wrenches, mudguards and seamless steel tubing. They also show a new tire called the Webb Pneumatic, the principal feature of which is the ease with which the inner tube can be removed. It is a wired-on tire, mechanically fastened by a neat contrivance, the only instrument used being a small wrench. This house is the general Western agent for the Rich & Sager Co., the Ellwood Shafting & Tube Co., and The Bicycle Wood Rim Co. Mr. F. A. Burgess assisted by Mr. G. S. Webb in charge.

STAND NO. 8.—RICH & SAGER of Rochester, N. Y., made a splendid exhibit of their saddles and also a line of their celebrated Beauty Child's seat and R. & S. jared carriers. The R. & S. people showed novelties in the way of light scorching and racing saddles, which are fitted with all the adjustments for tilt and take up. The line of saddles consisted of Track Racer, style A, weight, 16 oz.; Road Racer, style B, weight 18 oz.; Road Racer, style C, weight, 20 oz.; Ladies', style L, weight, 26 oz.; Youths', style J., weight, 21 oz.; Roadster, style P, weight, 26 oz.; Scorcher, style D, weight, 25 oz.; Scorcher, style H, weight 24 oz.

STANDS NOS. 9 AND 10 A—STERLING CYCLE WORKS, Chicago, Ill. Attraction is immediately drawn to this stand by a bicycle rigged with a large mainsail which is for use on the road when the wind is favorable. Mr. C. W. Dickerson, the President of the company, is in charge, assisted by Mr. E. C. Bode, the well-known racer. In their exhibit is a double Diamond wheel, weighing 40 lbs., high grade, at $100. There are 8 other wheels: The Sterling racer, 19 lbs., $160; the Sterling expert Model E, 25 lbs., $135, and Model E, full roadster for heavier riders, 29 lbs., at $135. Their ladies' Sterling, a wheel of exceptionally good lines, weighing but 28 lbs., with wooden rims, is listed at $135. The specialties of their wheels are the detachable sprocket, corrugated tubes, special hollow rim, piano wire spokes and convertable pedals. The catalogue is a new departure and one of the most unique things that has ever been attempted in the bicycle line. The style of the book is conversational, and purports to be a talk between a purchaser and salesman. The illustrations in the book which carry out the idea are very original, and serve the double purpose of illustrating a conversation and at the same time the special parts of the Sterling machines.

STAND NO. 10 B—BOSTON WOOD RIM CO. of Boston, Mass. Mr. W. W. Stall is showing samples of his wood rim for bicycle wheels which is made on an entirely different theory and method from other wood rims, being of the "laminated" pattern, or built up in layers. It appears to be received with much favor by the trade and is thoroughly well constructed. He also shows his Stall sulky wheel which he claims is one of the only steel wheels that has given satisfaction and stood up to its work. These wheels are furnished complete with ball bearings and dust and waterproof attachments, at $60 per pair.

STAND NO. 11—THE BUFFALO WHEEL CO., of Buffalo, N. Y., makers of the "Niagara," exhibited 10 wheels, comprising 1 tandem, 7 men's wheels, and 2 women's wheels, all of different patterns. Prices for the season of 1894 will be $100 for the "Century Niagara;" $125 for the highest grade and $150 for the "Niagara" racer. They also showed a good line of sulky wheels. A novelty was the special hub for bicycles which obviates the necessity of bending the spokes when inserted in its hub. The light racing wheel, 11 lbs., was a beauty. Mr. Cahill was in charge of exhibit.

STANDS NOS. 12, 13—THE AMERICAN DUNLOP CO. made a brave showing of the '94 Dunlop. A feature of the exhibit was an



Irish jaunting car fitted with pneumatic tires 3 1-2 inch., with pressure 100 lbs. to square inch, and each wheel when car is filled carries a weight 750 lbs. "The two little girls in blue," who were in attendance were by no means a minor attraction. The exhibit contained a number of tires made for carriages specially heavy and strong. The new '94 specialties of the Dunlop is a fabric made from long staple Sea Island cotton woven to the shape of the tire, thus avoiding all artificial strain on the outer covers. The new valve consists of two parts and is the acme of simplicity. No change in attachment or measurements in order that the '94 tires can be used on old rims. They also showed a long hand pump to be fastened to handle bar of machine, which is listed at $1.50. Makers who use wood rims can get the Dunlops specially made for this style.

STANDS NOS. 14, 15—GARVIN MACHINE CO., of New York. Special machinery for bicycle plant equipment, showing cycle

HOLD ONTO YOUR SPONDOOLIX!



Until you have examined the

'94 Union

When it comes to turning out a light, strong, smart bicycle, you can gamble that we are the people who will do it.

See us at the show.

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So folks can understand what we mean.
We have tried to do this in our new catalogue.
We have tried to explain
Every point worth knowing, about

THE STERLING

(Built like a watch).

In this new catalogue—the only one of its kind that has ever been printed—we have tried to enlighten you on everything that you might like to find out about a bicycle you may have to risk your limbs on.

We make the Sterling. WE know that it is THE highest grade wheel made. If YOU want to know all that WE know about it, write for our "unique" catalogue.

STERLING CYCLE WORKS,

236, 238 and 240 Carroll Ave., CHICAGO.

spoke threading machine, spoke heading and upsetting machines, ball bearing and grinding machines, milling and wheel truing tools, etc.

STAND NO. 16 ELLWOOD SHAFTING & TUBING CO., of Ellwood City, Pa. Cold drawn seamless steel tubing of all diameters and in various lengths.

STAND NO. 17 J. H. WILLIAMS & CO., of Brooklyn, New York, and PETER A. FRASSE & CO., of New York. Williams & Co., have a line of Drop Forgings and a complete bicycle shown on a handsomely mounted oak backing, the machine being constructed entirely of pieces of forged bicycle parts. The idea is an extremely ingenious one and well executed. Frasse & Co., show a line of small tools and light machinery for use in bicycle machine shops and factories.

STAND NO. 18 The KENWOOD MFG. CO., of Chicago, show a fine line of Kenwood's, eight patterns in all. The new features which were granted awards at the World's Fair are the Kenwood Racer as a whole, with its special frame comprising two continuous truss tubes, extending from the steering head to the rear fork and passing under the crank shaft casing. On the ladies' safety a distinctive and patented feature is the reinforced U frame. Also the tire, rim and valve.

STANDS NOS. 19, 20 AND 21—SINGER & CO.—The figures "1876" over the exhibit represents the date when the Singer Co. first imported machines to this continent. Nearly a quarter of a century has this company been manufacturing bicycles, and this makes them the oldest in the world. Mr. Ross, the representative for the United States, showed the stamping in rough and through the different stages of manufacture, and he explained the costliness of producing dies, etc., for these stampings, and the great expense whenever a change in pattern was made. In price the Singer Co. exhibited a line varying in cost from $125 to $240. The line included roadsters for gentlemen and ladies, varying in weight and prices, Giraffe safety, geared ordinary, racing machine, tricycles, tandem safeties, and velocemen for cripples. In quality, material and workmanship they are identical. Changes for '94: Singer patent detachable dust proof crank bearing bracket, also dust proof wheel hub and pedals; enlarged handle bar post; steering head cup; large tubing for frames; new and improved anti-friction roller chain.

STANDS NOS. 22 AND 23 LAMB MFG. CO., Chicopee Falls, Mass., A. G. Spalding & Bros., special agents, New York, Philadelphia and Chicago. The Spalding and Credenda bicycles. The Spalding, a strictly up-to-date light road wheel; high Humber pattern frame with narrow tread; thimble construction throughout; 28 inch wheels, direct spokes, and instantly removable slotted hub; Palmer, Spalding or Clincher tires; 27 lbs., $125. Credenda Roadster, double diamond frame, 28 inch wheels, Spalding tires, weight 33 lbs., $85. Credenda Pacer and Consort for men and women, improved from the '93 model, $100; Credenda Pacer and Credenda Consort, Jr., 26 inch wheels for the youngsters, pocket editions of the Pacer and Consort at $65 for the Pacer, Jr., and $75 for the Consort, Jr. A novelty is shown in the Perkins pedal, rubber and rat-trap, absolutely unbreakable. In all the machines used, is a new hub constructed entirely of steel tubing, the small diameter being swaged down. The spokes are removable from the slots. The rear triangle of the frame is constructed of one piece of tubing, bent to the proper shape with slotted attachments for the chain, brazed thereto. The front fork-crown and steering tube are constructed entirely of steel tubing, claimed to be the only one of the kind as applied to bicycle construction. Present were Messrs. A. G. and J. W. Spalding, Curtis, Barkman, Lonne, Candy, Quimby and Towle.

STAND NO. 25 CENTRAL CYCLE MANUFACTURING CO., of Indianapolis, Ind. Centrals and Ben Hurs. Central, Model A, 28 and 30 inch wheels, weight 32 lbs. and 35 lbs., with double tubular frame for rough, hard service, $100; Central, Model B, "a built to order" Scorcher for fast riding work, 28 inch wheels, 43 inch wheel base, weight 22 to 29 lbs., $125; Central,



Model C, a light, high-grade ladies' wheel, triple drop frame, weight 29 to 31 lbs., $125; Ben-Hur, Model D, 28 inch wheels, 29 to 34 lbs., same as Model C with lower seat clamp. The line this season is an entirely new one and the models are of the latest in conception and design. Messrs. Wainwright, Hearsey, Cody and Canfield are the representatives.

STAND NO. 26 CAPITOL MFG. CO., Chicago, Ill., show the "Stalwart" line of cycles, and are comparatively new comers in the cycle manufacturing business. They show 5 distinct models, their leader being a 30 lb. roadster listing at $125. The special feature claimed on their wheels is a bottom bracket in 5 separate parts, one center forging and 3 side forgings, while a narrow barred makes it absolutely dust proof. Their latest wheel is a 19 lb. racer at $145. They also make a ladies' wheel, 29 lbs., at $135. Their deep frame machine for long legged riders is $135 and weighs but 30 lbs. Wheels fitted with any style of tire or rims desired. Another feature is the patent adjustable Gorman handle bar, which can be placed at any angle, patented by Mr. C. R. Gorman, who is in charge.

STAND NO. 27 ANGLO-AMERICAN IRON & METAL CO. This is a very tastefully arranged exhibit, and all parts of wheels are shown from the drop forgings to the completed wheel, tires only being excepted. This house is one of the oldest in the business and represents some of the leading houses in the trade; among them are: Perry & Co., of England, Parker & Sanders, William Bown, Lamplugh & Co., Brooks & Co., Butler Cycle Fitting Co., Projectile Tube Co., and Wm. A. Lloyd. They are showing a special feature in rims a patent that does away with all brazing. They also show a complete set of fittings for their new '94 high frame wheel. Mr. W. M. Towne and Mr. J. Freidenstein in charge.

STANDS NOS. 28, 29—REMINGTON ARMS CO. Here we find a fine line of the Remington wheels. Nine wheels shown. Two in gold plate, two nickel, two in pink; three standard finish; one military cycle. Light Roadster fitted with Bartlett clincher and Palmer tires, 26 lbs., $125. Women's model, V frame, 31 lbs., $125. The '93 Model Light Roadster, same as last year, $110. Women's wheel, '93 model, also listed at $110. Road Racer, similar in design to Light Roadster, 22 lbs, $135. The Military bicycle fitted with Lee gun, knapsack, army coat and blanket was a feature of the exhibit. The Remington people have always believed in high crank bracket and frame and they feel that the tendency towards the Giraffe pattern is an endorsement of this position. They have always insisted that the modern machine should have high frame, high crank bracket, and horizontal frame tube. Mr. G. Minton Worden was in charge of the exhibit.

STAND NO. 30 N. Y. BICYCLE CO. The N. Y. Bicycle is shown in six models, the standard of which is a 30 lb. roadster all on, listed at $100. The ladies' wheel weighs 32 lbs., also listed at $100. The combination wheel with easily detachable bar, weighs 32 lbs. and is listed at $100. There is also shown a neat contrivance of a timepiece and cyclometer for registering both distance and pace. It appears to be a correct and scientific principle and is fully guaranteed by the manufacturers. Mr. C. H. Chwson is in charge.

STANDS NOS. 31, 32 WESTERN WHEEL WORKS, of Chicago and New York. Crescent bicycles. Men's Crescent high diamond frame, 28 inch wheels, weight 30 lbs. with 46 inch wheel base, fitted with M. & W. pneumatic tires, $75; same with 26 inch wheels, weight 27 lbs., M. & W. pneumatic tires, $50; Boy's Crescent, 24 inch wheels, high diamond frames, weight 25 lbs., M. & W. pneumatic tires, $40; Ladies' Crescent, 28 inch wheels, straight double frame, weight 34 lbs, special raised pattern handle bars, M. & W. pneumatic tires, specially designed ladies' saddle, $75; the same machine, 26 inch wheels, 31 lbs., M. & W. pneumatic, $50; Girl's Crescent, 24 inch wheels, 30 lbs., double straight frame, M. & W. pneumatic, $40; Boy's Junior, diamond frame, 24 inch wheels, cushion tires, $25; Girls' Pet, 20 inch wheels, single tube, drop frame, cushion tires, $20. These machines are fitted with tangent spokes and at the prices are the talk of the show. Messrs. R. L. Coleman, Vice President, E. J. Day, Manager, and Drullard & Osborne were present.

STANDS NOS. 33, 34 BUFFALO TRICYCLE WORKS, of Buffalo, N. Y., exhibited eight wheels, the Envoy, Fleetwing and Envoy Scorchers being shown in several styles and weights. A novelty was "A one man pneumatic tired road wagon." This wagon was constructed 28 inch wheels front and 30 rear, with specially curved axle which permits the use of the above vehicle without the necessity of outside braces. The Envoy scorcher, 28 inch front and rear wheels, high center diamond frame, weight 28 lbs., steel rims, $100. Fleetwing is a ladies' wheel made in 3 sizes, 24, 26, 28 inch wheels. This wheel is constructed with 1 inch diameter tube running from lower bracket to lower head with 3-4 inch tube gracefully curved from upper head to a point on seat post tube about 4 inches above lower bracket. Weight from 27 lbs. to 33 lbs., according to size of wheels, $60, $75, $90. Envoy bicycles made in three sizes, 26, 28, 30 wheels. High centre diamond frame very similar to Envoy Scorchers, but is furnished with mud guards and made stronger and heavier for hard use. Weight 28 to 35 lbs., according to size wheels, $75, $90, $100. Mr. C. H. Furnell in charge.

STAND NO. 35—WM. READ & SONS of Boston showed three styles of New Mails as follows: Light Roadster, 26 lbs. in weight with wooden rims, detachable double tube tires. Specialties: Metal or wood rims, dust proof bearings, high frame, special pattern handle bar; bearings machine steel, turned, hardened and ground by a specially made machine, $125; Full Roadster, 33 lbs., all on and specialties same as the Light Roadster, $125; Ladies' machine, 33 lbs., all on, a single frame

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Makers of LIBERTY CYCLES,

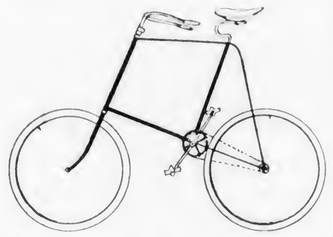
55 Liberty Street. .... New York.

curved in single piece of tubing, reinforced at both ends. Special handle bar and plenty of room for lady to mount. Special attention has been given this point—silk dress guards. Specialties as to bearings same as men's machine, $125. They also exhibit a line of low-priced wheels, Templar, Atalanta (ladies'), Red Cloud and White Wings (convertible). This line are first class, Credenda tubing, drop forgings, high frames fitted with M. & W. tires and Garford saddles. For a low priced grade there is nothing finer shown. Exhibit in charge of W. Atwell.

STAND NO. 36—COLUMBIA RUBBER WORKS CO., New York.—Exhibits consist of pneumatic tires, viz: The Palmer, Akron, Gormully & Jeffery and Barrett. The first three named tires are now so well known to the trade as not to require special description, but the Barrett is a novelty in tire construction and it is claimed that the method of attachment to the rim is the quickest and most effective, and it is impossible to pinch the inner tube when attaching the outer cover. In charge of J. C. Pierrez.

STANDS NOS. 37, 38, 39 and 40—POPE MANUFACTURING CO.—The Columbias. At this exhibit, which is the World's Fair Pavilion in brass and black velvet, are shown a complete line of their '94 mounts. Descriptions and cuts of entire line which have appeared in a former issue of this paper, as follows:

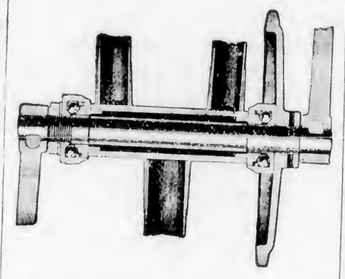
Model 34, light road wheel with front brake, weight 30 lbs., $125; Model 35, the new ladies' safety, with double curved drop frame, weight 37 lbs., $125; Model 36, new Century Columbia, complete with brake and guards, 35 lbs., $125; Model 37, Semi-Racer without brake or guards, 21 1-2 lbs., $150; Model 38, light road wheel, high frame, 31 lbs., $125; Model 39 for the special use of tall and large men, 34 inch wheels, 35 lbs. weight, $110; Model 33, Columbia Racer, 19 1-2 lbs., $160. Wood rims are shown only on the Model 37, while the other new features on the Columbia are their new pedals, detachable sprockets and saddles. Columbia single tube and Hartford inner tube clincher tires are used. A decided novelty is a



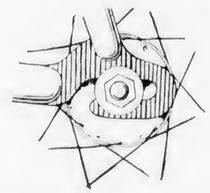
special machine of the "Giraffe" type which shared with three other exhibitors the distinction being one of the only four of this type on exhibition. The stand was handsomely lighted by electricity and was ornamented by the Columbia parts mounted on black velvet as a backing, the whole being handsomely furnished with rugs and suitable furniture. The beautiful and special finishings of the machines in different colors and different platings added greatly to the effect of this most artistic exhibit. Mr. A. L. Pope is in charge, while among the Columbia staff present were the Colonel himself and Messrs. E. W. Pope, Pattison, Day, Leinhard, Gardner, Anderson and Holmes.

STAND NO. 41—HARTFORD CYCLE COMPANY.—Showed seven machines: Model G, '94 pattern, two styles, low and high frames, modern lines, 9 inch head, hollow rims, 44 inch wheel base, bearings as dust proof as possible, 34 lbs. all on, stripped to 31 lbs., fitted with Columbia single tube or option, of Hartford inner tube tire, $100. Ladies' Hartford V frame, 42 1-2 inch wheel base, fittings, bearings, etc., exactly same as Model G. Dress guard linen lacing, weight 36 lbs., $100. Model J is a boys' miniature Model G, highest grade. In material and manufacture it is an exact counterpart of G in every respect, weight 28 pounds, $75; Model K is a girls' machine and is also a miniature reproduction of H in every respect except size. Wheel base 39 inches, weight 33 pounds, $75. These two last machines are fitted with Wizard single tube tires. Model E is '93 pattern improved. The changes are in the wheels which are now hollow rims and tangent spokes; 38 pounds, stripped to 33 pounds, $85; Model F. is '93 pattern ladies', changes similar to Model E, weight 40 lbs., $85. Mr. Henry Goodman in charge.

STAND NO. 43—RELAY MFG. CO. of Reading, Pa., showed a line of five machines. Road Racer Special, 28 lbs., $125; Road Racer, 30 lbs., with new chain adjusting feature, $115; Full Roadster, 38 lbs., $100; a ladies' wheel, 35 lbs, low frame for easy mounting; the Special road racer has a specially constructed crank



axle bracket of new design, and dust proof, the diameter of which is in proportion with the size of other tubing of frame. Another feature in these wheels is an arrangement whereby the rear wheel



can be removed from frame without taking the chain apart. The usual adjusting screws for chain have been done away with also by the above arrangement.

STANDS NOS. 44 AND 45—THE JOHN P. LOVELL ARMS CO., of Boston, Mass., have six new model wheels on exhibition. They include what is called the Model 17 Diamond, which is a track racer, having 28 inch wheels, fitted with 1 1-2 inch racing tires, a high frame, and weighs 19 1-2 lbs., list $125; Model 18, Light Roadster or Road Racer, 28 inch wheels with 1 3-4 inch pneumatic tires, high or medium size frame, weight 25 lbs., price $115; Model 19, full Roadster, 28 inch wheels with 1 3-4 inch pneumatic tires, high or medium size frame, weight (all on) 32 lbs.; stripped, with wood rims, 28 lbs., price $115; Model 20, Ladies' Light Roadster, 28 inch wheels, 1 3-4 inch tires, improved frame, weight 32 lbs., price $115; Model 21, convertible, 28 inch wheels 1 3-4 inch pneumatic tires, latest style frame, weight 32 1-2 lbs., price $115.

Their other wheel is what is called the



Lovell Diamond Giraffe; the wheels are 28 inches; the frame is very high, having an 18 inch steering head, and the crank shaft is 18 inches above the ground. With riders who have in past years used the ordinary exclusively, this will be a great favorite, as it has all the safety qualities of the low wheel, but on account of the high frame the rider is placed above the mud and dust. This wheel, complete, weighs 28 lbs. It is of the same design, improved, as the one shown at the Stanley Show, which attracted so much attention at the time. The sliding seat post on the above wheels is a great improvement, and the only one of its kind at the show. The exhibit is in charge of Mr. D. R. Harvey, manager of their bicycle department.

STAND NO. 42—HICKORY WHEEL CO., South Framingham, Mass.—Models E, F, G and H. E is the regular road machine in black enamel, a special wheel being shown in full copper finish; weight 30 lbs. F is the ladies' mount of entirely new design for this season; weight 34 lbs. Model G is a high frame for the long legged brigade, weighing 31 lbs., and H is a low framed machine, weighing 33 lbs. and listing at $110, the others being $120 with $5 for full nickel finish. The wooden rims are entirely new this year, Sterling Elliott claiming to know at least as much about wooden wheels and rims as any of the rest of the trade, and this rim is an eye opener, the method of attaching the spokes being also entirely new and novel, as are the clamped mud guards which are instantly removable without showing any trace of fastening. Their '94 pedal must be seen to be appreciated, and altogether the whole exhibit is a handsome one.

STAND NO. 46—J. J. WARREN & CO., Worcester, Mass.—At this stand is shown one of the best assortments of leather goods in the exhibition. They exhibit a most complete line of tool bags, saddles, saddle tops, children's carriage straps, belts, sample cases, luggage carriers, baggage carriers, picnic sets and leather stampings. In charge of Mr. B. Elliott & Mr. W. H. Hayden.

STAND NO. 47—MORGAN & WRIGHT, Chicago, Ill.—This exhibit is marked by its simplicity, containing samples of several tires and a new valve nothing more. The tire is the same as that so well known last year; the only strikingly new feature being the improved valve, which they claim cannot possibly be gotten out of order, although a new tire cloth is to be used in the '94 output. The tires are lighter and stronger than last year and



will undoubtedly have a large sale. The M. tire, weighing under four lbs. to the pair, guaranteed, has already been sold in large quantities.

STAND NO. 48—NEW YORK BELTING & PACKING CO., New York, show the Whippet Improved and French-Michelin tires. The first is a tire that cements to the rim having the cover laced in one pocket and fitted with butt-ended tubes, a new fabric combining strength and lightness being now used. The French-Michelin is a mechanically devised tire which can be quickly removed for repair. They furnish the rim with this tire. Their regular road tires weigh but 4 and 4 1-2 lbs. per pair, so that it will be seen there can be no objection on the score of weight. A splendid electrical display is a feature of this stand, which is under the supervision of Messrs. L. F. Stilwell, T. W. Plumb, F. A. Winchell and W. H. McChesney.

STAND NO. 49 THE PEERLESS MFG. CO., of Cleveland, Ohio.—This stand is in charge of Mr. W. A. Ness, assisted by Mr. James Josephi. They have a very tasty exhibition, consisting of seven wheels



and a racing wheel, 16 1-2 lbs., which, in every particular is a practical wheel. The Triangle Light Roadster weighs 25 lbs. complete. They show a road wheel complete, with guards, rubber pedals, steel rims, brake and road saddle, weighing 31 lbs. Ladies' wheel, complete, 30 lbs. In the Ladies' wheel they show a full nickeled one that is strongly braced, and amounting to more than ordinary merit. They are making a specialty of a looped tire, which has many features of special commendation, but they will also fit any tire desired. One special feature of their wheel is the process of making an axle of the Humber style, on which the cones are thoroughly hardened without effecting the original temper of the axle. Price on these wheels is $125, except for the Racer, which is $150, and the Road Racer $135.

STAND NO. 50—THE RALEIGH CYCLE CO., showed Pattern A A, path racer, 19 lbs., price $160; Pattern A, road racer, 21 lbs., price $150; Model G, roadster, 28 lbs., price $140; Model C, full roadster, 32 pounds, price $125; Ladies', 30 pounds, price $140. All this line fitted (excepting C) with Fairbanks veneered wood rims. The leading tire will be the Dunlop detachable, latest. They will fit when called for, G. & J., M. & W., and Palmer tires without extra cost. The features of Raleighs will be semi-tangent rear wheel, and detachable gear. They will furnish manufacturers with Mannesmann tubing, the Raleigh Co. being United States agents. They also handle Perfecta and metalic tubing; also furnish the trade with rat-trap and rubber pedals. They make a specialty of the Mercury Saddle, which they are manufacturing and which is meeting with great favor in the trade. They also handle Middlemore, Brooks, Lamplough No. 255 and Mason Scorcher for the United States. They supply the trade with weldless and brazed fork sides. Mr. M. G. Peola in charge. This concern has opened a Chicago branch, 289 Wabash avenue; Mr. R. B. Abbott in charge, assisted by Mr. Chapman.

STAND NO. 51—MARION CYCLE CO., of Marion, Ind., show the Halladay-Temple Scorcher. Made in two height frames, 21 and 23 inches, bearings positively dust-proof, crank box is a barrel smooth and round with no sharp corners for dust and dirt to lodge in. The cranks are one of the lightest and neatest made. Chain adjustment is new and of positive action; chain can be tightened without loosening axle nuts. Head and head cones neat and well made. Tubing used full size, giving an appearance of strength. Handle bars gracefully curved. Fork crown neat and strong; weight from 18 to 23 lbs. $150. Wood rims are also made by this company, also saddles and pedals; Model B is the '93 pattern improved and lists at $125. Thirty-three lbs. with steel rims, road saddle and pedals; 29 lbs. with wood rims. Tires, M. & W. and improved McIntosh, as desired, or in fact any make of tires will be fitted.

STAND NO. 52—THE ROYAL CYCLE WORKS, Marshall, Mich. Five machines are shown at this stand. The Royal Racer with wooden rims, 18 lbs., $160; Royal Limited, high back frame, wooden rim, 25 lbs., $125; Royal Limited, standard pattern, 29 lbs., $125, and Royal Light Roadster, M. & W. tires, brake, portable mud guards, rubber pedals, etc., all on, 34 lbs., $125. Mr. S. H. Gorham is in charge of the exhibit, assisted by Mr. C. H. Weld.

STAND NO. 53—STOVER BICYCLE MFG. CO., Freeport, Ill., exhibit five different styles of the well known Phoenix, as follows: Racer, 20 lbs., $150; Phoenix Thoroughbred, 26 lbs., $135; Phoenix Roadster, 30 lbs., $135; Ladies' Phoenix, 32 lbs., $135; and Roadster D, 32 lbs., $125. The company is using its own wood rims, which have proven most satisfactory under the test of actual riding. The display of parts finished and showing process of manufacture was most interesting and instructive as to the methods employed by this concern. Mr. C. R. Hotchkiss, manager of the Eastern branch, is in charge, and Messrs. Nieman, Hance and Bouggy were present.

STAND NO. 54—PREMIER CYCLE CO. of New York. The Premier Line, Helical Premier Racer fitted with Dunlop, Palmer, or Columbia tires, weight 21 lbs., high frame, $150; Helical Premier Road Racer with Columbia or Morgan & Wright tires, $145; Dunlop or Palmer tires, $150, weight 27 lbs; Helical Premier Roadster, weight 32 lbs., with Columbia or Morgan & Wright tires, $130, Dunlop or Palmer, $135; Helical Ladies' Premier, double straight tubes, Columbia or Morgan & Wright tires, $130, Dunlop or Palmer tires, $135, weight, 31 lbs. The Giraffe, weight 36 lbs., $160. All of these machines are built of the famous Helical tubing, which the Premier people claim to be unequalled for strength. The company are also showing a fine nickeled racer in Helical tubing, which presents a decidedly novel appearance. It is fitted with wooden rims and weighs 19 lbs.

STAND NO. 55 HILL MF'G. CO. of Chicago exhibit a Fowler Racer under 20 lbs.; Light Roadster, 25 lbs.; Regular Roadster, 27 lbs. and 29-pound with all on; Ladies' wheel scaling under 30 pounds and two boys' wheels scaling 20 lbs. (24-inch wheels). These two wheels were made for N. H. Van Sicklen's two sons. Their celebrated truss frame (patent applied for) is used in all styles of wheels; also the Fowler dust proof tool steel bearings. The 25 and 27-pound wheels are black satin finished the racer and ladies' wheel, wine color. The two boys' wheels one black satin finish, the other blue. No finer finished wheels were shown, or ones that will create a more favorable impression.

F. T. Fowler, secretary and manager, with S. A. Campbell of Oneida, N. Y., the New York, Pennsylvania and New Jersey representative, and W. M. Harden of Springfield, Mass., the New England representative, were in charge.

STAND NO. 56—ARIEL CYCLE CO., of Goshen, Ind. They showed six machines. Roadster fitted with gear case, non slip-



ping brake and mud guard, 32 lbs.; Light Roadster, detachable sprocket wheel, 27 lbs.; Racing machine, in two weights, 22 lbs. and 18 lbs; Ladies' Titania, with the gear case, detachable sprocket and non-slipping brake, 32 lbs. All these wheels list at $150. The Ariel people build only one grade of wheel and that they claim to be the highest possible. While the Ariel Company will fit either wood or steel rims at the wish of purchaser, they recommend the use of the steel rim. They showed also one of the neatest lamp brackets we have ever seen, and it can be fitted to any wheel. Another novelty is an adjustable seat post, the adjustability being for the pitch, a most excellent idea. Mr. Wilcox was in charge.

STAND NO. 57—HULBERT BROS. & CO., New York City.—Show Majestic Light Roadster, No. 3, fitted with steel rims and new Majestic Cincher tire, $85; No. 1, Light Roadster with steel rims, $90 and and also with wooden rims and Cincher tires, $95; No. 5, ladies' Light Roadster with steel rims and Cincher tires, $95, and also with wooden rims, $100. A special feature is their new pedal, a combination of rubber and rat trap, changing to rat trap by removing two small screws. Their detachable brake is also so made that when it is taken off, the wheel strips clean. The weights are: No. 3, 35 lbs. stripping to 32; No. 1, with higher frame, 33 lbs., stripping to 30; ladies' 35 lbs. with steel rims. Their No. 1 with wood rims stripped, 26 1-2 lbs., and a distinct feature of these wheels is their roadster saddles, which, by removing one spring makes a scorcher saddle. Mr. Frank Weston in charge.

STANDS NOS. 58 AND 59—BLACK MFG. CO., Erie, Pa. Showed seven machines. Vigilant, thoroughly first-class wheel in every respect, weight 30 lbs., $100; Tribune, Model A, is a light roadster weighing 28 lbs., and lists at $125; Tribune, Model B, road racer, weighing 23 lbs., lists at $150; Model C is an extra deep frame 23 lb. machine, lists at $150. This concern believes more in fine lines, good workmanship and practicability of their output than in any effort after novelty. Certainly the exhibit had a business-like look and carried out the idea expressed above. Mr. L. B. Gaylor, G. A. Boyer and Mr. G. I. Black were in charge.

STAND NO. 61—PORTER & GILMOUR, New York City.—This firm, which handles the Phoenix, is also showing a wheel of their own make in several styles, namely: the Essex Light Roadster, $100; Essex Racer, $125; Ladies' Essex, $90; and a boys' and girls' 26 inch Essex, $70. They also show the Phoenix line, consisting of their Thoroughbred Racer and the ladies' wheel, as also the Union Light Roadster and Union Racer. In addition Messrs. Porter & Gilmour are making a large line

The Falcon. '94 Pattern

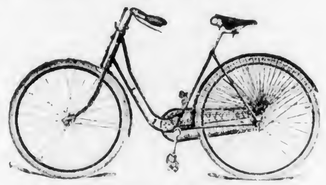
THEY ARE LEADERS.

Popular Prices and Quality Make Them Such.

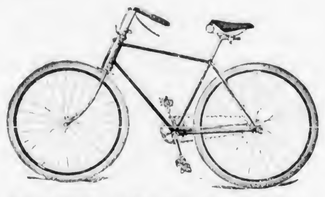
LOOK AT THIS. OUR LINE FOR '94, AND SEE IF THEY DON'T SUIT YOU.



PRICE $100.
Gent's road wheel. Weight, 32 lbs.



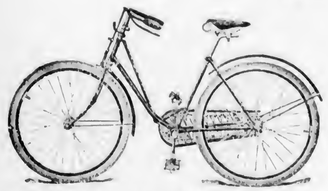
FALCONESS. PRICE $100.
Ladies' wheel. Weight, 35 lbs.



26-INCH JUNIOR. PRICE $65.
Youth's diamond frame.
Weight, 28 lbs.



24-INCH JUNIOR. PRICE $50.
Youth's diamond frame.
Weight, 28 lbs.



COMBINATION JUNIOR. 26-IN.
PRICE $65.
Combination Boys' and Girls' wheel.
Weight, 33 lbs.



COMBINATION JUNIOR. 24-IN.
PRICE $50.
Combination Boys' and Girls' wheel.
Weight, 33 lbs.

There are none that are made any better or of better material, or that averages less in weights. See our new tire and adjustable handle bar.

If any one doubts the quality of the FALCON wheels, because of the price, we are ready to make good our assertions. Address us for '91 catalog, which we will be pleased to send you. We are looking for you if you have the qualities we are looking for—push and energy.

MESSRS. KINGMAN & CO., Western agents, in the following territory: Illinois, except Chicago; Iowa, Southern Minnesota, So. Dakota, Nebraska, Kansas, Western Kentucky and Tennessee, Indian Territory, Oklahoma and Cherokee Strip.

Look for our exhibit at the cycle show in New York, in January.

ADDRESS

THE YOST MFG. CO.,

YOST STATION. TOLEDO, OHIO.

N. B.—Our adjustable handle bar and metallic-fastened tires please the riders. See catalog. [Mention BI. WORLD.]

of sundries, including their Perfect Chain Lubricant, the P. & G. Handy Toe Clip, the P. & G. Athletic Liniment, D. P. L. Lubricating Oil, etc. Both Messrs. Porter and Gilmour are present.

STAND NO. 3.—HARRIS MFG. CO., Buffalo, N. Y.—At this stand Mr. Harris exhibits a newly patented wrench, which combines in one article a wrench, oil-can, screw-driver and pump. It is made in a drop forge steel case hardened and weighs 10 ounces. The list price is $2 with a discount on sale.

STAND NO. 62 PROVIDENCE TIRE CO., Providence, R. I. Show a full line of the Providence pneumatic tires, making a special display of their new inner tube tires, and the valves which are going to be a feature on all of their goods this year, and which are certainly one of the smallest as well as one of the best valves shown. The feature of the Providence



tire is the double inner tubes, which provide for the inflation of the second tube in case of puncture of the first, thereby insuring the active rider against the necessity of walking home. The quality of the rubber used is of the purest, and the method of manufacture of the fabric, which is a braided one—commonly termed a "thread tire"—yields the greatest elasticity, the tires recovering two-thirds of the actual distance dropped in the rebound. The outer cover is protected by an extra strip of fabric, which extends just to the edges of the rim, between the thicknesses of rubber, thereby preventing the chafing of the outer shoe.

STAND NO. 63—H. H. KIEFE CO., New York.—New York City and Brooklyn agent for the Derby and Monarch, and several models of each line of wheels are shown. The Derby is shown in three models and makes a very attractive exhibit. The special features of the Derby are an easily detachable sprocket, both rear and front, dust-proof bearings and general excellence of finish. Their standard wheel is a 31-pound road wheel, $150. The ladies' wheel, 31 lbs., a single drop frame at $150. Besides this they build a high frame for long-legged riders at the same price. The Pease detachable tire is used on all these wheels. Three models of the Monarchs are also shown. In charge are Messrs. Messrs. Green, Christy, of Chicago, and Thompson.

STAND NO. 64—ELLIOTT BURRIS.—At this stand, which is under the personal supervision of Mr. Burris, is exhibited his new Simplicity No. 47, pneumatic tire. This is a detachable tire secured on the rim without cement, lacing or any mechanical device, and yet is independent of inflation. The principle of its construction is the increasing of the circumference or diameter of the rim on the inside after the cover is placed upon the rim. This tire has been thoroughly tested in England, in France and in America. Mr. F. J. Osmond, champion of England, speaks of it in the highest terms and in the recent six-days' race at the Madison Square Garden Mr. Frank Waller broke the 24-hour record in competition on this tire, riding 402 miles; he also led in the race at 48 hours, at 84 hours and at 88 hours, demonstrating to all who witnessed the race the practical and speed qualities of the tire.

STANDS NOS. 65 AND 66—MCINTOSH, HUNTINGTON CO., Cleveland, O.—In charge of H. C. Burleigh and Chas. G. Weaver. Their leader is Sunol roadster, 28 lbs., listed at $135. A special feature is an adjustable sprocket, the loosening of the left hand cone permitting it to be taken off in an instant. The bearings throughout are absolutely dust proof. They also show a 19 lb. King of Scorchers, hollow rims, list $175. Their medium grade wheel, the Hercules, weighs 34 lbs., price $85. Their ladies' wheel, weighing the same, at $85, called the Stella, has a rod which is easily removed and does away with all bolts. They show two of the Crypto geared ordinaries. They are Western agents for the Lucas lamps and carry a full line of sundries. On their Sunol wheel they are using Boston Woven Hose and Rubber Co.'s N. G. L. tires, but will supply others if desired.

STAND NO. 67—WASHBURN CYCLE CO., Boston, Mass.—Mr. Geo. F. Washburn, president of the company, is in charge, assisted by Messrs. Montgomery and Washburn. They show four different models. Their 20-pound Racer lists at $150, and they also make an 18-pound Racer for the same price. Their $150 road wheel weighs 24 lbs. These three wheels are diamond patterns. They also make a 28-pound Relay pattern at $125. The distinguishing features are their round front forks and tubular double fork crown, an exceedingly strong construction. Another note of special merit is a compensating rear sprocket which does away with a great amount of chain friction, but two teeth of the sprocket being covered by the chain at any one time.

STAND NO. 68—HERMES TIRE CO., Boston, Mass.—In charge of Mr. Fred White and Mr. G. F. Washburn, showing the Hermes tire. Mr. White is the inventor of this tire, which is a mechanically fastened one of novel and effective method. The special features are that the entire air chamber is above the rim, necessarily making a very resilient tire. The rim itself is one of the narrowest on the market, being but 7-8 inch wide. The tire is very easily attached to the rim and the inner tube can be removed by any one and replaced within one minute. The tire can also be applied to either steel or wooden rims. The weight also, as compared with others, is greatly in its favor. The valve is very simple, of few parts, and from all appearances will allow no escaping air.

STAND NOS. 68 AND 69—THE WASHBURN CYCLE CO., of Boston, Mass., showed four wheels embracing as many grades. A 16-pound racer listed at $175; a 20-pound racer at $150; a 21-pound road racer at $150; a 28-pound roadster at $125. A feature in this exhibit was the new compensating sprocket and a new extension crank and pedal. Manager Washburn, A. Z. Washburn and W. H. Montgomery were in charge.

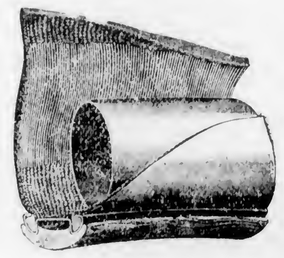
STAND NO. 70—H. S. OWEN MFG. CO., Washington, D. C.—Capital Cycles—Messrs. H. S. and F. D. Owen are present with their '94 line, showing a not only up-to-date lot so far as models are concerned, but also many novelties in detail of construction.

Men's roadster, weight 32 lbs., direct spokes and wooden rims, with detachable rear forks—a good feature—enabling quick repair to be made; price, $125. Men's Light Roadster, weight 27 lbs. This machine deserves a special mention. It has a frame of the well-known Humber pattern, with detachable rear forks and, what is a decided novelty, the original single ball bearing pedal with rat traps, the bearing being in the middle of the pedal. This style of pedal was first used in 1887. It also has the only foot brake shown at the show. Their convertible ladies' wheel, weighing 36 lbs., is of the single loop frame tube, made on the same line as their original ladies' safety pattern of '87.

STAND NO. 72—NEW DEPARTURE BELL CO., New York and Bristol. The New Departure bells are shown in all sizes and styles, the bells being improved by the use of an aluminum base this year, giving a double electrical result in a four-ounce weight. The firm is agent for the Lucas' King of the Road Lamps, which have been reduced in size and improved in detail.

STANDS NOS. 73, 74—H. A. LOZIER & CO., Cleveland, Ohio.—The following line of Cleveland's are on exhibition, the models being as follows:

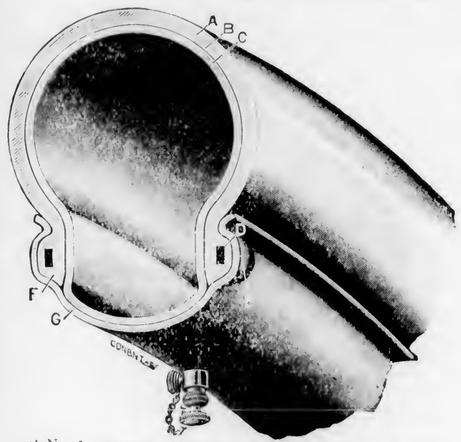
No. 7. Men's Roadster, $110; No. 8, High Frame Roadster, combination wood and steel rims, weight 27 lbs., $135; No. 9, Men's Roadster, combination wood and steel rims, weight 27 lbs., $125; No. 10, New Ladies' model, 26 inch wheels, combination of aluminum and steel rims, straight frame, with shorter wheel base than last year, $125; No. 11, Special Light Roadster, 21 lbs., combination wood and aluminum, 5 in. tread, $150; No. 12, Racer, weight 19 lbs, with new Clincher racing tire, convertible into plain wooden rims 5 inch tread, $165. Special features on these wheels are the narrow tread, the wood and combination rims of their own



manufacture, and the new process tire. The details are of course all carefully worked out as is usual with the Lozier line, the bottom bracket being a particularly fine piece of work. It is made up in parts of three forgings, which are brazed to a piece of tubing. The pedals are attached to the crank by the recessed screw, which does away with any projecting nuts, thus contributing to the narrowed tread. A new departure are the saddles which they are making themselves, and the line is a handsome one, including saddles for both road and track use. The ladies' saddle is a novelty, and should be a seller. They all are well narrowed at the front, and have sloping cantles, giving an easy seat. The chain used this year is an entirely new one, while the bearings continue the same dust proof ones which they used last year. A new triangular tool bag gives space for everything the rider needs, and fits well up into the frame beneath the saddle. Messrs. H. A. and Harry Lozier, Paul, Ensworth, Black, Hoyt, Moore and Burwell were present

THE "HUESTIS"

Detachable Pneumatic Tire.



ut No. 1 represents the tire in cross-section. A repre- nts the rubber shoe or tread, B the canvas lining of the same, C the air tube, D the light metal band, E the depressions or recesses on the rim, F the rubber prominences on the tire, G the rim. E and F interlock, thus securing a positive attachment and preventing the Tire from moving in any direction.

THE PROBLEM SOLVED

Of How to Construct a Perfect Tire!

THE HUESTIS IS THE RESULT.

Why? Because it is light, strong, easy and simple to attach and detach. Can be put on or taken off in one minute, and when attached it's there and stays there. Absolutely impossible to creep.

The "Huestis" Is a Moulded Tire

and is manufactured from the most perfect material and by the highest class of workmanship. We guarantee the "Huestis" to give entire satisfaction in every respect.



This cut represents one-half the circumference of the rim and tire.

If you are unable to obtain the "Huestis" from your local dealer we will ship C.O.D. with privilege of examination.

. . . Send for . . .
Complete Descriptive Catalogue.

The NEWTON RUBBER WORKS,

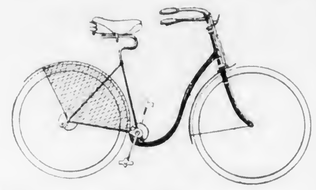
Exclusive manufacturers of the "HUESTIS TIRE."

Also manufacturers of Pedals, Air Tubes and a General Line of Rubber Goods.

JOHN HANCOCK BUILDING,
BOSTON, MASS.

Owing to the receipt of orders taxing our utmost capacity, we cannot promise delivery of the "Huestis" in large quantities before December 15 to January 1, 1894.

STAND NO. 75—LEAGUE CYCLE CO., Hartford, Conn.—The League Chainless Safeties. First was the League Chainless Rondster, 30 lbs., weight, $125; League Chainless Scorcher, weight 27 lbs., gear 63, of up-to-date construction and design,



$135; League Chainless Ladies' Safety, which is a new machine for them, but one with many points in its favor, the absence of the chain particularly commend itself to the fair sex. It is of graceful single tubing drop frame, and weighs 32 lbs., $135. Messrs. Parker, Hastings and Warren are showing the points of the wheels to customers.

STAND NO. 76—ELASTIC TIP CO. of Boston.—A full line of their complete assortment of goods, including pedal rubbers, pneumatic tires, steel and wooden rims (a racing rim being shown, weighing 18 ounces) of their own manufacture, handles and grips, cement and solution, cork handles and tool boxes, and a full line of Snell's fittings and parts and lamps.

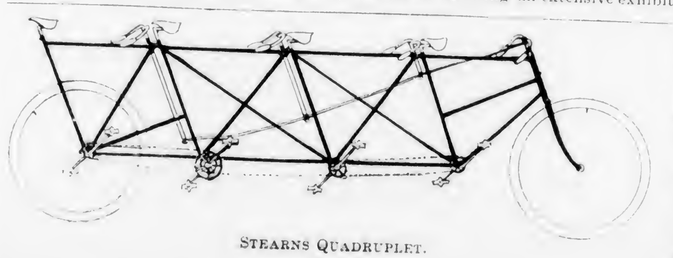
STANDS NOS. 77 AND 78—E. C. STEARNS & Co., Syracuse, N. Y.—They show a very tastefully arranged stand, decorated with orange and black, the well-known colors of the Stearns. The exhibitors in charge are Mr. H. M. Wells assisted by Messrs. C. A. Benjamen and F. C. Rich. They show 8 wheels and each of them shows a special feature that does not fail to attract attention. The racing wheel, of an actual weight only 12 lbs., is the centre of attraction of a large crowd, at all hours of the day. The Quadruplet which was used for pacing Johnson in his famous record breaking attempts at Independence adorns the front of the stand. See cut of same below. The standard wheel is a 21 1-2 pound roadster with a wooden rim known as the Stearns Special. They also have a 26 and 32 pound road wheel for heavy weight riders, and a special wheel for the ladies known as Model C, with wooden rims, at the light weight of 28 lbs. Their heavier wheels are listed at $125, as also the ladies' wheel. The special Roadster, weighing 21 1-2 lbs., is listed at $150, and the racer, which will weigh 15 lbs., actual, lists at $160.

STAND NO. 79—EAGLE BICYCLE CO., Torrington, Conn.—Is in charge of Mr. F. Weaver, general representative of the company, assisted by Mr. Henry Max, of E. K. Tryon, Jr. & Co., of Philadelphia, Pa. Mr. Dikeman, Secretary of the company, is also on hand at times. Their exhibit comprises a line of four different wheels. Their No. 9 machine is a light road racer, 21 lbs.; No. 6 a light roadwheel, 25 lbs.; No. 8 a ladies' wheel, 31 lbs., and No. 7 a medium grade very strong road wheel, 32 lbs. The list prices are: No. 7, $115; Nos. 6 and 8, $135; No. 9, $150. Nos. 6 and 9 are fitted with patent aluminum rims, and No. 9 is fitted with the very highest grade light racing tires. The special feature claimed by the Eagle Company is the cold swaging process applied to frames. This process as applied to tubing has been developed by the Eagle Company at a large expense of time and money. By cold swaging the tubing it is claimed that its strength and stiffness is very materially increased over the ordinary process. The tubing is also tapered at the ends by this method, thereby thickening the gauge at the ends, increasing its strength and allowing the use of very large tubing in very small and delicate forgings. Under this process the makers are enabled to offer a 25-pound machine which they claim will perfectly stand road riding.

STAND NO. 80—BOSTON WOVEN HOSE & RUBBER CO., Boston. The "N. G. L." and the "Evertite" tires, the former being a mechanically attached tire, and the "Evertite," an ordinary laced inner tube for attachment to any ordinary tire. This last is the same pattern as last season's tire with such improvements as seemed essential. Another of their lines is pedal rubber, manufactured, and they have the stand decorated with these. Messrs. Phelps and Hosley were in charge.

STAND NO. 81—WARWICK CYCLE MFG. CO., Springfield, Mass.—Show Warwick Racer with high frame of the latest design and unique handle bar with adjustable handles, which can be instantly raised or lowered without the use of the wrench, 20 lbs., $150; Models 19 and 17 the same, excepting that the former has a higher frame. These are very handsome machines, weighing but 25 lbs. with wood rims and road tires, $125; Ladies' Model No. 18, double tube drop frame, 28 inch wheels, wood or steel rims, as preferred, weight 28 lbs., $125; Model No. 15 a handsome machine which differs only from the Models 17 and 19 in minor points. The frame is a regular diamond, with 28 inch wheels, weight 29 lbs., with wood rims, $115; Ladies' Model No. 16; these machines mate well with Model No. 15, the frame being on the lines of the '93 Ladies' Warwick, weight 32 lbs. with wood rims, 31 lbs. with metal, $115; Model No. 13, diamond frame, 28 inch wheels, $100; a strong and durable mount, to which corresponds the Ladies' Model No. 14 at the same price, $100. The Company use the M. & W., the Heustis, Palmer or G. & J. tires at option. Mr. A. O. Very, the Treasurer and General Manager of the Company, is in charge of the stand.

STAND NO. 82—NEWTON RUBBER WORKS, Boston, Mass.—Messrs. Rand and Heustis are showing an extensive exhibit of the Heustis pneumatic tire and rim, together with other moulded rubber goods pertaining to the bicycle trade, all of which are manufactured by them. The Heustis detachable pneumatic tire and rim is the principal feature of the exhibit, and the fact that the Union Cycles will be fitted with it during the coming year—while the Warwick will also use it—speaks well for its reception by the trade. As is well known the tire is a moulded one with inner tubing, the outer shoe having studs of rubber (which are moulded with it) attached to its outer edge at regular intervals, these studs engaging corresponding depressions in the rim, thereby absolutely preventing any possibility of creeping and holding the tire rigidly in place when inflated.



STEARNS QUADRUPLET.

STANDS NOS. 83, 86—R. B. MCMULLEN & Co., Chicago and Springfield, Mass. This house are general United States sale agents for the Union Drop Forge Co., Chicago; Garford Mfg. Co., Elyria, Ohio; Indianapolis Chain and Stamping Co., Indianapolis, Ind.; Hunt Mfg. Co., Westboro, Mass.; C. J. Smith & Sons Co., Milwaukee, Wis.; Snell Cycle Fittings Co., Toledo, Ohio, and Shelby Steel Tube Co. All of these houses exhibit their productions in these spaces, under the auspices of R. B. McMullen & Co. The exhibit is in charge of Mr. Ned Oliver, and Mr. McMullen is also in attendance; while Mr. Fred Colson and Mr. Herbert McMullen of the staff, are also on hand. The exhibit is most complete, and comprises everything in the raw material that is necessary to the manufacturer in the construction of a bicycle; forgings, chains, balls, seamless steel tubing, saddles, rims, forks, mud guards, etc., etc. Their stand is a general headquarters for all the manufacturers, and has been neatly fitted with handsome furnishings and serves as an office for all comers, stenographers and typewriters giving service gratis.

STAND NO. 84—JOHN S. LENG'S SON & Co., New York.—A complete and varied assortment of cycle fittings, parts and everything pertaining to the manufacture of bicycles: rims, tubing, chains, forks, spokes, nipples, saddles, lamps, bells, mud-guards, tool bags, cranks and complete frames. This house represents the Weldless Steel Tubing Co., of Birmingham, Eng., original makers of the Weldless Steel Tubing. They are also the Eastern representatives of the Snell Cycle Fitting Co., of Toledo; Garford Mfg. Co., Elyria, Ohio; Union Drop Forge Co., Chicago, Ill., Indianapolis Chain & Stamping Co., C. J. Smith & Sons Co., Milwaukee, Wis.; Hunt Mfg. Co., Westboro, Mass.

STAND NO. 85—RED STAR MFG. CO. In charge of Mr. W. S. Thorn, Jr., and Mr. Theodore D. Weston, is shown the celebrated Red Star Illuminant and lubricants. The Illuminant is a solid compound that melts while the light is burning, and hardens when the light is extinguished, it being free from danger of explosion. It is claimed that one pint of the preparation will last four times as long as the same quantity of ordinary oil. The Red Star Illuminant is a thin red oil made especially for the ball bearings of bicycles, and it is guaranteed not to gum. They also show a chain lubricant which is in a solid stick, easily applied, and makes a smooth, glossy surface on which dirt and dust will not gather.

STAND NO. 85—STANDARD CAP CO. New York. This stand which is in charge of Messrs. Blyth and Mollinson, shows a full line of their patent, ventilating bicycle caps. This cap is made with a cork ventilator which is light, durable, and not affected by perspiration.



Death . . . .

To the

Tire Trust.

Wink Your Other Eye At Them!!

WHY?

Because their object is absurd.

Are riders willing to pay unreasonable prices for a toggle-jointed, lump-jawed tire, to which has been added a royalty for the inventor, an additional royalty for the company or companies controlling it, and a royalty again for the parties licensed to make them? To be quite clear, we would say that when you buy your machine with such a tire, you will have paid your first tribute to the combination, consisting of three royalties. Should your wheel last next year, you would, in all probabilities, buy a second set of tires. Then you will have paid for three more royalties, and the succeeding or third year three more royalties, making a total of nine royalties, for tires used on a single machine.

Now, a word about Eastern Rubber Manufacturing Company's Cyclone, Mechanically fastened Clincher tire.

This tire has been patented and is controlled entirely by the Eastern Rubber Manufacturing Co. of Trenton, N. J. It is, beyond doubt, the best tire of its class on the market. The prices are as low as is consistent with good business management. The guarantee is first-class, and you pay no royalty, or combination of royalties. They fit on copper rimmers, steel rimmers and other rimmers.

Of course you know all about our

Climax and Rex Road, Pneumatic Tires, and our Pure Para Air Tube.

If you don't, just inquire from the boys on the street, and you will consider yourself behind the times.

HOW TO GET RID OF RATS:

Get a satin-lined, well padded, mahogany box, and use it as a rodent reception room. Introduce chemically pure cheese (a luxury to rats), mingle with it pieces of adulterated air tubes and tires made by certain manufacturers. The rats will inspect, smell, sicken and take leave.

CAUTION—This is just what manufacturers and riders of bicycles who have bought inferior tires are doing. You cannot get rid of a rat, pneumatic tire so easily. Therefore, do not buy them. Get the best, manufactured only by the

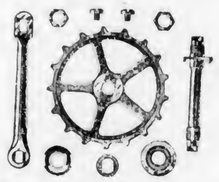
EASTERN RUBBER MFG. CO., of Trenton, N. J.

P. S.—Our brands are Climax, Gem, Rex Road, Rex Racing Tire and Cyclone.

STANDS NOS. 87, 88 AND 89—WILSON, MYERS & CO., New York. The Liberty. In addition to the Liberty line, this firm shows their new machine, the "Hummer," which lists $90 for the roadster and $100 for the Scorcher. The '91 "Bogie Man" is a light weight wheel of up-to-date pattern, weighing 19 1-2 lbs. to 22 lbs., according to the tires, $130; the road Scorcher weighs 29 lbs., $125; the Roadster, diamond frame, weighs 35 lbs., $125; ladies' Liberty, weight 33 and 37 lbs., with double curved drop frame of handsome lines, $125. In addition they are listing a few of the 1893 models at $110. A new and original pedal is shown, it having a combination by which a rider can have either rubber or rat-trap as desired, the rubber being instantly removable. Liberty tires are used on all their cycles. Their electrical display was a fine one, and the mounted eagle and American shield was a handsome addition to the stand.

STAND NO. 90—CLEVELAND MACHINE SCREW CO., Cleveland, O.—This company is the one which bought out the business of the Grant Anti-Friction Ball Co., and they have in exhibition balls of various and sundry sizes, including some as large as a boy's head. They also show special machinery for making nipples complete, micrometers, and screws and nuts for cycle parts.

STANDS NO. 91 AND 92—THE INDIANA BICYCLE CO.—The Waverly Scorcher, 28-inch, weight 28 lbs., gear 63; Waverly roadster, weight 33 lbs., gear 63, 28-inch wheels; Waverly amateur scorcher, 26-inch wheels, weight 27 lbs., gear 58 1-2; this machine is also built in 24-inch size, and called the "Waverly Junior;" Waverly Belle, 28-inch wheel, 32 lbs., gear 56 inches, also built in 26-inch size, gear 52; Waverly Belle, 24-inch wheels, 29 lbs., gear 48, which they claim to be the only thoroughly high grade 24-inch drop frame on the market. Purchasers are given their



Waverly Detachable Sprocket.

choice as to style of handlebar, either elevated or dropped being furnished. Many new ideas are being embodied in the Waverly this year. The new Waverly



Clincher tire is used which it is claimed it is impossible to dislodge from its fastening, while the simplicity of attachment will commend itself to all, and the valve seems perfect in detail. Messrs. Smith, Patee and Marion are in charge. They also have a full line of parts of the machines handsomely displayed on a black velvet background. In addition they have their line of lamps.

STAND NO. 93—EASTERN RUBBER MFG. CO., Trenton, N. J. This company is showing a complete line of of its tires, including the "Gem," "Climax," "Rex" Road and "Rex" Racer, all of these being inner tube tires; the "Fleetwood," which is a single tube; the "Arrow Racing" tire, which is the same as the "Fleetwood," but built for track purposes; and the "Cyclone," a mechanically fastened clincher tire, which is quickly removable from the rim for repair and replacement, being one of the most desirable of this pattern. This line of tires is the most varied of those shown by any concern at the show, and cover the widest range for all purposes; the buyer having his choice of either single or inner tube, road or racing tires, as may be desired. The valve which is used on all of their tires is their "Perfection Air Valve," which is simple in construction, reliable in action, and handsome in appearance as well. The company guarantee their air tubes to be made of the finest Para rubber, absolutely free from adulteration. They make three styles of this. The Climax, with ends vulcanized together, air valve near one end; the Gem, with valve in the centre and ends closed; and the Cyclone with telescope ends. They also show their Samson Rubber Cement and pedal rubbers, all sizes and kinds, with their Perfection Grip, a combination cork and rubber handle. Repair outfits, Solution and Adhesive Tape are also handled by them largely. Messrs. Barnes, Eppele, Millen, Roberts, Disbrow, Michaels and Macwatty in attendance.

STAND NO. 94—SCHOVERLING, DALY & GALES, New York City.—Humber, Eagles, Gales and Gotham wheels. The Humbers are, Light Roadster safety of the Beeston make, 28-inch and 30-inch wheels, weight 38 lbs., price with Dunlop tires, $160; Humber Racer, Beeston make, 26 lbs., for track racing, 34 lbs., for roads, $150 to $160, according to tires; Humber Road Racer, French pattern, weight 27 lbs., all on, $175; Humber Track Racer, French pattern, weight 22 lbs., with Dunlop tires, $180; Humber Roadster and Road Racer No. 14, 38 and 34 lbs., $125 and $130; Humber Ladies' Safety No. 8, 26 and 28-inch wheels, $110; Humber Ladies' Safety No. 9, double straight frame, 26 and 28-inch wheels, $150. The Eagle wheels are described under the Eagle exhibit. The Gales Wheels are a light Roadster, 36 lbs., $85, and Road Racer, 30 lbs., $100, while the Gotham's are a Boys' and Girls' line, with 24 and 26-inch wheels, ranging in price from $28 to $65, and fitted with cushion and pneumatic tires. They also show the Powell and Hammer lanterns. Messrs. Schermerhorn, Overbaugh and Shattuck in charge.

STAND NO. 95—FENTON METALLIC MFG. CO., Jamestown, N. Y.—The Fenton line—Fenton racer, weight 20lbs., price, $160; road racer, 25 1-2 lbs., $150; Fenton light roadster, 28 lbs., finished in plain black and in other handsomely colored enamels, $125; Fenton full roadster, 32 lbs., $125; and the ladies' Fenton, 30 lbs., $125. All these wheels are fitted with the Fenton adjustable handle bar, and are made of the very best of materials, with Southard's patent twisted cranks, and with built-up wood rims.

STAND NO. 96—RIMINGTON BROS. & CO., New York City.—They show a complete line of bicycle accessories, a specialty being made of lamps. These people show the raw material and the goods in the different stages of manufacture, including forgings, stampings, rims, mud guards, etc. They also make a specialty of hardened pin bushed chains, made by Applebee, of Birmingham, Eng. These are made in all sizes. In lamps they are handling the celebrated Sansparell, Solar, Firefly and Phoenix. They also handle a very neat contrivance for permanently attaching any wire tire to any rim, called the Coningsby.

STAND NO. 99—SMITH WHEEL MFG. CO., New York City and Washington, D. C.—One of the greatest attractions of this stand is their ladies' wheel with guards, brake, rubber pedals, and weighing but 22 1-2 lbs. all on, it being suspended from a scale. This is probably the lighest ladies' wheel at the show, and from all appearances will stand a good deal of rough usage. In their gentlemen's line they are showing a light road wheel weighing 26 lbs., at $150. Their standard roadster lists at $125, and weighs 30 lbs. The racer they make weighs 22 lbs. and sells for $150. They also show a ladies' wheel weighing 28 lbs., for heavier weight riders, at $125. Another ladies' wheel, weighing 33 lbs., lists at $125. Choice of tires, rims, etc., optional with purchasers. Mr. J. C. V. Smith is in charge, assisted by Mr. E. J. A. Smith.

STAND NO. 99—NIAGARA CYCLE FITTINGS CO.—This stand is in charge of Mr. J. W. Parker, who shows a complete line of cycle parts. They make a specialty feature of the Niagara pedals, of which 40,000 were sold in 1893, with not a pair returned. They have a capacity of 500 pedals a day for 1894. They also show a chain in which they claim to have at last produced a high grade American chain. They show a new cycle wrench. Their non-elastic pocket mud guard of gossamer fabric, spokes, balls, nipples, forks, posts, etc., etc.

STAND NO. 100—L. ROSENFELD, New York.—In charge of Mr. Rosenfeld, personally, is shown the latest thing in a two-speed gear machine, which attracts universal attention. The mechanism of this gear consists of a center pinion, on which and rotating with it, is a ring, having interior and exterior teeth. When this ring is in its former position, it connects the pinion with the sprocket wheel; there is then no gear motion, and it is at high speed. To obtain low speed, the ring is withdrawn, and the center pinion brought in direct contact with the interior of the sprocket wheel. The difference between the circumference of the pinion and the interior of the sprocket wheel will govern the difference between high and low speed. The gears will be built for either 20 or 25 per cent. reduction. The high gear will be such as the rider may select. The weight is calculated to be 2 1-2 lbs. The price has not yet been decided upon. It can be attached to any machine without any expense, and without altering the wheel itself.

STAND NO. 100—CUSHMAN & DENISON, New York.—At this stand are shown the celebrated perfect pocket oilers, with oiler holders, pneumatic pump holders, and also a cheaper oiler, called the "Star." Mr. J. Cushman is in charge of the exhibit, which is very tastefully arranged, and their goods, as improved this season, are going to be sellers throughout.

STAND NO. 101—KINGSLAND BICYCLE WOOD RIM CO.—The manufacturers of the original one piece white ash wood rim of various weights, from eight ounces up. At their space may be seen rims suitable to fit any style of tire and clincher. The space is in charge of Mr. Paul Grosch.

STAND NO. 101—THE NEWARK NICKEL PLATING CO.—This stand was in charge of Mr. H. Bergfels, which shows a complete line of the famous Fish and Bergfels saddles. They show their Roadster and Semi-Roadster saddles, which have special features, adjustability to different weights, lightness and adaptability to position. They also show the

Do not leave the Exhibition until you have seen the new . . .

'94 WARWICK

. . . . WITH THE . . . .

NEW SECTIONAL WOOD RIMS.
(Demonstrated to be stronger than steel, yet much lighter in weight.)

NEW MODEL.
(With wheel and crank bearings on the same level.)

NEW ADJUSTABLE HANDLE BAR.
(Made so that it can be revolved and fastened at any angle for comfort.)

DUST PROOF BEARINGS.
(The only ones in the world.)

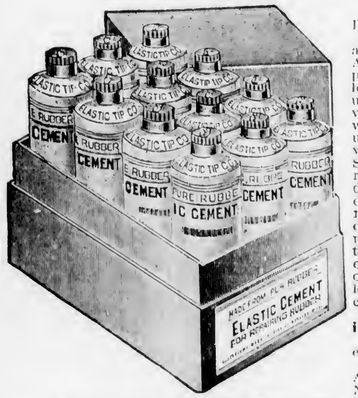
NEW REAR WHEEL BRAKE.
(A novel feature of great value.)

NEW CHAIN ADJUSTMENT.
(A decided improvement.)

Stop and see the new '94 WARWICK before leaving the Exhibition.

. . . PURE . . .
RUBBER CEMENT

For Repairing Pneumatic Tires.



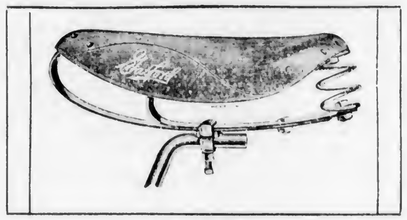
Made from the PARA RUBBER.
Easily manipulated and quick drying. Anybody can make a permanent repair in less than five minutes. For the convenience of our trade we put this cement up in 3 size tubes, which list as follows: Small, $1 per dozen; medium, $1.50 per dozen; large $2 per dozen. For bicycle manufacturers and dealers who use cement in large quantities, we put it up in one quart, two quarts, one gallon, five gallon and ten gallon cans. Also in barrels.
Special Prices made in quantity.
Wood Rims, strongest and lightest made
Pneumatic Tires, Acme, Boston and N. G. L. brand.

Also Bicycle Frames, Weldless Steel Tube, Bicycle Tires, Pneumatic, Solid and Cushion, Fork Sides, Hubs, Rims, Spokes, nipples, cranks, pedals, cements, lamps, etc., etc.

ELASTIC TIP CO.,

370 Atlantic Avenue, Boston, Mass. | 154 Lake Street, Chicago, Ill. | 11 Fremont Street, San Francisco, Cal.

Garford Saddles



STYLE C.

▲▲▲ 1894 ▲▲▲

NOW READY FOR DELIVERY. Our line is the largest made and we can suit every rider.

GARFORD MFG. CO., ELYRIA, OHIO.

SELLING AGENTS.
R. B. McMULLEN & CO.,
CHICAGO, ILL.

Fish saddles' new features, a small spring being placed under the front coil spring, which saves the breakage which so often happens to that coil spring.

STAND NO. 101 STRIEBY & FOOTE, Newark, N. J. Show a full line of drop forgings and all parts of bicycles, making a specialty of sprocket wheels and cranks. Their exhibit is tastefully arranged, and for the number of different parts of bicycles, is as large as any exhibition. Mr. K. S. Ryman is in charge.

STAND NO. 102—MCKEE & HARRINGTON, manufacturers of the Lyndhurst bicycle. They show five different models. The wheels are in charge of W. H. Kirkpatrick. Their lightest wheel is 18 lbs. for Special Racer, listed at $150. The Semi-Racer, weighing 22 lbs., is $110, that is good for track and road use. The Light Roadster, 26 lbs., and the Roadster, 28 lbs., guards, rubber pedals, brakes, and all on. The Ladies' Lyndhurst, 28 lbs., with special feature of wood guards and rattan dress guards, which makes a very light, beautiful and strong appearance. Lap brazing is a specialty in the manufacture of these wheels. The wheels are fitted with a special mechanical tire, of which Mr. Harrington is the inventor. Their wheels are fitted with specially made spokes which will bear the weight of a man weighing 203 lbs.

STAND NO. 103 QUADRANT CYCLE CO. AND PUNCTURE PROOF BAND CO., American Branches Boston and Chicago. The Quadrant people showed a full line of their fine wheels from a 19 pound racer to the full roadster. A novelty was a tandem for use by two ladies or gentleman and lady, the weight of which is 56 pounds. The features of the '91 Quadrant are retention of that first-class idea the double crown, new pedal adjustment, narrowing tread over one inch, new adjustment for head fastening. They also show a full line of the puncture bands of the latest patterns, with new water proof cover. This band has proved to be a big success and was one of the sensations at the London shows. On safeties the Quadrant Co. will maintain a uniform price of $150 for road wheel, and $160 for racer. Mr. J. A. R. Underwood was in charge. A departure was their new ladies' wheel of very handsome pattern and seemed to be a great favorite with the ladies.

STAND NO. 103 H. W. SMITH CORRUGATED TUBE CO., Boston, Mass.—Exhibit something entirely new in seamless steel tubing. It is corrugated in all styles for the frames, forks and all parts of bicycles. In the test of the Watertown Arsenal, Massachusetts, this corrugated tubing stood the transverse test of 500 lbs. more than ordinary round tubing—while in the compression it stood a strain of 2500 lbs. more.

STANDS NOS. 104 TO 108—OVERMAN WHEEL CO., Chicopee Falls, Mass. In the lower end of the Garden they have erected a striking pavilion in which their exhibit was shown at the World's Fair. The exhibit is in charge of Mr. C. R. and W. C. Overman, assisted by Messrs. D. J. Canary, Chas. Hadley, Master Mechanic of the factory, and C. C. Morgan. The Victor leader may be said to be the Victor Flyer, and a sightly Ladies' Wheel of neat and tasteful design. The special new feature of this wheel is a tilting saddle, devised expressly to do away with the difficulties in mounting and dismounting, which has been such a great obstacle to ladies. The dress and chain guards are of rubber and easily detachable. This Victor Flyer is improved in many details over the last year's wheel. It weighs this year 28 1-2 lbs. with a higher frame, and a slightly lower frame can be had if desired. The principal changes in the entire Victor line this year are in the tubes and tires. Their entire line is shown without a valve stem projecting through the rim of their wheels, and each trap door arrangement hides the valve stem and is held on by a key, which, when turned, permits the door to be lifted and the valve exposed. The manufacture of the rubber tires is also shown in all stages. They show as a feature an ingenious piece of mechanism for testing the resiliency of pneumatic tires. The exhibit is one of the most complete and attractive in the show, and was constantly the center of a large number of visitors. The standard price of the line is $125.

STAND NO. 109. ROULETTE CYCLE CO. The Roulette Cycle Company of Coventry, England, is in charge of Mr. Durand McLean, the American manager. They show seven of the celebrated English wheels. Racer, 18 lbs., listed at $180 and Racer, 20 lbs., $170; Semi-Racer, 24 lbs., $160; Scorcher, 28 lbs., $160; Light Roadster, 35 lbs., $150; Ladies' Wheel, 35 lbs., $150. This company has only sent to America their very highest grade.

STAND NO. 109 CENTURY CYCLE CO., Indianapolis, Ind. This stand is in charge of Mr. H. E. Smithers, assisted by Mr. C. J. Fisher. They show five of the celebrated Arrows, a 15-pound Racing wheel, being one of their features. This wheel will list at $150 and is guaranteed for all track use. An 18-pound track racer, guaranteed to carry 175 lbs. on the track is also listed at $150. Their standard wheel is a 28-lb. roadster at $125. The Ladies' Wheel weighs 30-lbs. and sells at $125. The special feature of this exhibit is a band chain weighing exactly four ounces. It is absolutely noiseless and an entire novelty in the way of chains.

STAND NO. 110 A. H. A. SMITH CO., Newark, N. J.—Special machines to order, including the Bauer Flyer, which is a



novelty, driving from both front and rear wheels, the regular foot power being supplemented by a movement of the handle bar which, it is claimed, very much increases the speed as well as the power. The front wheel is geared to 108 and the rear wheel 70. The display of sundries, as usual with this house, which was one of the pioneers in that line, is very fine; the cork handles which they have for '94 being much improved, the cork being much heavier and better made. Rims, spokes, nipples and other fittings complete the exhibit. They will build a safety of their own called the American Excelsior, which will be up to date in every way.

STAND NO. 110 B. M. B. HIRSCH & BRO., Philadelphia, Pa. A full and handsome line of cycling clothing in all styles and grades. Original design and superb finish makes the goods very attractive. Mr. H. C. Hochstadter is in charge.

STAND NO. 111—AMERICAN ORMONDE CYCLE COMPANY. They show a complete line of the Ormonde Cycles, ranging in price from $75 to $125. Their lightest road wheel is a 24-pound Roadster with wooden rims, listing at $125. Their standard road wheel weighs 30 lbs. all on, and sells for $125. Ladies' Ormonde with wooden rims only, weight 31 lbs. and sells for $125. They show for $75 an excellent roadster weighing 30 lbs., with wooden rims. They also show the Ferris Roadster, weighing 30 lbs., and the Ferris Scorcher, weighing 28 lbs., both at $100. Besides the cycles, they show a large line of sundries and bicycle accesories. The stand is in charge of Mr. E. J. Willis, assisted by C. F. Benedict.

STAND NO. 111 BEVIN BROS. MFG. CO., East Hampton, Conn. At this stand which is in personal charge of Mr. S. Mills Bevin, is exhibited the celebrated Bevin Bells. They show eight styles of bells, three of which are entirely new and distinct from any others. They also show the Ostergran and Perfection pantaloon guards, so well known to the trade; in addition to these, they show a simple lamp bracket, which is easily attachable to fork or head. The Stay-There nipple grip is also shown at this stand.

STAND NO. 113 E. C. AMES & CO., New York City. At this stand, which is under the personal supervision of Mr. E. C. Ames, is shown a full line of cycle sundries, especially pumps, lamps, cork handles, and chain lubricants, etc.

STAND NO. 113—E. C. GILBERT & CO., Elizabeth, N. J. Mr. Gilbert has a line of specially built machines, a 42 lb. tandem on which the American record of 10 miles was made, and also a 65 lb. specially built racing triplet wheel, on excellent tires. A 19 lb. road racer, lap brazed, and with novel lines. A special feature of the wheel is that the bottom bracket, the middle brace and the lower front brace are of one piece of metal split and lapped around the crank axle. The 15 lb. track racer is a very handsome machine. They also handle sundries, but make a specialty of their liquid cement, which can be used without heating.

STAND NO. 114 THE ECLIPSE BICYCLE CO., Beaver Falls, Pa., and Indianapolis, Ind. At this stand six models of the Eclipse bicycle are shown. Model A is a light roadster, 26 lbs., $125. The ladies' Eclipse with wooden rims, 30 lbs., at $125. Model B is a light roadster, 28 lbs., $100. Model E is a youth's high grade 26-inch wheel, $75. Model E, a miss's wheel, 30 lbs., 26-inch, $85. They also show the 25-pound special roadster, of good lines, $125. The Mannesmann tubing is used throughout the construction of this entire line. The special feature of the wheels is a continuous crank and double fork crown. All joints are reenforced. They use saddles of their own make, and also use on all their wheels the "Cyclone" tire; any other will be furnished if desired. The exhibit is in charge of Mr. G. W. Houk; Messrs. Taylor and Fuller assisting.

STAND NO. 121—AMES & FROST MFG. CO. of Chicago. They show a full line of the Imperial wheels, but did not get in until late, and at the time of mailing this report their exhibits were not yet in position.

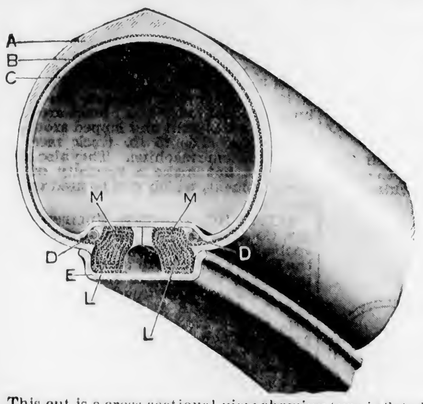
STAND NO. 122 SYRACUSE CYCLE COMPANY shows. The Syracuse Model "A" and "B," list price $100, weight 30, 33 pounds, will be fitted with Morgan & Wright tires, steel rims enameled in plain black; the Syracuse Model "C," weight 28 lbs., fitted with Morgan & Wright tires, crimson rims, and list at $125; the Syracuse Special, handsomely enameled in dark green, striped delicately in gold and silver bronze, fitted with wood rims, choice of high grade tires, weight 26 lbs., list price $135; Syracuse Pacer, a bird of 24 lbs.' weight, crimson rims, wood, choice of high grade tires, eleganty enam-

HERMES

Patented Nov. 14, 1893.

TYRE.

Fitted to Wood or Metal Rims



This cut is a cross sectional view showing tyre inflated without the valve, the better to show construction. A is rubber part of outside cover; B is fabric part of same; C is inside tube; M M are the margins or shoulders against which the hoops D D press. The margins or shoulders L L fit in rim E and are held in place by hoops D D.

Best of Materials Used.

Finest and Most Thorough Workmanship.

Riders who select HERMES TYRES for season of 1894 will make no mistake. They will get both a tyre and a fastening, each the best produced to date. The style of fastening, distinguishing

.. Hermes Tyres ..

from all others, enables us to use

NARROWER RIMS AND LIGHTER RIMS

than can be used with any other pneumatic tyre. The narrow rim gives you resiliency, not realized by any other tyre made. Increased resiliency means ease and comfort to rider, and possibilities of speed hitherto unattained by any tyre.

OUR VALVE Holds all the air put into the tyre.

OUR NARROW RIM Enables you to utilize to the fullest degree all the air.

NO DEAD AIR SPACE.

Send for Catalogues. Ask All the Questions You Wish to.

HERMES TYRE COMPANY,

630 Washington St., Boston, Mass.

eled in dark green or black, striped in gold and silver, list price $150; also a lady's wheel, "The Thelma," weight 25 lbs., beautifully enameled in dark green or black, and striped in gold and silver leaf, crimson wood rims, light road tires, Syracuse Cycle Company's "V" shaped frame, straight lines, corn cob handles, up-roll handle bar, list price, $150. Vice-President J. C. Bowe represents the company at the show, assisted by Superintendent, Mr. John A. Mundy, Chief Inspector, Mr. Wm. Van Wagoner, and the traveling Representative, Mr. Chas. E. Pratt.

STANDS NOS. 123 AND 124 - NEW YORK TIRE COMPANY, New York. This company is an outgrowth of the Bidwell Tire Co., and they are showing an improved tire for 1894, which is made up in three separate parts, weighing 3 3-4 pounds per pair, the air tube being a seamless one of the "pinched end" form. The constrictive fabric tube or restraining envelope is seamless, of a special weave of Sea Island cotton and will withstand an air pressure of 250 lbs. The wearing shoe in this tire is not vulcanized to the fabric jacket, being a covering only for it. The Self-sealing air tube is a leader for '94, and they exhibit a set of tires that have been ridden over 2,500 miles, each tire containing at least a hundred punctures.

STAND NO. 126—KEATING WHEEL Co., Holyoke, Mass. This house is still in the business, all reports to the contrary, notwithstanding. They are showing this year a better line of wheels than ever before, and are strictly in it for business. Their line comprises six distinct models from 18 to 25 lbs., including two ladies' wheels, one straight line and one double drop loop, each under 26 lbs. Their 18-pound wheel is a racer that lists at $150. Model G is a 22-pound road wheel with wood or steel rim, and the Morgan & Wright, Dunlop or Palmer tires, that lists at $125. Model F, 23 lbs., road wheel all on, lists at $125. Model E is a 24-pound road wheel stripped, that lists at $125, the same tire as the lighter wheels. Model D, is a 25-pound road wheel, all on, and lists at $125. Messrs. Hadley, Murphy and Keating present.

STAND NO. 130—S. B. BOWMAN, New York. Bowman's Special Ladies' Wheel, built for riders who use the sensible bloomer costume, and its method of con-



struction gives almost as much strength as the diamond frame for men. Mr. Bowman, who is uptown New York agent for the Columbia, is also exhibiting a Columbia Model 34.

STAND NO. 130—L. C. JANDORF & Co., New York City. Showing the Jandorf Specialties and the Smalley wheels. The Jandorf Special is a machine built for men only, weighs from 19 to 25 lbs., fitted with wood rims, any tire desired, and it is a thoroughly high grade wheel in every respect and is of the latest design of construction. Price $125. The Smalley is shown in five styles, the well-known "Buck", which made its debut last season, their track racer, weighing 19 lbs., built to reach, at $150; a mens' machine weighing from 19 to 25 lbs. according to equipment, with 28 inch wheels and any tire required; also their ladies' Smalley with 26 inch and 28 inch wheels weighs 28 lbs., has double straight tubes and is listed at $125. Three of the samples shown are in aluminum, finish presenting the effect of dead silver and showing up very handsomely. The stock wheels are in black, or any color of enamel to order. Mr. A. H. Conover, formerly with the Bidwell Co., is in charge of the space.

STAND NO. 133—A. M. SCHEFFEY & Co., New York—The Wynnewoods. Model G, 28-inch wheels, Humber frame, $100, and $105 with wood rims. Model H, Ladies' Wheel, straight double tubes, 26-inch wheels, $100 and $105. Model B, $75, with cushion tires; $85, $95 and $100 with pneumatics; Model C, Drop Frames Ladies' convertible, same prices as Model B; Model D, 26-inch wheels, $50, cushions; $60, pneumatics; Model E, convertible for ladies, same prices. Other wheels shown are the Models F, J, Queen City Diamonds and a line of cheaper machines for boys and girls, all ranging in price from $20 to $100. Both the Messrs. Scheffey are present.

STANDS NOS. 135, 136—THE MONARCH CYCLE Co., Chicago. - Represented by C. F. Guyon Co., Limited, of New York City, district agents. The Monarch line: Road Racer, weight 26 lbs., $125, (with wood or steel rims); Light Roadster, 31 lbs., $100; both these machines being up to date in construction and design, together with their Roadster weighing 33 lbs., at $90. Their Ladies' machine is a light one, that is a beauty. It is a double drop curved frame, weighing 33 lbs., with 28 inch wheels, and is fitted with wood or steel rims. Price $100. These machines are also shown in the exhibit of H. H. Kiffe Co. Mr. Collins is in charge of the stand while Mr. Kiser is also on from Chicago.

STAND A—CURTIS-CHILD MFG. Co., Philadelphia. - Solid Comfort Saddles. The exhibit is very tastefully arranged and their new model saddles being mounted on easels made especially for the purpose. Ten distinct patterns of the Solid Comfort Saddles are shown with as many various ideas in the way of finishing them, in nickel, copper and enamel and in various color of leathers, and with perfect means of adjustment. The Steel Racer Saddle, Model C, is one of the novelties of the show. In the old "bone shaker" days we can remember a saddle being made of metal, but it had none of the advantages possessed by this model C of the Solid Comfort line, which is fully modernized and made evidently after much careful experimenting. Such a saddle has the advantage of always keeping its shape, will not sag or get sticky and unpleasant in the hot weather. Racing men will undoubtedly find a new sensation in this style racer, which weighs 12 1-2 ounces. The Ladies' Roadster, Model D, is another good thing, the leather coming well over the spring in front, making it impossible for the dress to catch. It is quite light and very neat in appearance, is adjustable and has perfect tilting device, and weighs 25 ounces. They also have boys' racing and road saddles.

STAND NO. B—PERSONS & MULLER MFG. Co., New York. A fine line of "P. & M." saddles, numbering in all almost two score of models. In addition to their Century, Tourist, Permul, Light Roadster and Ladies' Saddle, they present as their latest novelty their P. & M. pneumatic. This saddle is worth the careful consideration of rider and manufacturer, for in additions to its easy riding qualities, it is extremely light, weighing but 20 ounces, and very trim in appearance. The exhibit is the personal charge of Mr Persons and Mr. Muller.

STAND C—BUTLER & WARD, Newark, N. J.—In charge of Mr. G. F. Anderson, shows a complete line of saddles and saddle seats, comprising twelve different models. One of the special features of their saddles is the ease with which it can be turned to a perfectly hard saddle or to a spring saddle for rough road use, while another feature being the ease with which it can be detached from the saddle, and preventing the necessity of locking the wheel, and keeps it from being stolen. This is the first year they are out, but they show an exceedingly good line of saddles. At the same stand, W. K. Genet shows an idea of the valve, simple in construction, which can be applied to any pneumatic tire.

STAND C—HARDWARE SPECIALTY Co., Newark, N. J. In charge of Joseph Allen, showing a line of bells of neat construction and many new improvements. The Scorcher Bell weighs but 3 ounces and can be heard at a distance of 30 yards. The leading bell weighs 9 ounces and has a lock attachment which prevents all rattle of the movement by continually taking up the wear of the pinion.

STAND NO. D ERIE RUBBER Co., Erie, Penn. The Keystone Detachable pneumatic tire manufactured by this company is attracting a great deal of attention. It is an inner tube tire, the shoe being made with a continuous open pocket on each side in which is wound a hemp packing cord two or more times, the ends having single knots and simply laid in the pocket are prevented from slipping by the pressure exerted by the compressed air in inner tube. Another feature of this is the inner tube, being so made that it has little or no elasticity end-wise, but has all that is necessary in the cross section. Mr. Frank Fairbairn, the general agent, is in charge of the exhibit.



This happened quite often.

This brings the list and descriptions of the exhibits to an end and every effort has been made by our representatives to have the report full and exhaustive. Only in a very few cases did we not see the representatives of the different stands.

WALTER BAKER & Co., the largest Cocoa and Chocolate Manufacturers on this continent, have carried off the highest honors at the World's Columbian Exposition. They received from the Board of Judges the *highest awards* (medals and diplomas) on all the articles contained in their exhibit; namely, breakfast cocoa, premium No. 1 chocolate, German sweet chocolate, vanilla chocolate, cocoa butter.

The judges state in their report that these products are characterized by "excellent flavor," "purity of material employed," and "uniform, even composition, indicating great care in point of mechanical preparation."

A copy of Miss Parloa's "Choice Receipts" will be sent free to any housekeeper, on application, by mail or otherwise, to Walter Baker & Co., Dorchester, Mass.

SAGER SADDLES.



ROADSTER. STYLE F.

New Designs for '94.

THEY FIT the RIDER.

...TEN...
Different Styles.



TRACK RACER. STYLE A.

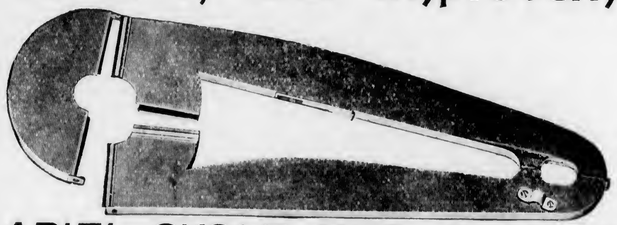
Handsomely Finished by New Process—BLACK or RUSSET.

SEND FOR CATALOGUE.

THE RICH & SAGER COMPANY, - - - ROCHESTER, N. Y.

HERE IS REPRESENTED

ONE of Our Improvements for 1894.



We have many more as well worth investigating.

SEND FOR CATALOGUE.

Space 56 Madison Square Garden.

ARIEL CYCLE MFG. COMPANY, - - GOSHEN, IND.

D. SNITJER,
ST. LOUIS, MO.
U. S. A.

WHENEVER and wherever you see this name, among the many pleasant thoughts suggested is not only the fact that we **do business** in a **business like way,** but carry the largest, choicest, and most salable line of **BICYCLES and SUNDRIES** that money and experience can buy. But we are modest: only let us send you our dealer's discount sheet and you will do as others do, give us your entire trade.

Cable Address, "Snitjer." D. SNITJER.



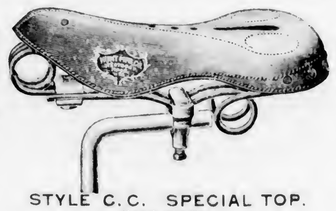
STYLE N. N. SPECIAL TOP.
Track Racer. Weight 12 oz.

....HUNT.... SADDLES

Are Unsurpassed for

Comfort, Beauty, Durability,

and are



STYLE C. C. SPECIAL TOP.
Road Saddle.

UNEQUALLED IN DESIGN, FINISH AND MATERIAL.

U. S. Sales Agents, R. B. McMullen & Co., Chicago, Ill., and Springfield, Mass. N. Y. Depot, John S. Leng's Son & Co.

The Lu-Mi-Num—Stearns Matter.

EDITOR BICYCLING WORLD: Our attention has just been called to issue of Dec. 29th, in which there is a long letter from Wm. A. Redding to E. C. Stearns & Co.

We are really gratified that our little Ad. in a recent number has stirred up this matter somewhat. We assure you that we are heartily sick and tired of the way this has dragged along from week to week without any definite results. There are several statements in Mr. Redding's letter which require attention: First, as to our recent challenge being "indefinite or ambiguous" will say, that this is a hole they have tried to crawl out of before.

We ask, in the name of common sense, why they accepted an "indefinite or ambiguous" challenge. They certainly confess themselves anything but good business men in asserting that they have done such a thing. Either this assertion is foolish, or the original acceptance was silly. However, we will call your attention to our letter of Oct. 10th last, wherein we say, "that they (the judges) are to decide which frame is the stronger, and how great the difference is; how they are to reach this decision is for *themselves* to determine; we have put no restrictions on them." Surely Messrs. Stearns or Mr. Redding cannot be serious in trying to crawl out from under such a broad and liberal proposition as we thus made.

Secondly, as to Mr. Fladd's desire to have the fifth judge a person of national standing and recognized ability as an engineer and scientific man would say, that we heartily approve of this, for this test is of interest not only to the cycling trade, but to the entire scientific world. Mr. Redding assumes, however, that these qualifications would necessarily bar a practical cyclist.

We have the entire correspondence before us, and there is not a line in it which shows Mr. Fladd as raising any objection to a practical cyclist for fifth judge, so long as that practical cyclist is a scientific man of national reputation. When Mr. Redding first suggested that there be a practical cyclist among the judges, Mr. Fladd made him a proposition that *each side* put a practical cyclist on the board of judges. This eminently fair suggestion has been ignored, presumably for the reason they could not meet it fairly.

On Dec. 12th, Mr. Fladd nominated Dr. H. R. Eddy, of Terre Haute, Ind., a man possessing every qualification Mr. Redding asked for, namely, he is an enthusiastic and practical bicycle rider of many years' experience, and possesses a thorough knowledge of the uses, construction and requirements of a bicycle; and no objection has been raised to the gentleman; they merely reply by nominating still another party; and every man whom we have named is directly financially interested in steel bicycles, in that they are dependent upon the makers of such machines for patronage of various kinds. While on the other hand our nominees are wholly disinterested in the entire subject, and can serve on the jury without any preconceived idea or prejudice; in other words we simply want for fifth judge a disinterested and unbiased man of national reputation, whose word will be beyond question.

In closing, permit us to flatly contradict Mr. Redding's assertion that Mr. Fladd insists that the test shall be of a scientific character only. Mr. Fladd has never insisted upon anything of this kind, but he has insisted that the test be made by men of recognized ability, and we back him on that proposition. Furthermore, we don't care whether the tests are wholly scientific, or whether they are riding tests, or what the tests are; we have restricted our judges in no way on this point: the only part which governs the judges is, that the tests when made must be such that they will know what the results are; in other words, tests that can be measured and the results clearly



THE CLEVELAND.



H. A. LOZIER & CO., = Cleveland, Ohio.

Branch Houses: New York, N. Y. San Francisco, Cal.

THE LATEST AND BEST FOR 1894.

Price, $125.00

The name stands for Highest Grade in Athletic Goods throughout the World, and now will stand for the HIGHEST GRADE BICYCLE MADE. The makers.—The Lamb Mfg. Co., of which Mr. A. G. Spalding is President, is equipped for the finest metal work, and with their many years' experience in Bicycle manufacture, challenge the world to produce a better Bicycle than the SPALDING. Also makers of the

The Spalding Bicycle

CREDENDA LINE.

Unequalled at the price.

	1894 Price.
Credenda Pacer. - - - - -	$100
Credenda Consort. - - - -	100
Credenda Light Roadster. - - -	85
Credenda Consort. Jr., 26 inch. -	75
Credenda Pacer. Jr., 26 inch. - -	65

All of the above CREDENDA Bicycles are Good as Gold, and are fully guaranteed.

LAMB MFG. CO.,

Makers of Spalding and Credenda Bicycles.

A. G. SPALDING, PRESIDENT.
T. C. PAGE, TREASURER.

CHICOPEE FALLS, MASS.

CORRESPONDENCE WITH RELIABLE AGENTS SOLICITED.

WALTER BAKER & CO.



COCOA and CHOCOLATE

Highest Awards
(Medals and Diplomas)
World's Columbian Exposition.

On the following articles, namely:

BREAKFAST COCOA,
PREMIUM No. 1 CHOCOLATE,
GERMAN SWEET CHOCOLATE,
VANILLA CHOCOLATE,
COCOA BUTTER,

For "purity of material," "excellent flavor," and "uniform even composition."

SOLD BY GROCERS EVERYWHERE.

WALTER BAKER & CO., DORCHESTER, MASS.

expressed without any guess work or nonsense.

You will remember that early in the correspondence Messrs. Stearns were very particular to arrange that the result of test should be decided by the signature of the fifth judge. At this time we suspected trouble of the present kind would arise, and we think the connection between their action at that time and Mr. Redding's action relative to a fifth judge is very obvious and plain.

Now if Messrs. Stearns mean business, and are really willing to meet us they will do something one way or the other, right away; the public as well as ourselves are heartily tired of this hide and seek business.

Yours very respectfully,
St. L. R. & W. G. Co.
L. W. Conkling.

Asbury Park for 1894.

"ASBURY PARK has one of the finest one-third mile tracks in the country, located on the borders of a beautiful lake, and about three thousand feet from the ocean, thus furnishing a cool and attractive place for racing. Asbury Park as a summer resort is too well known to need more then a passing mention. It has a continuous ocean promenade of two miles in length, and from 25 to 50 feet in width; ample bathing facilities; unsurpassed sailing; excellent ocean and bay fishing; fine drives; large and well equipped hotels with spacious ballrooms; a commodious opera house, and a wheelmen's club that will give the visitors a memorable outing and a royal good time. The increased thousands that come to Asbury Park each summer attest its popularity. The National Editorial Association has selected it for their annual convention next June, and will remain into July.

As the National Meet was held in Chicago this year it is no more than just that it should come East in '94.

The Committee will be pleased to furnish any further information regarding Asbury Park's ability to handle it.

T. FRANK APPLEBY, Chairman."

NEW YORK, Oct. 24, 1891.

Messrs Adams Sons & Co.

GENTLEMEN:—I have used your Pepsin Tutti Frutti in all my races and find it does all you claim for it, and I will never be with out it.

PETER HEGELMAN,
Pedestrian.

The Elwell European Bicycle Tour

STARTS from New York early in June, France, Switzerland, Germany and Holland. Address F. A. ELWELL, Portland, Me.



WILSON'S
WONDERFUL NICKEL AND ENAMEL
PRESERVER.

Will Polish Nickel and Enamel. Prevent Nickel and Steel from Rusting.

DIRECTIONS.

Shake well before using. Saturate a piece of cotton-flannel with the solution, rub lightly, and finish with a clean, dry piece of cloth.

The solution leaves a fine coating, preventing the air from penetrating the nickel.

The solution is to be applied on good nickel. If such is the case, and done carefully, you will not be obliged to have the pedals or cranks re-nickeled.

If the nickel has already begun to peel off, the solution should be applied at once; by so doing it will prevent the rust from going any further.

This solution is the best thing in the known world to prevent nickel from rusting and restoring the enamel. I make no claim to remove rust

MANUFACTURED BY
JOHN W. WILSON, 14-15 Tremont Row,
Boston, Mass., U. S. A.

PRICE 50 CENTS.

FOR SALE EVERYWHERE.

The following firms have taken spaces set opposite their names.

Fourth National Cycle Show

First Regiment Armory Building,

PHILADELPHIA.

JANUARY 29 TO FEBRUARY 3, INCLUSIVE, 1894.

All the Latest Improvements in Cycles. All the New Tires.
New Inventions in Accessories and Cycle Construction.

Fancy and trick riding afternoon and evening.
Music by the Germania Orchestra.
A section has been reserved for the exhibition of sundries and new inventions not requiring much space, the charge being from $5 to $10 according to the amount of space occupied. For information apply to
THOMAS HARE, Chairman of Committee.
104 South 5th Street, Philadelphia.

1. Remington Arms Co.
2. " " "
2 1-2. Bridgeport Gun Implement Co.
8. A. G. Spalding & Bro.
9. Overman Wheel Co.
10. " "
11. A. G. Spalding & Bro.
12. N. Y. Belting & Packing Co.
13. W. H. Hart.
14. Rich & Sager Co.
15. Jacob Reed & Sons. Representing Wilson, Myers & Co.
16. G. W. Pressy.
18. Boston Woven Hose & Rubber Co.
19. American Wheelman.
20. Singer & Co.
22. Hart Cycle Co.
23. Hartford Cycle Co.
24. Pope Mfg. Co.
25. Demorest Mfg. Co.
26. R. C. Gates Cycle Co.
27. " " "
28. W. H. Wilhelm & Co.
29. Pope Mfg. Co.
30. Hickory Wheel Co.
31. Hart Cycle Co.
32. League Cycle Co.
33. Singer & Co.
34. Raleigh Cycle Co. Represented by John T. Bailey & Co.
35. Union Cycle Mfg. Co.
36. " " "
37. Eagle Bicycle Mfg. Co.
38. " "
39. E. K. Tryon & Co.
40. Norman Wheel Co.
41. Curtis-Child Mfg. Co. Phila. Drop Forge Co.
42. H. A. Lozier & Co.
43. " " "
44. Warwick Cycle Co. Rep. by Penna. Bicycle Co.
45. Quinton Cycle Co. Rep. by Penna. Bicycle Co.
46. Eastern Rubber Co.
47. J. P. Lovell Arms Co.
48. " " " [Co.
49. Cleveland Machine Screw
50. Union Cycle Mfg. Co.
51. Werner Bicycle Depot. Representing Marble Cycle Mfg. Co.
53. Buffalo Wheel Co.
56. New Departure Bell Co.
57. Relay Mfg. Co.
58. E. C. Stearns & Co.
59. Gormully & Jeffery Mfg.
60. " " " [Co.
61. E. C. Stearns & Co.
62. L. A. Weston & Co.
69. E. & F. Gleason. Rep. by J. H. Gibson.
70. Jno. S. Leng's Son & Co.
71. " " "
72. American Athlete.
73. Richards & White.
74. Remington Bros. & Co.
75. Elwood Ivins Tube Co.
75 1-2. Bredder Cycle Co. Rep. by H. A. Small.
76. Providence Tire Co.
77. Buffalo Tricycle Co.
C. S. Smith & Co.
78. Light Cycle Co.
79. Gormully & Jeffery Mfg. [Co.
80. " " "
81. " " "
82. " " "
83. " " "
84. Overman Wheel Co.
85. " " "
86. " " "
87. " " "
88. " " "
89. Wm. Trafford.
90. Newton Rubber Co.
91. Hilliard Cyclometer Co.
92. Coolman & Shurtleff.
92 1-2. P. J. Berlo. [Co.
93. Columbia Rubber Works
94. Wm. Read & Sons.
95. Leadbeater & Scott.
96. H. H. Holzbaur.
96 1-2. S. C. Levy.
97. Reed & Curtis Machine Screw Co.
99. Cycle Guide.
Morgan & Wright.
Wilcox & Howe Co.
Kennebunk Mfg. Co.
Charles Sulzner.
Acme Bicycle Carriage Co.
R. C. Wall Mfg. Co.

Are You Going South This Winter?

IF SO MAKE YOUR ARRANGEMENTS TO GO VIA THE BIG FOUR ROUTE.

WHETHER in pursuit of health or pleasure, no portion of the country offers so many and varied attractions at this season as the Sunny South. The Orange Groves of Florida, redolent with the perfume of sweet blossoms, wave their branches in hearty welcome to the tourist from the Snow-clad Northland and the mellow breezes of the Southern Sea woo the invalid from the Blizzards of the Frozen North. There is one line to Florida "The Big Four Route" which on account of its excellent train service, perfect connections in Union Depots and absence of transfers, forms the "Tourists' Ideal line to Florida." From all points north of the Ohio River the Big Four Route, in connection with the Through Car Lines from Cincinnati will be found to offer the Best Time, Best Service and Best Equipment to all Southern Points, and if you desire to travel with comfort and ease be sure your tickets read via the Big Four Route.

E. O. McCORMICK, Pass'r. Traffic Mgr. D. B. MARTIN, Gen'l. Pass'r. Agt. CINCINNATI, OHIO.

Through Cars to New Orleans.

AMONG the many important improvements in the Baltimore and Ohio Railroad train service is the addition of through Pullman Sleeping Cars from New York to New Orleans, via Philadelphia, Baltimore, Washington, and the famous Shenandoah Valley route, passing through Roanoke, Knoxville, Chattanooga and Birmingham. The train leaves New York daily at 5.00 P. M.; Philadelphia, 12th and Market Sts., 7.22 P. M. and 24th and Chestnut Sts., 7.38 P. M., reaching Roanoke at 7.50 A.M.; Knoxville, 3.52 P. M.; Chattanooga, 8.00 P. M.; Birmingham, 11.13 A. M., and New Orleans, 12.45 P. M.

This train is very handsomely appointed, being vestibuled throughout, and has Dining Car service New York to Chattanooga. At Washington a Pullman Sleeping Car, which runs through to Memphis, is added to the train.

All trains of Baltimore and Ohio Railroad leave New York from station foot of Liberty street.

Improved Service to Cincinnati and St. Louis.

THE Baltimore & Ohio Southwestern Limited, leaving New York at 9.00 A. M., and the fast Express leaving at 7.30 P. M. for Cincinnati and St. Louis, are now equipped with a complete Dining Car service, built expressly for these trains by the Pullman Company. Pullman Dining Cars are also attached to Royal Blue Line trains leaving New York at 9.00 and 11.30 A. M., and 5.00 P. M. for Baltimore and Washington.

NEW YORK, Oct. 24, 1891.

Messrs. Adams Sons & Co.

GENTLEMEN:—I have used and will continue to use your Pepsin Tutti Frutti in all six day races that I will participate in, as I find it prevents the old complaint of bad stomach besides keeping mouth moist.

PETER GOLDEN, Record 578 miles.



The Billings' Bicycle Wrench.

Adopted by the Pope Mfg. Co., and pronounced by them the Best Bicycle Wrench in the Market.

The BILLINGS & SPENCER CO., HARTFORD CONN.

Have You Heard the ECHO CALL?



Talk About Making a Noise! This Call is Out of Sight!

It is handsomely nickel-plated and is the loudest, neatest and best Call on the market. Can be carried in the vest pocket and is the greatest Call made for Bicycle Riders, Huntsmen, Policemen and Car-drivers. Sample mailed upon receipt of 25 cts.

Trade prices upon application to

THE BRIDGEPORT GUN IMPLEMENT CO.,
Broadway and Thomas St., New York.

Use.. BICYLINE

FOR YOUR CHAINS

If you want to be a record breaker. Nothing like it. Reduces friction and lubricates chain perfectly. *Will keep your chain from rusting through the winter.*

Mess Adams Sons & Co.
Gentlemen:-
I have used bicyline on my racing wheels for the past two months & find it by far the best chain lubricant I have ever tried. It insures a smooth running chain & does not clog catch or retain dust & dirt as graphite does. It is the only perfect lubricant I have yet been able to find.
Yours Truly
A. A. Zimmerman

MANUFACTURED BY

A. COOKS' SONS, 313 West St., New York City.

Directions sent with each box. Price, 25 cts. One box delivered to any part of the United States, 30 cts.



WE ARE AHEAD OF ALL OTHERS WITH OUR

Novelty and Shedd's Cyclometers.

ACCURATE. DURABLE. WARRANTED.

SALT LAKE CYCLE CO. write: "We will push your cyclometers for we believe them the best and most accurate instrument of the kind on the market.—C. A. EMISE, Manager."

RECORDING INSTRUMENT Co., 602 CHAMBER OF COMMERCE, BOSTON, MASS.



OFFICIAL DEPARTMENT.

BOSTON, JANUARY 12, 1894.

ABBOT BASSETT, SECRETARY.
12 PEARL ST., ROOM 20, BOSTON, MASS.

Notice.

The arrangement made between the Executive Committee and the Wheelmen Co., whereby the issue of the BICYCLING WORLD for Jan. 12 was constituted the official issue, has been changed in so far as the date is concerned, and the issue of Jan. 19 will be the official one. All proposed amendments will be published next week. Fraternally,

ABBOT BASSETT.

Annual Meeting of the National Assembly.

The annual meeting of the National Assembly will be held in Louisville, Ky., on Monday, February 19th, next, at 10 o'clock, A. M. Place of meeting will be announced later.

Fraternally,
CHAS. L. BORDETT, Pres't.

Racing Board Matters.

Mr. C. B. Duffy, Jacksonville, Fla., is hereby declared a professional. Violation clause (B) amateur rule.

H. E. RAYMOND.

New League Clubs.

550—Licking Cycling Club, Newark, O.
551—Clinton Bi. Club, St. Johns, Mich.

Massachusetts Club Representatives.

Newburyport C. C.,	W. C. Toppan
Somerville C. C.,	D. R. Harvey.
Eagle C. C.	M. J. Donahue.
Vesper C. C.,	Geo. H. Stevens.

Applications for Membership.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III. of the Constitution.

BOSTON, Jan. 12, 1894.

Total—41—36631.

Colorado—1—563.

62542	Nathan, Moram L.	Pueblo

Connecticut—3—2294.

62544	Bunce, A. M.	Hartford
545	Gould, R. S.	"
546	Fesk, Louis	Meriden

District of Columbia—1—332.

62547	Fitzhugh, W. G.	Washington

Illinois—4—2485.

62548	Touch, Edward C. G.	Chicago
549	Chase, Richard B.	"
550	Brode, Geo. W.	Peoria
551	Rottermann, Chas. A.	"

Indiana—1—580.

62552	Webb, John P.	Waynesburg

Iowa—1—621.

62553	Binns, Chas. L.	Red Oak

Massachusetts—4—6249.

62554	*Boss, Mrs. Jennie A.*	Roxbury
555	Sanderson, Orrin A.	Chelsea
556	Sawyer, Chas. L.	Millers Falls
557	Curtis, W. J.	"

New Jersey—1—1968.

62558	Day, Franklin	Newark

New York—3—1479.

62559	Thompson, Robt. M.	New York
560	Cone, Howard L.	Waterloo
561	Hardin, L. L.	West New Brighton

North California—1—713.

62562	Butterfield, Geo. W.	Headsburg

Ohio—2—3229.

62563	Bahmann, Robt. F.	Cincinnati
564	Grimes, G. G.	Fostoria

Pennsylvania—6—4513.

82565	Reiley, Bentley W.	Frankford
566	Nichols, Robt. C.	Pittsburg
567	DuFour, Chas.	Williamsport
568	Schneider, Henry	Philadelphia
569	Junkin, W. W.	Coalport
570	Entrekin, Geo.	Pittsburg

Rhode Island—1—635.

62571	Harris, Wm. H., Jr.,	Providence

Tennessee—12—415.

62572	Bowker, L. W.	Memphis
573	Canade, Jas. L.	"
574	Clarke, E. H.	"
575	Darnell, W. S.	"
576	Judah, John M.	"
577	Menager, E. L.	"
578	Mayor, I. H.	"
579	Putzel, L. Leo	"
580	Rosin, S. M.	"
581	Stewart, M. A.	"
582	White, H. A.	"
583	Young, J. P.	"

Illinois Division.

ANNUAL MEETING BOARD OF OFFICERS.

Minutes of the annual meeting of the Illinois Division, Board of Officers, held Saturday afternoon, Dec. 30th, 1893, in the Great Northern Hotel, Chicago.

Meeting called to order 3.10 o'clock, Chief Consul Billingsley in the chair.

Present:—A. A. Billingsley, Chief Consul, Springfield. Arthur D. Black, Vice Consul, Jacksonville. Burton F. White, Secretary-Treasurer, Chicago. State Representatives, A. W. Roth, Chicago; Geo. S. Webb, Aurora; John T. Fogarty, Springfield; R. M. Starr, Jacksonville. Club Representatives, G. Lacey, Galva; Chas. H. Robinson, Springfield; W. E. Mulliner, Quincy; Irving Woods, Jacksonville; J. W. E. Kinkead, Chicago; W. A. Davis, Chicago; C. E. Randall, Chicago; S. A. Miles, Chicago; F. L. Chase, Chicago. Div. Committe Members, F. H. Holmes, Kankakee; F. W. Osborn, Quincy; C. P. Watson, Peoria; C. L. Steen, Chicago. Messrs. F. W. Gerould and W. M. Brewster were also present, and T. R. Bunting, representative from Quincy, was represented by proxy.

Upon motion the reading of the minutes of last meeting were dispensed with.

The following report of the Chief Consul was read by Mr. F. W. Gerould as Chief Consul:—

REPORT OF THE CHIEF CONSUL, F. W. GEROULD.

To the Board of Officers of the Illinois Division, L. A. W.

Gentlemen: Two years ago I was elected Chief Consul of the Illinois Division, and, upon assuming the office, I asked for your consideration, your aid and advice. I assure that during these two years I have had the kindest consideration, not only of the members of this board, but also of every member of the Division; and I desire to take this opportunity to express my heartfelt thanks to all the officers and members of the Division for the support given me.

My term of office expired Dec. 1st, and at that time I turned over to my successor the books and papers of my office. For Mr. Billingsley I ask the same hearty support as has been given me, for I am well satisfied he will earnestly carry on the work, being well equipped from his long service in Division work.

FINANCES.

In finances, recruiting, etc., for the past year I beg to refer you to the report of the Secretary-Treasurer, which covers the year. At the last annual meeting the board instructed the four committees to act as they saw fit in regard to renting an office during the World's Fair, to be used as headquarters for wheelmen. Conditions assumed such a shape that it was decided unnecessary to do so, but headquarters were rented during the week of the annual meet. The Executive Committee has held three regular meetings during the year for the transaction of committee business. On Mr. Pattee's removal from the State I appointed Mr. Watson of Peoria to succeed him.

For Road Improvement work I would refer you to the Chairman of that Committee, Mr. Connelly.

The Executive Committee concurring, I appointed Mr. Chas. R. Francis, attorney for the past year, and I take pleasure in reading his report as such attorney.

REPORT OF DIVISION ATTORNEY.

To the Chief Consul and the Board of officers, Illinois Division, League of American Wheelmen:

At the annual meeting of your Board in December last, a resolution was adopted, at my suggestion, more clearly defining the duties of the Division Attorney in the matter of prosecutions on behalf of League members injured while riding over the highway in this State, and practically restricting him to cases requiring a criminal prosecution for a failure to recognize and respect the co-extensive rights of the wheelman with other travelers. The effect of this resolution has been two-fold. It has minimized the labors of your attorney in the active prosecution of the "Road Hog," while it has kept him very busy during the riding season in explaining to members of the Division, both by letter and in person, the fact that a simple case of accidental collision, unaccompanied by any act or intention of questioning the right of the wheelmen to a common use of the public highways, or an arbitrary discrimination I cannot be rode a bicycle, does not fall within the class of cases properly cognizable by the Division Attorney. In this latter task a delicacy of touch and an undercurrent of fraternal sympathy were required in order that those who had read of the protection guaranteed by the Division in such cases and come to understand it as a sort of general insurance against loss or accident while on the road, would not consider themselves shabbily treated by a strict application of the resolution. In this direction I feel that I have been quite successful—with the possible exception of a case from a little town in the center of the State, where the member reported in graphic terms, a hair-raising tale of how an acquaintance had borrowed his wheel without leave, for a few hours, at a time when its owner wanted it badly, and returned it without apologies, when it was too late to be of use, and jealously inquiring what the League would do in a matter of that kind. To this young man I could offer no consolation, and his letter remains unanswered.

During the past year there has been a noticeable falling off of complaints showing a willful disregard of the wheelman's rights, or discrimination because of his mode of traveling. But four cases have been reported where there was a clear violation. Two of these were promptly redressed by punishing the offender. In the third it was impossible to identify the wrongdoer, and in the fourth case the wheelman refused to prosecute, as he was about to leave the country and feared it might involve his detention.

I would recommend that a pamphlet be issued by our Secretary, setting forth at some length the legal rights and obligations of the cyclist on the highway and in exact terms how far the Division will go in protecting him, and calling the attention of our members to the policy of promptly reporting every case properly cognizable by the Division's Attorney. For it can hardly be questioned but that the percentage of cases reported is less than 1 in 25, and if we could but represent the wheelmen in the other 24 cases, it would prove a greater recruiting agency than any yet suggested, beside giving to our Division the prestige it well deserves.

Respectfully submitted,
CHAS. R. FRANCIS, Division Attorney.

The Secretary-Treasurer made a brief report covering the work done the past year: Although the membership has fallen off considerably, we find that some conditions prevail throughout almost every Division. Every possible effort was made to recruit members which seemed unavailing, and our past experiences and methods were largely worthless. A pamphlet carefully stating the objects and methods of the League was mailed to some 7,000 non-League wheelmen during the year, with little apparent results. During renewal season a larger percentage of the country members renewed than for several years past, the falling off being almost entirely in the city, where the World's Fair seemed to overshadow everything else. Effectual and permanent recruiting must be done through individual agents who can clearly state the value of membership and the objects and pur-

poses of the L. A. W. During 1893, $112.50 has been paid for commissions on applications, while 21 road books have also been used in the same manner.

TREASURER'S REPORT.

Treasurer's report from Jan. 1st to Dec. 30th, 1893.

Cash Received.

Jan. 1.	To cash on hand	$254.15
Jan. 3.	A. Bassett Applications for Oct., Nov. and Dec., '92, as per statement	324.25
Jan. 3.	F. W. Osborne Road Book Sales	2.00
	T. B. Smith, Road Book Sales	1.25
	Irving Woods, Road Book Sales	5.00
	H. S. Burpee, Road Book Sales	5.25
April 1.	A. G. Spaulding and Bros. Loan	492.42
April 6.	A. Bassett Applications for Jan., Feb. and March, '93, as per statement	74.00
May 15.	B. F. White, Sales of Road Books, Jan. 1st to May 10, '93	39.50
May 16.	F. W. Gerould, Sales of Road Books, Jan. 1st to May 10, '93	
June 9.	A. G. Spalding & Bro. (April 26th) 30 Road Books	45.00
	L. W. Conkling, Sales of Road Books	12.75
June 30.	B. F. White, Sales of Road Books	22.05
July 11.	A. Bassett, Applications and renewals for April, May and June	1058.90
July 31.	N. E. Turgeon, Road Book Sales	10.50
	Geo. Goulding, Road Book Sales	2.00
	Gormully & Jeffery, Road Book Sales	30.00
	Geo. S. Webb, Road Book Sales	2.50
	A. G. Woodbury, Road Book Sales	2.00
	B. F. White, Road Book Sales	6.25
Sept. 23.	F. W. Gerould, Road Book Sales	38.50
	Rouse, H. & Co., Road Book Sales	2.00
	Rouse, H. & Co., Road Book Sales	6.00
	Jno. S. Bagby, Road Book Sales	4.00
	B. F. White, Road Book Sales	9.45
Oct. 6.	A. Bassett, Applications and Renewals, July, August and Sept., '93	753.00
Oct. 10.	A. G. Spalding, Road Book Sales	84.37
	F. W. Gerould, Road Book Sales	4.00
	C. L. Steen, Road Book Sales	7.50
	A. A. Billingsley, Road Book Sales	5.00
Oct. 23.	C. A. Parish	1.00
26.	Rouse, Hazard & Co.	8.00
28.	K. B. Harwood	1.00
Nov. 3.	Coventry Mch. Co.	5.50
13.	Thorsen & Cassady	3.00
Dec. 5.	Wilkinson Co.	3.00
		$3348.59

Disbursements.

Vouchers 188 to 260 Inclusive	$3109.49	
Cash on hand	239.10	$3348.59

Assets.

Cash on hand	$239.10	
Cash due from Bassett	60.00	
721 Road Books on hand	721.00	
611 Wisconsin Supplements	152.75	$1172.85

The above report was adopted.

BURTON F. WHITE, Sec'y-Treas.

In the absence of Mr. W. A. Connelly, chairman of the Roads Improvement Committee, his report was read by the Secretary, and is as follows:

To the Chief Consul, officers and members of the Illinois Division, L. A. W.:

In the past year the work of highway improvement has had its successes and its reverses. The former we believe have outnumbered the latter, and to-day we occupy a more advanced position in this great work. Improvement of the highway being the principal object of the League, this question is one of great moment to all wheelmen, and we watch with intense interest the success of all efforts in this direction.

It was the hope of this committee and of the officers of the Division that this year would witness the placing upon the statute books of the State of some law that would greatly facilitate the work of good roads, and be a beginning whence would come a realization of the long and much anticipated. This hope was inspired and nurtured by the apparent zeal in the cause of a high State official, evidenced by writings and public utterances, and was further buoyed by the cordial sympathy of numerous gentlemen, who had been called to serve the people as members of the law-enacting body of the State. With such conditions surrounding them, your committee and the officers of the League cannot be blamed for allowing themselves to become possessed of the idea they were high up the mountain side, and that the summit was soon to be reached from whence their vision was to be gladdened by sight of a country so transversed with hard roads as to put out of date the road book of the present.

Thus inspired, the committee went diligently to work to further the movement and if possible crown it at least with some measure of success. In this they had the earnest assistance of the officers of the League and willing friends of the cause from the outside. They succeeded, not to the point they had in view, but beyond the limit some of their friends had set for them.

To those who were faithful readers of the proceedings of the legislature as chronicled by the daily press, we need not recount the sentiment created for permanent roads among this body of representative men. It is better and more forcibly told in the many protests sent from the remotest parts of the State by farmer's organizations and boards of supervisors. Alarmed by the energy and zeal displayed by the wheelmen of Illinois, they were fearful lest another tax-gathering time would not pass before they would be assessed for the building of hard roads to their very doors. Nor did they stop with their petitions and pleadings to the members of the legislature, to check the force that their misguided fears led them to believe was to bring them to the verge of poverty and possible eviction from their holding.

They evoked a higher power and not in vain. In this same power wheelmen had placed a confidence born of conviction so strong as to be almost imperishable that when the vital moment came it would not fail of its purpose so oft recounted in print and public.

When the session had progressed to a point where it was conceded there would have to be a lining up of the friends and opponents of the measure, an uneasiness and nervousness began to take possession of legislative halls, committee rooms and even the executive chamber. A lining-up would disclose the friends and likewise the enemies of the measure and there were those who desired to pose as both. It was during this condition of affairs that officers of the League and advocates of the good roads movement made a friendly call upon the chief executive of the commonwealth. At the conference which there took place they were greatly cast down upon being informed that the time was not opportune for the passage of hard roads measures; that the farmers were already overburdened with mortgages and were not in a condition to stand additional taxation.

It was *not* about time for the dirt road to go. The delegation, however, went. Seeing their was no hope of carrying the last ditch to the citadel of their desires, the efforts to surmount the others were then relaxed, as it would have been labor lost without adequate return and would have revealed our real strength to the enemy enabling him to profit thereby.

Aside from legislative efforts there has been material progress during the year in the matter of good roads. In many cities much has been done toward permanent improvement of the streets and there is reason for believing it will not stop within the limits thereof. While great objections are at first made to the cost and expense of putting down paved roadways, when lain the benefits are at once made so apparent that a riot would be caused by an attempt to take them up. Adjoining property owners seeing these benefits want them also, and what was an aversion becomes a desire and there is strife to acquire them. If this spirit continues, the progress of permanent improvements will not be destined to remain within the corporate limits of any city or village. It will spread to the country and the same conditions maintain.

Gravel roads have been constructed in several counties during the year and especially in the eastern part of the State, being ordered

"PERFECT" POCKET OILER

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One-Half Size.

Has no equal. Does not leak. Regulates supply of oil exactly. For a high grade wheel the "Perfect" is a necessity, if you wish to obtain the greatest amount of pleasure and comfort. Price, 25 cts. each.

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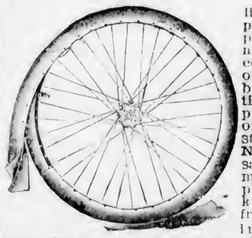
Q. E. D., care Bicycling World.



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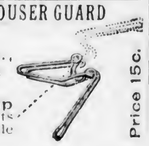


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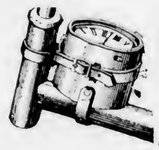
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(A novel feature of great value.)

NEW CHAIN ADJUSTMENT.
(A decided improvement.)

Stop and see the new '94 **WARWICK** before leaving the Exhibition.

Titus Won the Champagne.

He Broke the Record by Wheeling to Yonkers in 54 minutes.

Every year C. W. Johnson, proprietor of the Getty House, at Yonkers, offers a quart bottle of champagne to the bicycle rider who reaches the hotel first on New Year's morning.

F. J. Titus, of the Riverside Wheelmen, won the bottle this year. He broke the record. He left 59th street at exactly 12 midnight, and entered the hotel office at 12.51, having wheeled the distance—17 miles—in 51 minutes. Last year, Thompson, of the Riversides, won the wine, making the trip in 63 minutes.—*N. Y. World.*

Titus rode his RAMBLER RACER.

RAMBLER
TAKES THE
WINE.

"F. J. TITUS DRINKS IT."

RAMBLERS ARE WINNERS

"PINKEY" BLISS
CHIEF SCORCHER
FOR 1894.

"THE RAMBLER"
OFFICIAL RACER
FOR 1894.

Chief Scorcher Bliss Now.

The 2.50 Club's annual New Year's Day scorch to Pullman brought out eight or ten members and a half-dozen other good road men. Pullman was reached inside the hour. "Pinkey" Bliss of record breaking fame (on his RAMBLER), with a pink sweater and in the pink of condition, was first (and consequently elected Chief Scorcher for 1891), Osmun, second; Nicollet, third; Githens, fourth, etc.—*The Referee.*

Bliss, Nicollet and Githens and others
RODE RAMBLERS.

DON'T MISS OUR WORLD'S FAIR EXHIBIT OF PRIZE WINNERS AT STANDS NOS. 59, 60, 80, 81, 82, 83 AND 83 A, PHILADELPHIA CYCLE SHOW.

GORMULLY & JEFFERY MFG. CO.,

CHICAGO. BOSTON. WASHINGTON. NEW YORK. COVENTRY, ENGLAND.

THE
BICYCLING WORLD
And L. A. W. BULLETIN.

Published Every Friday
BY
THE WHEELMAN CO.
Incorporated under the Laws of Massachusetts.
167 OLIVER STREET,
BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address, as well as their new, and their League number.

BOSTON, JANUARY 19, 1894.

WE understand that the Special Publication Committee of the League has solicited bids from every leading cycling paper in the country to furnish the League with a weekly organ. This is as it should be—let every one have a chance.

THE political question has assumed another phase. Since the definite announcement of Mr. Sheridan's candidacy for the presidency there has been any amount of guessing done in regard to the other officers, but up to the present time the only ticket which seems to be settled is that which was definitely decided upon the beginning of this week and which is as follows: For president, Chas. H. Luscomb, of New York; for first vice-president, A. C. Willison, of Maryland; for second vice-president, Geo. A. Perkins, of Massachusetts; for treasurer, A. E. Mergenthaler, of Ohio. This ticket will receive the practically unanimous support of New England (with the possible exception of Connecticut), New York, New Jersey, Pennsylvania, Maryland and the South, while it will also draw some votes from the West. At all events, from present indications, it can secure enough suffrage to insure its election, a majority of the votes of the National Assembly being almost certainly pledged to it, a count showing that the Divisions named control somewhere in the neighborhood of 110 votes of the total 183.

The western ticket headed by Mr. T. F. Sheridan, who has been nominated for the presidency by Illinois, is, as yet, in embryo, with the exception that Mr. Brewster will probably be a candidate for the treasuryship. It is understood that the West had counted upon a New England combination, with Mr. Perkins as one of the candidates, but the decision of the latter to run with Mr. Luscomb knocks that.

To League Members.

IN reply to thousands of inquiries which have reached the Wheelman Company and Secretary Bassett as to the probability of League members receiving a weekly organ after the February meeting, we desire to state that the Wheelman Company held a contract with the Executive Committee, which has been printed in a former issue of this paper, and had the provisions been complied with by the League of American Wheelmen, would have had several years yet to run. This contract was one which the League can never hope again to duplicate. It is right to let League members know to whom they are indebted for the deprivation of a contract that was beneficial only to them. It is proper that the membership should know why it is that the Wheelman Company has been relieved of a burdensome agreement.

The Pennsylvania Division made arrangements with a Philadelphia concern to send weekly a copy of its publication to each member of the Division in violation of the contract.

Efforts were made to have the Division cease sending this Philadelphia paper. It was without avail. In the issue of Nov. 3, the following statement appeared under the signature of the Chief Consul of Pennsylvania: "It has been arranged to discontinue the sending of *Cycling* to the members of the Division after this issue for the next three months. This action is necessary at this time for the reason that *Cycling* has found the burden imposed by the contract too onerous to bear during the winter months. * * * *" It will be observed that the only reason given for this discontinuance was because the publishers of *Cycling* could not afford, etc., etc., and not through any respect or acknowledgment of the rights of the Wheelman Company.

Not only was the Pennsylvania Division violating the contract by sending what was in fact a Division organ, but it was using the list of members in contravention of the terms of said agreement.

Again, the Kentucky Division for some time issued a paper as an official organ. It is impossible for any publishing house to carry out a contract, such as we held, unless the Divisions respect and uphold the contract made in good faith between the Executive Committee and the publishers of the National Organ. We wish to state that we know the Executive Committee has done all in its power, other than resorting to extreme measures, to protect the Wheelman Company in its rights, under its contract, and it is but fair and just to the committee to say that, although having failed in its endeavors, it has been through no lack of honest attempt on its part, but has been through a persistent determination to ignore the requests of the Executive Committee that our rights be respected.

The members will now know where to place the blame. The only consideration which the Wheelman Company has ever had from the League has been the exclusive right to the mailing list for the purpose of publishing the weekly paper, and the exclusive right to official news. This was so little in comparison with what we were giving that we felt compelled to insist upon its compliance and the maintenance of our rights.

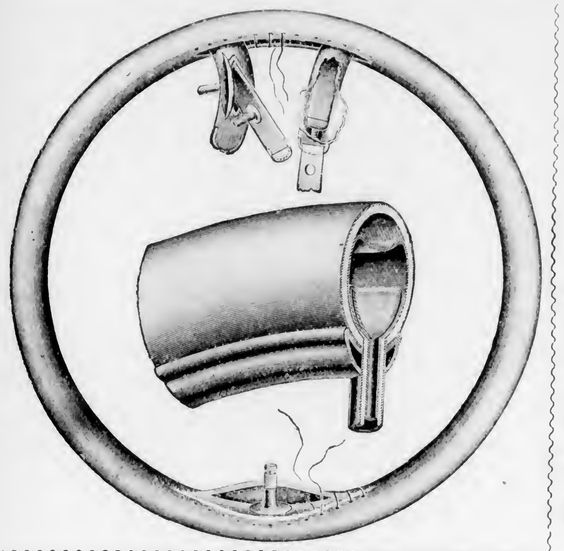
The Executive Committee has made arrangements with us to continue publishing the organ until the February meeting, at which time the National Assembly will decide as to whether, in the first place, it wants an organ? If it decides in the affirmative, the next question will be as to whether it will be a monthly or weekly; and it will also have to provide the means of meeting the expense of publishing the same and sending it to the members.

In a recent issue we gave some figures as to the actual cost to the Wheelman Co. of the white paper and postage alone, which sum in total for the last year was about $25,000, to which must be added the office expenses, the weekly pay roll of a large number of hands, correspondence, salaries, etc., a sum which last year equalled between $26,000 and $27,000. This does not allow anything for interest on plant, which alone is a large item, nor take into account losses from bad debts, etc. It must be borne in mind that these figures represent a paper gotten out on the most economical lines, and that to issue a paper similar in quality and size to the one which we are now getting out, would cost the Wheelman Company at least from $9,000 to $10,000 per annum more than the figures above quoted. We are pleased to be able to give these figures to the rank and file so they will be able to see the tremendous burden the Wheelman Company has been carrying in fulfilling the contract with the League.

We may say in conclusion that we believe it is necessary for the League to have a weekly method of communication with its members. A monthly, which so many of our contemporaries desire, will not fill the bill. The League cannot retrograde in any particular. To retain its membership and to increase it makes it incumbent upon the powers that be to provide a weekly paper.

THE coming meeting of the National Assembly, which meets at Louisville on Monday, February 19th, will undoubtedly be the most important in the history of the L. A. W.

The amendments to the Constitution and By-Laws proposed for the consideration and action of the Assembly, show a tendency toward restricting the powers of the Executive Committee and giving the general membership fuller details and in-



"'Tis better to have and not need
than to need and not have."

THE

PROVIDENCE

Double Inner Tube

TIRE.

THE chief feature of this tire is an extra air tube which is within the regular tube and remains when uninflated in the hollow of the rim. It will save at least 50 per cent. of the annoyance now caused by punctures, as you have simply to inflate the reserved tube in case of accident.

THESE tubes are made to fit any tire and will be sold separately.

NO extra weight as our double tubes will be but a trifle heavier than the ordinary single tubes.

QUALITY and style equal if not surpass any tire on the market. All we ask is comparison with others.

We Invite You to Our Exhibit at Cycle Shows.
New York, - Space 62. Philadelphia, - Space 70.

Write for Circular describing something new in tires. Every rider should have one.

The Providence Tire Co., PROVIDENCE, R. I.

Mention BICYCLING WORLD.

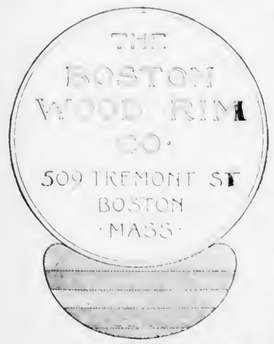
BOSTON WOOD RIM CO.

A Successful Wood Rim for Dunlop .....
..... and Other Mechanically Attached Tires.

We are now offering the STALL PATENT STEEL LINED WOOD RIM for use with clincher styles of tires, including Dunlop, G. and J., Bartlett Clincher, Etc., Etc.

Most of the wood rims heretofore offered for this purpose having been most inartistic in appearance, and in many cases unreliable on account of the inherent weakness in the wood walls, we are now placing on the market the STALL PATENT METAL LINED WOOD RIM, which is much *handsomer* in general appearance and *lighter* than the solid wood while combining the *necessary strength*.

This rim will be supplied in both the solid and laminated varieties to suit all tastes, and will solve the difficulty of securing mechanically attached tires to wood rims.



LAMINATED WOOD RIMS FOR USE WITH CEMENTED TIRES.

Our specialties in this line include our patented thick upper layer in which the tire groove is cut without penetrating the second laminae, leaving the cap of rim solid and all in one piece. Any intringement of this claim will be prosecuted, and makers, dealers and users are warned that they are liable to suit where all such rims are not marked Patented Nov. 21st, 1893, and with our name or initials. Our patented method of manufacture calls for greater perfection in finished goods than can be obtained by any other method, and the fact that the Boston Wood Rim is allowed by all first-class makers to be a most superior article illustrates the justice of our claims.

Many of the best makers will use our rims, and riders should insist on having them regardless of inducements to use other makes, the lower cost of all others being an inducement to many makers to push them.

Our Manager Mr. W. W. Stall will be at the Philadelphia Show with samples of our new Steel Lined Rim and will be pleased to confer with those interested.

formation in regard to the work of the organization.

Briefly epitomized, the more important changes proposed are: Limitation of the power of the Executive to make any contract exceeding $1,000; payment of a salary of $3,000 to the President; elimination of the secretaryship from the list of elective officers, making the office an appointive one; the creation of a cabinet consisting of the Chairmen of the National Committees, as an advisory to the President; the creation of a Publication Bureau; the provision that no Division east of the Rocky Mountains shall be permitted to establish an official organ of its own; the letting of the BULLETIN contract for no longer term than three years; a proposal that sanction for race meets be awarded to League clubs only, and that fifty members shall be sufficient for the organization of a sub-division instead of one hundred as at present, and one hundred members instead of two hundred for a division; a provision for the increase of the annual dues, if necessary; the insertion of the word "white," drawing the color line sharply; the making of the subscription to L. A. W. publications an optional one, and the full text of the changes in the much-discussed Amateur Rule, providing for the creation of two classes.

These amendments are presented to the membership of the League of American Wheelmen for full and free discussion, and they should receive careful consideration by the Delegates to the National Assembly. Some of them are unquestionably in the way of an advance; others are of more than doubtful value. The limitation of the powers of the Executive Committee and the creation of a cabinet will probably go through, as may the payment of a salary to the president—provided any first-class man can be induced to accept the place for that sum, which is doubtful; a strong opposition will be developed against making any change in the Secretaryship, and Illinois, who introduces it, will find little support; the Divisions must be enjoined from the publication of any organs of their own; there is a chance that the color line may be drawn, a number of Northern Delegates feeling that it would be wise to concede to the Southern Divisions what they wish, as the League would undoubtedly gain more than it would lose in the North, and finally the two classes will almost certainly go through as offering the easiest solution of a disturbing question.

Bicycle Race in Paris.

PARIS, Jan. 7. The thousand-kilometre bicycle race between Stephane and Carre was finished to-day, Stephane winning in 39 hours, 28 minutes and 8 seconds. Stephane thus beat Terront's record by 42 minutes and 52 seconds.

New York's Cycle Show Closes its Doors.

THE New York Show closed its doors on Saturday night, having carried to a successful conclusion the largest cycle exhibition ever held in this country. The attendance went on steadily increasing as the week drew to a close, and the crowds on Friday and Saturday were large and enthusiastic, thronging the various stands and applauding the music and fancy riding.

The men who took part in the discussion and enlivened things at the trade meeting were Stimson, Stearns, Wilcox, Warman, Fulton, Kirk, Brown, Bode, the results of the meeting having already been printed in last week's BICYCLING WORLD.

THE BANQUET

was held in the concert hall of the Garden on Thursday night, about one hundred and seventy-five persons being present, the representative men of the cycling trade of America.

Chas. A. Sheehan, President of the M. A. C. C., in a few well chosen introductory remarks, brought forward A. Kennedy-Child, who acted as toastmaster and who, in taking the chair said: "By special dispensation of the Pope, we will have no grace."

The menu was most excellent in quality and service.

Its discussion consumed over two hours



"Taking His Time."

from the oysters to the coffee, and with the cigars began the speeches and the toasts, the list being:

TOASTS.

Charles A. Sheehan, President M. A. C. C., "Introduction."
A. Kennedy-Child, Toastmaster.
Hon. Paul Dana, President Park Board, "Our Parks and Highways."
Major Charles H. Luscomb, Chief Consul New York Division L. A. W., "The Cyclist."
Col. A. A. Pope, "The Cycling Trade of the East."
Mr. C. W. Dickerson, "The Cycling Trade of the West."
Mr. F. P. Prial, "The Press."
Mr. H. E. Raymond, "The Racing Man."
Mr. L. H. Johnson, "The Cycle Show."
Mr. H. L Saltonstall, "The M. A. C. C."

Mr. Dana spoke briefly on the relation of the cyclist to the public in connection with the use of the highways, closing with the hope that wheelmen would unite in an effort to suppress the bicycle humps.

Chief Consul Luscomb in response to his toast, read a humorous address, purporting to be a manuscript written in 2845, which bristled with witty bits and was punctuated with applause.

Letters of regret were read from the Mayors of New York, Brooklyn, Chairman of the Board of Aldermen, President Burdett and President Bates, Mr. A. H. Overman and then Colonel Pope was introduced, who read an address which dealt with trade history exhaustively and in an interesting manner.

C. M. Dickerson's address, which was delivered from notes, was an admirable presentation of the Western manufacturer's claim for recognition and a statement of what they had done and were doing for the trade, and then Mr. F. P. Prial took up the running in a few words.

Mr. H. E. Raymond, who was enthusiastically received, hit the fancy of the audience in his remarks on the Racing Man, and then the diners listened to Mr. L. H. Johnson, who spoke briefly on the show, and was followed by Mr. H. L. Saltonstall, who gave an account of the M. A. C. C., after which, it being three o'clock in the morning, the sitting adjourned.

The tradesmen spent Sunday in packing up their goods, and by Monday morning the Garden was deserted, and the New York Show of '91 was a thing of the past.

CORRECTIONS.

A number of the exhibitors having come in late, after the opening of the cycle exhibition at Madison Square Garden last week, there were several reports omitted in our last issue. In Stand 63, which was erroneously given as the Washburn Cycle Co. of Boston, the Mechanical Rubber Co. of New York, Cleveland and Chicago, showed their tires. They own and manufacture three pneumatics: The B. and B." is a simple, cheap and light-weight, mechanically attached tire, which may be attached to any crescent rim, and which will not roll or creep; the "Yankee Band Wedge" which is an inner tube tire, held in place by two rubber band wedges without any wire attachment, and has no tendency to spread the rim or blow off the cover, being constructed on a new principle; and the "Cleveland Loop" tire, an ingenious construction which admits of being opened its entire length for thorough inspection and repair and quickly replaced on the loop principle. It can be quickly and easily repaired without removing from the rim, no special tools being required to open or close it, while the cover is so constructed that perfect protection is given the inner tube, the latter resting in a smooth bed free from contact with the rims or fastenings. They also manufacture a complete line of handles, pedal rubbers and special tires, being prepared to make anything required by manufacturers. Mr. J. F. Ives, manager of their tire department, was in charge.

The Bridgeport Gun Implement Company of Bridgeport, Ct., and New York City, occupied a stand in the Remington Arms Co.'s space, showing their "Echo Call" and other lines of goods. The Call is one of the loudest and neatest bicycle whistles on the market and can be carried in the vest pocket. It is handsomely nickel-plated and is rapidly superseding the old style whistle.

In Stand No. 80, with the Boston Woven Hose and Rubber Company, were found the Detachable Cleat Co. and Codman & Shurtleff of Boston. The former exhibit was in charge of Mr. Graves, and they had a complete line of their bicycle shoes, both for touring and racing, their detachable cleats, and grips for tourists' use. The last is one of the most convenient accessories for cyclists' use on the market, the amount which they will hold while on a tour being wonderful. Their shoes have attained a great reputation for workmanship and durability, and the line shown maintained the high standard of their goods. Codman & Shurtleff, who were represented by Mr. W. E. Sanborn, showed a complete line of pneumatic pumps and gauges of all sizes and capacities.

UNION! UNION!!

Line Upon Line

We have built up our reputation of making the strongest and best road wheel.

Precept Upon Precept

We shall instill into the minds of riders and intending riders the fact that the UNION will as heretofore always embody the newest and best features, strength not sacrificed to lightness. No experiments; everything proved trustworthy.

UNION CYCLE MFG. CO.,

239 COLUMBUS AVENUE, - - - BOSTON, MASS.

Branches, Philadelphia and Chicago.

Catalogues free at our agencies or will be mailed about Jan. 25th to all senders of two two-cent stamps.

WE always try to talk sense
So folks can understand what we mean.
We have tried to do this in our new catalogue.
We have tried to explain
Every point worth knowing, about

THE STERLING

(Built like a watch).

In this new catalogue—the only one of its kind that has ever been printed—we have tried to enlighten you on everything that you might like to find out about a bicycle you may have to risk your limbs on.

We make the Sterling. WE know that it is THE highest grade wheel made. If YOU want to know all that WE know about it, write for our "unique" catalogue.

STERLING CYCLE WORKS,

236, 238 and 240 Carroll Ave., CHICAGO.



THE old Vet. Pitman—with his memories of "Happy Days," and echoes of "God bless us every one!" was very much in evidence at the New York Cycle Show, and that he renewed lots of old-time acquaintance goes without saying.

But the BICYCLING WORLD desires to make, through its columns, an expression of the deep obligation it is under to Mr. Pitman—"God bless him!" to use his own expression. We were in a hole. The so-called stenographers which had been engaged for the purpose of writing down the editorial words, took the dictation all right (they always do) but when it came to transcribing those notes it was the same old story—they had grown cold and could not be read. So one day's work had gone for naught and where we were to get a competent stenographer was the question.

I mentioned the difficulty to Pit at the Imperial Hotel, Monday night, when, in company with Wainwright, Furnell, Billy Atwell, Ned Oliver, Charlie Overman, Pater, Hearsey, Coleman, and other choice spirits, we were taking something at the marble counter at which they dispense wet goods, and as he expressed his willingness to help get me out of my trouble by going to Wyckoff, Seamans & Benedict's the next morning and sending me a stenographer I promptly accepted his kind offer.

Now, any ordinary mortal would have considered that he was doing a great favor by simply engaging a stenographer for a friend, but so did not Pit. Not much. The next morning along came a good looking young fellow who inquired if I were "Ariel," and upon my replying in the affirmative, he introduced himself as a cycler and stenographer in the employ of Messrs. Pitman & Black, sent us with the old "Vet's" compliments, and as being at the disposal of the BICYCLING WORLD.

Could anything have been more graceful? Could anything have made us feel there was more in the old-time sentiment and memories connected with the sport (which so many of the new comers sneer at) than people are willing to acknowledge? Here's long life to you, "Old Vet," and many, many "Happy Days!"

ANOTHER kindness which was very much appreciated (and it is wonderful how many kindly good deeds we come across in this world of ours—but especially in the cycling world—when we are not looking for them) was the action of Messrs. McMullen and Oliver, who, in the space at which the firm of R. B. McMullen & Co. exhibited, had every accommodation for the transaction of business by their visiting friends, including desks, easy lounges, chairs, stationery and a type-writer and stand. Every one was invited to make himself at home and to utilize the accommodations for their own purposes, and it is needless to say the invitation was promptly accepted in the same spirit in which it was tendered, and was heartily appreciated.

ONE of the latest converts to cycling is Mrs. Laura Ormiston Chant, the famous English lecturer, who is so well-known both here and abroad. Having become thoroughly imbued with the possibilities of the wheel, she is considering the advisability of organizing a cycle club for women, which, established on new lines, should prove to be an ideal organization.



A bull-pup is a harmless thing,
When on a maiden's lap;
But when he's loose out on the road,
The story's told in *verbum sap.*
He tries to go through your front wheel,
And stops you, so to speak;
And dumps you off, and lands you
In the middle of next week.

PHILADELPHIA has the floor!

On Monday week there opens the fourth annual cycle show which has been held in the Quaker City, and the present outlook would seem to indicate that it will be far and away the most successful one ever held there, the building being superior in point of size and accommodations to any that they have yet shown in, the list of exhibitors the largest, and it being known that almost every exhibitor who was at New York will show in Philadelphia, their committee having put in a week of arduous work at Madison Square Garden. The attendance will be large, as has always been the case, Philadelphia cycledom showing its loyalty in support of anything connected with its beloved sport.

THE advertising solicitor was in evidence at Madison Square Garden in quantity, and let himself be seen there at all hours, much to the disquietude of the poor manufacturer, who in truth found the Show anything but a bed of roses, for between the inquiries of the general public, the interviews with present and prospective agents, and the blandishments of the cycling press, he found his time most thoroughly taken up, it being in fact a question with him as to how he could crowd twelve hours into six.

But the Central Cycle Mfg. Co., of Indianapolis, had one of the neatest little schemes for the discomfiture of the advertising solicitors that I have lately come across. Every time one of these individuals floated in and broached the subject of advertising, he was immediately referred to, "Our Mr. Johnson, Garden street near Illinois, Indianapolis, office hours 9 to 5; take any of the western railroads and get off at the Union station, whence it is only two blocks to the office. Mr. Johnson will be glad to see you at any and all times. Good day!"

And it worked.

UPON my return from the Madison Square Garden Show I scarcely had sufficient energy to open the accumulated mail which was stacked upon my desk but catching sight of a square envelope bearing an English postmark and addressed to me in a familiar hand, I opened that first, finding a card with the following inscription: "With best wishes for a a Happy New Year from Mr. and Mrs. F. J. Osmond."

And here are many of them from your American friends, not forgetting the better half of the family, F. J.!

THIS party put in a pleasant hour eating hot tomales at a Mexican joint on 28th street: Messrs. C. R. Overman, W. C. Overman, A. W. Pope, Sterling Elliott, Fred Pater, H. A. Lozier, Jr., H. T. Hearsey, H. Crowther, F. T. Fowler, W. C. Marion, Hoyland Smith, D. J. Post, L. D. Johnson, H. S. Owen, L. M. Wainwright, Elliott Burris, A. L. Garford, L. H. Wilcox and W. R. Pitman.

THAT versatile son of the "Ould sod," Mr. Andrew J. Cahill, has resigned his position with the Buffalo Wheel Co. to accept that of Eastern representative of the *Referee*, succeeding Mr. W. J. Morgan. Mr. Cahill's office will be in New York, and with his wide acquaintance among the trade he should make a go of his new venture.

OUR friends, the delegates to the National Assembly, have some pretty work cut out for them.

... Agents ...

The Liberty

CYCLES

Will be sold to the retail trade of . . .
New England direct from our factory.

All retail cycle dealers in New England who desire the agency for our unexcelled line of goods, are requested to correspond with us.

WE CAN INTEREST YOU.

...

WILSON, MYERS & CO..

Makers of LIBERTY CYCLES,

55 Liberty Street. .... New York.

OVERHEARD in the New York Cycle Show, at the Trade Meeting, the banquet and through the aisles:

"Falcons fly high." *J. L. Yost.*

"Watch our smoke!" *C. C. Candy.*

"The Fowler is a bird." *F. T. Fowler.*

"Now bid thy gentle Ariel fly!" *E. H. Wilcox.*

"Read me a line on the New Mail." *W. S. Atwell.*

"The Premier place in the Show." *L. H. Johnson.*

"They come to the Triangle for points." *J. Josephi.*

"Every bicyclist rides the best wheel made." *Ibid.*

"You can't find but two ends on ours." *C. R. Overman.*

"Where do the kindred industries come in?" *Kirk Brown.*

"You can't find an end on our wooden rims." *A. W. Pope.*

"Give me (the) Liberty or give me death!" *J. S. Beels.*

"See our Mr. Johnson on advertising!" *L. M. Wainwright.*

"The 'Yellow Fellow' knows his little book." *E. C. Stearns.*

"What do you think of our Lovell 'Giraffe'?" *D. R. Harvey.*

"There is a satisfaction in buying a one-priced article." *A. A. Pope.*

"Remingtons are made to shoot—and to ride." *G. Minturn Worden.*

"A trust is no good to a man unless he's on the inside." *H. A. Lozier.*

"Forty big orders booked on Thursday alone, my boy!" *Fred Patee.*

"A body of men without any money is of no use whatever to the public." *A. A. Pope.*

"Justice requires that the interests of the smaller makers be looked after." *F. J. Stimson.*

"I remember a Board of Trade that never carried out any of the agreements it made." *Ross.*

"The man who pays the expense bill is the man who finds fault with the sales." *J. Elmer Pratt.*

"The only wind that the buyer cares anything about is that which stays inside of the tire." *Sterling Elliott.*

"There is no doubt that two or three million dollars' worth of capital whisper rather loudly." *A. K. Child.*

"If there is any one thing that the western man is pre-eminent in it is in his modesty." *C. W. Dickerson.*

"The Eastern Rubber Mfg. Co. are pretty slick business men and their whiskey is good." *Geo. K. Barrett.*

"This is a trade association not a trust; and any newspaper reporter who thinks it is must be off his base." *A. A. Pope.*

"Say, waiter, ring for the fire patrol and turn on the hose." *W. C. Marion* (on tasting a hot tomale for the first time).

"We don't care a rap for the twenty-five on the outside; it's the eight on the inside that we're taking care of." *F. A. Egan.*

"If I had been in business for fifty or one hundred years as Col. Pope has, I would be better able to advise." *H. H. Fulton.*

"We do not understand what an amateur really was nor, from investigation, does it appear that they really knew themselves." *Chief Consul Luscomb.*

"The manufacturer and the dealer should regard it as much a part of his duty to put his customer into the L. A. W. as it is to sell him the wheel." *Ibid.*

"The cycling trade of the East is not perhaps so aristocratic as that of the West but it has a little more stability than that west of the Rockies." *A. Kennedy Child.*

"Oh Lord! to think of another week of this!" *Omnes.*

Ariel

The First Bicycle Show in America.

THE first bicycle show ever held in America was under the auspices of the Boston Bicycle Club, in Mechanics Building, Boston, May 27, 28, 29, 30, 1886. At that show there were present fourteen manufacturers and importers, namely Pope Mfg. Co., Coventry Machinists' Co., Overman Wheel Co., Gormully & Jeffery, H. B. Smith Machine Co., Stoddard, Lovering & Co. (Rudge), Wm. Read & Sons, W. B. Everett & Co. (Singer), Western Supply Co., McCoy & Williams, J. A. R. Underwood (Quadrants), A. G. Spalding & Bro., S. T. Clark & Co. (New Rapid), Julius Wilcox (Facile). Just think of it—fourteen manufacturers and importers; while at the New York Show there were about seventy manufacturers and importers, representing a total of between six and seven hundred wheels.

A Steam Cycle.

DR. W. H. LIBBEY, of Boston, has invented a steam cycle.

The inventor claims that sufficient steam can be generated in the boiler to drive the machine at a speed of from 15 to 25 miles an hour. The lamps will burn 12 hours, and the supply of water that can be carried will be ample for that length of time. The boiler will hold about 20 quarts, and directly over this is the reservoir, which holds nearly four times as much.

The question has been asked: Will not the heat from the boiler make riding uncomfortable, especially in hot weather? The inventor's reply is that the extra supply tank overcomes that seeming obstacle by filling the gap between the rider and the boiler and preventing all contact with either steam or heat.

When the machine is completely fitted it will weigh but little more than 100 pounds, and the water supply will add less than 50 pounds more to its weight.

Dr. Libbey is a native of Boston, having been born here 58 years ago.



"One of the signs of progress," said De Grim "is to show the manner of punishment."

"And how," asked De Gaff.

"Well," answered De Grim, "they used to break men on a wheel; now a man gets on a wheel himself, and breaks himself all to pieces."

Giant Cyclists.

THE weight of Dr. Meidon, of Dublin, is 378 pounds, who, it is stated, would quickly weigh 110 pounds additional did he not keep himself comparatively thin by cycling and playing lawn tennis. Three hundred and eight pounds is the weight of Mr. M. A. Manning, of Waterford, Ireland, who not only has the distinction of being one of the heaviest, but also the tallest cyclist in the world. He stands six feet, six inches in height, and rides a solid-tired safety bicycle, specially constructed for him, and which weighs only 47 pounds. *Tit Bits.*

As Others See (?) Us.

IN a recent speech on educational progress, Lord Justice Bowen, of England, is reported to have said: "The highways and byways of literature are given up to the literary bicyclist. He travels in a costume peculiar to himself, and he considers the landscape all his own."

Costly?

Yes, so are diamonds, and the price of diamonds keeps up, no matter what paste is selling for.

The DUNLOP is worth more than any other tire on the market, and that's why we get more for it. It is dearer to begin with, but it's cheaper before you get through. Get our catalogue and prices.



Get a guarantee that hasn't the smell of the grave-yard on it. Financial responsibility is an important feature of a guarantee.

That calendar is going fast. Hurry up if you want one. It is a handsome little thing in colors, after originals by celebrated German artists, and is an adornment for any office. You can get one of these if you are a bicycle dealer, by sending us your business card and mentioning this paper. Only a limited number: first come first served.

▸▸ ▸▸ ▸▸ ▸▸

The **American Dunlop Tire Co.,**

504, 506 W. 14th St., New York.



Women's Department.

Conducted by MRS. MARY SARGENT HOPKINS, to whom all communications should be addressed.

The New York Madison Square Bicycle Show.

How few people realize, unless their interest has previously been awakened, what a bicycle show really is. An exhibit of wheels means to them nothing but wheels. I must myself confess to a feeling of bewilderment when I first stepped into the Garden; such an array of bicycles never before had been brought together in this country. The magnificence of the show was of course augmented by the exhibit which had been brought from the World's Fair; but aside from this fact the exhibits were most wonderful in diversity and individuality. Everything seemed to have been done by the management to make a complete success of the affair; and fortunate indeed was the woman who could spend sufficient time to become familiar with all that had been invented and made to add to her comfort and security on the bicycle. Aside from the wheels themselves, there were accessories in the shape of pedals, saddles and brakes and all sorts of novelties that need a chapter by themselves. Before walking the length of the garden, it was evident to me from the display on almost every stand, that the woman's side of the wheel question, had been in no wise neglected and that at last she had an equal chance with her brothers in the choice of a cycle. A remark was overheard, made by a lady from the West (her knowledge of wheels and wheeling was very limited) to the effect that she had always thought bycicles were for boys; but, said she, "Just look at this great crowd of fine looking men and women and they all seem so interested." They were interested, and small wonder. One would have to be a dullard, indeed, not to be interested in the product of so much brain and genius, to say nothing of the vast capital that was involved, which met the eye in every direction. The various schemes devised to attract attention were very unique. Wheels in outline made of a collection of small parts arranged symetrically on a black velvet back ground. Very pretty souvenirs also were given away, in the shape of paper weights, packs of playing cards, stick pins, and trinkets made of aluminum. Every lady visitor to the Victor stand, one evening, was presented with a handful of carnations and geranium leaves. This stand or pavilion was exceedingly beautiful in its design, being made of solid mahogany pillars trimmed with gold. The inside was hung with plush in dark rich colors and furnished with quaint chairs and other seats of mahogany and leather. Their exhibit of wheels was, of course, very fine. I had eyes only for the woman's wheel, the Victoria of 1894. It was a beauty with new red rubber dress and mud guards and a saddle that certainly was most captivating in appearance, called the "Tilting Saddle." As its name would indicate, it tilts forward, and as the rider mounts assumes a horizontal position. This will allow plenty of room for a stout woman to mount comfortably without catching her skirt on the point of the saddle, as she springs backward. This was the Overman's exhibit at the World's Fair.

The Columbia exhibit was also reminiscent of the "White City," composed entirely of solid brass with large brass eagles at every corner and over the front entrance. It was indeed magnificent. I was told that this exhibit as it stood in the World's Fair cost $20,000. I suppose that included its contents in the shape of the well-known "Columbias." The lady's model for this year does not differ materially from that of last, but so great a degree of excellence has already been obtained for this wheel that there is no crying necessity for many additions unless it might be the adoption of more than one sized model to meet the requirements of different sized women. The officers of the company from the President down, kept open house and the exhibit was crowded during the day and evening.

I found my old friend the "Hickory" in new dress. As I looked at it in its beautiful light finish and nicked polish, my mind traveled backward a few years, and I thought of the first "Hickory" I ever mounted. Solid tired with plain bearings. As I compared it with this wheel, with all the latest improvements the family resemblance was not very striking. The march of improvement being much more in evidence.



A suggestion from *Judge* as to the use of the trolley.

A wheel that excited great interest and attention was the "League Chainless Safety" which is constructed on an entirely different mechanical principle from the wheels with which we are familiar. The absence of the chain was the most conspicuous departure. In its stead was a beveled gear. If this wheel fulfills the promise made by its inventors, it stands a chance of making a revolution in women's bicycles particularly. The gear is incased so that no dust or grit can penetrate, and a woman is in no danger of getting wound up in the chain, for there is no chain. The lines of this wheel are exceedingly graceful, plenty of room being allowed between handle bar and saddle. I shall look further into the merits of this wheel, and after riding it, I can give a more intelligent description and opinion.

The "Dart" wheel made by Smith Bros., of New York City, was beautiful in construction and material. This wheel has a very interesting history and the makers assure me that its invention and manufacture antedates all other women's bicycles. The Smiths are particularly fortunate in having such a marvel of lightness and beauty to offer to women cyclers, for women riders are now educated to a point where they know a good wheel when they ride it and appreciate the greatest of all advantages in a wheel for them—strength and lightness combined this is found in the "Dart." At the stand one of these wheels was hung on scales and registered 22 1-2 pounds. It was not new and had stood the test of long and hard riding. These wheels are made to order, but the regular models show three different weights. The heaviest, however, being much lighter than the conventional women's wheel. I easily lifted one of these wheels with one hand, and was tempted to walk away with it under my arm. No description can do them justice, they must be seen and ridden to be appreciated. There is no question as to the future of this wheel.

One of the most noticeable features of the show was the "Providence Double Tube Tire" which provides for the use of two inner tubes, one drawn through the other. Each tube has an independent valve. The outer one is first inflated, forming an ordinary inner tube tire. Should this become punctured or the valve get out of order, all required is to inflate the reserve inner one, which, when uninflated, lies in the hollow of the rim, fully one and one-half inches from the outer surface. What a boon for women, who cannot always depend on a male escort, and who naturally dread a punctured tire and a consequent riding home "on the rim" or a dreary walk. No extra tools are needed. This company report all their output engaged up to next September. Their stand was crowded with interested investigators who seemed to think that this was a very advanced step in the direction of solving the puncture difficulty. Right opposite this exhibit was a "*Puncture*-less" tire. A board driven full of sharp pointed tacks and nails with points upward was ridden over and over again with no apparent effect on the tire. This feat was made possible by a prepared cotton pad inside the tire, which was impervious to all sharp pointed attacks. On the principle that "an ounce of prevention is worth a pound of cure," this tire is worthy of attention. A similar arrangement has been applied to a well-known English wheel.

Mr. Yost of the "Falcon" wheels is an old friend, and when I reached his exhibit, I looked for novelties and was not disappointed. The adjustable handle bar struck me as being a capital thing. Sorry that the brake rod prevented its being adapted to the woman's wheel. Their arrangement for taking up the chain so that the rear wheel cannot be got out of alignment and their new idea for locking in the tire were good things. The Falconess in different sizes for women and misses show that this firm are willing to cater to the women's trade, and that they do not fear to depart from the conventional.

The Hartford Wheel Company showed a very nice product for a very reasonable price, a good combination, which appeals to women who want to ride and who cannot pay the highest price for their mount.

The Falcon. '94 Pattern

THEY ARE LEADERS.

Popular Prices and Quality Make Them Such.

LOOK AT THIS, OUR LINE FOR '94, AND SEE IF THEY DON'T SUIT YOU.



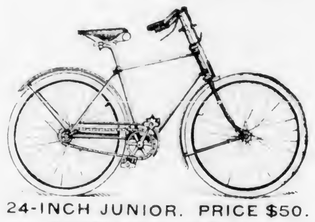
PRICE $100.
Gent's road wheel. Weight, 32 lbs.



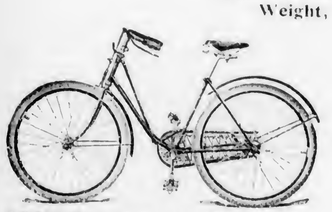
FALCONESS. PRICE $100.
Ladies' wheel. Weight, 35 lbs.



26-INCH JUNIOR. PRICE $65.
Youth's diamond frame.
Weight, 28 lbs.



24-INCH JUNIOR. PRICE $50.
Youth's diamond frame.
Weight, 28 lbs.



COMBINATION JUNIOR. 26-IN.
PRICE $65.
Combination Boys' and Girls' wheel.
Weight, 33 lbs.



COMBINATION JUNIOR. 24-IN.
PRICE $50.
Combination Boys' and Girls' wheel.
Weight, 33 lbs.

There are none that are made any better or of better material, or that averages less in weights. See our new tire and adjustable handle bar.

If any one doubts the quality of the FALCON wheels, because of the price, we are ready to make good our assertions. Address us for '91 catalog, which we will be pleased to send you. We are looking for you if you have the qualities we are looking for—push and energy.

MESSRS. KINGMAN & CO., Western agents, in the following territory: Illinois, except Chicago; Iowa, Southern Minnesota, So. Dakota, Nebraska, Kansas, Western Kentucky and Tennessee, Indian Territory, Oklahoma and Cherokee Strip.

Look for our exhibit at the cycle show in New York, in January.

ADDRESS

THE YOST MFG. CO.,

YOST STATION. TOLEDO, OHIO.

N. B.—Our adjustable handle bar and metallic-fastened tires please the riders. See catalog. [Mention BI. WORLD.]

In looking at the "Warwick" I was pleased to see a large disc brake which can be applied to any of their wheels, very nice for a hilly country. I believe in brakes. There were three sizes of ladies' wheels, very graceful in appearance, varying in size, weight, and price. These wheels have always been made "on honor" and are fully up to their reputation.

Aside from the exhibits the fancy and trick riding on a raised platform in the centre of the garden was well worth looking at. Maltby was excruciatingly funny, as the dude taking his first lesson on the ordinary. If there is a whole bone in his body after his week's performance, it must be because he has some anti-fracture attachment which he applied to every one of them. Such headers, such promiscuous tumbles of all sorts, such tangling up and crawling through that wheel! The performance wound up by his taking a tumble head first down stairs, disappearing from view in this novel way.

The Stirk family, three girls and two men, delighted the beholders. Their act was similar to a circus performance with wheels substituted for horses.

Saturday evening, during their last performance, one of the girls in jumping to the floor from the shoulders of the male performer (he being mounted on the ordinary, she standing on his shoulders and riding swiftly around), missed her calculations and fell. Another pair, man and woman, were riding behind them in the same manner; the second girl seeing the first one fall, fell from sheer sympathy, striking the floor very heavily. The girls were able to finish their act, which they pluckily did. They are so daring, it is a wonder such things do not happen of ener. Sid Black and a colored rider named Johnson did some wonderful things on their wheels, and Maltby as Mlle. Clementine, in blue tights, ballet skirts and a blonde wig, was graceful in the extreme.

All Saturday afternoon a country "Josskin" in an old light coat and hat, with a potato sack in one hand wandered around amongst the exhibits, very much interested in everything he saw. He was followed by a crowd of men and boys watching his every movement. Finally, after making the rounds two or three times, he was seen on the platform negotiating for a ride on a safety, and at last he got the privilege. By this time every one was reasonably sure that it was another of Maltby's masquerades, and they were certain when he began a series of artistic headers and tumbles, ludicrous in the extreme. All the varieties of ways in which a fall may be accomplished from a safety were fully illustrated. The last we saw of this interesting character, he was apparently trying to trade off a big pumpkin, which he carried in his sack, for a wheel. We afterwards learned that he was an old acquaintance, Graves of Boston, of detachable cleat and bicycle shoe fame. Mr. G. certainly seems to have missed his vocation; he should be on the stage instead of making shoes. His make-up was perfect. Maltby did not appear the last evening; perhaps he was unable from the effects of his week's hard work. Mr. Graves filled his pace with much credit.

The decorations of the Garden, the lights and the arrangements for the comfort and convenience of the visitors reflected great credit on the manager, Mr. Sanger, who promised even greater, next year. There were many things worthy of more extended description than I can give in this article, and rather than not do them justice, I will continue "in our next."

I cannot give any report of the banquet on Thursday evening, as I was unable to be there (owing to my sex). I have heard that it was a very pleasant occasion, and enlivened by bright and pleasant speeches by the leading lights in cycledom.

Merrie Wheelers

Class A, Class B.

THERE is nothing more singular in the cycling history of the day, than the opposition to Class B from so many of the cycling press. Why there should be any opposition to calling a spade a spade and doing away with all subterfuge is one of those singular things which can only be explained by the assumption that sometimes people close their eyes to unmistakable facts. For no one thing has the L. A. W. received more condemnation than for the circumlocution with which it has treated the amateur question for years past, and now that it proposes to cut the Gordian knot with a directness of purpose that should commend itself to all, it ought to receive the support of every member.

Classes A and B may not be a final solution of this much vexed question; it may be necessary to legislate further in the case another year; but now that it is proposed to hew to the line and establish the two classes of amateurs and promateurs, let us at least give the thing a fair trial and find out by practical test whether or not it will yield an answer to this troublesome question.

The objection urged against the adoption of two classes, viz., that Class A will simply be a cover for the promateurs, falls to the ground of its own weight, for it carries its own remedy with it. Even should not the limitation of prizes in Class A insure the riding of the fast men in Class B, where all the valuable trophies will be found, the expense clause would suffice to prevent their masquerading under false colors, and in order to secure themselves against any possible violations of the rule it will be definitely announced by the Racing Board that any breakage of this rule would insure expulsion from the League.

Does any one believe that the racing men would take any chances on this?

Spokes.

DIRECT or tangential? This is a question to which cycle makers have not given an emphatic answer. Visits to the shows have revealed the fact that opinions are still conflicting as to the merits of one system of spoking over the other. The conditions to-day are somewhat different to those in the days when the G. O. O. was the prevailing type of cycle, and therefore no comparison can be made. The smaller wheel and pneumatic tire have wrought a marked change. To a mechanical mind it would appear that for driving, a tangent wheel would by the nature of its construction, be more effective, because, as the power is applied to the hub, the tendency is to wind or pull the rim round by the spoke. In the case of a direct-spoked driver, the power transmitted to it is, in some measure, lost, as the hub is less rigid in the spokes, and the rebore "gives" a deal before doing any work. This was particularly noticeable in the starts of ordinary races on the path. The practice which has been apparent lately, and which seems to corroborate the accuracy of the above theory, is to build driving wheels with the spokes fixed tangentially, and the steering and trailing wheels with direct. But this is not universal, nor is it adopted on all high grade machines, hence the query, direct or tangential? *Bi. News.*

Jack Keen.

ONE of *Bi. News* staff had a chat the other day with Jack Keen, the veteran professor, who has now been riding for over twenty-four years. Keen knows more about the history of amateurism than any present member of the N. C. U. He believes there is a bright future for the new professionalism, and welcomes the programme of the syndicate recently formed to promote cash prize racing. If the title professional could be dropped, Keen thinks it would be all the better. He strongly condemns the past policy of the Union, and is of opinion that the new departure should be conducted independently of that body.



The melancholy days have come,
The saddest of the year,
The snowball ripe is sure to catch
The cyclist in the ear.

"AS GOOD AS THE FOWLER."

That was the cry at .... the Cycle Show.

AS GOOD AS THE FOWLER.



What a Triumph!

One year two months old and pointed to as makers of a wheel equal to the best.

What a Success!

The HILL CYCLE MFG. CO. are not yet satisfied. Not good as the best—but the Best wheels made, that's the goal, and we'll reach it too. ... ...

WE WANT GOOD AGENTS. WRITE US.

HILL CYCLE MFG. CO.,

MENTION BICYCLING WORLD. ••••

142, 144, 146, 148 West Washington Street. CHICAGO, ILL.



WE ARE AHEAD OF ALL OTHERS WITH OUR

Novelty and Shedd's Cyclometers.

ACCURATE. DURABLE. WARRANTED.

SALT LAKE CYCLE CO. write: "We will push your cyclometers for we believe them the best and most accurate instrument of the kind on the market.—C. A. EMISE, Manager."

RECORDING INSTRUMENT CO., 602 CHAMBER OF COMMERCE, BOSTON, MASS.



THE

Bridgeport Cyclometer.

The only absolutely reliable cyclometer at a price within the reach of every bicycle rider.
Dustproof, waterproof, no rattle, noiseless, readable from saddle, adapted to all bicycles, made for 28 inch and 30 inch wheels.
Electrotypes ready for delivery January 20th.

$3.50

THE BRIDGEPORT GUN IMPLEMENT CO.,
BROADWAY AND THOMAS STREET, - - - NEW YORK.

COASTING on SKATES

Over the hard snow in the streets and fields. Our COASTERS are easily clamped to any skate, giving a broader surface which glides smoothly over the snow. The greatest sport for boys and girls without the danger attending ice skating. State size of your skate. Price 30 cts. a pair and 6 cts. for mailing. Postal note or 2-cent stamps. Circulars upon application.

HALE & CO.,
WORCESTER, - MASS.

Gov. Greenhalge is Solid for Good Roads.

IN his inaugural Gov. Greenhalge of Massachusetts has this to say in re good roads:

Broad, durable and convenient roads, the great and important avenues of internal commerce, are the natural outcome of advancing civilization. The development of street railroads and the desire for physical culture and pleasure, as demonstrated by the increasing interest in the use of the bicycle, by the cultivation of horsemanship, and by the growing appreciation of rational pedestrianism, afford abundant evidence of the importance of good highways. Towns and counties are connected by roads, and all our citizens, regardless of classification, are free to enjoy the privileges they offer. The highways are the property of no man or set of men, but on the contrary are open to all persons who see fit to use them in a decent and orderly manner.

Our public highways, so called, are main thoroughfares, used not only locally, but to a large extent for through travel, and consequently the maintenance of them becomes a question of general interest. Such being the case, I believe the aim of the commonwealth should be to contribute as liberally as possible to the construction and care of highways. Furthermore, it is important that we should constantly make progress in the method of building roads, not only for the sake of better State highways, but also for the purpose of giving advice and instruction to county and municipal road surveyors.

At present there appears to be a great waste of energy and substance in patching up roadbeds. The tendency in most towns is to expend their annual road appropriation in half repairing a large amount of highways, without ever constructing even a small amount of really first-class road.

We have already made a beginning in the direction indicated, and I consider it of great importance that the problem should be more carefully studied, and that such legislation shall be enacted as will contribute to a broader and more comprehensive development of all of our public highways.

A Cranky Discussion.

THE various parts of the bicycle were having a unanimous grumble.

"Mine is a hard case," remarked the chain referring to his new cover. "I am now debarred from seeing the sights of the country, and have to travel *in cog.* as well as on cog. In fact my well-known links-eyed view, as it were, is interrupted."

"I am always being sat upon," said the saddle.

"I am the butt all round," remarked the spoke end, sadly.

"I know that I feel horribly bored," growled the rim.

"I become hollower year by year," ventured the main tube.

"No wonder I feel cranky," interpolated the bracket.

"To crown all," observed the front forks, "we have two plates to carry on our heads now, instead of one."

"Shut up, we are tired," moaned the rims.

Then all agreed that matters were getting beyond bearing.—*Ex.*

A Bicycle Track at Washington, D. C.

FOR some time the Washington wheelmen have wanted a race track, but the stumbling block has been the want of a a piece of ground on which a good track could be built. Now the prospects seem brighter as arrangements have been made to lease ten acres of good land on one of the principal electric car lines of the city. It is improved by a large hotel that can easily be converted into a club house, and such it is intended to make it. For some time many of the clubs have needed quarters, and it has been the idea of L. A. W. members to secure quarters that could be turned into an associated club house. If the deal goes through their dream will have become true. At a meeting of the D. C. Board of Officers it was decided to raise enough money by issuing stock at a a small sum per share that would be within the reach of all. If one-third of the active bicyclers of Washington would take one share of stock at the small rate of $2.00 each, enough could be raised to assure the success of the enterprize and build as fine a third mile track as there is in the country to day. All it needs is a little hustling and it can be accomplished. Any readers of the BICYCLING WORLD who have had any experience in track building will greatly assist the D. C. boys by offering any suggestions they may have. Send them to Chief Consul French, 2505 M street, Washington, D. C.

The Narrow Tread.

NOTHING appeals more forcibly to the practical cyclist than a narrow tread—which is the technical expression for the distance between the feet when placed on the pedals, which is for convenience sake taken from one end to the other of the crank axle. A narrow tread which is obtained without lessening the distance between the ball races of the bottom bracket may be said to be the sign of an up-to-date cycle. It is easy to understand why a narrow tread is an advantage: if the feet are fairly close together, the joints are straight, and so is the thrust, and there is no unusual strain; whereas if the feet are put wide apart the leg is necessarily thown out, and the strain on the joints is a crooked one. More power is obtained the straighter the thrust, and half an hour's practical experiment will convince anyone of the fact.

In the old ordinary days every effort was made to narrow the tread, and this was risky with the big wheels then in use, and now in the safety days very little attention has been given, in some quarters at least, to this important feature. There are strains in the R. D. which the builder of ordinary bicycles had not to deal with, and that is why in the former case the tread has not been hastily narrowed. Straight stays running from the rear wheel to the outside edge of the bottom bracket, so as to secure the greatest rigidity, wide bottom brackets, and so on, have all been designed to deal with those strains.—*Bi. News.*

SPECIAL OFFER.—**For a limited period only we will accept yearly subscriptions to the World at the present rate of 50 cents, although we have put the price back to $1.00. This offer will not remain open long.**



City Missionary (visiting prison)—"May I ask what brought you into this deplorable position?"

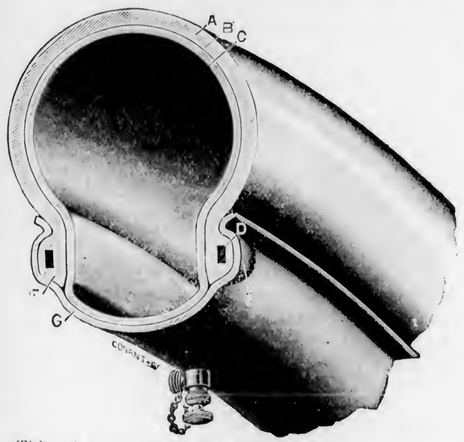
Convict (dejectedly)—"I stole a bicycle."

City Missionary—"I suppose you now see the error of your ways, and sincerely repent your wrong-doing."

Convict—"You're mighty right, pard. I was a fool to go out of my line; my specialty has always been horses."

THE "HUESTIS"

DETACHABLE PNEUMATIC TIRE.



This cut represents the tire in cross-section. A represents the rubber shoe or tread, B the canvas lining of the same, C the air tube, D the light metal band, E the depressions or recesses on the rim, F the rubber prominences on the tire, G the rim. E and F interlock, thus securing a positive attachment and preventing the Tire from moving in any direction.

Found at Last.

The Perfect Detachable Tire.

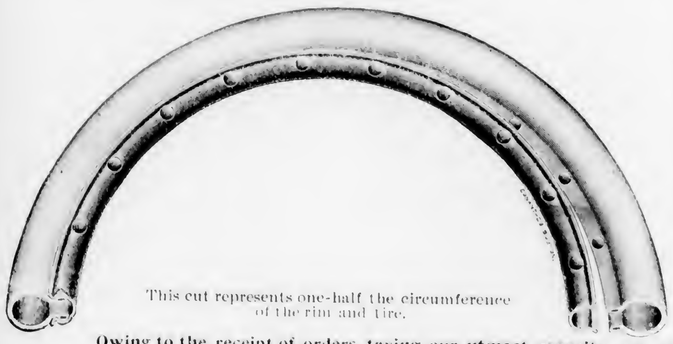
Examine the cuts and convince yourself that it is all that is claimed for it: LIGHEST, STRONGEST, most-easily ATTACHED and DETACHED; impossible to CREEP. When attached, it's there and stays there.

Give the "HUESTIS" a trial, and it will talk for itself.

SATISFACTION GUARANTEED.

TO BICYCLE MANUFACTURERS AND DEALERS.

First.—Because it is lighter. *Second.*—Because it is stronger.
Third.—Because it is impossible for it to creep on the rim.
Fourth.—Because it is of absolute and rapid engagement; can be attached or detached in one minute.
Fifth.—Because it is the only detachable tire applicable to a light wooden-rim wheel.
Sixth.—Because it is the CHEAPEST and BEST FIRST-CLASS detachable TIRE ever offered.



This cut represents one-half the circumference of the rim and tire.

Are not these *six facts* sufficent to convince you that it is to your interest to use the "Huestis"? We guarantee these tires to be constructed of perfect material and by the most skillful workmen. They are manufactured in our own factory under our own personal supervision.

In offering this tire to the public we feel that the simple construction, the absolute freedom from creeping, the combined lightness and strength, and, lastly, the absolute and simple mode of engagement will commend it to bicycle manufacturers as the tire that will win for itself the endorsement and favor of wheelmen, and that it has come to stay.

If you are unable to obtain the HUESTIS from your local dealers, we will ship C. O. D. with privilege of examination.

Owing to the receipt of orders taxing our utmost capacity, we cannot promise delivery of the "Huestis" in large quantities before December 15 to January 1, 1894.

The NEWTON RUBBER WORKS,

Exclusive Manufacturers of the Huestis Detachable Pneumatic Tire and all classes of Rubber Goods.

178 DEVONSHIRE ST., -- BOSTON.

Far and Wide

THE Stonington (Ct.) assessors have decided to tax bicycles at $50 each.

THE Kentucky Division will hold its annual meet at Owensboro, June 15-16.

WHEELER, the "King of American Professionals," has taken up his abode at Levallois-Perret, Paris.

THE Baltimore (Md.) Cycle Club gave an enjoyable musicale at the clubhouse, 1521 Eutaw place, last week.

DR. LOUIS SERAF, a bicyclist of Sandusky, Ohio, was robbed near Tiffin by highwaymen, who demolished his wheel.

CINCINNATI will be the place where the '91 Ohio Division Meet will be held. Dates probably July 4 and 5.

THE Springfield (Mass.) Bicycle Club was $2,256 to the good on New Year's Day. At a recent meeting Mr. D. C. Miller was re-elected president.

CONGRATULATIONS, Mr. Harvey! The engagement is announced of Capt. D. R. Harvey, of the Somerville (Mass.) Cycle Club, and Miss Gertrude Stall, of College Hill, Mass.

THE cycling members of the Y. M. C. A., of San Francisco, Cal., have organized a bicycle club which will be known as the Y. M. C. A. Cycling Club of San Francisco.

THE West Philadelphia (Pa.) Cyclers have formed a glee club and double quartette from the membership. Professor McConnell has been engaged as the instructor.

FROM H. W. Boers, of Detroit comes a card with the fruit of the chestnut tree attached thereto with the greeting: "Wishing you the same old—Happy New Year, 1894."

IT has been decided by the Cambridgeport (Mass.) Cycle Club to abandon the minstrel show this season on account of the amount of work and rehearsals requiring too much time.

THE compass whist held at the club on Tuesday between the Pennsylvania Bicycle Club and the Unique Whist Club was decided in favor of the Pennsylvanians by a score of 399 to 395.

THE three following member of the Pittsburg (Pa.) Century Club have records as follows: C. H. Petticord, ten centuries; H. S. Mercer, eight centuries; Dr. O. H. Taft, five centuries.

THE tax assessors of the town of Stonington, Ct., decided recently to levy a tax on bicycles. The value of each was assessed at $75. The board of relief, however, has reduced the valuation to $50.

BORDEAUX, France, can now boast her winter cycle track. It has been formed in the huge hall of the Bordeaux Circus. It measures 128 yards to the lap, and is 16 feet wide, a teacup kind of path.

THE Portland (Me.) Wheel Club have moved from their rooms in Monument Square to the Rines building on Congress street, to the quarters formerly occupied by the Young Men's Republican Club.

AT a meeting of the Board of Officers of the South End Wheelmen, Philadelphia, recently, C. A. Dimon, the captain, was asked to resign, it being argued that a member should not hold two elective positions.

IN Chillicothe, Ohio, last week a reckless wheelman ran into and knocked down a little girl, nine years of age, in front of her father's residence, the wheel passing over her shoulder and fracturing her collar bone.

ENGLISH *Wheeler* has started a dictionary, and from among its definitions we cull a few choice morsels.

AMATEUR. A legendary being supposed to have existed in the Grecian era. The title is still preserved as a satire on ancient customs.

AMERICA.—A place where land is cheap, likewise cycling records and veracity.

J. S. JOHNSON has for a time laid aside the pneumatic wheel and taken up the skate. At Minneapolis the other day this wonderful little man covered two miles in 6.00 2-5, which is 1 1-5 seconds inside the best record.

N. A. Ross, of Waltham, gave a phonograph concert to the members of the Springfield (Mass.) Bicycle Club last week. The programme consisted of thirty-five selections each number of which was greatly enjoyed.

SPECIAL OFFER.—For a limited period only we will accept yearly subscriptions to the World at the present rate of 50 cents, although we have put the price back to $1.00. This offer will not remain open long.

W. H. BARBER, the well-known trick rider, has just returned from a professional trip to Cuba. He says he can stand Havana, but when it comes to doing the country towns and living at Chinese restaurants he draws the line.

THE Meriden, Ct., Wheel Club ice polo team defeated the Y. M. T. A. B. team of Wallingford, by a score of 6 to 0, on Hanover pond, recently. Gilman and Eginton, the local rushers, played all around the Wallingford men.

THE wearing of short spats or gaiters in the winter has now become very usual in England. The plan is an excellent one, as mud and grit are thereby completely excluded from the shoe—an important point, especially for R. D. and tricycle riders.

THE Boston (Mass.) Bicycle Club are now tie for first place with the Somerville (Mass.) Club in the A. C. C. bowling league contest. The former club defeated the Press Club last week Thursday, which club until then tied the Bostons and Somervilles for first place.

WILLIAM LANGDORF, alias E. P. Williams, alias Geo. B. Howard, alias C. H. Harris, alias C. H. Andrews, is a crook of the first (or worst) water. He has been cashing bogus checks, and his latest achievement was to purchase a bicycle from the Union Co., and one from the W. E. Sanborn Co., and had them sent one to Flushing, L. I., and one to London, N. J. The rogue is wanted badly up on Bicycle Row, Boston.

THE six members of the Penn Wheelmen of Reading, Pa., who last summer rode from that city to Chicago and back, are this year contemplating joining the Elwell European tourists. They will find better roads in Europe than those encountered on their last trip.

THE Olympic Club, of San Francisco, Cal., had a theatre party last week at the Tivoli. Sixty seats were reserved for the riders, and during the performance the members amused the audience by remarks which referred to the club's coming smoker at the Olympic Club.

THE South West Cycle Club, of Philadelphia, which was formed about a year ago, has dropped women from the membership roll, and is now composed exclusively of men. New quarters were procured about a month or two ago, and the club is now comfortably housed at 1706 Federal street.

THE *P. A. W. Gazette*, issued by the Park Avenue Wheelmen, of Philadelphia, which consisted of club news printed on the back of postal cards, made its appearance last week, and on account of its unique appearance created quite a sensation. The idea originated with John R. Kendrick, Jr., and will probably be continued.

THE handsome quarters of the Americus Wheelmen, at Tenth and Oxford streets, Philadelphia, held a large and fashionable assemblage last week, it being the occasion of the club's regular informal hop. The club orchestra rendered the music, the programme consisting of twelve dances. The supper, which followed, was sumptuous.

AT the meeting of the Victor Wheel Club, of Boston, on Jan. 11th., a report from the committee on new quarters was received and it was voted that the club take a five years' lease of rooms in the Paine Memorial Building, Appleton st. These rooms when fitted up will give the club quarters which will be superior to those occupied by most of the cycle clubs in the city.

THE Minerva Social and Cycling Club, of Philadelphia, opened its social season with a progressive novelty reception last week at the residence of Mrs. Charles Hoyt, 1626 Francis street, which proved very enjoyable. All of the members were present, both ladies and gentlemen, and the evening was spent in dancing and other amusements, followed by refreshments.

BEFORE a large gathering of members of the Waban Cycle Club, of West Medford, Mass., and their friends at the rooms last week, the occasion being open night, Mr. F. P. Whitmarsh of Boston gave a very interesting talk about Australia, its customs and its pearl fishing industry. His experiences and adventures while in the "bush" of Australia were related in a vivid manner, as were also his experiences as a pearl diver, and which he gave a very graphic account of.

THE following is from the Beverly *Times* and is reproduced to show what a botch the non-cycling scribe will make sometimes. The italics are ours to emphasize the mistakes: "A novelty in bicycles is the *chairless* safety, manufactured in Hartford, Conn. W. W. Mashall will exhibit shortly a sample at his salesroom at the foot of Cabot street. The *chair* on a bicycle is in many respects a nuisance and the wheel of the future will probably be a *chairless* one.



Death . . . .

To the

Tire Trust.

.. ..

Wink Your Other Eye At Them!!

WHY?

Because their object is absurd.

Are riders willing to pay unreasonable prices for a toggle-jointed, lump-jawed tire, to which has been added a royalty for the inventor, an additional royalty for the company or companies controlling it, and a royalty again for the parties licensed to make them? To be quite clear, we would say that when you buy your machine with such a tire, you will have paid your first tribute to the combination, consisting of three royalties. Should your wheel last next year, you would, in all probabilities, buy a second set of tires. Then you will have paid for three more royalties, and the succeeding or third year three more royalties, making a total of nine royalties, for tires used on a single machine.

Now, a word about Eastern Rubber Manufacturing Company's Cyclone, Mechanically fastened Clincher tire.

This tire has been patented and is controlled entirely by the Eastern Rubber Manufacturing Co. of Trenton: N. J. It is, beyond doubt, the best tire of its class on the market. The prices are as low as is consistent with good business management. The guarantee is first-class, and you pay no royalty, or combination of royalties. They fit on copper rimmers, steel rimmers and other rimmers.

Of course you know all about our

Climax and Rex Road, Pneumatic Tires, and our Pure Para Air Tube.

If you don't, just inquire from the boys on the street, and you will consider yourself behind the times

HOW TO GET RID OF RATS:

Get a satin-lined, well padded, mahogany box, and use it as a rodent reception room. Introduce chemically pure cheese (a luxury to rats), mingle with it pieces of adulterated air tubes and tires made by certain manufacturers. The rats will inspect, smell, sicken and take leave.

CAUTION—This is just what manufacturers and riders of bicycles who have bought inferior tires are doing. You cannot get rid of a rat, pneumatic tire so easily. Therefore, do not buy them. Get the best, manufactured only by the

EASTERN RUBBER MFG. CO., of Trenton. N. J.

P. S.—Our brands are Climax, Gem, Rex Road, Rex Racing Tire and Cyclone.

OFFICIAL NEWS.

Proposed Amendments to Constitution and By-Laws of the League of American Wheelmen.

In the Constitution, in Article III, Section 1, line 1, erase the word "amateur." [This amendment is proposed simply to give a full opportunity for discussion and in view of the proposed amendments to the "amateur" rule.]

In Article IV, Section 2, at the end add:

"The Said Executive Committee is hereby authorized and empowered] to organize, and in such event directed to incorporate, a joint stock company to be known as the League Publications Bureau under the laws of one of the United States of America; the stock of said company to be held in trust for the League of American Wheelmen by the incorporators and by the President, Vice President, Second Vice President, and Treasurer, of said League, who shall hold the controlling interest in said company during their incumbency in trust for the L. A. W., and for their respective successors in office. The said committee and the Treasurer are empowered to pay over annually to said company to be expended as may be directed by a majority vote of said Executive Committee and Treasurer a sum of money not exceeding .25 twenty-five cents per capita for each member of the League of American Wheelmen. Said company shall be of limited liability and I shall alone have power to make contracts or bind the League of American Wheelmen individually or collectively to an amount exceeding one hundred dollars [$100] in any one transaction or series of transactions relating to the same subject. Said company shall have as its object the charge of the several L. A. W. publications and the sole power to make contracts relating thereto or to publish any paper or periodical whatever in the name of the L. A. W. as an official organ of the L. A. W., or of any of the divisions or sub-divisions thereof."

Add Section VI: "In case of the refusal or neglect of any Division, sub Division or Consulate of the L. A. W. to comply with any decision or ruling of the National Assembly or of the Executive Committee when the National Assembly is not in session, it shall be within the power of said National Assembly by a majority vote, or of said committee by a unanimous vote to impose a fine on said Division, Sub-Division or Consulate which may be collected from the amount of dues in the hands of the Secretary of the L. A. W. and withheld from the Division until the aforesaid order of ruling shall be complied with."

In the By-Laws, Article IV, Section 3, add: "Whenever any Division or Sub-Division of the L. A. W. shall neglect or refuse to hold an election for officers in compliance with the provision of this Constitution and By-Laws, such election may be ordered and held under the direction of the President of the League by a committee of which the chairman of the Rights and Privileges Committee shall be one, said committee acting as Nominating Committee and Returning Board, and they shall declare the result of the election, their decision in the premises to be final. Members of any such Division shall comply with the decision of the committee, and officers elected under the above rule shall serve during the unexpired balance of the regular term."

CHARLES L. BURDETT.

Hartford, Conn., Jan. 15, 1894.

Isn't This the First Century of '94?

The Columbus Century Club made one of the first century runs of the new year. They started from Columbus, Ohio, at midnight New Year's eve and arrived at Marion, Ohio, a distance of 54 miles, at 6.55 A. M. The return trip was made under difficulties as old "Sol" softened up the roads so that the boys were compelled to carry their wheels a part of the distance. However, C. H. Petticord, W. S. McLain, of Pittsburg, Pa., A. E. Markham and W. Boyd Newhall managed to pull through inside the limit of 11 hours with 20 minutes to spare. Net riding time 10 hours.



A. C. D. Loucks' Change.

A. C. D. Loucks, formerly of the Bidwell Cycle Co., enters the employ of the Raleigh and will act as superintendent of agencies.

A Liberty Acquisition.

George S. Atwater is closing out his business in Washington and will hereafter be connected with Wilson, Myers & Co. selling the Liberties.

Will Handle the Eclipse Agencies.

Mr. A. A. Taylor, formerly of the Taylor Cycle Co., of Chicago, has entered the employ of the Eclipse Bicycle Co., and will be in charge of their agencies.

Spooner's Change.

F. E. Spooner, the well-known Chicago correspondent, has accepted a position with the Palmer Tire Co. as general traveling man or "demonstrator" for this well-known tire.

Tire Protectors.

We call attention of our readers to the advertisement of the Pneumatic Tire Protector on page 223. This fills a long felt want and is meeting with large sales and undoubted success.

Josephi in Boston.

Mr. Josephi, of the Peerless Mfg. Co., of Cleveland, Ohio, was in Boston last Monday and Tuesday with samples of their Triangle wheels. He placed the agency with Dudley, on Columbus avenue.

Fowlers in Boston.

Mr. F. T. Fowler, of the Hill Cycle Mfg. Co., spent several days in Boston the beginning of this week. B. B. Emery & Co. will handle the Fowler in this section during the coming season and will run two Boston stores.

Collister Goes Into Business.

George Collister, the well-known Cleveland cyclist, who has been with Davis, Hunt & Co. of that city for so many years and who last season sold the Winton, is to enter business for himself as agent for several well-known lines of wheels in Cleveland.

Gendron Cycles.

The Gendron Iron Wheel Co., of Toledo, Ohio, have issued their 1894 catalogue. The entire line is shown therein and all who have seen the wheels must admit that this concern are no doubt in it for high grade output. Send for their catalogue and mention Bi. World.

THE TIRE

OF TIRES.

A Geometrical problem solved.

Inner diameter increased.

Lightning repair, anywhere, any time.

No movement. No lacing. No mechanical listening.

No barking of the fingers.

No profanity.



SIMPLICITY

47

Independent of inflation. A new principle practically demonstrated, exhaustively tested, thoroughly proven. No rocking, rolling or creeping in the rims, no chafing of parts, pinching of the air tube or blowing off of the covers. No explosions. Cannot come off where deflated, nor be removed from the rim except with the hands. At Madison Square Garden in the six days' race, Frank Waller rode 402 miles in the first twenty-four hours, on a pair of Simplicity 47, breaking the World's record in competition. He also led all competitors at 84 hours and 83 hours, and proved to all who witnessed the race that the tires are fast and durable.

MANUFACTURED BY THE

Manhattan Rubber Mfg. Co.,

64 CORTLANDT ST., NEW YORK.

Address Correspondence to Elliott Burris.

HIGHEST GRADE BICYCLE MADE

THE LATEST PRICE $125 AND BEST

The Spalding Bicycle

THE NAME STANDS FOR THE HIGHEST GRADE ATHLETIC GOODS THROUGHOUT THE WORLD, AND NOW STANDS FOR THE HIGHEST GRADE BICYCLE MADE

The Makers.—THE LAMB MFG. CO., of which Mr. A. G. Spalding is President, is equipped for the finest metal work, and with many years experience in Bicycle manufacture, challenge the World to produce a better Bicycle than **THE SPALDING.**

ALSO MAKERS OF THE

Credenda Bicycles

Credenda Pacer,	-	1894 Price,	$100
Credenda Consort,	-	" "	100
Credenda Light Roadster,		" "	85
Credenda Consort, Jr., 26 Inch.		" "	75
Credenda Pacer, Jr., 26 Inch.	-	" "	65

ALL THE ABOVE CREDENDA BICYLES ARE GOOD AS GOLD AND ARE FULLY GUARANTEED

Lamb Manufacturing Co.

Makers of **SPALDING AND CREDENDA BICYCLES,**

A. G. SPALDING, President.
T. C. PACE, Treasurer.

CORRESPONDENCE WITH RELIABLE AGENTS SOLICITED.

Chicopee Falls, Mass.

The following firms have taken spaces set opposite their names.

Fourth National Cycle Show

First Regiment Armory Building,

PHILADELPHIA.

JANUARY 29 TO FEBRUARY 3, INCLUSIVE, 1894.

All the Latest Improvements in Cycles. All the New Tires.

New Inventions in Accessories and Cycle Construction.

Fancy and trick riding afternoon and evening.
Music by the Germania Orchestra.

A section has been reserved for the exhibition of sundries and new inventions not requiring much space, the charge being from $5 to $10, according to the amount of space occupied. For information apply to

THOMAS HARE, Chairman of Committee.

104 South 5th Street, Philadelphia.

1. Remington Arms Co.
2. " " "
3. Bridgeport Gun Implement Co.
5. Niagara Cycle Fittings Co.
7. Newton Rubber Co.
8. A. G. Spalding & Bro.
9. Overman Wheel Co.
10. " "
11. A. G. Spalding & Bro.
12. N. Y. Belting & Packing Co.
13. W. H. Hart.
14. Rich & Sager Co.
15. Jacob Reed & Sons. Representing Wilson, Myers & Co.
16. G. W. Pressy.
16 1-2. Ames Mfg. Co.
18. Boston Woven Hose & Rubber Co.
19. American Wheelman.
19 1-2. Harris Mfg. Co.
20. Singer & Co.
21. Rouse, Hazard & Co. Rep. by Globe Steam Heating Co.
22. Hart Cycle Co.
23. Hartford Cycle Co.
24. Pope Mfg Co.
25. Demorest Mfg. Co.
26. R. C. Gates Cycle Co.
27. " " "
28. W. H. Wilhelm & Co.
29. Pope Mfg. Co.
30. Hickory Wheel Co.
31. Hart Cycle Co.
32. League Cycle Co.
33. Singer & Co.
34. Raleigh Cycle Co. Represented by John T. Bailey & Co.
35. Union Cycle Mfg. Co.
36. " " "
37. Eagle Bicycle Mfg. Co.
38. " " "
39. E. K. Tryon & Co.
40. Norman Wheel Co.
41. Curtis-Child Mfg. Co. Phila. Drop Forge Co.
42. H. A. Lozier & Co.
43. " " "
44. Warwick Cycle Co. Rep. by Penna. Bicycle Co.
45. Quinton Cycle Co. Rep. by Penna. Bicycle Co.
46. Eastern Rubber Co.
47. J. P. Lovell Arms Co.
48. " " " Co.
49. Cleveland Machine Screw
50. Union Cycle Mfg. Co.
51. Werner Bicycle Depot. Representing Marble Cycle Mfg. Co.
52. Elastic Tip Co.
53. Buffalo Wheel Co.
56. New Departure Bell Co.
57. Relay Mfg. Co.
58. E. C. Stearns & Co.
59. Gormully & Jeffery Mfg.
60. " " " Co.
61. E. C. Stearns & Co.
62. L. A. Weston & Co.
67. R. B. McMullen & Co.
68. " " "
69. E. & F. Gleason. Rep. by J. H. Gibson.
70. Ino. S. Leng & Son & Co.
71. " " "
72. American Athlete.
73. Richards & White.
74. Rimington Bros. & Co.
75. Elwood Ivins Tube Co.
75. Breddler Allen Cycle Mfg. Co.
76. Providence Tire Co.
77. Buffalo Tricycle Co.
C. S. Smith & Co.
78. Light Cycle Co.
79. Gormully & Jeffery Mfg.
80. " " Co.
81. " " "
82. " " "
83. " " "
84. Overman Wheel Co.
85. " " "
86. " " "
87. " " "
88. " " "
89. Wm. Trafford.
91. Hilliard Cyclometer Co.
92. Codman & Shurtleff.
92 1-2. P. J. Berlo Co.
93. Columbia Rubber Wks
94. Wm. Read & Sons.
95. Leadbeater & Scott.
96. H. H. Holzhaur.
96 1-2. S. C. Levy.
97. Reed & Curtis Machine Screw Co.
98. Cycle Guide.
Morgan & Wright.
Wilcox & Howe Co.
Kennedunk Mfg. Co.
Charles Sulzner.
Acme Bicycle Carriage Co.
R. C. Wall Mfg. Co.
Barnes' Tool Co.
Stillman G. Whittaker.
Bearings.
John Hanson.
Frank Albert.
C. F. Phemacher.
H. C. Wiedemann.

Write For One.

ANY wheelman wishing a handsome '94 calendar should send his name and address to the American Dunlop Tire Co., 504 W. 13th St., New York City, mentioning the BICYCLING WORLD. They are as handsome a calendar as has been issued, and are well worth a postal card.

Wood Rims on the Warwick.

THE Warwick Cycle Co. have been experimenting for some time past on wood rims, and are now equipped to turn out a superior article, which they will use on their '94 models. The Warwick wood rim is a finely finished affair, the joint being a particularly good one.

Prices of Waverlys.

THE following prices have been fixed for the Waverly machines:

Waverly Scorcher, $85.00; Waverly Junior, 26 inch wheels, $70.00; Waverly Junior, 24 inch wheels, 55.00; Waverly Belle, 28 inch wheels, $90.00; Amateur Scorcher, 26 inch wheels, $70.00; Waverly Belle, 26 inch wheels, $75.00; Waverly Belle, 24 inch wheels, $60.00.

A Large Mail.

THE Pope Mfg. Co. received during the year 1893 at its general office on Columbus avenue, in Boston, a total of 131,551 letters and postal cards. The average per business day was 434, and the largest number in a single day 1621. No count was made of newspapers and other periodicals, an enormous number of which are received daily.

Accept Our Sympathy.

THE following card explains itself:

"Our entire plant was destroyed in the recent disastrous conflagration which swept the business portion of Toledo. Phoenix like we have risen from the ashes and have secured enlarged and commodious quarters and are prepared to fill all orders for Red Cross Cement and Sundries with our usual promptness. Faithfully yours, ARLINGTON C. BETTS & Co., Toledo, Ohio."

A Canton Assignment.

DEVILLE & HEFFELMEN, doing business in Canton, Ohio, assigned last week to Attorney John C. Welty. Messrs. DeVille & Heffelmen have been doing business in Canton for some years, and enjoyed a good trade. Assignee Welty stated that the assets would cover the liabilities, the former being $8,000 or $9,000, while the latter amounts to $6,000. *Canton Repository.*

New Thing in Wood Rims.

WHILE at the New York show we were shown samples of Stall's Patent Steel Lining for Wood Rims for mechanically attached tires, and we are now informed that Mr. Stall's Co., the Boston Wood Rim Co., will have samples on show at Philadelphia. This idea promises to be a most valuable one and will solve the problem of attaching patented tires of various kinds successfully to wood rims. We understand that the patent will be applied to all kinds of rims and tires where the combination is possible and makers of mechanically affixed tires are already congratulating themselves on prospects of increased sales arising from this valuable invention.

Bicycles Given Away.

W. H. WILHEM & Co., of Reading, Pa., will give away at the Philadelphia Cycle Show small models of their Reading Flyers, and in order that others may have a chance at this offer, any one sending them their name and address, together with a request for one of the models, will receive the same. They will make a very handsome souvenir. Mention the BICYCLING WORLD in sending to them.

Will Build a Track.

MESSRS. McMahon and Wren contemplate building at Pleasure Beach, Bridgeport, Ct., a bicycle race track either one-fourth or one-third of a mile in circumference. It is to be oval in form and eight feet wide except at the turns. Within the circumference will be a base ball diamond and field for other athletic sports. They have received assurances that the local clubs will co-operate with them in holding a big meet there this fall.

Phoenix Like.

JOHN S. GEORGE and W. H. Wolf are rapidly reorganizing the old Sercombe-Bolte bicycle business in Milwaukee, and will begin on entirely new lines shortly and run it for all it is worth. Frank Pingree is the general manager and the new quarters in the Third Ward will be fully equipped to meet all possible demands of the business. It is the general belief that 1894 will be a fine year for the bicycle business.

Two Overman Changes.

MR. C. B. OVERMAN, who for several years has had charge of the Washington branch of the Overman Wheel Co., will take charge of their new Chicago branch which is to be located on Wabash Avenue, while Mr. W. C. Overman, of the Boston branch, goes to New York where he will be manager of the new branch house at 10 Murray street. Mr. C. C. Morgan comes to Boston, while the Cline Brothers, Baltimore agents, have bought out the Washington business.

Ralph Temple Cycle Works.

MR. RALPH TEMPLE will open a factory at Chicago and make the Temple Special for which large orders have already been placed. This wheel is high grade; light wheel 17 pounds to 25 pounds; two heights of frames; large sized tubing and 3-4 inch bottom rear stays. Bearings and cones turned from base of tool steel. From point of design and workmanship the wheel is modern in every sense, and should be a seller. They will be listed at $150 for all weights.

Sidwell & Saben Co. Reorganize.

The plant of the Sidwell & Saben Cycle Co. of Waltham, Mass., having been sold, a new company has been formed to continue the manufacture of the already well-known Waltham Cycles, under the name of the Sidwell & Saben Cycle Co., with offices and factory at Waltham, Mass. Mr. Arthur Sidwell and Messrs. Grosand Brown of the old firm will be connected with the new one. Their '94 Waltham road wheel will weigh 27 lbs., fitted with G. & J. tires, and they will build a specially light Ladies' Waltham to weigh 25 lbs., all on, fitted also with G. & J. tires. Price for '94 will be $125.

That Canadian Decision.

THE following telegram, in relation to the recent decision in the Canadian court on the G. & J. tire suit, is self-explanatory, and would indicate that the Gormully & Jeffery Manufacturing Company have no fear whatever of losing their case.

(*Special Telegram.*)

CHICAGO, Jan. 10.

EDITOR BICYCLING WORLD: "Have no particulars relative to Canadian decision, only that it is on pure legal point of International Law, no affecting validity nor priority in any way, and has no effect whatever in the United States.

GORMULLY & JEFFERY MFG. CO.

Yes, It Is Unique.

WE mean the Sterling catalogue gotten out by the Sterling Cycle Works, 236 to 240 Carroll avenue, Chicago. Departing from the usual dry path of cold facts and figures, which are always dished up without any mayonaise dressing, they serve up the usually indigestible viands in such a way as to be particularly palatable to readers. A pleasant conversation between salesman and customer in which all the good points of the "Sterling" are presented. Send for a copy of catalogue and be not only instructed but amused.

League Chainless Kat.

THE League Cycle Company, of Hartford, Ct., have issued their 1894 catalogue and with it a neat pamphlet giving a number of letters from those who have tried the wheel. This wheel was one of the novelties at the New York Show. The catalogue is neatly gotten up and gives all the details of construction so that any one who wants to post themselves in regard to the Chainless Safety had better send to the League Cycle Co., Hartford, Ct., and name this paper.

Hickory Wheel Co.

AN extremely neat and artistic catalogue is that issued by the Hickory Wheel Co. Not only from an artistic point of view is the catalogue desirable, but as setting forth the specialties of the Hickory wheels. The entire line is wonderfully improved. The method of attaching spokes to the rim has been changed and improved, the wheels lightened up and other changes made to bring the Hickory right up in line with the front of the procession. Prospective buyers should send for the catalogue, as they will find in it much that is instructive and of value to the cycler. Send to Hickory Wheel Co., So. Framingham, Mass. Mention BICYCLING WORLD.

MR. HOWARD B. SMITH, formerly of the Smith & Vincent Cycle Co., and later with the Buffalo Wheel Co., has entered the employ of the Gormully & Jeffery Mfg. Co., and will travel in the interest of Rambler bicycles in western New York, western Pennsylvania and Ohio.

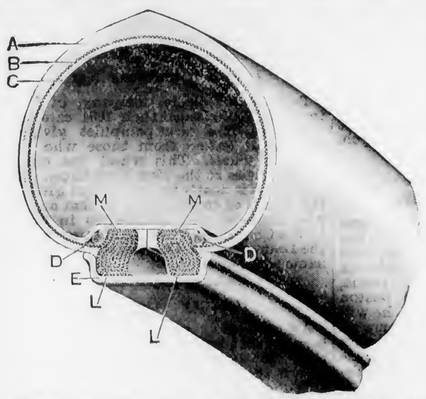
ROUSE, HAZARD & CO., Peoria, Ill., write they are receiving a great many applications for their agency and indications are a large trade will be done this season. Controlling as they do a large territory for the sale of Western Wheel Works' goods with their own five styles of Sylphs for highest grades, and the medium priced Overlands in both a ladies' and gentlemen's pattern, on which they give exclusive agency, it is safe to say their most sanguine expectations will be realized, as their line is an exceptionally desirable one.

HERMES

Patented Nov. 14, 1893.

TYRE.

Fitted to Wood or Metal Rims



The above cut is a cross sectional view showing tyre inflated without valve, the better to show construction. A is rubber part of outside cover; B is fabric part of same; C is inside tube; M M are the margins or shoulders against which the hoops D D press. The margins or shoulders L L rest in rim E and keep tire in place by hoops D D.

No Man Can Afford

To be a back number, an advocate of obsolete methods and exploded ideas. In these days of rapid marches towards perfection—every man owes it to himself to be alive, alert and looking about him to note the tremendous improvements in things mechanical. To no class of men does the above apply more forcibly than to wheelmen. Not only should he keep in the front ranks of the progressive men of the age as a class, but he should be content with nothing short of getting right up alongside the

Drum Major himself, who
Always Leads the Band.

Bicycle riders want the best tyre to be had for money. In the Hermes we present an epitome of excellence, embodying improvements in design and construction that years of experience and observation have taught us to recognize as the TRUE essentials constituting a pneumatic tyre in fullest sense of the term. The Hermes Tyre gives you a happy combination of desirable and indispensible features,

Strength and Lightness Combined

EFFECTIVE AND POSITIVE METHOD OF FASTENING.

Utility of manipulation. Greatest possible resiliency. A valve that holds air. Possibilities of speed not heretofore attained. The best of materials throughout. Finest and most thorough workmanship. Absolutely no complication. Simplicity marks every detail. Insist on having your wheel equipped with HERMES TYRES if you want the BEST.

SEND FOR CATALOGUES. *MENTION THIS PAPER.*

HERMES TYRE COMPANY,

630 Washington St., Boston, Mass.

The Unions at Philadelphia.

THE Union Cycle Mfg. Co. will show at Philadelphia, stands Nos. 35 and 36, their '94 models in various forms.

The gentlemen's wheel with wooden rims and light road tires weighs 26 lbs. and is a marvel of stiffness. It is a very compact machine, and although it has a wheel base of 41 inches and a frame of 22 inches in depth, its looks would deceive the eye as to these measurements, so closely is it built.

The new Union pedal will be fitted to the entire output and will form a strong point on the wheel. This pedal was used by Windle, Tyler, Sanger, McDuffie, etc., in '93, and was in great demand amongst the racing fraternity. The Union Co. will probably exhibit this wheel fitted with both wooden and steel rims and also with the Airtube-Dunlop, Hentis and Morgan & Wright tire.

They will also exhibit parts in course of construction and finished.

The ladies' bicycle will be similar to the '93 pattern with the exception that it will have the improved bearings, '94 saddle and the latest pattern of tire.

The improved Union P. D. Q. will also be in evidence and will make a bid for public favor in '94.

The G. & J. Exhibit in New York.

WHILE the Gormully & Jeffery Mfg. Co.'s New York branch store, at 57th street and Broadway is always well filled with sample wheels, during the past week they took out all except one of each of the '94 pattern machines. Extending from a point seven feet from the show window to the office, 40 feet in length, was a wall show case with shelves arranged for the display of goods and covered with glass doors, which was about eight feet high. Its top was decorated with potted plants of various kinds and strings of smilax were festooned from the moulding. In horizontal cases which extended the same distance were samples of all the sundries which they handle and the counter and tops of the show cases had large vases of cut flowers which they gave to the visitors. The front and side show windows held samples of wheels and were decorated with palms, etc. In the centre of the store was a large palm reaching to the ceiling, resting on a low table against which leaned a photograph of the Rambler Racing Team, which met with such success last season. The walls opposite the wall show cases were hung with photographs and etchings. The sample wheels, six in number, were arranged in the room in bicycle stands which held them by the axles clear from the floor, so that the wheels could be revolved as in actual use. On top of the office partition were palms and smilax festooned upon it as on the wall case. The original World's Fair blue ribbons were here, some on the wheels and some on the palms. The attendance throughout the week was very satisfactory.

Simplicity 47.

THE new Burris tire—Simplicity 47 has caught on.

The principle of the tire is based upon *increasing* the diameter in the gutters of the rim, *after the cover is put on the rim*, by partially filling the gutters with a rubber cord, encircling the rim at the bottom of the gutters, which forms a cushion bearing for the edges of the cover, and supports the cover in an immovable position between the bottom of the gutters and the top edges of the rim, securing the cover in the rim as firmly as if riveted and bolted.

Cyclists who understand the delicate, sensitive nature of pure rubber will appreciate the importance of protecting the air tube from contact with grit, metal filings, wood splinters, or any hard or rough substances, however small; they are certain death to the air tube. The rims and covers should always be very carefully cleaned each time the tire is dismounted. Cycle manufacturers and dealers should also make note of this and bring it to the attention of their mechanics. Air tubes should never be rolled up or thrown about where they will come in contact with wood or the edges of metal; not even the valve caps. Says the company further: "A word about quality will not be necessary after the tires are seen. Those familiar with pneumatic tires will recognize at once that in every detail of manufacture quality, strength and durability of material is the prime consideration, and the method of construction most careful and complete, the object being, to supply the cyclist with a tire he will demand because of its perfection and durability, the manufacturer with an article which will be economical in saving him labor for repairing or replacing, and the agent with goods he can, with confidence in value and assurance of merit recommend and sell."

Trade in New York.

The addition of the Overman and Lozier branch houses will go far to establish the prestige of New York as being the head centre of cycling. Lozier has secured quarters at 20 Murray street. Overman will probably be at No. 10.

Edward Olcutt, representing the Eastern Rubber Works and the Chimnock tire, has moved his quarters to the corner of Reade and West Broadway.

L. S. Miller, formerly with the Raleigh Company, has been engaged by Manager Ensworth of the Lozier Company, to assist in handling this territory.

Additions have been made to the Remington forces in the two hustlers, Jack Schoefer and H. S. Fulper.

A. A. Zimmerman will travel in New Jersey, commencing immediately, placing agencies for Raleighs in the territory he controls.

J. W. Plum resigned last week from the managerial position with the New York Belting and Packing Company.

Charles P. Schatz has bought out the entire interest of the Bicycle Inn.

The People's Cycle Company is the new name of the Starrett & People Cycle Company of Brooklyn. Starrett has sold out his interest to Louis People.

H. H. Kiffe & Company will move next month a few blocks further up Broadway. They will handle Monarchs, Derbys and Crawfords.

Sidney B. Bowman will push Waverleys this season, in connection with Columbias, Hartfords and Hickories.

Not counting the reporters there were 16,112 tickets of admission received during the week at Madison Square Garden. This only allows for estimating the number of exhibitors one entrance. How many more there would have been, if all that sneaked in on exhibition badges were counted, is impossible to say. GOTHAM.

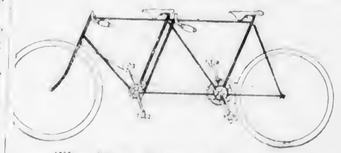
How They Test Their Machines.

THE following interesting description of the novel though severe test given the Stearns bicycles at the factory, is reproduced from their weekly letter to agents, "The Yellow Fellow:"

"The harshest critics E. C. Stearns & Co. have in business are themselves. This I could make plain to you were you to mount the stairs to the next floor above their office, where in a room set apart for the purpose, practical trial is made of



completed wheels. Rumble, rumble, goes a stalwart fellow on a bicycle over a corduroy road laid in four-foot slabs upon the floor, as if he were working out a penal sentence. This jolting would be too much for any one man to stand continuously, so the riders are divided into relays, each one riding a certain length of time. When, yesterday, I intruded upon one of these solitary wights on the tread-mill, my first thought was of the horrors of the inquisition, but the sorry victim I expected was of such cheerful disposition that I quickly stilled my sympathy and went about the arithmetical process I had in mind. The circuit of bumps and jounces, which is their primrose path of dalliance, measures exactly 175 feet. Like Sisyphus and his boulder on the Tartarus mountain, there is no end of the journey. Fifteen days were the tally when I went up to look with my own eyes on the 21 1-2 pound Stearns special which had all that time been ridden. At the average speed maintained in these tests the circuit of the corduroy track is made in about ten seconds. Wheeling throughout the ten hours per day, the record would be over 119 miles daily, or for 15 days, a total of 1,785 miles.



The New Stearns Tandem.

At this rate the wheel would have passed over a longer stretch of rough road all told than could possibly be found in a season's cycling in any part of the world, however benighted. And this test on the Stearns Special, let it be understood, is of a wheel, the original models of which had already been in practical use for months, in anticipation of their offer to the trade. This wheel was fitted with wooden rims of the Stearns pattern, and the closest scrutiny of all parts of the machine revealed not the slightest deterioration. What the usage was which this wheel had, is best judged by a look at the pathway it traversed, a photograph of which is herewith furnished. E. C. Stearns & Co. think it will be acknowledged that in the course of ordinary use, a wheel would not be subjected to such continual strain and jar. This test is also especially valuable as a demonstration of the strength of the Stearns wooden rims."

HERE IS REPRESENTED

ONE of Our Improvements for 1894.



We have many more as well worth investigating.

SEND FOR CATALOGUE.

Space 56 Madison Square Garden.

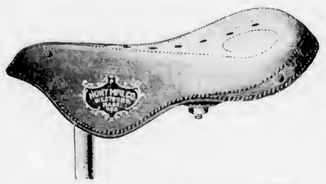
ARIEL CYCLE MFG. COMPANY, = = GOSHEN, IND.

D. SNITJER,
ST. LOUIS, MO.
U. S. A.

WHENEVER and wherever you see this name, among the many pleasant thoughts suggested is not only the fact that we **do business** in a **business like way,** but carry the largest, choicest, and most salable line of **BICYCLES and SUNDRIES** that money and experience can buy. But we are modest: only let us send you our dealer's discount sheet and you will do as others do, give us your entire trade.

Cable Address, "Snitjer."

D. SNITJER.



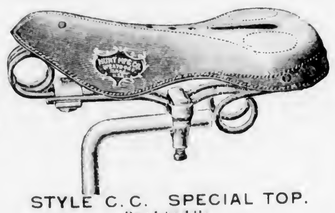
STYLE N. N. SPECIAL TOP.
Track Racer. Weight 12 oz.

....HUNT.... SADDLES

Are Unsurpassed for

Comfort. Beauty. Durability.

and are



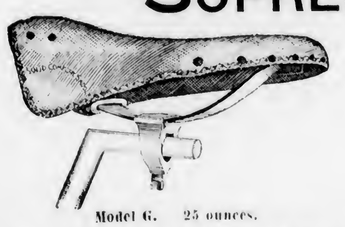
STYLE C. C. SPECIAL TOP.
Road Saddle.

UNEQUALLED IN DESIGN, FINISH AND MATERIAL.

U. S. Sales Agents. R. B. McMullen & Co., Chicago, Ill., and Springfield, Mass. N. Y. Depot, John S. Leng's Son & Co.

SUPREMELY EXCELLENT

ARE ALL THE



Model G. 25 ounces.

"SOLID COMFORT" SADDLES

Send for our new Catalogue.

Curtis=Child Manufacturing Co., PHILADELPHIA, PENN.

Mention Bicycling World.

Queries

Under this head the BICYCLING WORLD *will be pleased to answer all questions bearing on cycling, so far as it may be possessed of the information. Address all communications, Editor* BICYCLING WORLD.

L. I. W., 62,169, Chicago, Ill. The book, "Zimmerman on Training" is what you want. We publish it. Price 50 cents.

L. I. W., 15,345.—Query No. 1. The N. C. A. (Cash League) disqualified the riders because they did not ride under their rules and auspices.

Query No. 2. The advertiser man is wrong. Ten years ago (1884) the L. A. W. numbered 3,598; while now (1894) the grand total is 36,571.

Geo. A. Uehling, Pittsburgh, Pa. Sorry at loss of your wheel, but we do not insert those notices free. We should be swamped if we did.

THE Syracuse Cycle Co.'s 1894 catalogue is out. It is printed in two colors and gives full line of their output.

THE Peerless Mfg. Co. of Cleveland, O., issues handsome catalogue. It is a beauty and our readers should send for a copy.

MESSRS. J. L. SCHOEFFER AND J. L. FULPER will be two of the travelling men engaged by the Remington Arms Co.

L. H. BANNISTER, of Youngstown, has entered the employ of the Overman Bicycle Company. He will go on the road.

ONE of the grand Dukes of Russia has ordered two Singer & Co. safeties, the one for his own use being fitted with G. & J. pneumatic tires, and the one for his Secretary with English tires.

GEO. WEBB ALEXANDER, of San Francisco, Cal., has bought out the interest of his former partner, Mr. Osborn. Mr. Alexander has secured the Coast agency of the Columbia line of wheels.

MR. CARL S. GRISWOLD of Corning, N. Y., has accepted an offer from the Rochester (N. Y.) Cycle Manufacturing Co. Mr. Griswold will represent the Rochester Co. on the road in Pennsylvania and New Jersey.

GEORGE M. REDWAY (formerly with W. H. Stauffer) and Chas. H. Matthews, Asbury Park, N. J., have leased the large store under the Opera House for a bicycle repository. A large stock of high-grade wheels will be kept.

Last Week's Patents.

A LIST of recent patents, reported specially for the BI. WORLD by W. A. Aughinbaugh, patent attorney, Washington, D. C. Copies of these patents may be had of the above named attorney at twenty five cents each.

511,359. Velocipede Frames. Joachim Ragoney, Paris, France. Filed Dec. 20, 1892.

511,363. Saddle for Velocipedes. James H. Singer, Rochester, N. Y., assignor to the Singer & Singer Company, same place. Filed Dec. 14, 1892.

511,367. Cycle-Stand. John S. Stone, Lytham, England. Filed Nov. 16, 1892.

511,391. Bicycle-Wheel. Joseph L. Yost, Toledo, Ohio, assignor to the Yost Manufacturing Company, same place. Filed Dec. 12, 1892.

511,395. Bicycle. Joseph L. Yost, Toledo, Ohio, assignor to the Yost Mfg. Co., same place. Filed Apr. 26, 1893.

511,405. Mud-Guard Support for Bicycles. Frank D. Cable, Toledo, Ohio, assignor to the Yost Mfg. Co., same place. Filed Feb. 18, 1893.

511,430. Bicycle-Padlock. Augustin Hubert, Boston, Mass. Filed June 6, 1893.

511,479. Bicycle. Milton Westbrook, Kalamazoo, Mich. Filed Sept. 26, 1893.

511,595. Bicycle-Wheel. Frank Douglas, Chicago, Ill. Filed Jan. 3, 1893.

511,611. Braking Mechanism for Cycles. Robt. E. Hammer, Philadelphia, Pa. Filed May 25, 1893.

511,694. Air-Valve for Pneumatic Tires. William K. Lenet, New York, N. Y., assignor to David M. Cooper, Washington, D. C. Filed May 8, 1893.

511,698. Pneumatic Tire. James Iddons, Leyland, England. Filed June 8, 1893. Pat. in England, France and Belgium.

511,706. Combined Pressure-Gauge and Safety-Valve for Pneumatic Tires. James Alfred Lamplugh and Henry Arthur Lamplugh, Birmingham, England; said Henry A. Lamplugh assignor to said James A. Lamplugh. Filed May 17, 1893.

511,733. Elastic Tire for Vehicle-Wheels. George Hancock, Providence, R. I. Filed Oct. 20, 1892.

511,771. Pneumatic Tire. Edward M. Graham, Chicago, Ill. Filed Jan. 16, 1893.

511,827. Bicycle Tire. Friedrich Wiechard, Cassel, Germany. Filed Aug. 4, 1893.

511,839. Driving and Steering Action for Cycles. William H. Ford, Shelton, Conn. Filed July 21, 1893.

511,850. Rubber Tire. Woodburn Dangmuir, Toronto, Canada. Filed Feb. 3, 1893.

511,876. Machine for Making Wheels. Louis J. Creeclius, St. Louis, Mo., assignor of one-half to Charles L. Pearce, same place. Filed Mar. 15, 1893.

511,877. Shaft-Bearing for Velocipedes. Frank P. Crosby, Chicago, Ill., assignor of two-thirds to Frank J. Lamberson and Frank H. Webster, same place. Filed Oct. 17, 1892.

511,981. Bicycle-Lantern. Frank G. Weston, Bangor, Me. Filed Feb. 13, 1892.

511,982. Bicycle-Lantern Holder. Frank G. Weston, Bangor, Me. Filed Feb. 4, 1893.

511,999. Pneumatic Tire for Bicycles. Albert J. Burns, Fairport, N. Y. Filed July 9, 1892.

512,008. Bicycle-Saddle. John Cavanaugh, Evanston, Ill. Filed Sept. 26, 1893.

512,044. Bicycle-Attachment. Charles H. Miller, Erie, Pa. Filed Apr. 22, 1893.

512,069. Mud-Guard for Bicycle Wheels. Charles L. Strange, Taunton, Mass. Filed Mar. 11, 1893.

512,098. Bicycle-Saddle. George L. Curtis, Philadelphia, Pa. Filed May 5, 1893.

512,243. Pneumatic Tire. George F. Chinnock, Brooklyn, N. Y. Filed Mar. 15, 1893.

512,246. Axle. John E. Fisher, Boston, Mass., assignor for the Fisher Axle Company, same place. Filed Apr. 3, 1893.

Trade-Marks. 23,954. Velocipedes. The Eagle Bicycle Manufacturing Company, Torrington, Conn. Filed Oct. 24, 1893. Essential feature the words "Model Savage."

23,996. Pneumatic Tires. North British Rubber Company, Limited, Edinburgh, Scotland. Filed Oct. 30, 1893. Essential feature the word "Dunlop."

The Elwell Tour for '94.

THE Elwell bicycle tour through Europe the coming summer presents many inducements in advance that it will be by far the most attractive cycling method of any yet planned by Mr. Elwell. The route has been laid out with an eye to the beautiful and picturesque in little visited places, and Mr. Elwell is so desirous of securing views of these places that he offers two prizes, one of $100 and the other of $50 for the best set of pictures taken by members of the party. The great fair in Antwerp will be on when the party reaches Rotterdam, and as it is but an hour's ride from there a fine opportunity is afforded for visiting it. The party is limited to twenty and early application should be made.

Are You Going South This Winter?

IF SO MAKE YOUR ARRANGEMENTS TO GO VIA THE BIG FOUR ROUTE.

WHETHER in pursuit of health or pleasure, no portion of the country offers so many and varied attractions at this season as the Sunny South. The Orange Groves of Florida, redolent with the perfume of sweet blossoms, wave their branches in hearty welcome to the tourist from the Snow-clad Northland and the mellow breezes of the Southern Sea woo the invalid from the Blizzards of the Frozen North. There is one line to Florida "The Big Four Route" which on account of its excellent train service, perfect connections in Union Depots and absence of transfers, forms the "Tourists' Ideal line to Florida." From all points north of the Ohio River the Big Four Route, in connection with the Through Car Lines from Cincinnati will be found to offer the Best Time, Best Service and Best Equipment to all Southern Points, and if you desire to travel with comfort and ease be sure your tickets read via the Big Four Route.

E. O. McCORMICK, Pass'r. Traffic Mgr.
D. B. MARTIN, Gen'l. Pass'r. Agt.
CINCINNATI, OHIO.

NEW YORK, Oct. 21, 1891.

MESSRS. Adams & Sons Co,

Gentlemen: Having used your Pepsin Tutti Frutti in all races myself; knowing its good qualities for keeping the throat and stomach in good condition, and as the trainer of Martin give it to him. It has added materially for him to break the cycling record.

ORIE MOORE.

Through Cars to New Orleans.

AMONG the many important improvement in the Baltimore and Ohio Railroad train service is the addition of through Pullman sleeping Cars from New York to New Orleans, via Philadelphia Baltimore, Washington, and the famous Shenandoah Valley route, passing through Roanoke, Knoxville, Chattanooga and Birmingham. The train leaves New York daily at 5.00 P. M.; Philadelphia, 12th and Market Sts., 7.22 P. M. and 24th and Chestnut Sts., 7.38 P. M., reaching Roanoke at 7.50 A. M.; Knoxville, 3.52 P. M.; Chattanooga, 8.00 P. M.; Birmingham, 11.33 P. M., and New Orleans, 12.45 P. M.

This train is very handsomely appointed, being vestibuled throughout, and has Dining Car service New York to Chattanooga. At Washington a Pullman Sleeping Car, which runs through to Memphis, is added to the train.

All trains of Baltimore and Ohio Railroad leave New York from station foot of Liberty street.

NEW YORK, Oct. 21, 1891.

MESSRS. Adams & Sons Co.

Gentlemen: In all my career as trainer and handler of athletes, cyclists, etc., your Pepsin Tutti Frutti is the best thing for men to use in races, as it keeps the throat and stomach in good order and gives general satisfaction.

JOHN FRASER.

Improved Service to Cincinnati and St. Louis.

THE Baltimore & Ohio Southwestern Limited, leaving New York at 9.00 A. M., and the last Express leaving at 7.30 P. M. for Cincinnati and St. Louis, are now equipped with a complete Dining Car service, built expressly for these trains by the Pullman Company. Pullman Dining Cars are also attached to Royal Blue Line trains leaving New York at 9.00 and 11.30 A. M., and 5.00 P. M. for Baltimore and Washington.



The Billings' Bicycle Wrench.

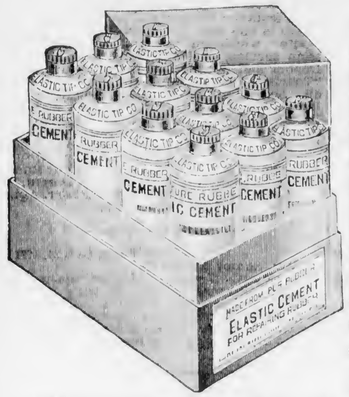
Adopted by the Pope Mfg. Co., and pronounced by them the Best Bicycle Wrench in the Market.

The BILLINGS & SPENCER CO., HARTFORD CONN.

... PURE ...

RUBBER CEMENT

For Repairing Pneumatic Tires.



Made from fine PARA RUBBER.

Easily manipulated and quick drying. Anybody can make a permanent repair in less than five minutes. For the convenience of our trade we put this cement up in 3 size tubes, which list as follows: Small, $1 per dozen; medium, $1.50 per dozen; large $2 per dozen. For bicycle manufacturers and dealers who use cement in large quantities, we put it up in one quart, two quarts, one gallon, five gallon and ten gallon cans. Also in barrels.

Special Prices made in quantity.

Wood Rims, strongest and lightest made.

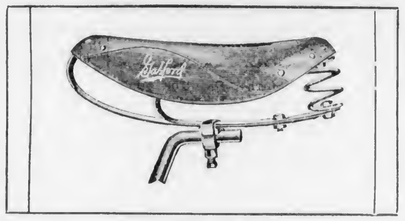
Pneumatic Tires; Acme, Boston and N. - L. brand.

Also Bicycle Frames, Weldless Steel Tube, Bicycle Tires, Pneumatic, Solid and Cushion, Fork Sides, Hubs, Rims, Spokes, nipples, cranks, pedals, cements, lamps, etc., etc.

ELASTIC TIP CO.,

70 Atlantic Avenue, Boston, Mass. | 154 Lake Street, Chicago, Ill. | 14 Fremont Street, San Francisco, Cal.

Garford Saddles



STYLE C 2.

▲▲▲ *1894* ▲▲▲

NOW READY FOR DELIVERY. Our line is the largest made and we can suit every rider.

GARFORD MFG. CO., ELYRIA, OHIO.

SELLING AGENTS.

R. B. McMULLEN & CO.,

CHICAGO, ILL.

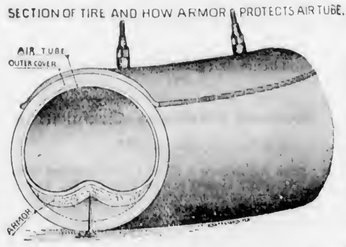
PUNCTURELESS ARMOR

For Pneumatic Tires.

It is a perfect protection against Puncture or Collapse to Air Tube in Pneumatic Tires by contact with any puncturing obstacle over which it would or will be ridden. It is composed of tough, fibrous materials, chemically treated, to render it impenetrable to any sharp-pointed or cutting obstruction, and to still remain as light and flexible as a piece of cloth.

It is Light, Safe, Resilient and Fast.

SECTION OF TIRE AND HOW ARMOR PROTECTS AIR TUBE.



The inventor of the "Puncturless Armor" says:

"There, gentlemen, is a device through which no man can puncture his air tube legitimately riding the roads or streets, even if he cuts his outer casing into a sieve, one that does not effect the resiliency and that adds but a few ounces more weight to the wheel.

One that can be applied in a few minutes to any form of Pneumatic Tire that has an Air Tube, rendering it practically as safe as a solid or cushion tire."

THE ARMOR is made in lengths to fit 26 inch, 28 inch, and 30 inch wheels, and 2 inch, 1 3-4, and 1 5-8 inch tires. Also in varying thickness for touring, road or track work.

Full instructions for using are supplied with each pair. Circulars sent on application.

The price is $3.00 per pair, cash. We guarantee them puncturless in legitimate riding or refund money.

Punctureless Tire Armor Co.,

Hagerstown, Md., U. S. A.

Western Wheel Works'

CYCLES.



HIGH FRAME SYLPH.
26 1-2 Pounds.

8 Patterns for 1894.

Weights from 25 TO 30 LBS.

Prices, $20 TO $75

Highest Grade Throughout.

EXCLUSIVE AGENCY GIVEN DEALERS AND AGENTS

In Illinois, Iowa, Kansas, Nebraska, Missouri, Colorado, Wyoming and Oklahoma.

This line is so well known, has been in the lead so long and has had such a tremendous sale everywhere, that it offers by far the MOST VALUABLE EXCLUSIVE AGENCY of the season. Besides controlling the 30 patterns for States named, we have a specially built line of W. W. W. goods that we sell everywhere.

We manufacture the SYLPHS in five styles and offer them as highest possible grade and the handsomest machines on the market (see cut shown herewith); also the two styles of high grade OVERLANDS at moderate prices.

Ours is a Complete Line, all Styles and Grades being represented, and is a valuable Exclusive Agency.

Catalogue ready in a few days. Write for particulars.

ROUSE, HAZARD & CO., 9 G St., Peoria, Ill.

Manufacturers, Oldest and Largest Dealers.

OFFICIAL DEPARTMENT.

Boston, Mass., January 19, 1894.

LEAGUE HEADQUARTERS:

12 PEARL STREET, ROOM 20, - - BOSTON, MASS.

Officers for 1892 and 1893.

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Hartford, Conn.

FIRST VICE PRESIDENT,
THOS. F. SHERIDAN,
Lock Box 954, Chicago, Ill.

SECOND VICE PRESIDENT,
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88 Broad St., Elizabeth, N. J.

TREASURER,
W. M. BREWSTER,
Box 155, St. Joseph, Mo.

SECRETARY,
ABBOT BASSETT,
12 Pearl St., Boston, Mass.

The President and Vice-Presidents constitute the Executive and Finance Committee. Dr. G. Carleton Brown is Secretary of this committee, and all correspondence with the committee must be addressed to him.

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

ALABAMA—Chief Consul, Wm. C. Harris, Jr., Box 226, Birmingham. Secretary-Treasurer, Joan A. Snider, 117 North 20, Birmingham.

COLORADO—Chief Consul, John A. Maguire, 2519 Humboldt, Denver. Secretary-Treasurer, Harry M. Booth, 816 22d Street, Denver.

CONNECTICUT—Chief Consul, Louis A. Treacy, Security Co., Hartford. Secretary-Treasurer, Philip W. Westlake, 91 Lewis street, Bridgeport.

DELAWARE—Chief Consul, S. Wallis Morris, 306 Jackson street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, C. B. French, War Department, Washington. Secretary-Treasurer, W. H. Stearns, 719 12th St., N. W., Washington.

FLORIDA—Chief Consul, S. A. Adams, 16 Main street, Jacksonville.

GEORGIA—Chief Consul, Chas. M. Rustling, Savannah.

ILLINOIS—Chief Consul, A. V. Billingsley, Hay Building, Springfield. Secretary-Treasurer, Barton F. White, 701 Association Building, Chicago.

INDIANA—Chief Consul, Thomas Hay, 70 North Pennsylvania street, Indianapolis. Secretary-Treasurer, E. V. Minor, Room 2, Board of Trade, Indianapolis.

IOWA—Chief Consul, Fred Beach, Muscatine. Secretary-Treasurer, C. J. Sauthoff, Vinton.

KANSAS—Chief Consul, W. C. L. Reichenecker, Box 205, Topeka. Secretary-Treasurer, Austin Hawley, Girard.

KENTUCKY—Chief Consul, Ed. H. Croninger, 1611 Scott street, Covington. Secretary-Treasurer, Owen Lawson, 2510 West Jefferson street, Louisville.

MAINE—Sherman G. Swift, Belfast. Secretary-Treasurer, Chas. A. Litchfield, 42 High street, Lewiston.

MARITIME PROVINCES—Chief Consul, Fred L. Temple, 128 Prince William street, St. John, N. B.

MARYLAND—Chief Consul, Albert Mott, 2224 Madison ave., Baltimore. Secretary-Treasurer, Wm. J. Universagt, Box 300, Baltimore.

MASSACHUSETTS—Chief Consul, George A. Perkins, 14 Court square, Boston. Secretary-Treasurer, Chas. S. Howard, Globe office, Boston.

MICHIGAN—Chief Consul, Joseph M. Bresler, 22 Lafayette avenue, Detroit. Secretary-Treasurer, W. C. Noack, 211 Randolph street, Detroit.

MINNESOTA—Chief Consul, M. L. Knowlton, 1307 Fourth street, S. E., Minneapolis. Secretary-Treasurer, L. S. Gregory, Winona.

MONTANA—Chief Consul, W. L. Faut, 53 W. Park St., Butte City. Secretary-Treasurer, C. N. Reinig, 285 Rodney St., Helena.

MISSOURI—Chief Consul, Robert Holm, 3551 Chestnut street, St. Louis. Secretary-Treasurer, Edgar S. Barnes, Mexico.

NEBRASKA—Chief Consul, J. E. Ebersole, 1002 Douglas St., Omaha. Secretary-Treasurer, B. Kfroderman, Fremont.

NEW HAMPSHIRE—Chief Consul, H. J. Taggart, 1001 Elm, Manchester. Secretary-Treasurer, F. E. Gale, 50 S. State St., Concord.

NEW JERSEY—Chief Consul, James S. Holmes, Jr., Bank Bldg., Orange. Secretary-Treasurer, Theo. F. Merseles, 66 Montecello Av., Jersey City.

NEW MEXICO—Chief Consul, Robert C. Gortner, Santa Fe.

NEW YORK—Chief Consul, Chas. H. Luscomb, 280 Broadway, New York City. Secretary-Treasurer, Thomas A. Raisbeck, 280 Broadway, New York.

NORTH CAROLINA—Chief Consul, Lauren W. Ripley, Box 508, Sacramento. Secretary-Treasurer, Wm. H. Toepke, 35 Flood Building, San Francisco.

NORTH CAROLINA—Chief Consul, James L. Vopp, Wilmington.

NORTH DAKOTA—Chief Consul, Miles E. Harbin, Grand Forks.

OHIO—Chief Consul, Andrew L. Mergenthaler, Fostoria. Secretary-Treasurer, S. J. Chaster, Fostoria.

OREGON—Chief Consul, C. L. Howe, 326 Washington street, Portland, Oregon.

PENNSYLVANIA—Chief Consul, Samuel A. Boyle, 1151 Atty. Office, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND—Chief Consul, H. L. Perkins, Box 103, Providence. Secretary-Treasurer, Nelson H. Gibbs, 288 Westminster street, Providence.

SOUTH CAROLINA—Chief Consul, E. A. Hornbeck, National City. Secretary-Treasurer, E. W. Stuart, Carrier 8, Los Angeles.

SOUTH CAROLINA—Chief Consul, James M. Wilson, 1 Wragge street, Charleston.

SOUTH DAKOTA—Chief Consul, W. J. Healey, Mitchell.

TENNESSEE—Chief Consul, Chas. J. Scherer, 241 Main street, Memphis. Secretary-Treasurer, H. W. Liggette, Main St., Memphis.

TEXAS—Chief Consul, I. W. Hope, Sherman. Secretary-Treasurer, G. W. Hubbard, Sherman.

UTAH—Chief Consul, C. A. Emise, 219-221 Main street, Salt Lake City.

VERMONT—Chief Consul, C. L. Capron, 117 Main street, St. Albans. Secretary-Treasurer, C. H. Stevens, 124 Main street, St. Albans.

VIRGINIA—Chief Consul, V. A. O'Neill, 42 Bank street, Norfolk. Secretary-Treasurer, R. L. Boggs, 87 Main street, Norfolk.

WASHINGTON—Chief Consul, J. A. Drain Spokane. Secretary-Treasurer, E. P. Baggot, Colfax.

WEST VIRGINIA—Chief Consul, Jason C. Stamp, 131 Market street, Wheeling. Secretary-Treasurer, H. Ribeldaffer, 11 S. York St., Wheeling.

WISCONSIN—Chief Consul, A. C. Morrison, Pabst Brewing Company, Milwaukee. Secretary-Treasurer, M. C. Rofler, 305 East Water street, Milwaukee.

Resignation of President Burdett.

MR. ABBOT BASSETT, Secretary L. A. W.:

DEAR SIR—I have the honor to submit herewith my resignation of the office of President of the League of American Wheelmen to take effect on the election of my successor at the next meeting of the National Assembly, in February, 1894, and his subsequent qualification at the expiration of the present term of office of the Vice-Presidents now serving.

This resignation is in conformity with my intention declared at the meeting of the National Assembly in Philadelphia immediately after my re-election for a term of two years.

Very respectfully,

CHAS. L. BURDETT, President L. A. W.

Jan. 15, 1894.

Amendments to Constitution and By-Laws to be Acted On at Meeting of National Assembly.

By GEO. A. PERKINS, Esq., of Massachusetts.

ART. IV, Sect. 1. The general supervision and executive powers of the League shall be vested in the Executive and Finance Committee, but said committee shall not involve the league in any new and unusual business without the authority of the National Assembly. Said committee shall enforce all rules, regulations and orders made by the National Assembly and carry out the provisions of the Constitution and By Laws, but shall not have any power of legislation (this being vested solely in the National Assembly.) They shall be allowed their necessary expenses, and may allow committees their necessary expenses. They shall approve all bills before payment by the Treasurer and shall during the months of January, April, July and October of each year publish in the official organ a financial statement up to the first day of each of said months, said statement shall be audited by a committee of three to be elected by the National Assembly at the annual meeting, and said Auditing Committee shall have power to employ an expert accountant. All orders for the payment of money by the Treasurer shall be signed by the Executive Committee or a majority thereof.

BY A. A. BILLINGSLEY for Illinois Division.

A. Amend Art. IV, Sect. 1, by inserting after the word "Divisions" in the fifth line of said section the words "and Ex-Presidents."

B. Amend Art. IV, Sect. 1, by adding the following sentence to said section: "This committee, however, shall not have the power to make contracts involving any sum of money above $1,000; nor to extend over a period of time longer than the next succeeding meeting of the National Assembly, or, in any event, beyond their own term of office."

C. Amend Art. VI, Sect. 1, by erasing the words "and Secretary" in the third line of said section, and also by erasing all after the word "meeting" in the fourth line to the end of the section, and in its place insert the words: "The President to hold office for one year only and the Vice-Presidents for two years, to be elected at alternate meetings of the National Assembly."

D. Amend Art. VI by creating a new section to read as follows, and to be known as Sect. 6: "The President of the League, together with the Chairmen of the National Committees, shall form a cabinet for consultation on all matters of interest to the League—these chairmen acting in an advisory capacity only. Their action subject to the approval or disapproval of the Executive Committee or the members of the National Assembly in session."

E. Amend VI, Sect. 3, by creating a new committee to be known as "VIII Publication Bureau."

AMENDMENTS TO THE BY-LAWS.

F. Amend Art. I, Sect. 1, by inserting a new sentence after the word "League" in the sixth line of said section to read as follows: "He shall receive a salary of $3,000 per annum and shall give bond in the sum of $5,000 for the faithful performance of his duties."

G. Amend Art. I, Sect. 3, by inserting after the word "Secretary," in the first line, the words "of the Executive Committee."

H. Amend Art. I, Sect. 3, clause g, by erasing the words "of $3,000 per annum" and inserting in their place the words "to be fixed by the Executive Committee, but not to exceed $3,000 per annum."

I. Amend Art. 1, Sect. 6, by erasing all after the words "of the" in the fifth line of said section, and inserting the word "League" in their place.

J. Amend Art. 1, Sect. 6, by erasing the whole of "clause b."

K. Amend Art. IV, of the By-Laws by creating a new section to be known as Sect. 9, and to read as follows: "The Publication Bureau shall consist of a Chairman and two members, and shall consider and advise on all matters pertaining to the different publications of the League."

L. Amend Art. V, Sect. 1, clause a, by erasing the word "President" in the seventh line, and inserting in its place the words "Executive Committee."

M. Amend Art. V, Sect. 1, clause b, by erasing all after the words "of the" in the fifth line of said section down to and including the word "Highways" in the eighth line, and insert in its place the following: "The Executive Committee and Chairmen of the National Committees."

N. Amend Art. 1, Sect. 1, clause c, by inserting after the word "Secretary" in the sixth line of said section the words "of the Executive Committee."

O. Amend Art. V, Sect. 1, by inserting after the word 'Secretary," wherever it occurs in said section, the words "of the Executive Committee."

P. Amend Art. V, Sect. 5, by erasing the word "League" in the seventh line of said section, and inserting in its place the words "Executive Committee."

BY ALBERT MOTT, C. C., of Maryland.

The following amendment to Section 6, Article 4 of the By-Laws is proposed: After the period following the word "travel" in the sixth line, add "Also to arrange for the recovery of 'stolen wheels.'"

ALBERT MOTT, C. C.

Baltimore, Dec. 20, 1893.

The following amendment is offered to Article 4, Section 7 (e) By-Laws: After the period following the word "with" in sixth line, add: "In granting sanctions for race meets, all other things being equal, preference shall be given to League clubs over other race promoters." ALBERT MOTT, C. C.

Baltimore, Dec. 26, 1893.

BY L. A. TRACY, C. C. of Connecticut.

Constitution Art. VI, Sect. 3, Clause 1. Add the words, "the Secretary and Treasurer."

Art. VII. Add the words, "and no Division, Sub-Division or Consulate east of the Rocky Mountains shall establish or contract for an official organ of its own."

BY A. C. WILLSON, Delegate from Maryland.

Art. IV, Sect. 2. After "legislation" add "and the contracting for the publication of the L. A. W. BULLETIN, except as provided for in the "By-Laws."

Art. IV, Sect. 2 (New), By-Laws.

(A.) The contract for the printing of the L. A. W. BULLETIN shall be let to the highest acceptable bidder for a term of three years, beginning at the expiration of the current contract.

(B.) Notice of the proposed letting shall be made to all prominent American cycling papers by the Secretary of the League, not later than the fifteenth day of December, preceding the expiration of the current contract, and said notice shall be published in the official organ for three consecutive issues, beginning with the issue nearest the said fifteenth day of December."

(C.) All bids shall be opened and read in the presence of the next regular Assembly, and shall then be referred to the Executive and Finance Committee with power to act. To the said committee shall be reserved the right to reject any and all bids.

Change the numbers of the other sections in Art. IV By-Laws to conform.

BY W. J. HEALEY, C. C. of So. Dakota.

The following amendments to the Constitution I shall propose to the Assembly in February 1894.

Constitution Art. II, Sect. 3. Amend by striking out "one hundred" and substitute "fifty."

Art. II, Sect. 4. Amend by striking out "two hundred" and substitute "one hundred."

BY S. L. GHASTER, Sec.-Treas., of Ohio.

As per instructions of the Ohio Division I will introduce at the next National Assembly a resolution granting sanction for races to League clubs only.

Fostoria, Ohio, Jan. 3, 1894.

BY ABBOT BASSETT, Sec'y, at the request of the Publication Committee.

Constitution Art. III, Sect. 1. Strike out these words at the end, "and the By-Laws of his Division."

Sect. 4. Strike out, "by the Division of which he shall become a member," or strike out clause (b).

Sect. 5. Sixth line. Strike out, "amount of dues fixed by his Division By-Laws and insert, "$2 or whatever part of it may be necessary."

Sect. 6. Fifth line. Strike out "the sum fixed by his Division or by this Constitution," and insert "the sum of $2, or whatever part of it may be necessary." Strike out clause b.

Sect. 10. Third line. Strike out "fifty cents" and insert "one dollar or whatever part of it may be necessary.

BY D. J. POST, Delegate from Connecticut.

By-Laws. Art. IV, Sect. 1. Add the words, "Before the annual meeting in February the Executive and Finance Committee shall send to every member of the National Assembly a complete detailed printed financial statement, showing the condition of the League to Jan. 1, last preceding.

BY W. W. WATTS, Kentucky.

Notice is hereby given that at the next National Assembly of the League of American Wheelmen, to be held on the third Monday in February, 1894, I will move to amend Section One of Article Three of the Constitution, by inserting the word "White" between the words "amateur" and "wheelman" on the first line of said section. The section will then read as follows:—

Article III. Section 1. Any amateur white wheelman of good character, eighteen years of age or over, shall, with the endorsement of two League members be eligible to membership in this League upon payment of the initiation fee and dues, as provided in this Constitution and By-Laws, and the By Laws of his Division. W. W. WATTS,
Delegate from Kentucky.

The following amendment of Article III, Section 10 of the Constitution of the League of American Wheelmen will be proposed at the next meeting of the National Assembly.

"Article III, Section 10 of the Constitution is hereby amended so as to read as follows:

The Secretary shall retain from the annual dues and from all initiation fees and renewals an annual per capita tax of fifty cents. The balance of such annual dues, initiation fees and renewal fees shall be returned by the Secretary to the Divisions, etc., quarterly."

ISAAC B. POTTER.

The following amendment of Art. I of the By-Laws of the L. A. W. will be proposed at the next meeting of the National Assembly.

In Art. I, Sect. 6 (a), after the words "Roads Improvement Bureau" insert in parenthesis the words "exclusive of the magazine Good Roads." Also, after the words, "L. A. W. BULLETIN" insert the following: "Any member desiring to subscribe for the magazine Good Roads, for himself or for any other person, shall be entitled to have said magazine sent, for the term of one year, to his address, or to any other address within the United States which he may supply, upon payment by him of the sum of fifty cents at the office of said publication; but no member shall be entitled to more than one subscription at said rate.

ISAAC B. POTTER.

BY MR. COSSUM, Chairman Rights and Privileges Committee.

I hereby give notice that at the National Assembly to be held on the 3d Monday in February, 1894, I shall propose the following amendments to to the Constitution, and move their adoption:

Amend Article V by adding after Section 3: "Sect. 4—The persons who shall receive the greatest number of votes regularly voted for any office at any election in a Division, Sub-Division, or Consulate, shall be declared elected."

Change present Section 4 to Section 5

Add between present Sections 4 and 5,

"Sect. 6—No person shall be nominated for or elected to any office in a Division, Sub-Division or Consulate, unless he be at the time of his nomination a member of the League and a resident of the Division, Sub-Division or Consulate."

"Sect. 7—When any officer of a Division, Sub-Division or Consulate shall remove from the State or Territory in which he had been elected, or shall cease to be a member of the League, his office shall forthwith become vacant."

Change present Sections 5, 6, 7 and 8 to 8, 9, 10 and 11.

Amend Article VIII, Sect. 1 (a) by inserting between the word "shall" and "become," the words, "by and with the consent of the Executive and Finance Committee" and add after the word "Constitution," at the end of said Sect. 1 (a), "This certificate may be revoked at any time by the Executive and Finance Committee, fifteen days' notice having been first given by said Committee to the said Club to show cause why its certificate should not be revoked. Upon such revocation, all rights and privileges of said League Club, including representation on the State Board of Officers, shall cease and determine."

Amend Article VIII, Sect. 1, by adding, after paragraph (b) " c No League member who shall belong to more than one League Club in a Division shall be permitted to vote for Club representatives in more than one of the clubs of which he is a member. On or before the 1st day of October in each year, such League member shall advise the Secretary-Treasurer of the Division as to the club in which he elects to vote for club representative."

CHAS. F. COSSUM.

Dated January 5, 1894.

BY THE RACING BOARD.

Amend Art. 3, Sect. 9, of the Constitution, by striking out the present amateur rule and substituting the following:

Class A.

AMATEUR RULE. An amateur of Class A is one who has not engaged in, nor assisted in, nor taught cycling or any other recognized athletic exercise for money or other remuneration, nor knowingly competed with or against a professional for a prize of any description; or who, after having forfeited the amateur status, has had the same restored by a unanimous vote of the National Assembly. L. A. W. A cyclist ceases to be an amateur of Class A by:

(a) Engaging in cycling or other recognized athletic exercises or personal teaching, training or coaching any person therein, either as a means of obtaining a livelihood, or for a wager, money prize or gate money.

(b) Competing with a professional or amateur of Class B, or making the pace for, or having the pace made by such in public or for a prize.

(c) Selling, pawning, exchanging, bartering or otherwise turning into cash, or in any manner realizing cash upon any prize won by him.

(d) Accepting directly or indirectly for cycling any remuneration, compensation or expense whatever.

(e) In this class no prize shall exceed fifty dollars in value, and such prizes shall be limited to medals, diplomas, plate, jewelry and cycle sundries only.

(f) A cyclist does not forfeit his Class A status by teaching the elements of cycling solely for the purpose of effecting the sale of a cycle; nor shall the business of cycle manufacturers and bona fide agents, as such, be considered in determination of their amateur status.

(g) License may be granted by unanimous vote of the Racing Board for a special competition in any year between the recognized champions of classes A and B, the prize rules of Class A to govern the contest.

(h) Any amateur who neglects or refuses to answer questions touching his status in Class A to the satisfaction of the Racing Board and within thirty days shall be transferred to Class B, and shall have no further opportunity for hearing or appeal.

Class B.

An amateur of Class B shall be a cycle rider who may be in the employ of, and have his traveling and training expenses paid by, a manufacturer of cycles, club or other parties interested in cycling, but shall not compete for a cash or divisible prize, nor realize upon any prize won by him, except as hereinafter provided. One also who has ridden for any prize valued at over $50 or of different descriptions from that allowed in Class A. A cyclist ceases to be an amateur of Class B by:

(a) Engaging in cycling or other recognized athletic sports or exercise, for a wager, money prize or gate money.

(b) Competing with a professional, or making pace for, or having the pace made for himself by such in public or for a prize, except as hereinafter provided.

(c) Selling, pawning, or otherwise turning into cash, or in any manner realizing cash upon any prize won by him, except that prizes may be exchanged or bartered provided there is in no case a cash bonus received.

(d) A cyclist does not forfeit his amateur status in this class by teaching the elements of cycling.

(e) Any amateur of Class B who neglects or refuses to answer questions touching his amateur status, to the satisfaction of the Racing Board, inside of thirty days, shall be declared to have forfeited his amateur status.

(f) The League recognizes as athletic exercises, in addition to cycling, all sports over which the Amateur Athletic Union, The National Association of Amateur Oarsmen and other amateur athletic organizations have jurisdiction.

Pacemaking.

By a special sanction, granted upon a unanimous vote of the Racing Board, permission may be granted in Class B to employ professional pacemakers in any event or record trial, where the importance of same may be warranted as set forth in application for said sanction.

Amend Article 4, Section 7 of the By-Laws by striking out present section and inserting the following:

Amendment to Art IV, Sect. 7 of the By-Laws, Art IV, Sect. 6. a To the Racing Board shall be referred all matters pertaining to racing and the championships. It shall make all arrangements for the annual championships which are held under League auspices, and shall assign such other championships as are now or may be established, to be run under the auspices of such clubs or associations as it may consider most desirable, and under such conditions as it may deem expedient.

(b) It shall be the duty of the Board to make inquiry regarding any wheelman whose amateur status in either class is questioned, and all protests or charges shall be entered with the Chairman of the Board, who shall provide for an investigation by a member or members of the Board. Pending investigation, the party against whom these charges are brought may be suspended from the track. Suspicious circumstances which are, in the judgement of any member of the Board, sufficient to make the status of any wheelman a matter of reasonable doubt, shall be the basis of an investigation in the absence of formal protest or charges. The member or members to whom the work of investigation is assigned, shall immediately communicate with the party under suspicion, either in person or by registered letter, lay all charges before him, or set forth the circumstances which lead to a reasonable doubt, and call for an answer to the charges or a satisfactory explanation of the circumstances which gave rise to the doubt. If the charges are proved, or the reasonable doubt is not removed, it shall be the duty of the chairman to report the findings to the official organ, declaring that the party has forfeited his amateur status, and warning all amateurs not to compete with him; and such official declaration shall carry with it expulsion from the League, if the person concerned is a member thereof.

(c) The Racing Board shall have the right in considering and determining questions that affect the amateur status of any cyclist to act upon any kind of evidence, circumstantial or direct.

At the termination of the investigation by the member in charge, his findings shall be submitted to the chairman, who, upon direct evidence may expel, and upon circumstantial evidence order a vote of the entire board, a majority vote of which shall expel.

(d) Any cyclist who has been expelled shall have the right to appeal only to the National Assembly of the L. A. W., and shall be reinstated only by vote of such assembly, upon a competent showing of error on the part of the Racing Board.

e The Racing Board, through its Chairman, shall have the right of censorship over the character of prizes offered in cycle races, and may withhold or withdraw the sanction to race promoters, providing its decision in excluding any prize is not complied with.

(f) It shall be within the province of the Racing Board to suspend from the race track, for such a time as it may deem proportionate to the offense, any wheelman guilty of unfair dealing in connection with cycle racing, or ungentlemanly conduct on the track, or any wheelman who competes in a race not governed by the rules of the L. A. W., or those that may be approved by the Racing Board. Any wheelman who knowingly competes with one who has been suspended will render himself liable to a like penalty.

(g) The Racing Board shall have the power to make such rules for its government and the government of cycle race meetings as may be deemed expedient, and may appoint one or more official handicappers at its discretion.

The following will be considered as unfair dealing and ungentlemanly conduct and render the offender liable to a suspension:

1. Entering a class race to which his record does not give him the right of entry.

2. Suppression of true figures and rendering of false figures to the official handicappers.

3. The use of obscene language on the track.

4. Swearing at other competitors and at race officials.

The above amendments are offered by the National Racing Board.

The following substitute rules are offered to the Class B rules as proposed by the Racing Board.

Instead of clause (c) as proposed, insert: (c) Selling, pawning, or otherwise turning into cash, or in any manner realizing cash upon any prize won by him, within six months from time of winning same.

Insert a new clause to be clause (d), present clause (d) to be (e), and so on. (d) Competing in a cycle race on the track for a prize value of more than $150, except in the case of special sanction having been given by the Racing Board for a greater value prize at any special meeting. GEO. D. GIDEON,
Member Racing Board.

Annual Meeting, Board of Officers, Kansas Division.

The Board of Officers of the Kansas Division, League of American Wheelmen, met in annual session pursuant to the call of the Chief Consul, a quorum being present. Notice of this meeting was first given for the same to be held at Topeka, Dec. 28, but owing to the inability to secure a quorum at that time, the date was changed until the 31st, and the place to Girard, and due notice given.

The Sec.-Treas. submitted a report of the financial condition of the Division, the same being as follows:

1893.	*Receipts.*		
July 1.	Cash on hand	$ 7.98	
15.	Cash from Sec'y Bassett	250.50	
Oct. 10.	Cash from Sec'y Bassett	58.50	$316.98
1893.	*Expenditures.*		
July 6.	Expense of Sec.-Treas. at annual meet	$ 6.50	
July 25.	Mdse Chief Consul's	2.00	
	Stamps, Sec.-Treas.	1.00	
Oct. 28.	Printing mail vote, etc	12.75	
Nov. 1.	Expenses, Chief Consul, at special meeting of National assembly	27.50	
	Stamps, Sec.-Treas., for mail vote	4.00	
Dec. 16.	Stamps, Sec.-Treas., for mail vote	1.00	
Dec. 30.	Bi. World File	1.25	
	Cash on hand		$56.20
			260.78
			$316.98

No Delegate to the National Assembly was chosen for the reason that the Division has not a sufficient membership to entitle it to one under the Constitution. It was the sense of the meeting, however, that the Division should be represented at the assembly in person, and Chief Consul Reichenbach was urged to be present, and he stated his willingness to attend and the probability that he would do so.

After a discussion of matters relating to the welfare of the Division, on motion the meeting adjourned. AUSTIN HAWLEY, Sec.-Treas.

Girard, Kas., Dec. 31, 1893.

Division Finances.

Table showing the amount of money in the hands of Division Secretary-Treasurers on April 1, 1893, the amount of money received and expended to Dec. 1, 1893, and the cash in hand Dec. 1, 1893. Reported to the Secretary in compliance with ART. III, Sect. 4, of the By-Laws.

	Apr. 1, '93	Rec'd	penses.	Ex-	Cash on Hand.
Alabama	$42.75	$180.00	$203.37		$19.38
Arizona	1.00	9.00	.85		12.15
Colorado		788.75	552.35		236.40
Connecticut	772.05	2137.86	2847.53		62.98
Dist. of Columbia	569.21	190.00	713.89		46.07
Florida		20.00	7.85		12.15
Georgia	73.65	168.00	55.90		185.75
Illinois	591.90	2756.69	3109.49		239.10
Iowa	288.79	710.55	912.05		87.32
Kansas	26.98	334.00	97.95		263.03
Kentucky	14.17	672.50	319.52		367.15
Maine	349.25	119.74	234.97		534.02
Maryland	299.22	127.25	656.13		70.34
Massachusetts	2629.22	6358.04	6235.58		2691.68
Minnesota	110.85	381.50	300.62		191.73
Missouri	36.48	760.75	329.03		468.20
Nebraska	286.80	573.00	374.26		657.80
New Hampshire	367.20	318.00	71.75		613.45
New Mexico		10.00			10.00
New York	3350.24	3951.03	1007.54		3293.73
No. California	720.65	1145.50	1676.40		189.75
No. Carolina	6.65	58.62	43.30		21.97
No. Dakota	2.00	77.00	27.40		51.60
Ohio	1243.99	2903.83	687.51		3460.31
Oregon	16.00	29.00	21.30		23.70
Pennsylvania	2221.96	1148.47	1403.36		2267.07
Rhode Island	323.45	501.68	103.54		421.59
So. California		291.00	57.90		233.10
So. Carolina	8.80	26.25	10.50		24.50
So. Dakota	59.58	87.50	105.33		41.75
Texas	262.40	158.65	156.25		264.80
Vermont	160.72	103.00	97.88		165.84
Virginia, Dr.	4.14	145.50	68.75		75.61
Washington	26.50	83.50	44.50		65.50
W. Virginia	17.91	123.50	80.41		61.03

Racing Board Matters.

THE Ancient Order of Hibernians of Turners Falls, Mass., having held cycling events on May 30, '93, and failed to award the prizes, as announced on its programme, has been entered on the books of this board as unworthy of future sanctions to hold cycling events, and no sanctions will be granted said society until its promises have been made good. Racing men of that vicinity will please take notice, as competition under said society's auspices will result in a suspension from track racing. Racing men will readily recognize that this action is taken in their interest, and will aid the Board in securing their rights, by seeing that no support is given this society in a cycling way in future.

SANCTIONS GRANTED.

Jan. 20, '94—Charleston Track Assn., Charleston, S. C.

Feb. 21-22, '94—W. T. Hill, New Berne, N. C.
H. E. RAYMOND.

Colorado.

I have appointed the following Local Consuls for this Division:

Ed. C. W. Kiefer,	Pueblo,
W. B. Felker,	Leadville,
W. T. Cornwall,	Denver,
G. E. McCormick	El Moro,
Robt. E. Hanna,	New Windsor,
J. H. Jones,	Longmont,
W. B. Grant,	Eaton,
Geo. C. Briggs,	Evans,
L. B. West,	Golden,
E. A. Newton,	Alamosa,
N. T. Fisk,	Sterling,
J. H. Redmond,	Soguache,
John Redmond,	Canon City,
Clarence Hoover,	Glenwood Springs
Thos. W. Emerson,	Ouray,
Tom T. Gardner,	Las Animas,
O. C. Wight,	Villa Grove,
Fred Watrous,	Fairplay.

Each gentleman on the above list has been supplied with literature. If any whom I have appointed, for any reason, should not be able to serve I shall be glad to know it in order to make another appointment.

Every Local Consul and League member in the Colorado Division should put forth their best efforts for the advancement of the membership in '94. The object ahead warrants our working hard, and if each member will do his share toward securing new members we will certainly have 1,000 members by spring.

Fraternally,
J. A. MCGUIRE, Chief Consul.

Membership Totals.

THE following table exhibits the membership totals on Jan. 1, 1894. The letter L denotes that the Division has lost the number of members designated when compared with the membership total of Jan. 1, 1893. When no letter occurs a gain has been made. Last year California was a single Division with a membership of 1030. The membership of the two Divisions is 1015 showing a loss of fifteen members.

	JAN. 1.	GAIN OR LOSS.	
Alabama, - -	205	89	L
Arizona, - -	18	11	L
Arkansas, - -	38	10	
Colorado, - -	542	296	
Connecticut, -	2,290	121	L
Delaware, - -	46	19	L
Dist. of Columbia,	331	597	L
Florida, - -	13	32	
Georgia, - -	152	61	
Idaho, - -	3	3	
Illinois, - -	2,481	721	L
Indiana, - -	579	40	
Iowa, - -	620	116	
Kansas, - -	339	86	
Kentucky, - -	611	159	
Louisiana, - -	23	35	L
Maine, - -	426	123	
Maritime Provinces,	32	4	
Maryland, - -	685	119	L
Massachusetts, -	5,238	1,563	
Michigan, - -	1,154	128	L
Minnesota, - -	397	89	
Mississippi, - -	8	7	L
Missouri, - -	862	187	
Montana, - -	120	11	L
Nebraska, - -	305	92	
Neynda, - -	19	6	L
New Hampshire, -	369	13	
New Jersey, - -	1,980	132	
New Mexico, -	27	3	
New York, - -	4,471	168	
North California -	712		
North Carolina, -	69	11	L
North Dakota, -	71	37	
Ohio, - -	3,227	530	
Oklahoma, - -	15	10	
Oregon, - -	42	4	
Pennsylvania, -	4,506	975	
Rhode Island, -	634	94	L
South California, -	303		
South Carolina, -	42	1	
South Dakota, -	101	1	L
Tennessee, - -	103	71	L
Texas, - -	201	18	L
Utah, - -	74	11	
Vermont, - -	112	15	
Virginia, - -	169	11	
Washington, -	112	31	
West Virginia, -	125	42	
Wisconsin, - -	492	111	L
Wyoming, - -	18	20	L
Canada, - -	10	2	L
England, - -	2	5	L
Miscellaneous, -	5	1	L
Total,	36,567		2,974

Applications for Membership.

THE following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III. of the Constitution.

BOSTON, Jan. 19, 1894.

Total—50—36681.

Alabama—1—206.

62584	Cole, C. H.	Birmingham

Colorado—21—564.

62585	Davis Frank P.	Colorado Springs
586	Preston, E. L.	"
587	Christy, Jno. W.	Denver
588	Kline, Chas. S.	Denver
589	Salmon, Hedley	"
590	West, Leslie B.	Golden
591	Abercrambia, C. B.	Denver
592	Cobb, C. N.	Denver
593	Govett, Warner L.	"
594	Hallin, Carl A.	"
595	McIntyre, Rob't.	"
596	McGrew, John M.	Denver
597	Smith, S. Howard	"
598	Stratton, C. E.	Denver
599	Taylor, H. W.	"
600	Caldwell, Ed. V.	Delta
601	Kellogg, E. L.	"
602	King, A. R.	"
603	Simpson, W. Ray	"
604	Stephan, Geo.	"
605	Travis, John J.	"

Illinois—1—2486.

62606	Crandall, F. A.	Loda

Kentucky—1—612.

62607	Sidwell, H. M.	Covington

Massachusetts—4—6253.

62608	Morrow, Thos.	Fall River
609	Sampson, Robert M.	Hyde Park
610	Brasseur, Geo. D.	Bradford
611	Stuart, C. E.	Bradford

Michigan—1—1156.

62612	Gaylord, F. B.	Detroit

New Jersey—1—2002.

62613	Dayton, Alonzo P.	Jersey City
614	Quinn, Wallie	Carteret
615	White, Robt. B.	Shrewsbury
616	Barlow, Geo. W.	"

New York—10—1489.

62617	Brush, James	Brooklyn
618	Egelhoff, Fred R.	"
619	Holtze, Chas. W.	"
620	Purser, Albert	"
621	Schwitter, Martin	"
622	Lambias, John F.	Brooklyn
623	Fountain, Alfred E. Jr.	New York
624	Velsor, Harry C.	Brooklyn
625	Schoonmaker H. W.	Seneca Castle
626	Taylor, Chas. A.	West Haverstraw

North California—1—714.

62627	Vollmer, H. J.	San Francisco

Ohio—3—3232.

62628	Thompson, A. C.	Cincinnati
629	Thomas, Frank M.	Cincinnati
630	Hale, C. A.	Fostoria

Pennsylvania—3—4516.

62631	*Tuttle, Minnie C.*	Philadelphia
632	Tuttle, Horace N.	"
633	Patterson, James E.	Williamsburg

South California—2—305.

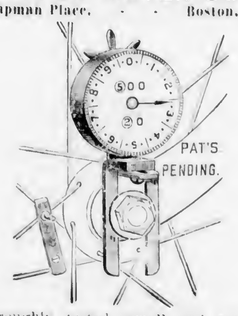
62634	Grant, R. W.	National City
635	Judd, C. W.	San Diego

Crown Cyclometer

—MADE BY—

BOSTON METER CO.,

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Thoroughly tested, small and compact, weighing two and one half ounces only. Registers to one thousand miles, then commences again at zero. PRICE, $6.00.



WILSON'S

WONDERFUL NICKEL AND ENAMEL

PRESERVER.

Will Polish Nickel and Enamel. Prevent Nickel and Steel from Rusting.

DIRECTIONS.

Shake well before using. Saturate a piece of cotton flannel with the solution, rub lightly, and finish with a clean dry piece of cloth.

The solution leaves a fine coating, preventing the air from penetrating the nickel.

The solution is to be applied on good nickel. If such is the case, said done carefully, you will not be liable to have the polish or cranks to tarnish.

If the nickel has already begun to peel off, the solution should be applied after peeling off, so doing it will prevent the rust from going any further.

This solution is the best thing in the known world to prevent nickel from rusting and scaling the enamel. I make no claim to remove rust.

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Whose tool bag was much soaked with oil,
But by experience taught
A "Perfect" he bought,
This intelligent youth of Gargoyle.

1-2 Size

Price 25c. each.

Undoubtedly the best oiler in the world. Does not leak. Controls supply of oil. If you ride a high grade wheel be sure to buy a "Perfect." You will be well repaid

Oiler Holders or Pump Holders, price 25c. each.

"STAR" Oiler, second to none but the "Perfect." Price 15 cents each.

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Can obtain everything required in Bicycle construction and repair, including Bown's & Perry's goods, Weldless and Creed and a Tubes, Rims, Forkslides and Forgings, both rough and finished, at rock bottom prices, of

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WM. H. CROSBY, Manager.

Buffalo, N. Y.

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SPECIAL OFFER. — For a limited period only we will accept yearly subscriptions to the World at the present rate of 50 cents, although we have put the price back to $1.00. This offer will not remain open long.

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Capital wanted ($5,000) to develop a bicycle business in Boston, the sole control of a leading wheel promising large profits. Cash sales and large territory. Address

Q. E. D., care Bicycling World.



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PNEUMATIC TIRE PROTECTOR.



Doubles life of tire by preventing punctures, mashing edge of rim on stones, bursting tire, chipping of tire on frozen or stony roads. Not necessary to cement tire as protector keeps tire from creeping No more slipping on asphalt. Has been thoroughly tested. Can be attached and detached in six minutes. Price per pair, $3.00; per dozen pair, $30.00. Ask your dealer for them. Sent to any address postpaid upon receipt of price.

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FOR BICYCLE LAMPS,

The Red Star Chain Lubricant

—AND—

The Red Star Lubricating Oil,

And as you can't all come to the Cycle Show in New York, where we will exhibit, send us your name and address and we will send you, when ready, our little book and anything else we may get up.

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Official Pneumatic Tire.

Solid Gold, - - - $3.50
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PRIZE MEDALS
CLUB PINS
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NICKEL PLATE.
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WHEELS CARRIED FREE.

I. A. SWEIGARD, Gen. Manager. C. G. HANCOCK, Gen. Pass. Agent.

Massachusetts Board of Officers.

[illegible] Division meet in the spring [illegible] Boston, giving as my reasons the [illegible] rides in this city would result in [illegible] and enormous number of new members, [illegible] fully justified this belief. The meet [illegible] the largest cycling gathering ever [illegible] country and over. The two weeks [illegible] and the following May 30, we [illegible] 1,000 new members.

[illegible] spring meet [illegible] in Boston.

[illegible] already secured sixteen cities on [illegible] meet. This year, [illegible] 29.

[illegible] this year were: [illegible] Gloucester, Lynn, Chelsea, Fitchburg, [illegible] Beverly, Salem, Lowell, Plain, Lawrence, [illegible] Medford, Somerville, North Boston, South [illegible] and the Newtons.

[illegible] have shown an increase [illegible] New England which fell behind 51, [illegible] and Fall River.

[illegible] a Boston club failed to renew [illegible] or its members. That the [illegible] made a number of renewals is much [illegible] in cities adjoining Boston, [illegible] were shown to be there, so. Worcester [illegible] the month of September, however, [illegible] only renewed over 90 per cent. of its [illegible]. Boston proper has to-day 1063 [illegible] members the renewals being 499 and [illegible] members 501. Worcester held 173 of [illegible] and lost 163.

[illegible] following table will show the number of members in fifteen leading cities and towns last year, the present number in twenty-nine cities, the renewals, the members lost and the total gain in membership in each city:

	1892.	1893.	New members.	Renewals.	Lapsed.	Total gain.
Boston	850	1063	501	499	351	175
Springfield	238	291	93	208	20	73
Worcester	341	278	105	153	111	42
Somerville	140	181	86	98	12	41
Roxbury	140	188	69	153	22	13
Lynn	140	170	74	91	52	27
Dorchester	99	170	96	124	26	75
New Bedford	152	141	20	121	71	51
Waltham	108	147	28	89	19	9
Malden	98	111	56	58	10	46
Lowell		109	60	49	..	..
Cambridge	76	100	18	59	24	24
Fall River	98	97	30	67	31	81
Haverhill		89	15	41	..	..
Taunton		89	15	41	..	..
Brockton	72	87	17	70	2	15
So. Framingham		82	17	44	..	..
So. Boston		81	38	43	..	..
Cambridge	51	79	12	37	14	28
West Brookline		78	52	26	..	..
Medford	71	75	16	57	18	1
Fall River		77	21	56	..	..
Holyoke		61	11	50	..	..
Hyde Park		61	21	40	..	..
Chelsea		57	20	37	..	..
Fitchburg		57	20	37	..	..
Brighton		57	19	38	..	..
Lawrence		57	21	36	..	..
Everett		54	18	36	..	..
Charlestown		51	17	34	..	..
Gloucester		55	18	37	..	..

One point stands out in small towns and country places. Only a limited membership is ever much larger than the club membership. In this respect Massachusetts is different from other states where I go. The membership is very largely composed of club members. I personally feel that the gain we have made in Worcester, where we have Local Consuls who are willing to personally solicit new riders to join the League, the fine will no doubt come when the Local Consuls begin to pay Local Consuls more remuneration for their services. A policy of this kind has been found very effective in Pennsylvania.

When we consider the wheelwomen during the year making the total number of fair cyclists [illegible] with [illegible] 25.

[illegible] report of the receipts and expenditures of the Division I refer you to the detailed report to be presented by Mr. Adams, chairman of the Finance Committee.

Respectfully submitted,
CHAS. S. HOWARD, Sec.-Treas.

REPORT OF FINANCE COMMITTEE.

As chairman of the Finance Committee I have carefully audited the accounts, examined the vouchers and verified, as far as possible, all entries on the books of the Treasurer from December 9, '92, to December 5, '93, inclusive, and found them correct in every particular.

The detailed receipts and expenditures of the different meets held under the auspices of the Division are given separately and only the net amounts are entered in the general balance sheet.

Our expenses have increased considerably over past years, notably in the sums spent for the entertainment of our members at the several meets held during the season and also in providing road books and maps for new members. The expenditure with the excellent work of our chief officers has resulted in placing the Massachusetts Division far ahead of all others in point of membership and financial strength.

The renewals for '93 are 3671 against 2642 in '92. New members this year, to October first, 2706 against 2967 in '92. Total receipts in '93, $8638, against $1460 in '92. Since October first 62 new members have joined the League from this State, and there is now in the hands of Secretary Bassett due this Division about $133.

Your careful attention is asked to the subjoined statements, given herewith:

Dr. Charles S. Howard, Treasurer, in account with Massachusetts Division, L. A. W., Cr., from Dec. 9, 1892, to Dec. 5, 1893, inclusive.

To balance from old account		$629.22
Received from 3671 renewals	1835.50	
2706 new members	3958.50	
To Oct. 1, '93 five transfers	3.50	
Sale of road books and maps	45.25	
Account advts in hand book	90.00	
Donations spring meet	350.00	
Sale of ball tickets	22.00	
Donations Cottage City Meet	25.00	
Entries races of same	1.00	
Interest on deposit to June 25	27.29	
Total receipts		$8987.26

PAYMENTS.

Paid expenses Chief Consul's office as follows:		
Allowance to Dec. 1, '93	$ 250.00	
Printing and postage	24.50	
Express and telegrams	4.20	
Traveling expenses	105.49	
Legal expenses	13.75	
Books	7.00	404.94
Expenses Sec.-Treas. office as follows:		
Salary to Dec. 1, '93	$ 300.00	
Allowance for clerk	50.00	
Supplies	142.38	
Postage	105.56	
Bond to Sept. 1, '93	15.00	
Office supplies and books	10.66	
Travelling expenses	44.46	
Electrotypes	10.25	678.31
Postage for Vice Consul		31.10
Expenses Board of Officers as follows:		
Room for meetings	$ 20.00	
Mileage	208.05	
Printing, etc	5.00	233.05
Highway Committee, postage and printing		15.65
Nominating Committee's expenses as follows:		
Mileage	$ 13.46	
Postage and telegrams	1.64	
Hotel	15.30	30.40
Returning Board expenses as follows:		
Stationery	$ .75	
Mileage	4.16	
Refreshments and hotel expenses	26.65	31.86
Racing Board expenses:		
Printing	$ 15.00	
Traveling expenses spring meet sanction	46.30	61.30
Road Book Committee		3.75
Finance Committee, postage		2.50
Delegates expenses to National Assembly, Philadelphia	$ 588.39	
Delegates expenses to National Assembly, Buffalo	$ 615.30	1203.69
For 500 Good Roads		35.00
For 500 Racing Rules		15.00
For 5000 Hand Books	$ 144.98	

Mailing same	12.01	156.99
3000 Road Maps		435.00
2977 Road Books		615.01
Postage for same		125.65
Paid for mailing same		27 00
Ballots, postage, etc		274.32
Spring meet at Boston	$ 957.76	
Printing	49.25	
Committees' expenses	10.00	1017.01
Cottage City meet		539.13
Fall meet at Springfield		266.92
Championship medal		50.00
L. A. W. 5 duplicate applications		7.50
7 transfers		1.25
Electrotype		.25
Balance on hand with New England Trust Co.		2691.68
Total		$8987.26

E. & O. E.

Haverhill, Mass. Dec. 13, 1893.

J. FRED ADAMS,
Chairman Finance Committee.

May 30, 1893. Memorandum of receipts and expenses of spring meet, Boston.

Receipts.

Appropriation by Board of Officers	$600.00
Donation by Pope Mfg. Co.	100.00
Overman Wheel Co.	100.00
Lovell Arms Co.	100.00
W. W. Stall	25.00
J. A. R. Underwood	25.00
Sale of ball tickets	22.00
	$972.00

Expenses.

Rent of Mechanics Hall	$450.00
Janitor's services	22.50
Souvenir badges for members	260.60
Badges for committees	17.50
Safety pins for badges	12.71
Refreshments at Mechanics Hall	75.00
Orchestra for ball	103.00
Coat checks and rent of crockery	9.38
Police service	14.00
3 parade prizes	69.50
Incidentals	15.37
Signs for headquarters	8.20
Total	$957.76
Returned to Division Treasury	14.24
	$972.00

Memorandum receipts and expenses Cottage City meet, July 27, 28 and 29, 1893.

Receipts.

Appropriation by Board of Officers	$600.00
Donation by Martha Vineyard Assn	25.00
Two entrance fees to races non League men	1.00
	$626.00

Expenses.

Medals for races	$ 115.00
Prizes for parade races and polo, etc	120.65
500 souvenir badges	65.00
Lanterns, fire works, etc	65.14
Orchestra and expenses of ball	50.75
Rent of headquarters, signs, and services	32.55
Expenses Chief Consul, Sec.-Treas. and Com	50.10
Supplies for ball game	5.70
Badges for officials, etc	7.65
Filling torches, expressage, etc	25.90
	$539.13
Returned to Division Treasury	86.87
	$626.00

Memorandum of receipts and expenses, fall meet at Springfield, Sept. 13 and 14, 1893.

Receipts.

Appropriation by Board of Officers	$266.92
Appropriation by Springfield Bi Club	250.00
534 race tickets	143.00
Ball tickets	13.50
Sale of refreshment privilege	4.95
	$678.37

Expenses.

1000 souvenir badges and elec	$171.12
534 race tickets	267.00
Expenses Local Committee	10.00
Expenses of ball	212.00
Programmes and tickets (prtg.)	10.25
Incidentals	8.00
	$678.37

REPORT OF RACING BOARD.

During the past year your board has, we trust, handled racing matters in the State to your satisfaction.

The trouble regarding sanction for spring meet caused a great amount of expense and took much time, but was satisfactorily settled at last.

During the year we have established six division championships, and five of them have been run off.

We have had a die made for medals for these championships, which may be used for several years to come.

There have been during the year, in the State, more race meets than ever before, and in comparison with the growth of this part of the sport, we think there have been fewer fractions of the racing rules, probably due to the purchase and free distribution of five hundred copies of the rules by the board.

We believe it to be important that the L. A. W. should control bicycle racing, and that at the National Convention, in February, such changes should be made in the constitution and by-laws as will tend to continue the present control and at the same time strengthen it, and to this end we believe that the Amateur Rule should be changed materially, either to make it much more stringent than at present, or very much more liberal.

Respectfully submitted,
HENRY W. ROBINSON,
ARTHUR W. ROBINSON,
ABBOT BASSETT.

REPORT OF ROAD BOOK COMMITTEE.

The Road Book Committee in service under the outgoing Board of Officers submits the following report of its doings in the past and some recommendations based upon our experience for the future.

We have taken up every route in the present book and gone over it with a view to amendment and correction. Some of this work is now in the hands of members in a partially finished condition, but will soon be forthcoming.

We have drawn up many local and through routes to New York, New Hampshire, Maine, etc., which will greatly add to the value of the book.

We are of the opinion that the present diagram form of the book can be greatly improved upon, and we believe that many maps of riding districts and of sections of the State should be inserted.

We have hesitated to take such an important step as a radical change in the form of road book at a time so near to the close of our term, but we have accumulated a large amount of material all ready to be fashioned to the shape which the new committee shall decide upon and have left little else than this for them to do.

We earnestly urge the Board to authorize a liberal expenditure for maps to be made no larger than a single page of the road book. We do not think there can be too many of these.

Other Divisions have given us object lessons in this direction which it will do well to heed.

For the Committee,
ABBOT BASSETT.

RIGHTS AND PRIVILEGES COMMITTEE.

Mr. Dean, for the Committee on Rights and Priviliges reported that during the year he had given advice to a large number of members and had brought several suits. In all of which he had been successful. That there was pending one suit for injuries to a lady riding a wheel on Tremont street, who was run down by a cab driver. The case had been decided in favor of the cycler in the lower court but the defendant had appealed the case to the Superior Court. He suggested that as one of the means to increase membership that the Division should hold out legal advice as one of the inducements to membership.

REPORT OF RETURNING BOARD.

The Returning Board of 1893 has completed its labors by declaring the election of those members who had the largest number of votes in the recent election, but it believes that it has not done its full duty till it has given to your Board the benefit of its experience.

The Division was entitled to elect thirty representatives and there were sixty-nine names on the ballot. We do not know that you can well restrict the freedom of the members to nominate candidates so long as they comply with the rules as they now stand, but we do think that the Nominating Committee should be restricted to the nomination of candidates not exceeding in number that of our quota.

With rules giving latitude of nomination to the extent that now obtains with us, it seems unwise for the committee to go beyond the number of nominees that we can elect.

We began work on the count on Thursday morning and counted continuously till a late hour on Saturday evening. Not all of the committee was engaged during this time, and in fact there was but one evening when the whole committee was at work. Several members could not leave their business during the day and could work at no other time than in the evening. One member from a distance could give but one day and another gave two. These facts would seem to point to the need of a larger committee.

One other point occurs to us and that is that the time for voting is too long. It is within the power of your Board to confine the voting into as narrow a limit as you see fit. We believe that it will be to your advantage to close the polls Nov. 1. The present rules require the Secretary to issue ballots on or before Oct. 20. This will give twelve days up to and including Nov. 1st, which is amply sufficient for the work, or it may be well to extend the dates to Oct. 25 and Nov. 5.

In the election just passed more than half the votes were sent in during the first five days and seven eighths came in within ten days.

We believe that the nominations of the Nominating Committee should stand alone as such, and that the names of clubs that endorse its report should not be set against the names on the ballot. These nominations should be given the force which goes with the act of a regularly constituted committee, and if any persons or clubs take exception to the nominations as made, let him or them have the benefit of the force which goes with a nomination backed up by influential clubs. In this way we think that clubs may work to advantage for they will be able to present a forceful argument directly aimed at the point they are making for.

We ask that this report be referred to your Committee on Rules and Regulation that they may be guided in making changes in the present rules before another election.

For the Committee,
ABBOT BASSETT, Chairman.

Brief verbal reports were made by the chairmen of the other standing committees.

On motion of Mr. Bean, the recommendation of the chairman of the committee on rights and privileges that the Division secure the services of an attorney and pay him a salary, was referred to the committee on finance.

A letter was read from the president of the Roxbury Wheelmen requesting the Board of Officers to assist that club in gaining admission to the L. A. W. On motion of Mr. Dean the letter was laid on the table.

A committee consisting of Messrs. Adams, A. W. Robinson and L. W. Piper was appointed by the chair to prepare a list of nominations for Division delegates to the L. A. W. Assembly. They presented 15 names, and other nominations were made from the floor.

Messrs. Knight, Piper and Howard were appointed to count the ballots, and they reported as follows: Delegates elected—W. C. Dillingham, receiving 31 votes; A. W. Robinson, 32; H. W. Robinson, 31; J. C. Kerrison, 28; A. D. Peck, 28; S. T. Williams, 27; J. Fred Adams, 25; A. J. Ochs, 25; L. W. Piper, 24; G. L. Sullivan, 24; J. S. Dean, 23; F. H. McKee, 23; A. B. Cooper, 22; F. H. Williams, 21; A. K. Peck, 21.

The other candidates for delegates received votes as follows: A. W. Swan, 20; J. B. Seward, 20; H. Schervee, 20; W. C. Toppan, 20; J. W. Bean, 18; W. G. Kendall, 17; N. W. Starbird, 17; A. B. Tetten, 16; C. L. Barker, 16; F. H. Shute, 16; Sterling Elliott, 14.

Mr. Adams moved that the Chief Consul be allowed $300 for clerk hire during the ensuing year, and that the Secretary-Treasurer be paid a salary of $400. Mr. Dean moved to amend the motion increasing the allowance of the Chief Consul to $400, and the salary of the secretary-treasurer to $500. The amendment prevailed and the motion was carried.

On motion of Mr. Dean it was voted that "No delegate of the Massachusetts Division be allowed his expenses unless he attends the meeting of the National Assembly, goes and returns in the way and at the time arranged for by the Chief Consul and attends all meeting or caucuses duly called by the Chief Consul. For good cause the Chief Consul may excuse a delegate from complying with the above requirements."

On motion it was voted that the secretary-treasurer cast one vote reelecting Messrs. J. Fred Adams, L. W. Piper and A. J. Ochs as the Division's finance committee for the ensuing year. The meeting then adjourned.

CHAS. S. HOWARD, Sec'y-Treas.

.. THE 1894 ..

Lu-Mi-Num.

WILL SURPRISE YOU.

PARTICULARS JAN. 10.

We have fulfilled the most sanguine expectations in '93 (Have you read our testimonials) but——watch the LU-MI-NUM in '94.

Mr. Dealer, stand up and let us see you, please.

St. Louis Refrigerator & Wooden Gutter Co.

INCORPORATED 1873.
CAPITAL $500,000.00.

ST. LOUIS, MO.

"We Keep Our Promises."

Whitworth Cycles & THE METRICAL SYSTEM.

In the Old and the New World alike the Whitworth is as good at kilometres as it is at miles. On the 12th of August, L. S. Meintjes won the 100 kilometres World's Championship at Chicago, reducing records all the way up and riding, as also was the second man, a Whitworth No. 8. On the 24th of September, Jaap Eden, at Gladbach in Germany, made on a Whitworth, records for 2, 4, and 5 kilos., riding the total distance in 7 mins. On the 8th of September, Houben won the 100 kilometres championship of Belgium, and again on the 11th of October Fournier and Louvet, on a Whitworth tandem, rode 1 kilo. in 1 m. 14 3-5 s., which is exactly at the rate of 30 miles an hr., and it was but the second time they had mounted the machine. Any type of machine, any country, any distance! It is indeed true that we know something of the design of speed cycles.

The WHITWORTH CYCLE CO. Ltd.,
644 AND 646 BROADWAY, NEW YORK.

WHAT A RECORD

FOR

ONE SHORT YEAR!

Where Could You Find Another Such?

RAMBLER BICYCLES IN 1893.

Received HIGEST AWARD at the WORLD'S FAIR—5 medals and diplomas.
Established THIRTEEN NEW WORLD'S RECORDS.
Created NEW STATE, LOCAL and TRACK RECORDS galore.
Have to their credit the FASTEST MILE EVER RIDDEN on any cycle.
Had greater success on the race track than any other make of wheel.
Won 1210 PRIZES—526 firsts, 394 seconds, 221 thirds, 69 fourths.
Were the MOST POPULAR BICYCLES on the market.
Were SOLD in EUROPE, ASIA, AFRICA, SOUTH AMERICA, CANADA, MEXICO HAWAII and the UNITED STATES.
Demonstrated the superiority of the only practical TIRE—made it almost UNIVERSALLY SELECTED.
Have SET THE FASHION in Bicycles and Tires.

WHAT MORE COULD WE ASK?

WE WILL DEMONSTRATE IN 1894.

DURING DECEMBER, RAMBLERS WON:

At Pine Bluff, Arkansas,	4 firsts,	1 second,	2 thirds,	1 fourth.
At Wilmington, N. C.,	2 "	3 "		
At Augusta, Ga.,	3 "	3 "	1 "	

At Houston, Tex., 5 mile Road Race, 1st, 2d, 3d, and 1st time.
At Galveston, Texas, 15 mile Road Race, 1st place.
At Baltimore, Md., 10 mile Road Race, 1st time prize.

Everybody was disappointed at not seeing Ramblers at the N. Y. Show.
Gentlemanly representatives will be glad to meet agents and others at STANDS NOS. 59, 60, 80, 81, 82, 83 and 83A, PHILADELPHIA CYCLE SHOW. SEE OUR WORLD'S FAIR EXHIBIT.

GORMULLY & JEFFERY MFG. CO.

CHICAGO. BOSTON WASHINGTON. NEW YORK. COVENTRY, ENGLAND.

Boston Branch, 174 Columbus Avenue.

THE

BICYCLING WORLD

And L. A. W. BULLETIN.

Published Every Friday

BY

THE WHEELMAN CO.

Incorporated under the Laws of Massachusetts.

167 OLIVER STREET,

BOSTON, MASS., U. S. A.

☞Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address, as well as their new, and their League number.

TO OUR ADVERTISERS:

Copy for new advertisements must be handed in by Tuesday morning to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday to insure attention for the following issue.

☞All checks and postals for advertising or subscriptions must be made to the order of the WHEELMEN CO. All communications should also be addressed to the Company instead of to individuals.

☞*Postage stamps will not be accepted hereafter in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken.* ☜

C. W. FOURDRINIER, Manager.

EDITORS:

C. W. FOURDRINIER. H. CROWTHER.

Women's Department conducted by MRS. MARY SARGENT HOPKINS.

BOSTON, JANUARY 26, 1894.

THE Associated Cycling Clubs of Boston have entered the field against Denver and Asbury Park in bidding for the '94 meet in the Hub.

THE amendments of President Burdett reached us too late last week for editorial attention. They also were received too late for a place in the regular Official Department, hence might have been overlooked by some. The proposed amendments in full will be found on page 243 of our last issue. One of the principal amendments is that which proposes to incorporate a joint stock company in any one of the United States, and to be known as "The League Publication Bureau." This Bureau to have charge of the several League publications, and to have the sole power to make contracts relating thereto, or to publish any paper or periodical whatever in the name of the L. A. W., as an official organ of the L. A. W., or any of the Divisions or Sub-Divisions.

Another amendment proposes to control the Divisions in the matter of respecting the rulings and decisions of the Executive Committee, and it proposes to impose a fine on such Divisions as fail to comply with such rulings and decisions. This is a good suggestion, and should receive the support of the Assembly.

THERE is no doubt about it, but the cycle trade will not next year stand two shows. One is enough in all conscience and all that the trade should be called on to support. No sooner are the doors of the New York Show closed than discussion at once commenced as to the possible place to be chosen for the next show. Certainly New York has proven to be a good place, while Philadelphia has also, until this year, held premier position as *the* cycle show place of America. Many of the manufacturers are now talking of Buffalo, but the grave question arises, what place in the City of Buffalo is adaptable for the purpose? There seems to be but one place and that is the Armory; but as a member of the trade asked the other day: "Can this building be secured for the purpose?" For show purposes there is no building in the East which is so peculiarly adapted for a cycle exhibition as the Madison Square Garden. In the very heart of the busy life of the Metropolis, convenient to all hotels, and right on the principal thoroughfares, it is an ideal spot for any such exhibition. There is a large contingent who claim that if the next show was held in Buffalo that there would be a much larger attendance of agents from the Middle and Western States, and that a bigger business could be done than if it were held in New York or Philadelphia. As the trade is the cycling factor to be suited in this matter of location, and as their pleasure will be enhanced by the amount of business they can do, of course the place for them to patronize next year is the place which will bring them the best business results. The trade must decide and the hustling show promotors must commence to hustle now in order to secure the '95 show.

BUFFALO TRADE ASSOCIATION.

Dai Lewis Sued for $20,000.

(Special to the World.)

A TRADE association has been formed here in Buffalo for mutual protection and benefit. Officers: G. B. Johonnot, of Sweet and Johonnet, President; H. C. Martin, Vice President; C. Haberer, Treasurer; R. Kelsey, Secretary. Dai Lewis has been sued for criminal libel in twenty thousand dollars by L. J. Berger in Chicago, Monday. H. CROWTHER.

Buffalo, Jan. 24, '94.

Is the Peak Saddle Dangerous?

A WRITER in one of our English exchanges says: "Whilst ink and paper to an enormous amount has been wasted over the danger of the cycling 'stoop' or 'hump' * * * a more insidious and secret danger lurks in the peak of the present form of saddle. * * * The result of my observations are more suitable for the columns of a medical than a cycling journal, but I beg you, Mr. Editor, to allow me to state that serious diseases for both sexes will be the fate of future cyclists if the use of the peaked saddle is persisted in." I think the writer of the above, Mr. Charles Le Sueur, a bit of an alarmist, and that while undoubtedly any form of peaked saddle, whether it be on horseback or on a cycle, is liable to produce dangerous results unless it is adjusted and ridden properly, we cannot, for a moment, consider that the prophesy of universal calamity suggested by the gentleman will prove anything like true. As a substitute for that special form of saddle, Mr. Le Sueur suggested that a seat be made in the form of an ordinary circular life preserving buoy, smaller of course in diameter, and made of pneumatic tubing, supported by a steel frame. He suggests that it be made round for the gentlemen's use and oval for ladies, the void in the centre can either be left and thus provide securer seating, or it may be covered with webbing. Inclined at the proper angle, it should permit a most excellent and safe seat. We do not know of any one who makes a saddle in this form, but it could be easily made and the suggestion is really worth the experiment of a trial.

Not as Dangerous as Football.

THE London *Lancet* is responsible for the statement that within four months of the past season, five sudden deaths, two concussions of the spine, one concussion of the brain, one fracture of the thigh, sixteen fractures of the leg, nine of the clavicle and two of the arm, are credited to football. We do not think that cycling can make such a gory record as this. Football undoubtedly is a healthy and a manly game, but the above record shows that it is among the most dangerous in the whole catalogue of sports.

Royalty Got There.

A recent match in Paris between Prince Louis de Orleans and M. Linzler resulted in a victory for the prince. Carefully trained for the event by Henri Rudeaux, the French agent of the "Whitworth" cycles, the young Prince took the lead at the start, an advantage which he maintained to the finish. He defeated M. Linzler easily amid the enthusiasm of the onlookers, and at the finish of the race shook hands with Mr. Rudeaux, and thanked him for his attention while training.

KEEP OUT

OF TROUBLE WITH TIRES.

WE HAVE THE KEY

TO THE TIRE QUESTION AND

YOU CAN HAVE IT TOO.

The New York Key Tire

SOLVES THE PROBLEM.

Lightest,
Latest,
Strongest,
Best,

Most Resilient,
Easiest Repaired,
As Secure Deflated as Inflated.

The inner tube is protected from the nipples and spoke heads by a wooden wedge band in the centre of the rim. This band is also higher than the outside edge of the rim, hence the greatest possible cushioning effect is secured. The corrugated rim assures lightness and strength.

Our Guarantee

Is broad and liberal, our prices are reasonable, and we are prepared to execute orders to the perfect satisfaction of buyers.

We Manufacture

Special Bicycle Tires for manufacturers and inventors besides handles, pedals, and all other rubbers goods pertaining to the line.

BUY OF PIONEERS AND LEADERS.

NEW YORK BELTING & PACKING CO. LTD.,

PHILADELPHIA CYCLE SHOW, Jan. 29 to Feb. 4th.
—Stand No. 12.—

15 Park Row, NEW YORK.



THE new L. A. W. Racing Board want to see to it that the "consolidation" race is conspicuous by its absence in this year's book of rules. A "consolation" race would be more in order.

SOME one — I think it was "Papa" Weston — referred to Joe Dean, not long since, as having been a rider in the "sixties." A strict regard for the truth, compels me to say, that, during the early sixties, the greater part of Mr. Dean's riding was done in a quadricycular vehicle.

MESSIEURS GEORGE K. BARRETT and F. E. Spooner, prominent members of the fourth estate in the cycling line, were endeavoring to find their way around Boston's streets last week, and thanks to the experience due to half-a-dozen visits on Barrett's part succeeded fairly well.

It was rather severe on the streets, though!

MR. Edwin L. Johnson, who will be recollected by many New Yorkers as having taken so keen an interest in cycling on Staten Island year before last, and who was prevented, by the death of his father, from devoting as much attention as formerly to his favorite sport, has been for some time past in Memphis, Tennessee, in the interest of his house there. He writes me that he has by no means forgotten his cycling friends, and took occasion recently in the columns of a Memphis paper, to score the Wilson and Sherman bills rather vigorously, but he has sufficient faith in the future of cycling to feel that it will not be affected more than temporarily by the present financial stress.

AN interesting comparison of the possibilities of horseflesh and muscle as against the bicyclist is presented by the cowboy race and long-distance bicycle contest in Europe last fall. The winner of the bicycle race from Florisdorf—four miles from Vienna—to Berlin, covered the distance of 370 miles in thirty hours and fifty-seven minutes. That is nearly 300 miles a day, or far ahead of the average seventy miles a day made by the cowboy race winner. The bicycle time was also much faster than that made last year in the European military horseback race in which the horses were plainly over-driven. It is clear that the horse has no show in competition with the human expert on the wheel in a long distance trial. The advantages of the wheel for military movements over long distances is apparent and the horse must take a back seat.

THE Boston Bicycle Club is as unique in its methods as it is particular in its membership. It does not propose that the old club shall die out, and in order to insure its perpetuation a junior membership has been established as a nucleus on which to build, the only qualifications being that the applicant be a son of one of the club members. In last week's club bulletin appeared the names of

Harold C. Everett, born July 16, 1880.
Shirley B. Everett, born Dec. 4, 1883.
Robert M. Everett, born Dec. 29, 1885.
W. Dexter Everett, born June 12, 1888.
Proposed by W. B. Everett (father), seconded by Frank W. Weston.

Benjamin Dean, born September 2, 1890.
Proposed by J. S. Dean (father), seconded by F. W. Weston.

And while some of these young riders indulge in little more than quadricycling at the present time, their names undoubtedly will be as well known in the years to come as were their fathers'.

I have two or three applicants that I could put in myself, by the way.

THERE is no more wonderful thing in cycling than the rapidity with which it develops new branches and puts forth growth in new directions.

Take the wood rim for instance. Here is an article which so late as last season was a practically unknown thing off the race track and outside racing circles, and yet we find it so universally demanded this year that every manufacturer, without exception (and some of them very much against their wishes) has been compelled to fit them to his wheels. And the new industry is attracting a good deal of capital and is giving employment to many hands. The Fairbanks Wood Rim Co., as an example, occupied their new premises on Appleton street, this city, in the beginning of December with four hands, and now they have forty at work, turning out three hundred rims a day, and their experience is but one of many, the Kingsland Wood Rim Co., Kingsland, N. Y., and the Boston Wood Rim Co. having their hands full of orders, while the Gormully & Jeffery Mfg. Co., E. C. Stearns & Co., H. A. Lozier & Co., the Warwick Cycle Co., the Hickory Wheel Co., the St. Louis Refrigerator & Wooden Gutter Co., and other bicycle manufacturers are either making them themselves or are laying a plant to do so; and all for the supplying of a novelty which but a few months since was decided as impracticable!

How we do get along, to be sure; and what a fortunate thing it is that there is no cast iron law in the universe prohibitory of the change of one's opinions!

In truth, it might be rather awkward sometimes.

WHEN you talk about bicycle men who are fertile in advertising schemes, you don't want to lose sight of Mr. Frank T. Fowler, of the Hill Cycle Mfg. Co., of Chicago, Ill. The average Chicago man is no slouch when it comes to advertising, but my friend Frank can give aces and spades to a good many Chicagoans. At the New York Cycle Show he evolved an advertising design that, but for the failure of a couple of the parties who were to be connected with it, to materialize, would have been one of *the* attractions, and this was it: Mr. Jack Prince—as may not be very well known—is an expert on the concertina, and Albert Schock is another rider whose ability is above the average, so Mr. Fowler engages these two, together with Gennaro and his trick mules, and having secured permission from the Garden management, was going to convert his stand into a miniature vaudeville theatre, in which he was going to offer the public, performances that would have blocked the aisles without any question. Of course this meant some money, and how do you suppose he was going to recoup himself? By no less a means than the rental of space at the back of this booth, upon which he was going to display advertising cards of the different firms, at so much per card, and he had figured it down so fine that he calculated to net a profit of about $200, after payment of expenses and securing a lot of free advertising for the Fowler, but some hitch ensued with his star performers, and he had to let the scheme fall through.

But he swears it is only for this present time.

Ariel

Neck or Nothing.

"A 'self-teacher' of the safety has been invented by a Frenchman. A collar is fixed round the steering neck, from which depend two rods carrying one small wheel each, a few inches in diameter, at their lower ends. The wheels revolve on spindles, and are but a few inches from the ground. They are extended to some distance on each side, so when the machine falls to one side or the other, it is supported by the little wheel coming in contact with the ground. The apparatus only weighs 4 lbs., says the writer '*Voila les nombreux professeurs de bicyclette sur le pave*," or, in other words, the cycle instructors are on 'Tower Hill.'"—*Bi. News.* Our esteemed contemporary is way off in presenting this as a novelty. Sterling Elliott had one of these devices in operation 4 or 5 years ago.

In Union there is Strength

POINTERS FOR YOU.

We are the people.
We use Jessop's tool steel in Union bearings.
We give the narrowest tread for the length of axle barrel—THIS MEANS STRENGTH.
Our rear fork tubes are the largest used on any bicycle made—THIS MEANS STRENGTH.
Our 26 lb. Roadster is built of 18 guage Mannesmann tubing throughout, not 20 or 22, but 18 gauge—THIS MEANS STRENGTH.
Our Union Perfect pedal has its frame forged in one piece; it is the lightest, strongest, smartest pedal you ever saw. Insist on having a pair on your new wheel.
Our workmanship is guaranteed in all cases.

UNION CYCLE MFG. CO.,

Branches, Philadelphia and Chicago.

Catalogue free at agencies or will be mailed at end of month to all remitting two two-cent stamps.

WE always try to talk sense
So folks can understand what we mean.
We have tried to do this in our new catalogue.
We have tried to explain
Every point worth knowing, about

THE STERLING

(Built like a watch).

In this new catalogue—the only one of its kind that has ever been printed—we have tried to enlighten you on everything that you might like to find out about a bicycle you may have to risk your limbs on.

We make the Sterling. WE know that it is THE highest grade wheel made. If YOU want to know all that WE know about it, write for our "unique" catalogue.

STERLING CYCLE WORKS,

236, 238 and 240 Carroll Ave., CHICAGO.

A Medical Expert's Opinion.

THE use of the bicycle as a means of exercise, ranks in my opinion, as foremost among the beneficial forms of exercise that may be taken, says a writer in the International Journal of Surgery. It ranks equally with horseback riding, rowing, swimming, and is superior to walking; besides this it is a means of rapid transportation and forces the rider into the open air. It is an active exercise that can be proportioned to the weakest and the strongest. He who desires vigorous exercise can obtain it. No one can ride a bicycle and not have his thoughts taken out of himself and at the same time have his attention pleasantly engaged.

EFFECT ON HEALTH.

After a careful study I believe the following to be its effect on health: Under moderate, sensible use the perspiration is not increased, but deepened; the heart beat slightly increased, and the blood by these means and the alternate contractions of the muscles receives a larger proportion of oxygen and is more evenly distributed over the body, preventing congestions. The effete materials in the tissues are rapidly removed, and oxidation, which is essential to health, is more perfectly performed. Upon the stomach and the intestines there is a secondary but noticeable effect, viz.: Increased digestive power with increased capacity for food. This in its turn enriches the blood. The increased circulation of blood above mentioned gives additional material out of which to manufacture gastric juice. Upon the liver its effect is not so noticeable, though the writer is inclined to believe it is similar to that of the stomach, viz., increased functional power.

MUSCULAR SYSTEM.

Upon the muscular system it has a direct effect, increasing their size, their hardness and power. Secondarily it trains the great spinal centres to perform complex movements and acts as a balance to over spinal action and gives increased co-ordination with lessened expenditure of nervous force. The acts become automatic. Its effect upon the brain is of great benefit. It develops the motor area of the brain and in it permits of a combination of intricate muscular acts. Again, take a man who has exercised his intellectual faculties to the utmost and has as a consequence, increased circulation in the intellectual area of his brain.

By means of his muscular improvements and by bringing into play the muscular and emotive centres of his brain he changes the force and direction of the cerebral blood current, relieving and resting the hard-worked intellectual centres. And, lastly, it gives that elasticity and carriage, that solidity of gait, which bespeak the healthy individual, while his expression, animal spirits and rosy complexion are in very great contrast to the uncertain movements, sickly smile, pale, pasty, greasy-looking skin of the recluse and overworked man.

DON'T HUMP.

There is one thing against which I wish to take an unquestioned and decided stand that is, the incorrect position assumed by many riders. This position is the resultant of a compressed vanity, or lack of knowledge, and has caused much unfavorable comment upon this silent steed. * * *

Hospitality.

HOSPITALITY is the language of the heart, not of the hand; as though the weary traveler, halting for a moment in the midst of his hilly journey, and suddenly remembering that all men are kin



and travel life's road in the same direction, had beckoned to a fellow tourist to rest awhile together in the shade of a wayside oak, there to discuss the details of their different journeys and the joys and sorrows of life.

They talk of home and kindred, separated from them, perhaps, by the waves of the Atlantic or Pacific, perhaps by the crises of business or seas of adversity; yet their thoughts and words turn unbidden toward the home and clime "where the heart lies dearest," forgetting the present in the memory of the past or the anticipation of the future.

The parting time is inevitable, but ere they resume their different courses, perhaps never again to meet on life's journey, each plucks a wayside blossom from among the thorns of the road and gives to the other as a memento that they have met and parted. The fraternal flower will fade, but its leaves are pressed as it were between the pages of the traveler's daily life, its seed has sunk deep in the fertile soil of his soul, there to sprout and grow again. How often will he halt in the midst of a subsequent journey to call again to mind when and where he met the fellow traveler. Words of song, or prayer for the safety of his friend may instinctively come to his lips, a tear may "unbidden start," but brushing it quickly away he speeds on again, the pulse quickened and the soul enobled by its emotion!

How dull would be the dusty journey of the traveler without these oases sprinkled over his course! Happy and fortunate is the tourist whose motto is, "I am a man, and nothing that concerns humanity can I call of no interest to me."

ROBERT BRUCE.

Safe.

Chollie—Gweat Heavens! Do I see you with a pair of common $3 twousers on?

Willie Little scheme of me own. That dog at the deah girl's house is so awistocwatic that he won't set his teeth into a pair of twousers costing less than $20. *Indianapolis Journal.*

As Handsome as Ever.

WHO of the old-timers does not remember pleasantly that gentlemanly and speedy Englishman, Percy Furnivall, who visited this country some six or eight years ago and scooped many of our crack racing prizes? It is many moons since we have heard of the genial Percy, but he is described as having retained the same ease of carriage and fine figure which characterized him in his racing days.

Meintjes at Home.

WE have already reported the cordial reception given the popular South African champion on his arrival at Cape Town. On his arrival at his home, Johannesburg, he was given another reception at the hands of his townsmen and club mates. He was extremely complimentary of, and thoroughly appreciated, the courtesy shown him by Americans, and especially by Messrs. Culver and Zimmerman.

He wished that one day South Africa might have as able men as Culver, who would do for their athletes what that gentleman did for him in America. He criticises the American style of training as a whole. He said that they did too much work in too short a time. In England, he remarked that training went on steadily, and they practice there with something to fall back on which is called putting a bottom into one. He said that Zimmerman had done everything in his power to help him along, and he did not think it would be long before they saw Zimmerman in South Africa, and when he did come, they would be surprised to find what enormous power he could put into a machine in a limit space. He modestly said that, while he had beaten Zimmerman twice, the latter had beaten him six times in succession, and he held that there was no comparison between Zimmerman and himself.

FACTS AND FIGURES COUNT

What Other Tire Possesses a Like Record?

1892 RECORDS ON M. & W. TIRES.

T. Parker, Worcester, Mass.,	3,900 miles.
John West, Chicago,	3,200 "
H. E. Riley, Pueblo, Colo.,	3,000 "
W. R. Anglemire, Rockford, Ill.,	2,070 "
A. Rudolph, Detroit, Mich.,	2,500 "
G. C. Russell, Terre Haute, Ind.,	2,410 "
J. E. Parker, Chicago,	2,344 "
W. N. Taylor, Cleveland, O.,	2,130 "
D. A. Reed, Chicago,	1,800 "
E. Moreland, Eufala, Ala.,	1,574 "
	25,828 miles.

Average mileage per set, 2,582 4-5.

1893 RECORDS ON M. & W. TIRES.

Prof. D. I. Levis,	10,178 miles
A. A. Hansen,	8,114 "
W. R. Anglemire,	7,057 "
G. H. Garwood,	7,135 "
W. H. Imhoff,	6,653 "
L. J. Ashton,	5,000 "
J. W. E. Kinkead,	4,953 "
W. P. Park,	3,775 "
H. H. Wylie,	3,300 "
H. L. Luthie,	2,201 "
	59,266 miles.

Average mileage per set, 5,926 3-5.

On the occasion of the annual century run of the C. R. C. of A. over the Elgin-Aurora course, August 13, 1893, 180 riders finished, 106 of whom rode wheels fitted with M. & W. racing tires.

DRAW YOUR OWN CONCLUSIONS.

MORGAN & WRIGHT.

331-339 West Lake Street, Chicago, Ill.

INSTRUCTIVE CATALOG COSTS YOU NOTHING.

The A. C. C. of Boston Makes a Bid for the '94 L. A. W. Meet.

AT the annual meeting of the A. C. C. of Boston last week, action was taken to make a bid for the '94 National meet.

The association amended its constitution so that hereafter the Secretary shall keep a blacklist of all members expelled from clubs of the association for the non-payment of dues, or for misdemeanors, any time since March 1, 1893.

A committee was appointed to draw up a set of rules to govern all road racing events of the association, and which may also be used by clubs and others. Heretofore there have been no regular road racing rules, and many questions have arisen.

President Dean, in his annual report, said that the valuation of tournament prizes should be decreased, and recommended that the delegates use their influence at the National Assembly of the L. A. W., to this end. He stated that the Executive Committee of the association had applied for sanction to hold a race meet on Decoration Day, and subsequently the association voted to hold such a meet, and also to invite the National body to have its summer gathering in Boston.

These officers were elected: President, Spencer T. Williams of the Malden Club; Vice President, A. D. Peck of the Massachusetts Club; Secretary, F. S. McCausland of the Somerville Club.



Handle Bars.

ONE of the features of the exhibits which have been shown lately, both in this country and in England, was the tendency to shorten the handle bars and narrow the spread thereof. The long handle bar was a legacy left to us by the ordinary. From a small 18 inch handle bar on the machines of '78, they gradually increased to 26 and 28 inches, and in some instances, even more. This was found necessary in order to properly control the machine and make it easier for the arms to counteract the thrust put on the driving wheel.

In the safety an entirely different condition of things exists. The steering bar is used actually for no other purpose than to guide the steering wheel, and there is no necessity for the extreme spread and length of handle bars that have been used on safeties during the past few years. That the rider does not need a long reach is very readily proven by the fact that we see a majority of the riders placing their hands well above, and in, from the handles. Makers have caught on to this fact, and now the extremely long handle bar has undoubtedly seen its day, and we believe that the average practical length from tip to tip of the handles should not be over 22 inches.

"ST. NICHOLAS."

The entire output of the factory making these popular wheels is now in our absolute control, and we desire responsible agents in unoccupied territory throughout the United States.

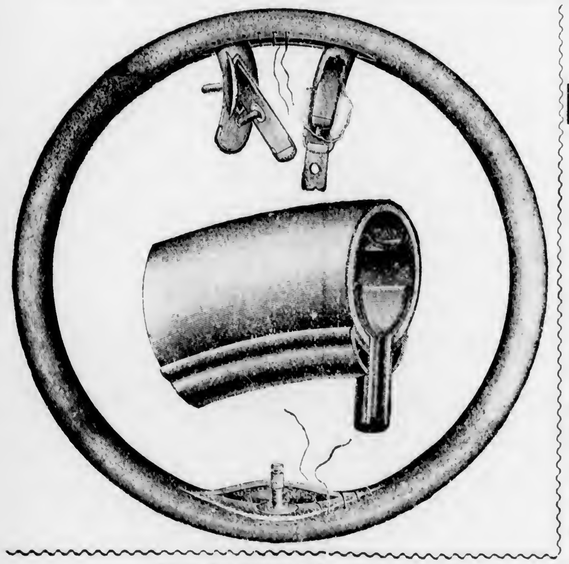
18 STYLES.

$20.00 TO $125.00.

Advance catalogue sent on application, Correspondence solicited.

Hibbard, Spencer, Bartlett & Co.

CHICAGO.



The Puncture Difficulty Solved!

THE

Providence Double Inner Tube Tire.

THE chief feature of this tire is an extra air tube which is within the regular tube and remains when uninflated in the hollow of the rim. It saves the annoyance now caused by punctures, as you have simply to inflate the reserved tube in case of accident.

SHOULD the second tube become damaged it may be inflated through its separate valve, as it is smaller in diameter and shorter. When inflated the punctures will not be opposite each other the outer inner tube forming a pressure patch for the puncture of the inner one.

THESE tubes are made to fit any tire and are sold separately.

NO extra weight, as our double tubes are but a trifle heavier than the ordinary single tubes.

QUALITY and style equals if not surpasses any tire on the market.

Write for Circular describing something new in tires. Every rider should have one.

The Providence Tire Co., PROVIDENCE, R. I.

[Mention BICYCLING WORLD.]



The L. A. W. 1894 Meet.

UNDOUBTEDLY the most important action taken at the meeting of the Associated Cycling Clubs of Boston and vicinity, was the passing of a unanimous vote that a petition be drawn up asking that the National Assembly grant to Boston the '94 L. A. W. National Meet.

If successful, and the petition is granted, then cycling in Boston and the whole State of Massachusetts will receive an impetus unprecedented in bicycle history. If the assembly acts with calm, unbiased judgment, and with the best interests of the L. A. W. at heart, sound business principles permit but one choice. There is no argument, and there can be none, by which it can be shown that a national L. A. W. meet can be more advantageously placed than in this city, the home of cycling. Boston had the national meet eight years ago, and it proved a grand success. If it was a grand success then, commensurate with the multiplied membership, what would it mean now?

STRENGTHEN THE L. A. W.

The League is constantly seeking to strengthen itself by an increase of membership, and forgetting for a moment the pleasures offered by a national meet, the whole thing resolves itself into the business problem: How can we reach the masses, hold our membership and attract new riders? There is but one answer, one way; go straight to the biggest cycling centre and give an ocular demonstration of what advantages the League offers; then you make the man who is already a member fully appreciate the advantages of membership, and can hold him; you can show to the thousands of others what an immense organization of cyclers the L. A. W. is. There is where you get the results.

Look at the facts and figures as are shown by Secretary Abbot Bassett's report and Secretary Charles Howard.

MASSACHUSETTS HAS 6238 LEAGUE MEMBERS;

Colorado, the Western State applying for the meet, has a total membership of 542. Why, Boston alone has 1003, just about double that whole State. Would it be fair to the majority of L. A. W. members to give their big entertainment miles and miles from their reach? We believe not. The wheelmen have a right to expect that this big annual event be held somewhere near the centre of its numerical strength. Consider for a moment

ASBURY PARK'S CLAIM

and that of New Jersey, with that of Massachusetts. The State's total membership is 1990, and its gain of membership last year was 132. What did Massachusetts gain? Why, 1543 members. Boston alone gained 153. Can there be any better argument offered than these facts and figures? Illinois had the National L. A. W. meet last year, in spite of which, the official records show that there was a falling off in membership for the year, of 721. Boston had the Division meet. A glance at Secretary Howard's record shows the following: "The meet here was one of the largest cycling gatherings ever held in this country, and during the two weeks previous, and the one following May 30, we gained over 1,000 new members."

And, now, what could be done to entertain the wheelmen if they came? Seventeen big clubs to act as hosts; scores of small clubs in Boston to aid; rides through the suburbs over

SAND-PAPERED ROADS,

which make visiting wheelmen green with envy. A race track which will be made the finest race track in the world; Mechanic's Hall for the dance, and a crowd of old-time wheelmen who can make strangers at home and give them the best time they ever had at a meet. These are the reasons why Boston wants and ought to have the meet. We appeal to your judgment, gentlemen, members of the L. A. W. Shall it be ours?

ARTHUR K. PECK,
Bicycle Editor, Boston Sunday *Post*.

Don't Use Soap.

EDITOR BICYCLING WORLD: Having noticed the suggestion of soap as a chain lubricant, I would beg to differ with L. A. W. 31,511 as to its merits as a lubricant for the chain. I have personally tried it on my chain, and find it rather a detriment than a help. It certainly deadens the noise made by the chain for a very short time, and then works in between the links of the chain, hardens, and makes it run much harder than it would if nothing had been applied. I am sure anyone who has used it will agree with me. The suggestion has appeared before in the WORLD, I believe, so that L. A. W. 31,511 is certainly not the inventor and originator of the idea.

A HARTFORD (CT.) MEMBER L. A. W.

Whence is the Word Schorcher Derived.

We have a French exchange which translates the English word "scorcher" into the French "*braleur de piste*," freely translated into English means, one who sets the track on fire. Our lively Gallic friends have struck a very neat translation. We have noticed a great many expression of opinions as to the origin of the word "scorcher," which undoubtedly has its origin in the expressions, that a man or horse set a fast or "hot" pace. It was but one step from the statement that the bicyclist covered a certain distance at a "hot" pace, to that of the term "a scorcher." We believe this word scorcher has been originated since cycling came, and has its origin with cyclers.

Women Racers in France.

The expectations expressed by those who had the good of the sport at heart, that woman racing in France would decrease, does not seem to be borne out by the facts, but even what is bearable and allowable in France, is not looked upon in many instances with favor by the Anglo-Saxon race. There is not much fear that the French interest in women racing will ever receive encouragement in this country or England, and while we may deplore the fact that the French take pleasure in these disgusting exhibitions, we can congratulate ourselves on the fact that this latest fad will never find a foothold on these shores.

The Cry for Re-dress.

"I suppose they will have to take 'em off now," murmured the Wobbling Bard.

"Who are they and what must they take off?" growled the Editor. "I know some one—"

"Hush," gently reproved the purveyor of puns and poetry. "I mean the lady cyclists of the Bois de Boulogne and their rational costumes. Since the Prefect has turned up his nose at them, I'm afraid it's a case of knicker nothing—I mean neck or nothing with them now."

The staff groaned. That joke had struck home!

"I'm told," went on the peerless punster, "that most French ladies are rash-in-all things, but those rational things must be thrown away now."

The staff, with a deadly glare in his eye, selected suitable weapons.

"Wasn't it rather dis-skirt-eous of the Prefect to act thus?" continued Philander, softly, edging closer to the door.

Bang! C-R-ASH!

The sound of many weapons upon the closing door was all the satisfaction the suffering staff had; and the W. B. calmly proceeded down-stairs.—*English Cycle*.

Should Have Been Credited.

OUR attention was called to the fact that the cut illustrating the comparative strength and weight of aluminum with other metals, together with the description thereof, came originally from the *Store and Hardware Reporter* of St. Louis. When we printed same we were not aware that this item and cut were taken from the above named paper. We take pleasure in giving them credit for same and apologizing for not doing so at the time of publishing.

... Agents ...

The Liberty

CYCLES

Will be sold to the retail trade of . . .
New England direct from our factory.

All retail cycle dealers in New England who desire the agency for our unexcelled line of goods, are requested to correspond with us.

WE CAN INTEREST YOU.

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WILSON, MYERS & CO.,

Makers of LIBERTY CYCLES,

55 Liberty Street. .... New York.





THERE is nothing new under the sun: *ride* Ben-Hur trailing his adversary in a seven-lap race to within six hundred feet of the tape, and then not only beating him out in the sprint, but taking his wheel from under him with such scientific precision that the judges failed to see the "foul." And the "second raters," of course, run over the fallen rider and peeled him off in a style scarcely approached even in these days, nineteen centuries later.



I HAD written up a superfine article on '94 prices, ready to inflict on a suffering constituency, but after having, in the past two weeks, waded through seventeen articles, written by seveneeen other champs who don't know any more about the cause and effect, in relation to the subject in hand than I do, I have concluded to save mine until the question of '95 prices is agitated. This will give you a year's respite, anyway, and you can live in hopes that something will happen to me in the meantime.



BLOBBS: "Anything on for this aft, Slobbs?"

SLOBBS: "Well, I have been thinking that if you will just lend me your tandem, and — your bloomers, and—your sister, and—ten dollars, I would just take a spin in the park, you know."

(He didn't spin.) "THE OLD BLOCK."

The Tongue Feat.

"Bind the Cuffs round with string to keep the wind out. Curl the tongue up, press the tip on the roof of the mouth; the keen air will not strike so directly on the throat." The cuff arrangement answers well, but the tongue feat requires practice.

Subscribe to the Bicycling World, only 50 cents per year—Now is the time to catch the early worm.

THE PARIS 24 HOURS' RACE.

Shorland's Record Beaten By Williams.

The great 24 hours' race, which took place at Christmastide at the Paris winter track, proved a tremendous success. The attendance was very large, and the race itself was of a most interesting character, inasmuch as Shorland's world record was beaten by nearly three miles. It is true this new record will not be recognized as such by the French Union because it was made on a covered track, but the performance of Williams is nevertheless splendid considering the season. The start was given at 5 P. M. on Sunday, ten men out of the selected dozen coming to the post, amongst them being

THE ENGLISH RIDER, LINTON,

holder of the 100 miles record, and whose presence proved a great attraction, as many expected him to play a prominent part in the contest. From the start the pace was very hot, Williams (a Frenchman, though his name is English) and Duanip making repeated attempts to get away. Linton hung on very well for the first three hours, but began then to show signs of distress. He was afterwards left by the leaders, and gave up after going five hours. Williams, Duanip, and Huret were then in front; but the first-named, keeping up the pace, managed to get away and took a lead, which he increased up to the 16th hour, when he began to get ahead of Shortland's figures. Then

THE SIGHT WAS SPLENDID.

People had come back to the track in numbers, and knowing that the record could be beaten, continually cheered and encouraged the men. Towards the end Williams was very exhausted, and his runner-up, Huret, kept regaining ground, but failed to make up all he had lost. At pistol fire Williams had covered 428 miles (689 kilom. 666), Huret being second with 423. Duanip third with 409, Hoden fourth with 388. All four men are comparatively unknown, and it was not expected that they would accomplish such a performance.

A Cork Track.

They have tumbled across Glyn's emulsion of cork as a track surface in Paris. Mousset, who is concerned with the structure of a path for the League of Physical Education, has had cork put before him as a surfacing substance. Because it has been found useful for the bottoming of two docks at Havre, it is thought that laid in the shape and size of small pavement stones, and cemented together with a special kind of cement, it will offer many advantages, among them being great speed, no slip, and no glare from the sun. In addition, it is said that a track of this kind would be indestructible.

It Will Not Be.

THE *Picayune*, of New Orleans, is responsible for this item:

"Mr. W. C. Grivot, who is the present Chief Consul of the Louisiana Division of the League of American Wheelmen, states that he has tendered his resignation both from office and to the League, and will devote his entire time to organizing the proposed Southern association. He is of the opinion that the adoption of class B, which admits professionals into the League, has done a great deal of harm. The admission of negroes into the League, he thinks, is the death knell in the South. Kentucky, the once stronghold of the League in the Southern circuit, polled but six votes for the election of League officers, and Louisiana has not polled a single one. The League has run its course in the South, and the riders are anxious for something new."

There is a good deal of slack talk about a new League in the South, but it will not be a separate League for two reasons. The South cannot successfully run a separate organization, and again, the color question will probably be amicably settled at the February meet.

A Primer on Road Making.

THIS is the title of an illustrated little brochure which has been issued by Isaac B. Potter, under the auspices of the New York Division, for the purpose of conveying briefly, the most complete information in regard to the repair, building and improvement of country roads.

Ye Bicycle Fiend Dies Hard.

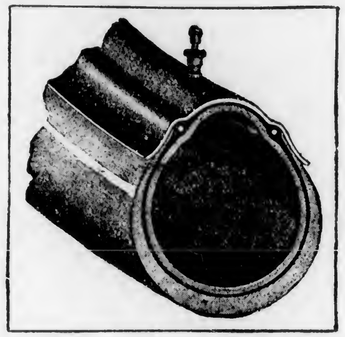


Willie McScorcher's January Ride.
—Pittsburg Despatch.

BITUMINOUS coal is cheaper than ANTHRACITE.
BLACK BREAD costs less than WHITE.
GLASS is less expensive than DIAMONDS.

Why is it then that people insist upon burning hard coal, eating white bread, and wearing diamonds?

Because a good thing is always worth its price, and that is the reason the



DUNLOP

Is cheaper than "cheap" tires which cost less.
Get the best and you get a bargain.

Our Calendar goes to every dealer who asks for it on his printed letter-head, and mentions this paper.

Are you buying a high-grade wheel? Then see that it has a high-grade tire. Our Catalogue describes it. You get one for the asking.

The American Dunlop Tire Co.,

504, 506 W. 14th St., N. Y. City.

Tips for Tyros.

IN buying a wheel be sure that there is sufficient clearance between the side of the tire and the inner surface of the forks, and also between the top of tire and the brake or inner surface of the forks. There should be at least one-half an inch clearance in both cases.

In tightening bearings it should be seen that the adjustment of the cone is perfect before the lock nut is turned securely home, and that the wheel will spin freely before the lock nut is screwed up tight. It will be found frequently that on tightening the lock nut there is just enough squeeze on the cone to make the bearing too tight, and the wheel should be spun after the lock nut is tightened, and unless it runs perfectly free, the lock nut should be loosened and the cone moved half a turn backward.

Another point: In removing the front wheel be sure that it is replaced in the fork so that the cone adjusting nut is on the left hand side of the machine. Unless this is carefully watched, serious trouble may ensue.

The best way to clean bearings is to flush them thoroughly with plenty of common paraffin oil. This is very thin and in running off carries particles of dirt and grit with it. Care should be taken that the oil does not lodge on the tire. After the bicycle is thoroughly drained from the paraffin the lubricant oil should be used.

Every rider has a different position, peculiar to himself, on his bicycle; the position which he finds produces the best results. It, therefore, is important that once having settled on the position which best suits the rider, he should take measurements from the centre of the saddle, or if he is using the same saddle right along, from the point of the saddle to the centre of the crank axle, and in order to be exact it would be well to take a plumb-line and drop it from a point on the saddle to the ground, and then measure from the centre of the crank axle in a horizontal line to the string as it drops straight from the saddle point. In this way he will get the exact position, which he can duplicate on any machine. A good idea also is to notch the saddle post, so that in using the same machine he will always be able to place the saddle exactly the same height, in case it has been changed for some purpose or other.

We Have Seen Men Just Like Him.

A WRITER in an exchange remarks that he once came across a feather-weight maniac who took off his foot rests to save weight, and then stowed them away in his pockets carefully. We have seen men use just as much judgment as that. We have in mind one of the dearest and most popular of the old-timers, who used to have the craze of lightening his machine to the extent of not carrying his oil can but half full, and rags and the smaller articles which are usually found in the tool bags of riders, were carefully taken out. By such methods we have actually known this worthy gentleman to reduce the weight of his machine by at least four or five ounces: a considerable amount when taken into consideration that the total weight of the machine which he used to ride was somewhere in the fifties.

Why Not a Detachable Chain?

"By a detachable chain is meant a chain made on the same principle as chandelier chains, detachable at every link. It can be shortened or lengthened at will, without tools, by the removal or replacing of a link. The best chain drives the machine, but, whether naked or cased, it gives trouble. The weakest part is at its connection. Many accidents have occurred through the loosening of the rivet which joins the chain. There is a great waste of time in taking the chain off the machine, oiling the rivets, cleansing the chain, and replacing it. There is room for something better. Detachable chains are being used by engineers as transmitters of power. Each link is detachable and interchangeable, and by a little force can be withdrawn. Yet, however much these chains sag, there is absolutely no possibility of the links parting company. This is the greatest danger with a detachable chain. One that could be detached by the fingers alone would be a simple and reliable improvement. The advantages would include time saved, friction possibly reduced, ease of repair, and reduction in weight."—*Bi. News.*

Not as Good as the French Roads

Two Frenchmen have been touring in England and they are loud in their complaints as to the condition of the English roads as compared with those of *La Belle France.*

They rode from London to Birmingham by way of Oxford, and they analyze the poor highway in a way fit to make the County Council road surveyors tear their hair. It appears that the visitors were touring on machines more suited for the racing path than the English road. If our Gallic friends really want to know what bad roads mean we would like to give them a straight away ride across this country for a couple of hundred miles from any point in any direction. We can discount effete Europe on the bad road question.



A Dilemma.

BIFFINS has at length prevailed upon his Angelina to don "rational" costume, and on a keen, frosty day, the trial has been made. The remarks of pedestrians have so annoyed the fair one, however, that she has borrowed Biffin's coat, and refuses to move till dark. Of course, Biffins is "only too happy," even though the thermometer registers several degrees of frost!

Special Notice to Agents:

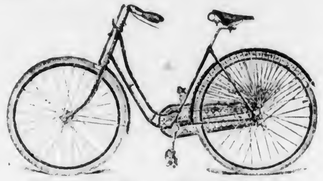
The territory formerly controlled by Kingman & Co., Peoria, Ill., on Falcon wheels, will be represented direct from our factory in the future. Send for catalog and prices. Many new features for '94, all of which are practical and conveniences to the rider.



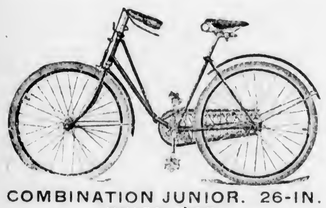
PRICE $100.
Gent's road wheel. Weight, 32 lbs.



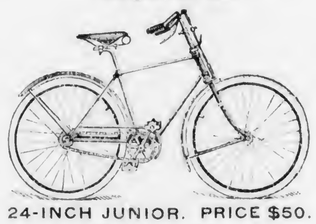
26-INCH JUNIOR. PRICE $65.
Youth's diamond frame.
Weight, 28 lbs.



FALCONESS. PRICE $100.
Ladies' wheel. Weight, 35 lbs.



COMBINATION JUNIOR. 26-IN.
PRICE $65.
Combination Boys' and Girls' wheel.
Weight, 33 lbs.



24-INCH JUNIOR. PRICE $50.
Youth's diamond frame.
Weight, 28 lbs.



COMBINATION JUNIOR. 24-IN.
PRICE $50.
Combination Boys' and Girls' wheel.
Weight, 33 lbs.

THE YOST MFG. CO.,

Works at Yost Station, Dorr Street,
TOLEDO, OHIO.

McCUNE CYCLES

... 1894 ...

WILL BE AT THE FRONT AS USUAL.

LOOK!

Our 24 Pound Wheel Guaranteed

To carry 250 LBS. on the ROAD.

PLACE YOUR ORDERS EARLY.

Special: A few shopworn McCune Wheels in PERFECT CONDITION, at a bargain if sold quick, in the next thirty days.

EVERETT CYCLE CO.,

J. B. McCUNE, Treasurer. Office and Factory, EVERETT, MASS



Women's Department.

Conducted by MRS. MARY SARGENT HOPKINS, to whom all communications should be addressed.

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Special Notice to Agents:

The territory formerly controlled by Kingman & Co., Peoria, Ill., on Falcon wheels, will be represented direct from our factory in the future. Send for catalog and prices. Many new features for '94, all of which are practical and conveniences to the rider.



PRICE $100.
Gent's road wheel. Weight, 32 lbs.



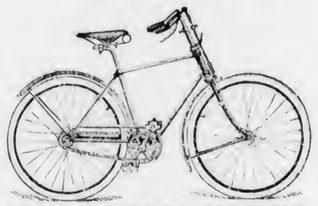
26-INCH JUNIOR. PRICE $65.
Youth's diamond frame.
Weight, 28 lbs.



FALCONESS. PRICE $100.
Ladies' wheel. Weight, 35 lbs.



COMBINATION JUNIOR. 26-IN.
PRICE $65.
Combination Boys' and Girls' wheel.
Weight, 33 lbs.



24-INCH JUNIOR. PRICE $50.
Youth's diamond frame.
Weight, 28 lbs.



COMBINATION JUNIOR. 24-IN.
PRICE $50.
Combination Boys' and Girls' wheel.
Weight, 33 lbs.

THE YOST MFG. CO.,

Works at Yost Station, Dorr Street,
TOLEDO, OHIO.

McCUNE CYCLES

... 1894 ...

WILL BE AT THE FRONT AS USUAL.

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This is 1894. You are a year older.

Your wheel is a year older. It means a great deal more for the wheel than for you. Some wheels have made no progress since last year. Others have shown decided advance. There is no bicycle on which, during the past year, more thought and study have been expended than the famous

WARWICK

Examine the new '94 styles, and note the sectional wood rims, very light, but demonstrated as strong as steel. Try the merits of the Patent Adjustable Handle Bar, which is the greatest thing ever invented for the rider's comfort. Examine the patent rear-wheel brake, found only on Warwick cycles. Notice that the Warwick, with road equipment, weighs only 25 pounds. And, lastly, remember that Warwick Cycles are BUILT UPON HONOR. Send for catalogue to

Warwick Cycle Mfg. Co., Springfield, Mass.

SAGER SADDLES.



ROADSTER. STYLE F.

New Designs for '94.

THEY FIT the RIDER.

...TEN...
Different Styles.



TRACK RACER. STYLE A.

Handsomely Finished by New Process—BLACK or RUSSET.

SEND FOR CATALOGUE.

THE RICH & SAGER COMPANY, - - - ROCHESTER, N. Y.



WE CHALLENGE ANY MAKER

IN THE WORLD OF BICYCLES, PNEUMATIC TIRES OR PROTECTION STRIPS to follow us over 100 YARDS or a mile of BARBED WIRE FENCING, stapled to planks at the Philadelphia Show, with a 175 lb. man in the saddle, unless their tires are protected with our armor. We were at the New York Cycle Show the whole week of Jan. 8-13, and gave exhibitions daily before at least 20,000 people of our Punctureless Armor for Pneumatic Tires and proved the proposition by riding over needle pointed wire nails 1 1-2 to 2 1-4 inches long with a 175 lb. man in the saddle and not a single puncture. They weigh about 8 ounces per pair, and can be fitted to any tire on the market by the purchaser.

Price, $3.00 per pair, any size.

Guaranteed punctureless in legitimate riding. Agents wanted. Circular sent. Address .....

PUNCTURELESS TIRE ARMOR CO., HAGERSTOWN, MD.

of the front tire where there is no grit to cut, and a new arrangement on the saddle post for changing the angle of the saddle. Another concern used patent leather as a substitute for a gear case, lacing it, like a shoe, on the under side. In looking over the English trade journals, I find these gear cases are used to a great extent there, and I rather wondered that more of them were not shown here.

A pedal that combined a rat trap enclosed in high grade rubber caught my eye, either pedal in one, and it looked complete.

An Irish jaunting car with immense pneumatic tires attracted much attention. These tires were blown at a pressure of 100 pounds, and the pressure of actual work was enormous. The Dunlop people claim that these tires will outwear two pair of steel. We hope this is true, and that they will come into universal use, for the tired brain of city folks will then have a rest. Is it one of the "to be's," that all vehicles can be tired with rubber that will be cheaper in the end and help stop the deafening clamor of the city?

I believe that this is coming and that some substitute will be found for the high priced rubber. The Dunlop people were very generous with their souvenir aluminum medals, which were given out by two young ladies in pretty costumes. These medals were attractive in design and were in great demand. Rims of all kinds were shown in many and varied forms, almost as many kinds as the wheels themselves—hard rubber and steel in all varieties. There have been so many changes and improvements in this one item that it is very hard to keep posted. The different shapes and manner of fastening alone are bewildering, and the queerest part of it is that each one is the best. Some surprise was expressed in the reports of the last Stanley Show on the other side, at there being so few tricycles on exhibition there. Not one was to be seen at the Garden. Is this machine dead beyond resurrection in this country? There would seem a possibility of its revival for elderly women if it did not cost so much. Notwithstanding its success, I think that New York has assumed too much in asserting that the show is over, and that New York has won. The Philadelphia Show has not yet been heard from, and it should be given a chance. Philadelphians will naturally do their best to make the coming exposition attractive. They also have that strong local pride and unity of feeling which New York lacks, and while the show may be supplementary, and perhaps not so much of national interest, it may also be a surprise. I have heard of several firms who intended paying for space and not occupying it that now see the necessity of changing their minds and bracing up.

So we will save our comparisons and assumptions until after the Philadelphia exhibition.

Burrie Wheeler

Columbia Reward Announcement.

FIFTY dollars reward will be paid for the return to the owner of any stolen Columbia safety not over two years old, in as good order as when taken, and the detection and bringing to justice of the thief, payable on conviction and sentence of the thief, and upon presentation of evidence of the facts satisfactory to our nearest "agent" and to us; PROVIDED, that this applies only when the wheel stolen was practically in use, that but one reward is payable for the conviction of one thief, and that the reward is not payable to cycle "agents" or dealers, or their employees, on any machine stolen while in their custody, nor to the owner of the machine, nor to more than one person in any case; and this offer is to continue until notice of withdrawal is given in the BICYCLING WORLD. POPE MFG. CO.



Stephane.

Winner of the 1,000 kilometre match.

From the "Wheeler's" Dictionary.

GEAR—A snare; one way of cheating the pedals; mode of progression by multiplying the number of front forks with the ball head.

GASBAG—The inevitable champion off the 200 yard mark.

GUSH—Method adopted by cycling journals to get a rise.

GAS—A poison administered to a champion last year which prevented him from doing a marvelous record.

HANDICAP—Putting a lot of numbered slips of paper marked from 5 to 500 yards together with a corresponding number of slips with names in a hat and shaking them up. Worth 'steen cents to the shaker.

INK—Stuff with which prominent cycling scribes fight duels.

INDEPENDENCE—When everything else fails this is our game.

Dr. Sir B. W. Richardson on "Athletic Life."

IN *Longman's Magazine* for January, under the title of "The Athletic Life," Sir B. W. Richardson says:

WOMEN AS ATHLETES.

It is questionable whether everyone can, under training, become an athlete. I should contend that all who are healthy can, and in this view I should include women as well as men. In those most ancient days of which I have spoken, there was no doubt on this matter. The Greek school fully acknowledged the fact, but the Jewish teaching, which has so dominated in later civilization, went against woman as the rival of man in everything, until at last it came to be actually thought, and, as I know, taught, that there was something in the anatomy of the woman which prevented her, and would ever prevent her, from excelling in athletic exercises. We now know that a great mistake was committed on this point. Women have in our days excelled in athleticism, as they have in that mental competition which has appeared in the wrangling of the mathematicians. We may, consequently, include them in most rules pertaining to athletic sports, and consider them as fair competitors in the athletic field.

AS TO ENDURANCE,

Sir Benjamin says: "Precision, decision, and presence of mind are prime qualities, but they are of little value, except for what may be considered mere sleight-of-hand manœuvres without the last quality, endurance—power to sustain, determination to hold on, and strength to do. Endurance is duplicate in its nature; it is both physical and mental. On its physical side, it means a well-made and perfectly balanced body, successfully trained, and experienced; on its mental side it means power of will, determination, resolution."

SPEAKING OF CYCLING

the doctor says: "How often we see in contests this endurance win. I witnessed it on the cycle course a few weeks since. I knew none of the competitors, but there was one, some years the oldest of all, and by no means the best built of them. He was two or three laps behind two of his younger rivals, but I knew, by the steadiness, of his endurance, and the perfection of his presence of mind, that he would win, and my prediction was fulfilled. He would have won anywhere in a race of half-an-hour, but in this one of fifty miles, nothing but an accident or something unforeseen could have stood in his way."

TOTAL ABSTINENCE.

Sir Benjamin is in favor of total abstinence for competitors whilst in training, and thinks animal diet preferable to a strictly vegetarian diet. Tobacco smoking he does not recommend, for, he says, the athlete who strives and smokes goes with the smoke; he expands into a cloud, he forms into rings or vortices, he gyrates, he rises, he is there, he is nowhere. "Think of this when you smoke tobacco during athleticism!" concludes the doctor.

THE

"HUESTIS"

DETACHABLE PNEUMATIC TIRE.



This cut represents the tire in cross-section. A represents the rubber shoe or tread, B the canvas lining of the same, C the air tube, D the light metal band, E the depressions or recesses on the rim, F the rubber prominences on the tire, G the rim. E and F interlock, thus securing a positive attachment and preventing the Tire from moving in any direction.

Found at Last.

The Perfect Detachable Tire.

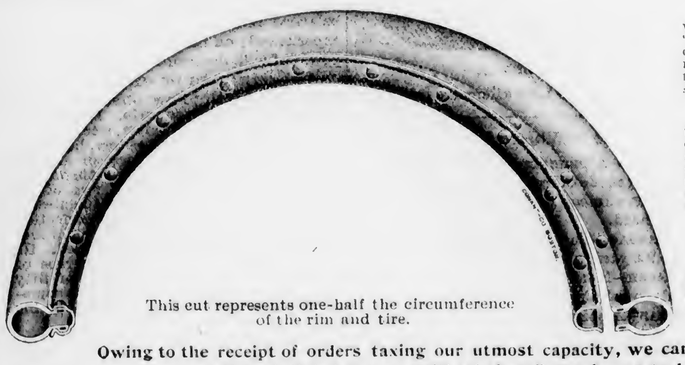
Examine the cuts and convince yourself that it is all that is claimed for it: HIGHEST, STRONGEST, most-easily ATTACHED and DETACHED; impossible to CREEP. When attached, it's there and stays there.

Give the "HUESTIS" a trial, and it will talk for itself.

SATISFACTION GUARANTEED.

TO BICYCLE MANUFACTURERS AND DEALERS.

First.—Because it is lighter. *Second.*—Because it is stronger.
Third.—Because it is impossible for it to creep on the rim.
Fourth.—Because it is of absolute and rapid engagement; can be attached or detached in one minute.
Fifth.—Because it is the only detachable tire applicable to a light wooden-rim wheel.
Sixth.—Because it is the CHEAPEST and BEST FIRST-CLASS detachable TIRE ever offered.



This cut represents one-half the circumference of the rim and tire.

Are not these *six facts* sufficent to convince you that it is to your interest to use the "Huestis"? We guarantee these tires to be constructed of perfect material and by the most skillful workmen. They are manufactured in our own factory under our own personal supervision.

In offering this tire to the public we feel that the simple construction, the absolute freedom from creeping, the combined lightness and strength, and, lastly, the absolute and simple mode of engagement will commend it to bicycle manufacturers as the tire that will win for itself the endorsement and favor of wheelmen, and that it has come to stay.

If you are unable to obtain the HUESTIS from your local dealers, we will ship C. O. D. with privilege of examination.

Owing to the receipt of orders taxing our utmost capacity, we cannot promise delivery of the "Huestis" in large quantities before December 15 to January 1, 1894.

The NEWTON RUBBER WORKS,

Exclusive Manufacturers of the Huestis Detachable Pneumatic Tire and all classes of Rubber Goods.

178 DEVONSHIRE ST., -- BOSTON.



WHEELING (W. Va.) will make a bid to be put on the National racing circuit next season.

MR. WARDROP, of Chicago, and Mr. J. Goodman, of Hartford paid the BI. WORLD office a a visit last Tuesday.

THE Mt. Pleasant Bicycle Club of Roxbury, Mass., held an assembly last Wednesday evening in Odd Fellows' Hall.

THE Kingston (Ont.) Bicycle Club will request the fair association to build a track for the use of the members next summer.

SOME of the papers are inclined to poke fun at people who ride on bicycles in midwinter. Bicycles are no colder than the bumpers of the street cars.

COL. T. W. HIGGINSON, who is eighty years old, rides a bicycle with all the agility and a good deal more grace than the young wheelmen of to-day.

GAREY, the well known Belgian amateur cyclist, and A. Lehr, the German rider who won the English mile championship in 1888, have turned professionals.

THE Cambridgeport (Mass.) fancy dress ball held last week was an unbounded success. The costumes were excellent and the fun waxed fast and furious, though not *too* furious.

THE Madison (Wis.) Cycling Club will build a third or half-mile track, either in co-operation with the university people or independently. Efforts will be made to secure the State meet next summer.

THE prize won by the Philadelphia Century Wheelmen's Banjo Club at the inter-club contest, at the Academy of Music, last week Saturday evening, is a beautiful inlaid banjo, said to be valued at $175.

IN the A. C. C. of Boston bowling league the Somerville and the Press Club tie for first place. The Boston Club have made more pins than any other team, but they have to drop to second or third (?) place.

MR. GEO. K. BARRETT, of the *Bearings*, has been in Boston for the past few days looking after the interests of his paper. Mr. F. E. Spooner, of Chicago, has also been a visitor at the Hub during the past week.

THE South Brooklyn (N. Y.) Wheelmen will make a change in their present club quarters on Feb. 1. They have leased for a number of years the three-story frame building on the corner of Ninth street and Seventh avenue, Brooklyn.

THE West Philadelphia Cyclers held their annual dance lately at the Institute Hall of West Philadelphia. There was a crowded attendance of the members and their fair friends. The hall was handsomely decorated in club colors. The committee in charge were: B. J. Carr, Chairman; Charles W. McConnell, Walter B. Parkhill, Harry Palmer and Robert J. Brennan.

MR. M. E. GLYNN won the diamond medal offered by the Century Road Club of Canada, he having scored twenty-one centuries. Eleven of these were made during November and December, the very hardest riding season of the year.

A CYCLIST in England recently was riding carelessly and quite accidentally knocked a woman down, but did not injure her to speak of. The cyclist was sued for damages, and the plaintiff recovered $75, while the costs of the court were $100.

J. S. JOHNSON and his trainer have separated as far as bicycling is concerned. The trouble is said to be through the firm of bicycle manufacturers for whom Johnson rides. Whether Eck will train Johnson for the skating contest remains to be seen.

MR. S. S. STEWART has presented to the Philadelphia Century Wheelmen Minstrel Organization a highly ornamented tambourine and set of bones for use in the club theatrical entertainments, the gift being a portion of the Stewart World's Fair exhibit.

THE Portsmouth (Va.) Cycle Club held their annual meeting Jan. 16, and after transacting the usual business, officers were elected for the ensuing year. The club decided to accept all applications for membership during the next sixty days without any initiation fee.

ZIMMERMAN won $20,000 worth of prizes during last season; J. S. Johnson comes next with $13,000; then W. W. Windle and H. C. Tyler tie for third place, $12,000 each; A. L. Banker, $8000; W. C. Sanger, $5000; but the latter was away during part of the season.

THE Rambling Wheelmen of Bridgeport, Ct., entertained a number of their friends last week in the club rooms on Main street. Whist was indulged in, the prize being a silver-mounted inkstand, which was won by Miss G. A. Peckham. After the whist playing a collation was served.

THE Bay State Bicycle Club gave its second social last week. The affair scored another success for the club. The hall was effectively decorated. On the platform, wheels, old and new, high and low, were prettily clustered. Dancing began at 8 and ended at 12 o'clock.

THE Waltham (Mass.) Cycle Club came out on top last week in the inter-cycle club games of whist, pool and billiards. The club is noted for its methods of entertaining and this evening was no exception. One of the members had his phonograph on hand and many a hearty laugh was the result of its presence.

THESE directors and officers were elected at the annual meeting of the Toledo (O.) Metal Wheel Company recently: Directors, F. E. Southard, H. R. Felker, F. B. Cosby, E. W. Tolerton, J. Benson; president, F. E. Southard; first vice-president, H. R. Felker; second vice-president, F. B. Cosby; secretary and treasurer, J. Benson.

THE report that the Goold Bicycle Co., of Toronto, Ont., had engaged J. P. Bliss, of Chicago, has no foundation. There is no doubt that when the season comes around the Goold Bicycle Co. will have a number of the fastest riders in the Dominion on their wheels, but who they will be we are not prepared to say at the present time.

MDLLE. DUTRIEUX, the pretty French cycle record breaker, of Hamilton, Ont., recently ran into M. Durand, who had her arrested. The judge sentenced mademoiselle to six days in prison, a ten-dollar fine and awarded M. Durand fifty dollars damages. The tears of the fair prisoner, however, melted the heart of the magistrate and he remitted the fine.

WHEN the members of a well-known Boston suburban club went to Cambridgeport to play the games in the A. C. C. league recently, on the way home they got twisted as to which road they should take. One man very politely asked the statue of John Harvard if he could inform them the way to Waltham and his memory is refreshed every day concerning this matter when he goes to the club room.

A MUSICALE was given Jan. 10 at the Baltimore Cycle Club, 1521 Eutaw Place. Those taking part included the Ideal Mandolin and Guitar Club, composed of S. Lapin William Brough, H. Ray, T. B. Crump, C. Bandell T. Harris, F. Kessling, L. Conn and William Kaiser. Others participating were De Guise Herman, J. S. Woodward, J. Horner, Jerome Schloss, Graham Duckett, Harry Leland, E. R. Folger, Ernest Jones and Georgie Huntington.

THE Everett (Mass.) Cycle Club had both sets pool and billiard balls stolen last week. The club had been in the habit of keeping the balls in a chest which locks with a combination. The lock was opened by some one who knew the combination, and after taking the balls from the chest, relocked it again; then it is thought the party or parties made their escape by the window, as one of the windows was found open the next morning. No clew has yet been discovered regarding the stolen balls.

"BICYCLES have scared horses enough, but there is one horse that is not only not afraid of them, but seems to be possessed of an idea that he will avenge the terror that they have inspired in other horses. This horse goes around in an Ohio town, and he attacks the bicycle every time he sees one. The other day a young lady rider was obliged to abandon her wheel and climb over a fence in order to escape the infuriated horse that had run her down, and after she had abandoned the machine the brute jumped upon it and smashed it all to pieces."—*Exchange.*

THE gymnasium in the Century Wheelmen's club house, 1606 North Broad street, Philadelphia, was crowded on the evening of the 15th with an appreciative audience, the occasion being the opening performance of the annual amateur theatrical entertainment given by members of the club. These yearly entertainments are the outgrowth of a one-night minstrel show given four years ago, which proved so successful that succeeding shows were gradually extended until the present affair was arranged to continue for an entire week. The scenery and all the stage appurtenances used in these performances are the work of the club members, who are also the only ones taking part in the show. This year's programme varies somewhat from those presented in former years, the minstrel features being supplanted by an opening sketch, supposed to be on board of a yacht, a number of variety acts, including a skirt dance, excellently presented, and a very clever farce-comedy, written by one of the members.

Don't Gamble or Play



....Combinations

The old policy game played by the colored gentlemen

7—11—

Has been changed by the trust to

—9—

Which means—9 Royalties. Three every year you buy or replace one of their tires, providing your wheel lasts 3 years.

When you buy a wheel with Eastern Rubber Manufacturing Co.'s Cyclone Mechanically Clincher Tires, you pay or play no royalties or combination of royalties, and can always rest assured of the best tires at low prices.

Don't Encourage Monopolies.

By the way, have you noticed that the tire trust promoters have been stayed in their mad career? Who did it? Who has exposed their ridiculous methods to the vast array of riders? Read our previous advertisements.

Cemented Tires.



Well, New Jersey rules the earth, including Hawaii.

Queen Lil

Has caused our present administration much trouble, and created consternation all over the world by her blood-thirsty desire to behead all who have thought differently from her. But right seems to prevail, and men anti-canabalistic still control.

Just so with certain pneumatic tire manufacturers dethroned by us and our array of salesmen who have been landed in their domain from the warship New Jersey, primed and loaded with **Climax and Rex Pneumatics.** Those manufacturers will never be restored to their thrones. The vast body of riders will not permit of adulterated goods ever ruling again.

Specify Eastern Rubber Mfg. Co.'s Climax, Rex and Cyclone tires on your wheels, and send postal for information, catalogue and prices.

Address

EASTERN RUBBER MFG. CO., Trenton, N. J.

Distributing Branches: Factory and Head Offices, Trenton, N. J. Eastern Rubber Mfg. Co., 38 Park Row and 9 and 11 W. Broadway, corner Reade street, New York; Chicago, 207 Lake St.; Buffalo, Frank J. Eppele; Philadelphia, H. C. La Cato; Washington, D. C., Goodyear Rubber Co.; St. Louis, Day Rubber Co.; Pittsburgh, Hayward & Co., 86 Water St.

Now for the Philadelphia Show!

SINCE the inception of bicycle shows it is doubtful if there has ever been displayed the same amount of interest as is evinced in connection with the Fourth National Cycle Show, which opens in Philadelphia on Monday next. Notwithstanding the fact that a large exhibition was held in New York only two weeks ago the space at the Philadelphia Show is not sufficient for the requirements of the trade. This is due to the tardiness of some of the manufacturers who have either neglected to secure space or intended not to exhibit at Philadelphia, until after the results of the New York Show were known. Since the closing of that show the Committee in charge of the National Cycle Show have been flooded with volumes of applications, many of which were declined. This difficulty could have been overcome had the applications been received at an earlier date, as the spaces were allotted more liberally to early applicants than they would otherwise have been had the applications been more numerous. That the show will be an unqualified success is assured from the fact that every space has been taken, and by the most representative concerns in the country not excepting any one. The conditions of the trade and finances of the country bespeak a greater volume of business at next week's show than at any show ever held in this country, for the agents everywhere appreciate that this is their last opportunity to examine the models for '94 of the various makers, and the date being so suitable to the conditions that they will not withhold the placing of contracts any longer.

Everything indicates that the exhibition will be largely attended by agents and prospective agents, and that no maker will regret having exhibited there. The features of the show in Philadelphia are without comparison. The large cycling population known to exist there makes that city most desirable for the holding of a National exhibition, and the previous shows that have been held there have resulted in a great impetus in the local business transacted.

Every arrangement necessary to the comfort of the exhibitors has been provided, and with the recognized hospitality of the Quakers being so well known it is scarcely necessary to say that the reception of strangers will be most hearty.

The attractions at the show will be the Stirk family, Sid Black, and Chas. G. Kilpatrick, which will be strong drawing cards for the local public. The Germania Orchestra will give promenade concerts afternoon and evening.

No show has been so thoroughly advertised both in the trade and lay press, and the amount of space devoted by the Philadelphia papers to reading notices has stirred up the general public to a realization of the importance and immensity of the show.

Exhibitors would do well upon arriving at Philadelphia to communicate with the committee at their office, 101 South 5th street, or at the office at the show building during the week of the exhibition. Finally we would say by no means miss the Fourth National Cycle Show.

A Bicycle Trip.

(BY DOUGLAS TELFORD.)

SIX months before I possessed a bicycle my friend Mort —— and I, had planned a trip of five hundred miles through Delaware and Pennsylvania. Some of our friends laughed at us while others did all they could to discourage us, but nevertheless, according to arrangement I met Mort —— on the 6th day of June, at the Dairy in Fairmount Park, where I found him filling up on milk. What a fellow he was to drink milk. I paid the bills for the first few days out, and every other item or so was for milk. I thought Mort —— must be in his infancy although he claimed to be over 21 years of age. But one morning upon awakening I found him sound asleep with his mouth wide open, and I thereupon made an examination of his teeth, and discovered two wisdom teeth. I never told him of my discovery as he would have doubted the statement of my being awake before he was.

Our first stopping place was Wilmington and our second Smyrna, Delaware. How nice were the hard oyster shell roads as we swiftly glided over their even surfaces and our hopes and our courage were raised and we talked of doing at least seventy-five miles each day. We admired the beautiful scenery consisting of a small creek with willow trees along its banks drooping mournfully over the waters. But there is nothing like a good road to make you admire nature and grow poetic, specially when your bicycle is fitted with hard tires. But while gazing about at the passing scenes we suddenly struck the common-place sandy Delaware roads.

Our spirits were kept up however by the hopes of better ones ahead, but as these did not appear and a drizzling rain had set in, our expectations and spirits vanished.

Worn out with riding through sand we were compelled to take to the grass along the edge of the road. We stopped for dinner at a little old fashioned farm house.

"YE OLD OAKEN BUCKET."

How good was the clear water, drawn from the "Old Oaken Bucket" that hung in the well. The smell of the cooking dinner to say the least of it made a fellow very hungry, but what a disappointment it was, as the meal consisted of hard bread and the blackest looking piece of ham, and as hard as a rock, all of which we washed down with black coffee, but being hungry we enjoyed our repast and were again ready to take to our wheels.

As good luck would have it the rain had ceased and we were able to scorch for the first few miles at a considerably better speed. We soon overtook a darky driving a couple of very lazy mules attached to a make-shift sort of a wagon, and after making friends with him we put our wheels on his wagon and thus got a lift for a few miles.

We arrived in Smyrna about dark, tired and hungry and did ample justice to a good meal and the delicious Delaware strawberries.

HE SWIPED THE BLANKET.

After calling upon some friends we retired for the night somewhat weary. Upon awakening during the night feeling chilly I inquired of Mort, who was half asleep, where the blanket was, he muttered something I could not make out just what.

I discovered that he had wrapped himself up completely in it and I was not long in claiming my share, and was soon comfortable and slept well during the balance of the night.

We remained over Sunday at Smyrna and on Monday afternoon started for Chesapeake City where we were to take the boat for Baltimore. Sunday had been a rainy day and consequently the roads were in a bad condition and upon arriving at Chesapeake City we were informed that the boat did not leave until midnight and thereupon we rode out of town for a couple of miles to visit Mort's aunt, and we were again treated to lots of fine strawberries.

We started on our return journey about 10 P. M., and it was so dark we could not see our own bicycles and found considerable difficulty in keeping on the road, in some places being compelled to get off and push through the mud which we were unable to avoid. How lonely it was, as the silence was only broken by our voices and an occasional howl or bark of a dog.

The village was at last reached and its populace were wrapped in deep slumber, save an occasional store where the sleepy proprietor was just turning out the lights.

The office of the steamboat company looked quite comfortable after our lonely ride, and we spent a very sociable hour with the gentlemen in charge and a congenial old captain.

But in spite of Delaware's bad roads, we had enjoyed ourselves and found the people to be very sociable and kind, especially to wheelmen, although we overheard several old farmers remark that all the fools were not dead yet, and perhaps this accounted for their being alive. We soon were aboard the boat and once shown to our stateroom we fell asleep in the snug berths of the Erickson Line.

Baltimore was reached by morning which reminded us once more of Philadelphia, so we hurried out of the City of Monuments.

The pike to Westminster was splendid, although in some places we found some steep hills to climb. We lunched at a lifeless town and a miserable lunch it was, for which we paid full rates at an L. A. W. hotel. At Westminster the hotels are all owned by the same party, but he kindly gave us lower rates but said "it is not because you are members of the L. A. W."

Here we met a very pleasant gentleman,

Unquestionably

ALSO

Credenda Bicycles

GOOD AS GOLD

Unequalled at the Price.

	1894 Price.
Credenda Pacer,	$100
Credenda Consort,	100
Credenda Light Roadster,	85
Credenda Consort, Jr., 26 in.,	75
Credenda Pacer, Jr., 26 in.,	65

The Spalding Bicycle

Is the Best for 1894.

Its Name is Its Guarantee

PRICE, $125.00.

A. G. SPALDING & BROS., Special Agents.

NEW YORK. CHICAGO. PHILADELPHIA.

MAKERS: Lamb Mfg. Co., Chicopee Falls, Mass.

The following firms have taken spaces set opposite their names.

Fourth National Cycle Show

First Regiment Armory,

BROAD AND CALLOWHILL STREETS,

PHILADELPHIA,

Opens Monday, Jan. 29th, at 8 P. M.

ONE WEEK.

All the Latest Improvements in Cycles. All the New Tires.

New Inventions and Accessories in Cycle Construction.

Entertainments afternoon and evening. Fancy and trick riding by the Stirk family, Sid. Black and Chas. G. Kilpatrick. Promenade concerts by the Germania Orchestra. Admission 25 cents. Season tickets $1. The office of the Committee during the Show will be in the Exhibition Hall.

1. Remington Arms Co.
2. " " "
3. Bridgeport Gun Implement Co.
3 1-2. Niagara Cycle Fittings Co.
4-5. Eastern Rubber Co.
6-7. League Cycle Co.
8. Warwick Cycle Co. Rep. by Penna. Bicycle Co.
9. Overman Wheel Co.
10. " "
11. Quinton Cycle Co. Rep. by Penna. Bicycle Co.
12. N. Y. Belting & Packing Co.
13. Wm. H. Hart, Jr.
14. Rich & Sager Co.
15. Jacob Reed & Sons. Representing Wilson, Myers & Co.
16. G. W. Pressy.
16 1-2. F. C. Ames & Co.
17. A. M. Scheffey & Co.
18. Boston Woven Hose & Rubber Co.
19. American Wheelman.
19 1-2. Harris Mfg. Co.
20. Singer & Co.
21. Indiana Bicycle Co.
22. Hart Cycle Co.
23. Hartford Cycle Co.
24. Pope Mfg. Co.
25. Demorest Mfg. Co.
26. E. C. Stearns & Co.
27. " " "
28. W. H. Wilhelm & Co.
29. Pope Mfg. Co.
30. Hickory Wheel Co.
31. Hart Cycle Co.
33. Singer & Co.
34. Raleigh Cycle Co. Represented by John T. Bailey & Co.
35. Union Cycle Mfg. Co.
36. Morgan & Wright.
37. Eagle Bicycle Mfg. Co.
38. " " "
39. E. K. Tryon & Co.
40. Norman Wheel Co.
41. Curtis-Child Mfg. Co. Phila. Drop Forge Co.
42. H. A. Lozier & Co.
43. " " "
44. Ames & Frost Mfg. Co.
45. Kenwood Mfg. Co.
46. Anglo-American Iron & Metal Co.
47. J. P. Lovell Arms Co.
48. " " "
49. Newton Rubber Co.
50. Union Cycle Mfg. Co.
51. Werner Bicycle Depot. Representing Marble Cycle Mfg. Co.
52. Elastic Tip Co.
53. Buffalo Wheel Co.
54. A. G. Spalding & Bro.
55. " " "
56. New Departure Bell Co.
57. Relay Mfg. Co.
58. R. E. Gates Cycle Co.
59. Gormully & Jeffery Mfg.
60. " " " [Co.
61. Cleveland Machine Screw
62. I. A. Weston & Co.
63. Rouse, Hazard & Co. Rep. by Globe Steam Heating Co.
64. A. G. Spalding & Bro.
65. " " "
66. Hurlburt Bros. & Co.
67. R. B. McMullen & Co.
68. " " "
69. E. & F. Gleason. Rep. by J. H. Gibson.
70. Jno. S. Long's Son & Co.
71. " " "
72. Tillinghast Mfg. Co.
72 1-2. Yost Mfg. Co.
73. Richards & White.
74. Elwood Ivins Tube Co.
75. W. J. Haines & Co.
75 1-2. Bredder-Allen Cycle Mfg. Co. Rep. by H. A. Small.
75. Providence Tire Co.
77. Buffalo Tricycle Co. Rep. by C. S. Smith & [Co.
78. Light Cycle Co.
79. Gormully & Jeffery Mfg. Co.
80. " " "
81. " " "
82. " " "
83. " " "
84. Overman Wheel Co.
85. " " "
86. " " "
87. " " "
88. " " "
89. Wm. Trafford.
90. Elwood Shafting & Tube Co.
91. Hilliard Cyclometer Co.
92. P. J. Berlo.
92 1-2. Butler & Ward. [Co.
93. Columbia Rubber Works
94. Wm. Read & Sons.
95. Leadbeater & Scott.
96. H. H. Holzbaur.
96 1-2. S. C. Levy.
97. Reed & Curtis Machine Screw Co.
98. M. B. Hirsh & Bro.
99. Puncturless Tire Armor Co.
100. Keating Wheel Co
101. Erie Rubber Co.
102. Elliott Burris.
C. F. Pluemacher.
H. C. Wiedenmann.
Frank Albert.
Acme Bicycle Carriage Co.
John Branson.
Barnes' Tool Co.
Stillman G. Whittaker.
Wm. Hitchcock, Jr.
Wilcox & Howe Co.
Kennebunk Mfg. Co.
Charles Sulzner.
R. C. Wall Mfg. Co.
Cushman & Denison.
Referee.
Bearings.
Cycle Guide.
Cycling.
American Athlete.
Outing Co., Lim.
C. A. Benner & Co.

who generously treated us to ice cream and showed us about the town and put Mort's name in the paper, for which Mort was more than pleased.

"MARYLAND, MY MARYLAND."

The next day we were off bright and early and continued over the same good road. On either side of us stretched the beautiful blue hills of Maryland and above the clear blue sky.

Once in a while we saw a buzzard floating lazily up in the air. We soon left these scenes in the distance, and now we were approaching the historic battlefield of Gettysburg. It is hard to imagine that amid such peaceful scenes the bloody battle had been fought.

Standing on the summit of Cemetery Hill a splendid view of the battlefield is obtained. It shows that the North had considerable advantage of position, holding as they did such a commanding point. What an appropriate name for the hill, covered as it is with the graves and monuments of those brave men who fell while defending the Stars and Stripes. Here we saw grand monuments erected in memory of brave generals. But the saddest memorials are the small head stones marking the graves of the unknown dead.

"No friend, when he lies dying
His eyes to kiss and close."

We dined at the L. A. W. hotel with Governor Pattison, he sitting at another table, but I do not think he slept on a corn cob mattress, as we were compelled to do.

After our rest we started in high spirits for Harrisburg thinking that we would surely have good roads, but we were warned by a passing driver that we might expect "rotten roads ahead." Every wheelman knows what this expression means, but I don't think we ever struck roads in a much worse condition. They had been literally plowed up and heaped with sod and small stones with the view that passing wagons would flatten them down. What a miserable way this is of trying to make roads.

At Dillsburg we took dinner and simply stuffed ourselves, the landlady looking as if she wanted to charge us double rates when she saw how rapidly the food disappeared from the dishes.

We managed to keep her in good humor and told her she would not have to wash the plates, and she let us off at twenty-five cents each.

There was nothing of special interest took place until our arrival at Harrisburg where we stopped at the Lochiel House. There we were treated very handsomely and lived in style during our stay, the waiters fanning us during our meals and paying us all kinds of extra attentions. The bill of fare was excellent.

Just before we retired we stopped in a near-by drug store and had a cream soda and then a lemonade.

(Continued next week.)

Imagination is a Great Thing.

A STORY is told of a north-country racing man who would have no truck with, and hear nothing, in favor of the puncture-proof bands. They were no good, he was sure, and must make a racing safety as slow as a hearse. He would rather puncture in two cases out of three than have the things in his tires. So he was soothed, and taken on one side to be introduced to a local big-wig, who desired to gaze upon him after the manner in which he would have inspected a prize ox or a successful steeplechaser. Meanwhile, the myrmidons of the puncture-proof band were hard at work upon the tires of that crack's machine. And he went forth to conquer brilliantly, and looked about as "sucked" as "sucked" could be when he was told he had ridden and won on the hated pads, and his tire covers were removed that he might see them, where they remain to this day. He is a faddist-paddist these days.—*Cyclist.*



The Fowler in New England.

B. B. EMERY & CO., New England agents for the Fowler, will have three stores, one at 40 Columbus avenue, one at Franklin and Oliver streets, and one at Grove Hall, Boston. See page 287, and write them for terms.

Call On G. & J. at Philadelphia.

MESSRS. Gormully & Jeffery will give to every bicycle agent and interested visitor to their exhibit at the Philadelphia Show, the handsomest souvenir ever given out at any cycle show. By all means give them a call and get a souvenir and also a cordial welcome.

1894 Lu-Mi-Num Roadster.



DETACHABLE sprocket wheel; 6 inch width of tread; double butt ended spokes; white ash rims; Palmer road tires; warranted to carry 2,000 pounds (one ton); weight 25 1-4 pounds. Price, $135.

The Holmes Co. Ready for Spring Trade.

THE Holmes Co. of 109 Kingston street, Boston, whose knit goods long ago established themselves as among the best of their kind, have their samples ready for spring trade. Curiously enough, although they are filling a great many orders for the knit bloomers which they introduced last year, there is no falling off in the demand for tight fitting knee breeches, of which they are still making a great many. Their sales of sweaters are also running up, the double seamless collar which they patented last fall having made a decided hit. It holds its shape in washing, and they have had a great many orders for them throughout the past winter, while the sales of their ladies' sweaters are also increasing, the line having proved to be a very popular one.

A Big Business.

WE have learned that the Eastern Rubber Mfg. Co. were very successful at the New York Cycle Show and booked a large number of orders, amounting to over $75,000, and that they contemplate building a large addition to their plant in anticipation of the demands of business in their line. These people began in a very modest way and their splendid success has caused much comment.

It speaks well for this concern that while dull times prevail, yet they are working overtime and state that they will put on a night force about February first.

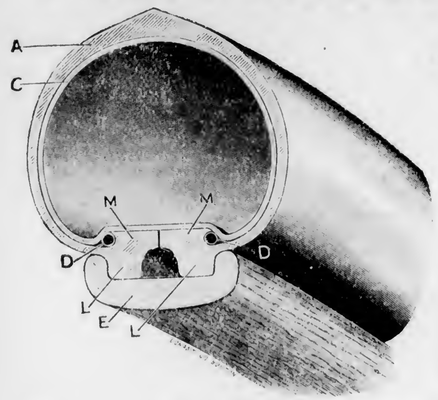
Their exhibit at the New York Cycle Show was a very pretty one, and while they did not invest a large amount of money in showy fixtures, yet they displayed an amount of hustle that is invaluable to any company.

No Punctured Tires With This.

THE punctureless armor for pneumatic tires, which the Punctureless Tire Armor Co., of Hagerstown, Md., is putting on the market, appears to offer a perfect protection against the puncturing of pneumatic tires. It is a pad composed of a tough, fibrous material, chemically treated, which is as light and flexible as a piece of cloth, and can be inserted in any form of pneumatic tire having an air tube and an outer shoe, requiring no special tools or fastenings, the inflation of the air tube holding it in place. The company guarantees them punctureless in legitimate riding and the test made at the New York Show would seem to demonstrate the correctness of this claim. The tires were ridden repeatedly over boards thickly studded with sharp pointed nails, and although the outer shoe was punctured in hundreds of places, in no single instance was the inner tube penetrated.

HERMES TYRES.

PATENTED NOV. 14, 1893.



This cut is a cross sectional view showing tyre inflated without the valve, the better to show construction. A is rubber part of outside cover; C is inside tube; M M are the margins or shoulders against which the hoops D D press. The margins or shoulders L L fit in rim E and are held in place by hoops D D.

Wood Rims!!

CONFIDENTIAL
TO RIDERS OF CYCLES.

We are constantly in receipt of letters asking if HERMES TYRES can be fitted readily to Wood Rims. To all such enquiries and to Wheelmen generally, who are now debating with themselves the proposition, "Shall I use a Wood Rim on my '94 mount?" we unhesitatingly affirm that there is no mechanically fastened tyre that can be so readily and effectively applied to that style of rim as the HERMES. The same admirable and desirable features obtains with Wood as with Metal Rims, when Hermes Tyres are used—as our style of fastening enables us to use a narrow Wood Rim—and while our tyres are held rigidly in place, the greatly increased resiliency resulting from use of our narrow rim is realized as well as the numerous advantages claimed by the champions of Wood Rims.

Whether you decide to use Wood or Metal Rims, bear in mind the good points of HERMES TYRES. On the scale, their lightness shows an immediate advantage. The most severe road work for an entire season has proved that greater weight would be superfluous. They have stood all tests of rough usage in the most satisfactory manner. The use of Hermes valve insures continuous inflation. ☞ Send for our Catalogue.

MENTION THIS PAPER.

HERMES TIRE COMPANY,

No. 630 Washington St.,
. . . . . BOSTON, MASS.



WE ARE AHEAD OF ALL OTHERS WITH OUR

Novelty and Shedd's Cyclometers.

ACCURATE. DURABLE. WARRANTED.

SALT LAKE CYCLE CO. write: "We will push your cyclometers for we believe them the best and most accurate instrument of the kind on the market.—C. A. EMISE, Manager."

RECORDING INSTRUMENT Co., 602 CHAMBER OF COMMERCE, BOSTON, MASS.

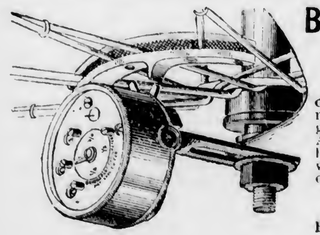




The Billings' Bicycle Wrench.

Adopted by the Pope Mfg. Co., and pronounced by them the Best Bicycle Wrench in the Market.

The BILLINGS & SPENCER CO., HARTFORD CONN.



BRIDGEPORT CYCLOMETER
$3.50.

Registers 1,000 miles accurately and repeats, or can be set back to zero at any time. Perfectly noiseless, dust proof and waterproof. Nothing to get out of order and can be adjusted to any wheel. A high grade cyclometer within the reach of every bicyclist. PRICE, $3.50. Made in two sizes, viz. for 28 inch and 30 inch wheels. Send for catalog of sundries. Sold by all bicycle dealers.

The Bridgeport Gun Implement Co.,
Broadway and Thomas St., - - - New York.

DRAWING, Designing and Illustrations of every description for advertising purposes. Catalog work a specialty. CHAS. E. CARTWRIGHT, Office of BI. WORLD, 167 Oliver Street, Boston, Mass.



WITH the "HANDY" HOLDER, upon your spring-time outing, bring home a bouquet on your bicycle. Price 25 cents, postage free. H. C. WIEDENMANN, 3517 Wallace St., Philadelphia, Pa.

COASTING on SKATES

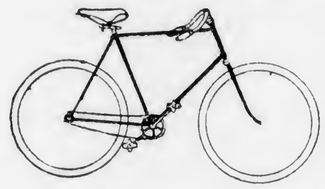
Over the hard snow in the streets and fields. Our COASTERS are easily clamped to any skate, giving a broader surface which glides smoothly over the snow. The greatest sport for boys and girls without the danger attending ice skating. State size of your skate. Price 30 cts. a pair and 6 cts. for mailing. Postal note or 2-cent stamps. Circulars upon application.

HALE & CO.,
WORCESTER, - MASS.

Ventilated Riding Caps.

THE Standard Cap Co., 156 Green street, New York, who were the originators of the long visored Eaton caps, have placed on the market a ventilated cap in Eaton and hook-down shape, which appears to be an excellent thing for summer riding. These caps have long been in use in England but have never yet become general in this country.

A New Model Sylph for 1894.



ABOVE we present a cut of the Model E Sylph, manufactured by Rouse, Hazard & Co., Peoria, Ill. This machine was not shown at the New York Cycle Show, but will be shown at the Philadelphia Show. It is one of the handsomest wheels of the year, having lines and details which attract the eye and please the experienced rider and dealer at once. It weighs, with wood rims, 26 1-2 pounds and with steel rims, 20 pounds, and is of the very highest grade in every detail of its manufacture—no pains or expense having been spared in any way. Particular attention has been given to the bearings, which are entirely of tool steel as a matter of course, and are as dust proof as it is possible to make them and yet retain the ease of running which has made Sylph cycles famous. The finish is of the very highest grade. This machine will be made on the above lines with a lower frame for short-legged riders.

The Sylph will also be made in 30 and 22 pound weights, and a ladies' pattern, weighing 32 pounds, all on, will also be brought out. The machines will all list at $125, except the Sylph Racer which will list at $150.

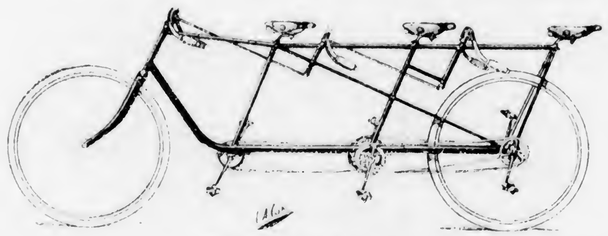
Helical Tubing.

THE Premier Cycle Company has furnished us with some interesting figures from an official test of their patent Helical Tubing and best solid-drawn weldless as follows: "*Pulling Stress:* Helical (weight per foot .365 pound) 12,278 pounds. Weldless (weight per foot .371 pound) 8,103 pounds. Helical (weight per foot .371 pound) 13,005 pounds. *Bending Stress:* Helical (weight .359) 815 pounds. Weldless (weight .448) 552 pounds. The most noteworthy comparison in the above tests are the Helical and weldless of exactly the same weight, .371 pound per foot, the resistance of the former reaching 13,005 pounds, exceeding the weldless by no less than 4,602 pounds, or more than 60 per cent. With these results it is not remarkable that our company has built and sold hundreds of Helical frames weighing 3 1-2 pounds complete, that are standing the most severe road and track use successfully, while a weldless frame at 7 pounds is known to be dangerously frail.

The process of manufacture of Helical Tubing is both novel and ingenious. Sheet steel of a quality from which watch springs can be made, and of a thickness varying from 24 to 30 gauge, is cut into long strips 3 or 4 inches wide. These strips by means of an automatic "traveller" are coiled spirally around a cylindrical mandrel with the edges of the strip overlapping. The ends are then clamped to prevent unwinding, the mandrel withdrawn, and the laps brazed with a special, low-fusing spelter, by introducing the tubes in muffles, the temperature being carefully kept below any possibility of untempering or in scientific parlance "decarbonizing" the steel.

The result is a mechanical tube tougher, stiffer and more elastic than any drawn tube, reinforced by a spiral lap and ready to be cut up and handled like any other. The Premier Company now use it in every pattern of Premier manufactured. It is used in no other machines but Premiers."

WILSON MYERS COMPANY, of New York city to manufacture and sell bicycles, tricycles, etc. Capital $100,000, and directors Wm. F. Wilson, Fredk. J. Stimson, New York City, and Thos. A. Hine, Rockaway, N. J.



The Rambler Triplet.

This machine in the hands of good men is a great pacemaker. The machine weighs only 72 pounds and the wheel base is 6 feet, 6 inches. It is a new addition to the Rambler family and lists at $350.

THE TIRE
OF TIRES.

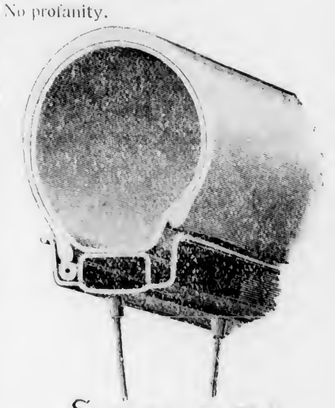
A Geometrical problem solved.

Inner diameter increased.

Lightning repair, anywhere, any time.
No cement. No lacing. No mechanical fastening.

No barking of the fingers.

No profanity.



SIMPLICITY
47

Independent of inflation. A new principle practically demonstrated, exhaustively tested, thoroughly proven. No rocking, rolling or creeping in the rims, no chafing of parts, pinching of the air tube or blowing off of the covers. No explosions. Cannot come off where deflated, nor be removed from the rim except with the hands. At Madison Square Garden in the six days' race, Frank Waller rode 402 miles in the first twenty-four hours, on a pair of Simplicity 47, breaking the World's record in competition. He also led all competitors at 84 hours and 88 hours, and proved to all who witnessed the race that the tires are fast and durable.

MANUFACTURED BY THE

Manhattan Rubber Mfg. Co.,
64 CORTLANDT ST.,
NEW YORK.

Address Correspondence to Elliott Burris.

HERE IS REPRESENTED

ONE of Our Improvements for 1894.



We have many more as well worth investigating.

SEND FOR CATALOGUE.

Space 56 Madison Square Garden.

ARIEL CYCLE MFG. COMPANY, = = GOSHEN, IND.

D. SNITJER,
ST. LOUIS, MO.
U. S. A.

WHENEVER and wherever you see this name, among the many pleasant thoughts suggested is not only the fact that we **do business** in a **business like way,** but carry the largest, choicest, and most salable line of **BICYCLES and SUNDRIES** that money and experience can buy. But we are modest; only let us send you our dealer's discount sheet and you will do as others do, give us your entire trade.

Cable Address, "Snitjer."

D. SNITJER.



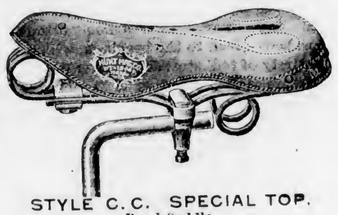
STYLE N. N. SPECIAL TOP.
Track Racer. Weight 12 oz.

....HUNT.... SADDLES

Are Unsurpassed for

Comfort, Beauty, Durability,

and are



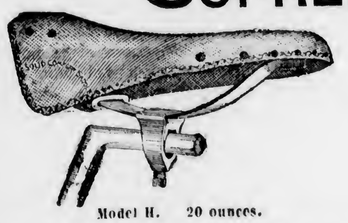
STYLE C. C. SPECIAL TOP.
Road Saddle.

UNEQUALLED IN DESIGN, FINISH AND MATERIAL.

U. S. Sales Agents. R. B. McMullen & Co., Chicago, Ill., and Springfield, Mass. N. Y. Depot. John S. Leng's Son & Co.

SUPREMELY EXCELLENT

ARE ALL THE



Model H. 20 ounces.

"SOLID COMFORT" SADDLES

Send for our new Catalogue.

Curtis-Child Manufacturing Co., PHILADELPHIA, PENN.

Mention BICYCLING WORLD.

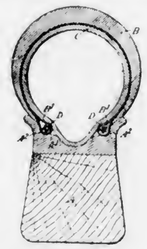
Wright & Ditson Will Handle Spaldings.

THE bicycle department of Wright & Ditson has been removed from their wholesale house on Pearl street, in this city, to their retail store, 344 Washington street. Mr. W. A. Rowe, the well-known rider, will have charge as heretofore, and they will handle the Lamb Mfg. Co.'s line of wheels this season, the Spaldings and Credendas, together with a cheap boy's wheel of their own.

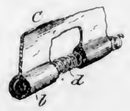
A Set of Harness for the Wind.

THIS is the heading of the '94 catalogue of the American Dunlop Tire Company, 504 W. 14th street, New York, in which is described, in detail, the pneumatic tires in general, and the Dunlop Detachable in particular. The matter is extremely interesting, giving facts and statements in regard to the pneumatic tire which cannot fail to be of interest to every rider, and the fact that the Dunlop tire is forcibly brought to the reader's attention in no wise detracts from the book. Profusely illustrated, it contains full instructions as to the care and repair of tires, while the list of records and races won upon the Dunlop in 1893 in America, England and other countries, forms an argument in itself that is a most convincing one as to the merits of the tires. As an instance of the wonderful growth of the business, the following list of branch houses of the company are in evidence: The American Dunlop Tire Co., Toronto, Canada, the Pneumatic Tire Co., Ltd., Dublin, Compagnie Francaise Des Pneumatiques Dunlop, Paris, also in Germany, Bruxelles, Melbourne, London, Coventry, Birmingham and Nottingham.

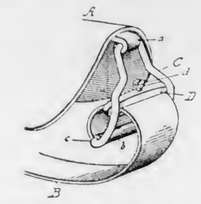
New Inventions Illustrated.



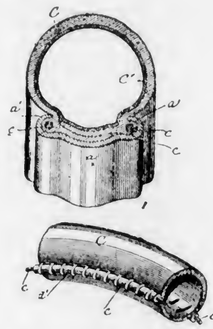
512,594.—Pneumatic Tire, patented by Charles K. Welch, Coventry, England, assignor to the Pneumatic Tire and Booth's Cycle Agency, Limited, Dublin.



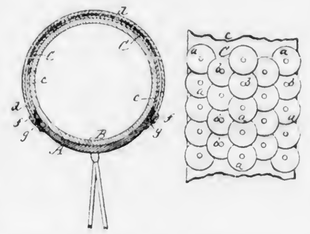
512,491. — Pneumatic Tire. Patented by Daniel H. Smith, Holyoke, Mass.



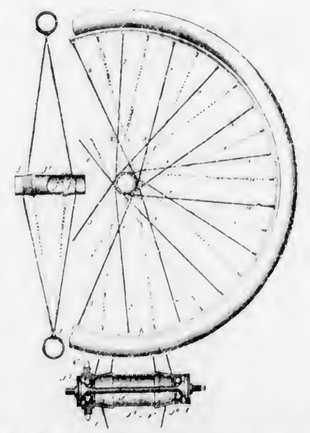
512,098.—Saddle, patented by George S. Curtis, Philadelphia.



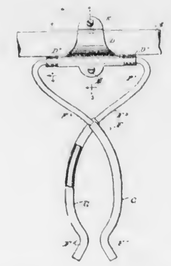
512,243.—Pneumatic Tire, patented by Geo. H. Chinnock, Brooklyn, N. Y.



511,993. Pneumatic Tire patented by A. J. Burns, Fairport, N. Y.



512,458.—Bicycle Wheel, patented by Erik Stenerson, et al., Brooklyn, N. Y.



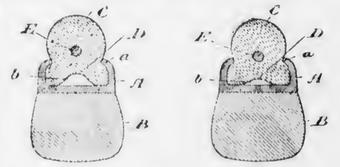
512,548.—Bicycle Stand, patented by F. G. Huribut, Fond du Lac, Wisconsin.



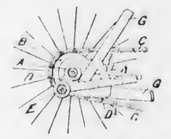
511,827.—Bicycle Tire, patented by Friedrich Wiechard, Cassell, Germany.



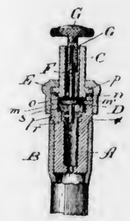
511,771. - Pneumatic Tire. Patented Edward M. Graham, Chicago.



511,850.—Rubber Tire, patented by Woodburn Langmuir, Toronto, Can.



512,357. Means for Adjusting the Driving-Chains of Safety-Bicycles, Tricycles, or other Velocipedes. Alfred Blackwell, Birmingham, England.

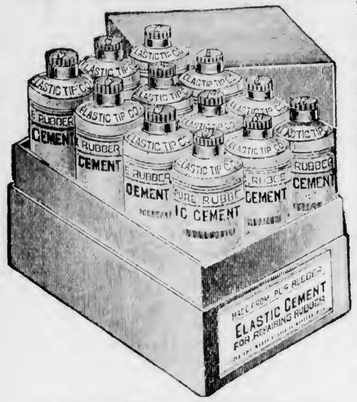


512,518. Valve for Pneumatic Tires. Patented by John F. Palmer, Riverside, Ill.

PURE RUBBER CEMENT

For Repairing Pneumatic Tires.

Made from fine PARA RUBBER. Easily manipulated and quick drying. Anybody can make a permanent repair in less than five minutes. For the convenience of our trade we put this cement up in 3 size tubes, which list as follows: Small, $1 per dozen; medium, $1.50 per dozen; large $2 per dozen. For bicycle manufacturers and dealers who use cement in large quantities, we put it up in one quart, two quarts, one gallon, five gallon and ten gallon cans. Also in barrels.



Special Prices made in quantity.

WOOD RIMS

Strongest and lightest made.

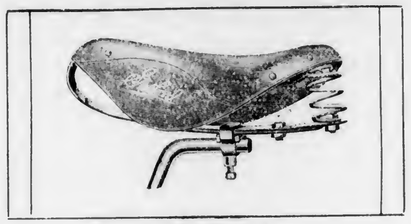
Pneumatic Tires, Acme, Boston and N. G. L. brand.

Also Bicycle Frames, Weldless Steel Tube, Bicycle Tires, Pneumatic, Solid and Cushion, Fork Sides, Hubs, Rims, Spokes, nipples, cranks, pedals, cements, lamps, etc., etc.

ELASTIC TIP CO.,

170 Atlantic Avenue, Boston, Mass.	151 Lake Street, Chicago, Ill.	11 Fremont Street, San Francisco, Cal.

Garford Saddles



STYLE C 3.

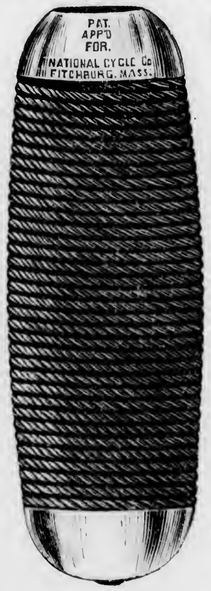
▲▲▲ 1894 ▲▲▲

NOW READY FOR DELIVERY. Our line is the largest made and we can suit every rider.

GARFORD MFG. CO., ELYRIA, OHIO.

SELLING AGENTS,
R. B. McMULLEN & CO.,
CHICAGO ILL.

Corduroy Handles.



German Silver Tips.

Durable.

Absorbant.

Clean and Beautiful.

They afford a very satisfactory feeling to the hands of the user, and withstand much violent usage without damage, and are preferred by some to any other handle.

Samples prepaid by mail on receipt of price,

50 Cents per Pair.

Our '94 catalogue will be sent free on application.

National Cycle Co.,

FITCHBURG, MASS.

Use.. BICYLINE

FOR YOUR CHAINS

If you want to be a record breaker. Nothing like it. Reduces friction and lubricates chain perfectly. *Will keep your chain from rusting through the winter.*

NOTICE TO THE TRADE.

Send for new discount sheet for '94, now ready.



To parties contemplating issuing a Catalogue for '94, we will furnish one of our electrotypes of

"Bicyline Trade Mark"

Free on application. Awaiting a prompt response we remain,
Yours respectfully,

Adam Cook's Sons.

MANUFACTURED BY

A. COOKS' SONS, 313 West St., New York City.

Directions sent with each box. Price, 25 cts. One box delivered to any part of the United States, 30 cts.

Facts ARE Facts

2 2 4.

In one year, two months, our wheel

The Fowler

has made a reputation and record that is absolutely unequaled. In that short time we have, by public approval, taken our place and held it in competition with the finest wheels made. We are not of the easy, satisfied sort. Not a bit—and we won't stop—mind that—until we have gained our goal, as builders of the best and finest wheels.

We want good agents.

Write us.

Hill Cycle Mfg. Co.

142. 148 W. Washington St.,

Chicago, Ill.

MENTION BICYCLING WORLD.

Munger & Co.

THE Munger Cycle Manufacturing Company of Indianapolis was incorporated Jan. 10 with a capital stock of $20,000. The incorporators are A. L. Munger, Augustus Bruner, Orlando Bruner and Anderson Bruner.

Niagara Fittings Co.

THE Niagara Cycle Fittings Company, with capital stock amounting to $10,000 in shares of $10 has been incorporated. The directors for the first year are J. Willard Parker, Mortimer H. Wright and Kate P. Parker.

Permanent Receiver.

JUDGE DUGRO of the Supreme Court, Jan. 16, granted an order dissolving the George R. Bidwell Cycle Company of New York and Hartford, Ct., and making the temporary receiver Thereon G. Strong, permanent receiver.

The Yost Mfg. Co.

THE Yost Mfg. Co., of Toledo, Ohio, announce in their advertisement, page 272, that the territory controlled by Kingman & Co., Peoria, Ill., will be represented direct from the factory at Toledo. Turn to the advertisement of the Yost Co. and you will see other facts connected with the Falcons which will be of benefit to all prospective buyers, and don't forget to mention BICYCLING WORLD in calling for catalogues, etc.

A Neat Handle.

THE National Cycle Co., of Fitchburg, Mass. are making a fine new handle for cycles, which they call their Corduroy Handle. See page 286 for illustration. In appearance it is very neat and is practically indestructible. It is made of closely twisted fine linen twine, it gives the hand a good grip and is very pleasant to the feeling. The ends are protected by German silver cap and ferrule well nickeled. The trade who are looking for a first-class article in handles would do well to at once communicate with the National Cycle Co. for terms, etc.

Morgan & Wright Tires.

THE demand for the Morgan & Wright tires still continues among the makers and repairers, their wonderful popularity showing no signs of abating. As a matter of interest, the many records made on this tire during '92 and '93 serve to show the esteem with which they are held by the riding community. The average mileage of a selected list of ten riders in '92 shows 2582 4-5 miles per set, while in 1893 the average of ten riders is 5926 3-5. This is a wonderful showing, particularly when it is supplemented by the results of the annual century run of the Century Road Club of America over the Elgin-Aurora course. Aug 15, '93, when out of the 180 riders who finished, 10 rode wheels fitted with M & W. racing tires.

—THE—

FOWLER

. . IN . .

New England

We beg to announce that we have secured

The Fowler

wheel for the entire New England States, and are prepared to quote good prices to first-class agents. We shall carry a large assortment of wheels at our main depot, 40 Columbus Ave., and also a full supply of parts. Can supply wheels without delay.

Wouldn't you rather sell The Fowler than compete against it?

Write us for advance sheet and terms.

B. B. Emery & Co.

40 Columbus Avenue,

.. Boston ..

WALTER BAKER & CO.



COCOA and CHOCOLATE

Highest Awards
(Medals and Diplomas)
World's Columbian Exposition.

On the following articles, namely:

BREAKFAST COCOA,
PREMIUM No. 1 CHOCOLATE,
GERMAN SWEET CHOCOLATE,
VANILLA CHOCOLATE,
COCOA BUTTER,

For "purity of material," "excellent flavor," and "uniform even composition."

SOLD BY GROCERS EVERYWHERE.

WALTER BAKER & CO., DORCHESTER, MASS.

FRED M. KIMBALL, bicycles and hardware, Perkins street, Somerville, Mass., has failed, and offers his creditors twenty cents on the dollar.

MR. C. J. IVEN of The Rich & Sager Co., Rochester, N. Y., is in the city this week.

THE Des Moines Cycle Co., with a capital of $5000, has filed articles of incorporation.

The Elwell Tour for '94.

THE Elwell bicycle tour through Europe the coming summer presents many inducements indicating that it will be by far the most attractive outing awheel of any yet planned by Mr. Elwell. The route has been laid out with an eye to the beautiful and picturesque in little-visited places, and Mr. Elwell is so desirous of securing views of these places that he offers two prizes, one of $100 and the other of $50 for the best set of pictures taken by members of the party. The great fair in Antwerp will be on when the party reaches Rotterdam, and as it is but an hour's ride from there a fine opportunity is afforded for visiting it. The party is limited to twenty and early application should be made.

Through Cars to New Orleans.

AMONG the many important improvements in the Baltimore and Ohio Railroad train service is the addition of through Pullman Sleeping Cars from New York to New Orleans, via Philadelphia Baltimore, Washington, and the famous Shenandoah Valley route, passing through Roanoke, Knoxville, Chattanooga and Birmingham. The train leaves New York daily at 5.00 P. M.; Philadelphia, 12th and Market Sts., 7.22 P. M. and 24th and Chestnut Sts., 7.38 P. M., reaching Roanoke at 7.50 A.M.; Knoxville, 3.52 P. M.; Chattanooga, 8.00 P. M.; Birmingham, 11.13 A. M., and New Orleans, 12.45 P. M.

This train is very handsomely appointed, being vestibuled throughout, and has Dining Car service New York to Chattanooga. At Washington a Pullman Sleeping Car, which runs through to Memphis, is added to the train.

All trains of Baltimore and Ohio Railroad leave New York from station foot of Liberty street.

BOSTON, NOV. 28, '91.

Messrs. Adams & Sons Co.

GENTLEMEN: I have used your Adams Pepsin Tutti Frutti and think it is what every cyclist and athlete should use; it is indispensable. I use it in all my races. Truly yours, P. RELPH, amateur midland safety champion of England.

Improved Service to Cincinnati and St. Louis.

THE Baltimore & Ohio Southwestern Limited, leaving New York at 9.00 A. M., and the fast Express leaving at 7.30 P. M. for Cincinnati and St. Louis, are now equipped with a complete Dining Car service, built expressly for these trains by the Pullman Company. Pullman Dining Cars are also attached to Royal Blue Line trains leaving New York at 9.00 and 11.30 A. M., and 5.00 P. M. for Baltimore and Washington.

NEW YORK, Oct. 24, 1891.

Messrs. Adams & Sons Co.

GENTLEMEN: Allow me to add one more testimonial to your already large list. Your Pepsin Tutti Frutti has [illegible] my stomach and has kept it [illegible] yours, J. E. BOYST.

$25.00 for a Story.

WE will pay $25.00 for the best cycling story received before February 20. We reserve the privilege of using all unsuccessful contributions at regular rates. The prize story will appear fully illustrated shortly after the close of the competition. Address *Story*, care Bearings Pub. Co., 46-48 Van Buren street, Chicago.

NEW YORK, Oct. 24, 1891.

Messrs. Adams & Sons Co.

GENTLEMEN: I have used your Pepsin Tutti Frutti with the most flattering results as it has kept my stomach from going back on me besides keeping my mouth moist. Yours truly, FRANK ALBERT.

Are You Going South This Winter?

IF SO MAKE YOUR ARRANGEMENTS TO GO VIA THE BIG FOUR ROUTE.

WHETHER in pursuit of health or pleasure, no portion of the country offers so many and varied attractions at this season as the Sunny South. The Orange Groves of Florida, redolent with the perfume of sweet blossoms, wave their branches in hearty welcome to the tourist from the Snow-clad Northland and the mellow breezes of the Southern Sea woo the invalid from the Blizzards of the Frozen North. There is one line to Florida "The Big Four Route" which on account of its excellent train service, perfect connections in Union Depots and absence of transfers, forms the "Tourists' Ideal line to Florida." From all points north of the Ohio River the Big Four Route, in connection with the Through Car Lines from Cincinnati will be found to offer the Best Time, Best Service and Best Equipment to all Southern Points, and if you desire to travel with comfort and ease be sure your tickets read via the Big Four Route.

E. O. MCCORMICK, Pass'r. Traffic Mgr. D. B. MARTIN, Gen'l. Pass'r. Agt. CINCINNATI, OHIO.

The BEST OILER in the WORLD is the "PERFECT" Pocket Oiler. The winner of every competitive test. Does not leak. Regulates supply of oil to a nicety. Unrivalled among oil cans.



One-Half Size.

Price 25 cents each.

THE "STAR" OILER is an excellent article at a lower price. It is made of brass (not tin) and handsomely nickeled. Embodies many improvements on the ordinary oiler. The "Star" is second to none but the "Perfect."



One-half Size.

Price 15 cents each.

CUSHMAN & DENISON, 172 8th Ave., N. Y.



WILSON'S
WONDERFUL NICKEL AND ENAMEL
PRESERVER.

Will Polish Nickel and Enamel, Prevent Nickel and Steel from Rusting.

DIRECTIONS.

Shake well before using. Saturate a piece of cotton-flannel with the solution, rub lightly, and finish with a clean, dry piece of cloth.

The solution leaves a fine coating, preventing the air from penetrating the nickel.

The solution is to be applied on good nickel. If such is the case, and done carefully, you will not be obliged to have the pedals or cranks re-nickeled.

If the nickel has already begun to peel off, the solution should be applied at once; by so doing it will prevent the rust from going any further.

This solution is the best thing in the known world to prevent nickel from rusting and restoring the enamel. I make no claim to remove rust.

MANUFACTURED BY
JOHN W. WILSON, 14-15 Tremont Row,
Boston, Mass., U. S. A.

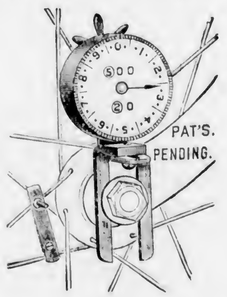
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Boston, Mass., January 26, 1894.

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Hartford, Conn.

FIRST VICE PRESIDENT,
THOS. F. SHERIDAN,
Lock Box 951, Chicago, Ill

SECOND VICE PRESIDENT,
DR. G. CARLETON BROWN,
88 Broad St., Elizabeth, N. J.

TREASURER,
W. M. BREWSTER,
Box 155 St. Joseph, Mo.

SECRETARY,
ABBOT BASSETT,
12 Pearl St., Boston, Mass.

The President and Vice-Presidents constitute the Executive and Finance Committee. Dr. G. Carleton Brown is Secretary of this committee, and all correspondence with the committee must be addressed to him.

Division Officers.

Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

ALABAMA—Chief Consul, Wm. C. Harris, Jr., Box 246, Birmingham. Secretary-Treasurer, Joan A. Snider, 117 North. 20, Birmingham.

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CONNECTICUT—Chief Consul, Louis A. Tracy, Security Co., Hartford. Secretary-Treasurer, Philip W. Westlake, 91 Lewis street, Bridgeport.

DELAWARE—Chief Consul, S. Wallis Merrihew, 506 Jackson street, Wilmington.

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NEW MEXICO. — Chief Consul, Robert C. Gortner, Santa Fe.

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NORTH DAKOTA—Chief Consul, Miles E. Harbin, Grand Forks.

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SOUTH CALIFORNIA — Chief Consul, E. A. Hornbeck National City. Secretary-Treasurer, E. W. Stuart, Carrier 28, Los Angeles.

SOUTH CAROLINA — Chief Consul, James M. Wilson, 4 Wragge street, Charleston.

SOUTH DAKOTA—Chief Consul, W. J. Healey, Mitchell.

TENNESSEE—Chief Consul, Chas. J. Scherer, 211 Main Street, Memphis. Secretary-Treasurer, H. W. Liggette, Main St., Memphis.

TEXAS—Chief Consul, E. W. Hope, Sherman. Secretary-Treasurer, G. W. Hubbard, Sherman.

UTAH—Chief Consul, C. A. Emise, 219-221 Main street, Salt Lake City.

VERMONT — Chief Consul, C. L. Capron, 117 Main street, St. Albans. Secretary-Treasurer, C. H. Stevens, 124 Main Street, St. Albans.

VIRGINIA — Chief Consul, A. A. O'Neill, 42 Bank street, Norfolk. Secretary - Treasurer, R. L. Boggs, 87 Main street, Norfolk.

WASHINGTON — Chief Consul, J. A. Drain Spokane. Secretary-Treasurer, E. P. Baggot, Colfax.

WEST VIRGINIA—Chief Consul, Jason C. Stamp, 1314 Market street, Wheeling. Secretary-Treasurer, H. Rihelaffer, 41 S. York St., Wheeling.

WISCONSIN—Chief Consul, A. C. Morrison, Pabst Brewing Company, Milwaukee. Secretary-Treasurer, M. C. Rotier, 505 East Water street. Milwaukee.

Racing Board Matters.

The following records have been passed upon and accepted: 3 miles, 6.45 1-5; 4 miles, 8.57 3-5; 5 miles, 11.09 3-5, against time, L. S. Meintjes, at Springfield, Mass., Sept. 11, 1893.

H. E. RAYMOND.

Nebraska.

The regular annual meeting of the Board of Officers of the Nebraska Division L. A. W. convened at Omaha, Dec. 30. There were present Chief Consul Ebersole, Secretary-Treasurer Nicodemus, and Representative Perrigo.

Report of Chief Consul was read and accepted.

Report of Secretary-Treasurer was read, audited by Finance Committee, found correct and accepted.

STATEMENT NEBRASKA DIVISION L. A. W.

Receipts.

1892. Dec. 30.	Balance	$286.80
1893. Dec. 30.	From Abbot Bassett, applications and renewals	371.00
		$657.80
	To Balance	286.51

Expenditures.

Printing letter heads, envelopes, etc.	$ 14.75
Expenses Chief Consul's office	151.00
Expenses Sec.-Treas. office	73.25
Prizes in badges, buttons, etc., given for new members, including medals for 1893 meet at Lincoln	132.26
Balance	286.54
	$657.80

Respectfully submitted,
C. B. NICODEMUS, Sec.-Treas.

Following committees were announced:

EXECUTIVE AND FINANCE.

J. E. Ebersole, H. D. Dunning, and C. B. Nicodemus.

RULES AND REGULATION.

H. D. Dunning, R. B. Stanford, and F. I. Elick, Jr.

HAND BOOK.

J. E. Ebersole, A. H. Perrigo.

RACING BOARD.

H. D. Dunning, A. C. Mayer, C. L. Cowan.

J. E. Ebersole was elected as a Delegate to attend the National Assembly.

No further business appearing the meeting adjourned. Respectfully,

C. B. NICODEMUS, Sec.-Treas.

Dec. 31, 1893.

Nebraska.

I HAVE this day appointed Arthur C. Mayer, Local Consul for Grand Island, Neb. Fraternally, J. E. EBERSOLE, C. C.

Omaha, Neb., Jan. 10, 1894.

Nebraska.

I have this day appointed the following Local Consuls:

J. L. Anderson,	Beatrice, Neb.
L. J. Danis,	Nebraska City, Neb.
R. H. Stamford,	Fremont, Neb.
John S. Musser,	Aurora, Neb.
Henry Kirby,	Bladen, Neb.
F. W. Hayes,	Broken Bow, Neb.
Chas. A. Johnston,	Superior, Neb.
C. F. Calhoun,	Springfield, Neb.
A. Powell, Jr.,	St. Edwards, Neb.
D. C. Eldredge,	York, Neb.

Fraternally, J. E. EBERSOLE, C. C.

Omaha, Neb., Jan 15, 1894.

Alabama.

I have been duly notified that Mr. C. W. Barney has been elected by the Birmingham Cycle Club as their Representative to the Alabama Division Board of Officers.

Yours fraternally, JOHN A. SNIDER, Sec.-Treas.

Birmingham, Ala., Dec. 15, 1893.

New League Clubs.

556—Visalia Cycling Club, Visalia, Cal.

Annual Report of Secretary-Treasurer Rhode Island Division, L. A. W.

Debtor.

1892.			
Dec. 30.	To balance	$484.10	
	To L. B. Ballou, balance of 4th July appropriation	.87	
	Sale of road maps	.75	
1893.			
Jan. 2.	To A. Bassett, dues	19.00	
	To interest	1.21	
April 6.	To A. Bassett, dues	6.00	
	To sale of road maps	.25	
April 27.	To W. G. Rankin & Co. for ad. in hand books	30.00	
May 1.	To interest	2.51	
July 1.	To sale of road maps	1.50	
	To A. Bassett, dues and renewals	340.50	
Aug. 1.	To interest	1.48	
Oct. 6.	To A. Bassett, dues and renewals	117.00	
Nov. 1.	To sale of road maps	1.50	
Dec. 1.	To interest	.31	$1007.91

Creditor.

Jan. 1.	By 1 transfer to Colorado	.25	
Jan. 6.	By R. I. W. for use of club rooms	5.00	
Jan. 13.	By Wm. M. P. Bowen and J. H. Southwick on account Roads Improvement Committee	40.00	
Jan. 19.	By G. L. Cooke, office expenses	3.13	
Jan. 21.	By Wm. M. P. Bowen on account Roads Improvement Committee	15.00	
Jan. 25.	By G. C. Brown, 500 letter heads	2.00	
Feb. 6.	Snow & Farnham, printing	10.75	
	By J. H. Southwick, Roads Improvement Committee	14.50	
Feb. 10.	By F. G. Ferry, expenses to Board meeting	1.96	
Feb. 22.	By E. A. Johnson & Co., printing	2.25	
Feb. 27.	By E. C. Davis, "set of resolutions"	15.00	
Feb. 24.	By H. L. Perkins, expenses to National Assembly	24.73	
	By G. L. Cooke, expenses to National Assembly	23.68	
	By H. C. Farnum, expenses to National Assembly	24.53	
	By N. H. Gibbs, expenses to National Assembly	23.28	
	By P. W. Card, expenses to National Assembly	24.18	
	By A. F. Titus, expenses to National Assembly	23.25	
March 20.	By expenses Roads Improvement Committee	58.89	
March 22.	By express	.15	
April 1.	By stamps and postals	3.52	
April 7.	By E. A. Johnson & Co., postals and printing	9.25	
April 10.	Snow & Farnham, printing	4.00	
	By express	.15	
April 15.	By express	.15	
May 11.	By H. E. Raymond, 100 racing rules	3.00	
June 3.	By C. E. Hewes, prize for new names	4.50	
June 7.	By expenses Improvement Highways Committee	5.74	
	Standard Printing Co. on account Improvement of Highways Committee	22.62	
July 12.	By Sec.-Treas., stamps	5.61	
	By A. Bassett, 2000 application blanks	2.00	
	By A. Bassett, 1000 renewal blanks	1.00	
Aug. 4.	By H. L. Perkins, C. C., expenses	24.56	
	By C. I. Campbell, prize for new names	2.00	
	By J. Brown, prize for new names	2.00	
Aug. 30.	By A. B. Crafts, services as Attorney in case of Fournier vs. Langworthy	10.00	
Sept. 1.	By E. A. Johnson & Co., printing	3.25	
Sept. 19.	By E. A. Johnson & Co., printing	2.75	
	By H. M. Coombs & Co., 1 register	2.75	
Sept. 29.	By Preston & Rounds	2.37	
Oct. 9.	By Standard Printing Co.	1.50	
	By H. L. Perkins, expense of attending National Assembly	31.00	
	By Sec.-Treas. Salary	50.00	
Oct. 23.	By Sec.-Treas., stamps etc.	12.51	
	By Snow & Farnham, printing	9.25	
Oct. 30.	By F. G. Ferry, expenses	1.96	
Dec. 1.	By G. L. Cooke, expense on account road book	4.55	
	By Preston & Rounds, 6 maps	1.50	
Dec. 11.	By appropriation for race, Nov. 30	50.00	586.32
			$421.59

NELSON H. GIBBS, Sec.-Treas.

North Carolina Division.

STATEMENT DECEMBER 25, 1893.

Disbursements.

1892.		
April 1	To 1 blank book	$ .25
April 1	To postage, stationery	1.20
May 1	To postage	.80
June 1	To postage	.50
July 11	To express on application blanks	.90
Oct. 11	To application blanks and circulars	1.00
Nov. 1	To postage	.50
Dec. 1	To cash to Sec.-Treas. Heinsberger	14.85
		$53.00

Receipts.

1892.		
June 30	By cash from Bassett	$21.50
Oct. 1	By cash from Bassett	31.50
		$53.00

Disbursements.

1893.		
Feb. 6	To mimeograph	$17.50
Feb. 8	To postage C. C. Yopp	1.50
Feb. 28	Expense to Philadelphia meeting, C. C. Yopp	40.70
May 1	Postage, C. C. Yopp	2.00
July 11	Stationery Division (I. B. Potter)	6.00
Sept. 13	Par. expenses meeting Buffalo, C. C. Yopp	35.00
Sept. 13	Postage, Sec.-Treasurer Heinsberger	.30
Dec. 13	Cash to C. C. Yopp	21.97
		$124.97

Receipts.

1892.		
Dec. 1	By cash from C. C. Yopp	$44.85
1893.		
Jan. 20	By cash from Sec. Bassett	21.50
May 22	" " "	6.00
July 11	" " "	34.50
Oct. 6	" " "	18.00
Sept. 1	By cash, interest	.12
		$124.97

New Jersey Division.

LEAGUE CLUB REPRESENTATIVE.

Mr. George H. Davey has been selected by the Elizabeth Wheelmen as their representative to the Division Board of Officers, vice Mr. Chas. C. McBride.

THEO. F. MERSELES, Sec'y-Treas.
Jersey City, N. J., Jan. 1, 1894.

Applications in January.

North California,	7	Massachusetts,	22
Colorado,	28	Michigan,	2
Connecticut,	1	Missouri,	2
Delaware,	1	New Jersey,	2
Dist. Columbia,	1	New York,	7
Illinois,	17	Ohio,	1
Indiana,	1	Pennsylvania,	2
Iowa,	1	Alabama,	1
Kentucky,	1	Oregon,	1
Maine,	1	Washington,	1
Maryland,	3	So. California,	3
			167

Applications January, 1892,	277
Applications January, 1893,	118
Applications January, 1894,	167

Applications for Membership.

THE following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III. of the Constitution.

BOSTON, Jan. 26, 1894.

Total—51—36734.

Colorado—6—570.

62636	*Cornwall, Mrs. A. K.*	Denver
637	Higginson, Ira M.	"
638	Lunbeck, E. R.	"
639	Resher, Alfred	"
640	Williams, Bert R.	"
641	Broughton, George	Glenwood Springs

Delaware—1—47.

62642	Ward, James H.	Wilmington

Illinois—12—2498.

62643	Aborn, C. W.,	Chicago
644	Bode, W. C.	"
645	Buebler, E. H.	"
646	Challman, G. A.	"
647	Floyd, Wm.	"
648	Harden, J. B.	"
649	Hodson, D. B.	"
650	McDermott, Jos.	"
651	Ogden, Geo. K.	"
652	Reinhardt, W. E.	"
653	Robertson, D.	"
654	Tredick, B. A.	"

Maine—1—427.

62655	Barker, George O.	Portland

Maryland—3—688.

62656	Gammie, Chas. F.	Baltimore
657	Herbert, Nickolas J.	"
658	Sessions, George A.	"

Massachusetts—7—6260.

62659	Williams, F. G.	Leominster
660	Belcher, Ernest E.	S. Weymouth
661	Greenwood, Wm.	"
662	Shaw, Osborn	"
663	Thayer, Alvin	"
664	Gilchrest, Herman,	Mattapan
665	Rogers, Ernest H.	Brookline

Missouri—2—864.

62666	Jenks, Clyde A.	Kansas City
667	Frederickson, Chas. R.	St. Louis

New Jersey—2—2004.

62668	Spearin, Geo. B.	Bayonne
669	McChesney, Leonard C.	Orange

New York—7—4196.

62670	Fisher, Charles,	New York
671	Livingston, Wm. H.	"
672	Livingston, Frank R.	"
673	Gilbert, Brooks,	Lockport
674	White, James A.	"
675	Williams, Wm. F.	"
676	Wood, Lieut. Thomas N.	Brooklyn

North California—5—719.

62677	Levinson, H.	Visalia
678	Downing, E.	"
679	Bell, W. J.	"
680	Blumenthal, August	"
681	Coles, Fred L.	Lakeport

Ohio—1—3233.

62682	Shank, Fred A.	Dayton

Oregon—1—43.

62683	Wallace, W. D.	Portland

Pennsylvania—2—4518.

62684	Capps, Lee	Philadelphia
685	Scherzinger, Chas. F.	Allegheny

South California—1—306.

62686	Speer, A. N.	San Diego

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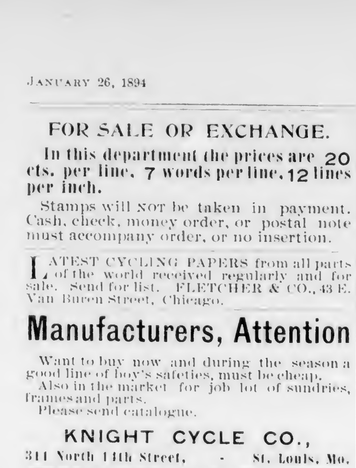
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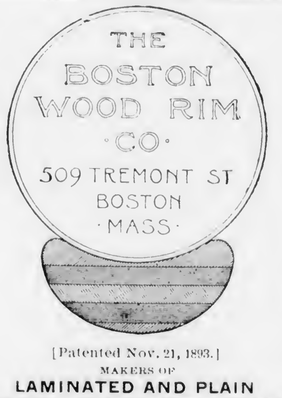


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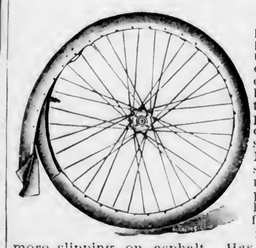
Q. E. D., care Bicycling World.



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ATLANTIC BUILDING.
WASHINGTON, D. C
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☞ Weight reduced to 4 1-2 oz.
Reliable, Durable, Warranted.
Price $2.25 post paid. Electro and discount to the trade.
Levy Cycle Clock Co.
1817 RIDGE AVE., PHILADELPHIA, PENN.

NICKEL PLATE.
The New York, Chicago & St. Louis R.R.
THREE TRAINS EAST WEST DAILY.
PALACE BUFFET SLEEPERS. ✠ SUPERB DINING CARS.
NO CHANGE OF CARS BETWEEN... NEW YORK, BOSTON AND CHICAGO
TICKETS SOLD TO ALL POINTS AT LOWEST RATES.
Baggage Checked to Destination. Special Rates for Parties
Trains arrive at and depart from Nickel Plate Depot, corner Twelfth and Clark streets, Chicago; Union Depot of the Erie Ry. at Buffalo. At Cleveland, trains stop at Euclid avenue, Madison avenue, Willson avenue, Broadway, Pearl street, Lorain street and at Detroit street, from either of which stations passengers may be conveyed by street car to any part of the city.
For rates and other information see Agents of the Nickel Plate Road, or address
L. WILLIAMS, Gen'l Sup't, B. F HORNER, Gen'l Pass'r Agent, CLEVELAND, O.

Quickest Route to the West

SPRINGFIELD LINE
BETWEEN
BOSTON AND NEW YORK.
Trains leave either city at 9.00 A. M. except Sunday; 11.00 A. M. except Sunday; 4.00 P. M. daily; 11.00 P. M. daily.
Drawing room cars on all day trains; sleeping cars on night trains.
A. S. HANSON, General Passenger Agt.

City Office, 232 Washington St., Station, Kneeland Street, } BOSTON.

FITCHBURG RAILROAD
Superb Equipment, Excellent Train Service, Fast Time, and Courteous Employees make the
Hoosac Tunnel Route
THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.
FAST EXPRESS TRAINS
With elegant PALACE PARLOR and SLEEPING CARS to and from
BOSTON and CHICAGO
and BOSTON and ST LOUIS,
via NIAGARA FALLS
without change.
THE POPULAR ROUTE for all points in Northern New York, Vermont and Canada.
THE ONLY LINE running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes and Burlington, Vt.
THE PICTURESQUE ROUTE from Boston to St. Albans, St. Johns, Ogdensburg, Ottawa, Montreal and Quebec.
ELEGANT PALACE SLEEPING CARS to and from
BOSTON AND MONTREAL,
without change.
For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad and at
250 Washington Street, or
Fitchburg Railroad Passenger Station, BOSTON.
J. R. WATSON, General Pass. Agent.

Reading Railroad System
THE FAVORITE ROUTE
BETWEEN
Boston, Philadelphia, Baltimore, Washington,
AND BETWEEN
New York and Philadelphia,
And all points in Interior Pennsylvania.
THE SCENIC LINE
To Buffalo, Niagara Falls and the West.
☞ WHEELS CARRIED FREE.
I. A. SWEIGARD, Gen. Manager. C. G. HANCOCK, Gen. Pass. Agent.

THE NARROW TREAD.

From the L. A. W. Bulletin:

"Nothing appeals more forcibly to the practical cyclist than a narrow tread, which is the technical expression for the distance between the feet when placed on the pedals, which is for convenience sake taken from one end to the other of the crank axle. A narrow tread which is obtained without lessening the distance between the ball races of the bottom bracket may be said to be the sign of an up-to-date cycle. It is easy to understand why a narrow tread is an advantage; if the feet are fairly close together, the joints are straight, and so is the thrust, and there is no unusual strain; whereas, if the feet are put wide apart the leg is necessarily thrown out, and the strain on the joints is a crooked one. More power is obtained the straighter the thrust, and half-an-hour's practical experiment will convince any one of the fact.

"In the old ordinary days every effort was made to narrow the tread, and this was risky with the big wheels then in use; and now in the safety days very little attention has been given, in some quarters at least, to this important feature. There are strains in the R. D. which the builder of ordinary bicycles had not to deal with, and that is why in the former case the tread has not been hastily narrowed—straight stays running from the rear wheel to the outside edge of the bottom bracket—so as to secure the greatest rigidity—wide bottom brackets, and so on, have all been designed to deal with those strains."

—Copied by the L. A. W. Bulletin from "Bi. News," England.

The above article deals with one of the most important features of an "up to-date" bicycle, i. e., the tread. By reading the clipping carefully and comparing the special points that are claimed of the greatest advantage to the modern bicycle with the WAVERLEY, you will find every suggestion carried out to the letter. As the clipping says: "Nothing appeals more forcibly to the practical cyclist than a narrow tread." The WAVERLEY has it, with the wide bottom bracket and straight stays built especially to stand heavy strain.

At the New York Cycle Show 95 per cent. of the highest grade and highest priced machines shown were built with a wider tread than the WAVERLEY with its 5 1-2 inch crank shaft.



THE
Waverley

Is thoroughly high grade, embodying all the modern improvements, including the narrow tread and Waverley Clincher tires, made under Gormully & Jeffery's patents.

Price for the 28 inch, 28 lb. Scorcher
$85.00

CATALOGUE FREE.

INDIANA BICYCLE COMPANY,

INDIANAPOLIS, IND., U. S. A.

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As for Strength and Durability—nobody has ever questioned those features in RAMBLERS.

Most comprehensive bicycle catalogue ever issued free at any Rambler agency, or direct on receipt of two 2-cent stamps.

GORMULLY & JEFFERY MFG. CO.

CHICAGO. BOSTON. WASHINGTON. NEW YORK. COVENTRY, ENGLAND.

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BICYCLING WORLD

And L. A. W. BULLETIN.

Published Every Friday

BY

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Incorporated under the Laws of Massachusetts.

167 OLIVER STREET,

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EDITORS:

C. W. FOURDRINIER. H. CROWTHER.

Women's Department conducted by MRS. MARY SARGENT HOPKINS.

BOSTON, FEBRUARY 2, 1894.

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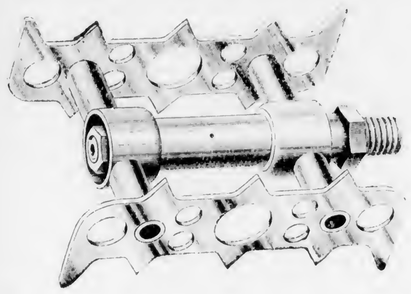
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This is the Union Perfect Pedal.

IT HAS MANY POINTS OF EXCELLENCE.



The frame is forged in one piece.
The ball tracks cannot get out of line.
The bearings are wholly under cover and dust proof.
The foot plate supports come under the point of pressure.
It is the stiffest and lightest pedal made.
A right and left hand thread attach it to the crank, it cannot be loosened by riding.
A fall will have less effect upon it than upon any other pattern.
Windle, Tyler, Sanger, Nelson, W. Duttee, and many other fast riders used them throughout the '91 racing season.
They are fitted to the '91 Union, the smartest, strongest, and best 26 lb. roadster ever built.

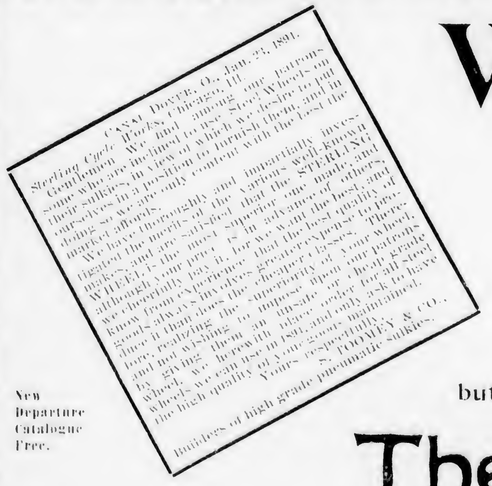
See Us at Stands 35 and 36, Philadelphia Show.

UNION CYCLE MFG. CO.,

239 Columbus Ave., BOSTON, MASS.

Branches, Philadelphia and Chicago.

Catalogue free at agencies, by mail four cents, after Feb. 1st.



WORDS

But

Wise Ones.

"Nek no mistek."

as Mrs. Thomas said.

but ride

The Sterling.

Built like a watch.

New Departure Catalogue Free.

STERLING CYCLE WORKS, - - 236 Carroll Ave., Chicago.



BICYCLES should be suppressed from the Park roads and the city streets in the interest of the bicyclers as well as that of the general public.—*Exchange.*

Certainly; and so should the trolley, the horse-car, the baby carriages, and all other vehicles; but how is the dear public to transport itself from place to place?

They probably won't be suppressed just yet. Meanwhile it might be just as well if this "suppression" were exercised on writers of ridiculous paragraphs like the above.

A CERTAIN celebrated physician on being asked "What is the exercise most conducive to physical beauty in women?" is said to have replied very decidedly, "Walking."

Tennis he declared to be too violent, too much of it being likely to lengthen the arms and make the height of the shoulders uneven. Cycling, he declared, rendered women awkward in their walk. They gradually come to move with a plunging kind of motion the reverse of graceful, and frequently cultivate weakness of back, which makes them hold themselves sadly. So all-round survey of all the ways he knew in which women take physical exercise he considered none so conducive to health and beauty of form as walking.

All of which goes to show that even celebrated physicians are liable to be mistaken when they undertake to theorize. The one in question should carefully notice a group of American girls who cycle systematically and in moderation. He might change his opinion.

MR. E. MOODY BOYNTON is more enthusiastic than ever in regard to the prospects of his bicycle railroad, operated by electricity. He thinks the next year will surely see the construction of one or more roads begun. In reply to a question what route he would prefer above all others in the United States as a money earner, he says that a bicycle railroad between Boston and Lynn would suit him best. He thinks it would pay better than almost any other line of the same length.

And how strange it would be if we were to see the bicycle method of construction applied to our railway lines! Yet stranger things have happened, and those who have carefully investigated the Boynton system are quite enthusiastic on the subject.

RECORD-BREAKING is the one phase of the sport, which is being most assiduously cultivated by the speed cyclist of to-day (probably for the reason that it is the best paid branch of the business!) and therefore when the time comes that the kangaroo shall have been sufficiently tamed to make it possible to have kangaroo races on our tracks, the mile record will be put where no horse or bicyclist can ever hope to reach it. Only the ostrich, of all the animal world, is possibly swifter.

It is believed, by those who have seen the imported article at full speed upon his native heath, that on a single mile stretch along a railroad track, if it were so arranged that the kangaroo could not leave the track, a locomotive would have to considerably exceed the rate of a mile a minute to overtake the animal. The jump into the air is quite high, often six or eight feet, as it must be to cover such immense distances as are possible to them. Fifteen to twenty feet is an average jump, but a 34-foot jump has been actually measured, and as he gets in about three of these jumps to each second of time, the man who would undertake to split fifths of a second on him would have to serve a long apprenticeship at the art besides requiring a doubly attested Kew certificate.

But the day of the kangaroo pacemaker is not yet, and tandem, triplet, and quadruplet teams, together with horse pacers, will probably have to content us for some time to come.

IT may be regarded as a truism that new and improved methods and processes never come before their time, and that they do not reach us until we are prepared to receive and to welcome them. This was notably true in the history of electrical development, which is still in its infancy.

While it may be admitted that electricity is one of our most mobile forms of energy in use to-day, it is nevertheless a very expensive one, and although it has an assured future of usefulness, as a power for moving vehicles, it is not such a success as could be desired, besides being very expensive. So an available and comparatively cheap power that would move and operate our common road vehicles would be eagerly welcomed, and such a motor is promised, and it is called the Altham.

The inventor, Mr. George J. Altham, is a native of Fall River, Mass. He is an inventor by inclination and a mechanic of no mean ability, as his inventions will testify.

ONE of the most successful water motors is the turbine wheel, and the best of these is the Pelton. Mr. Altham conceived the idea of not only utilizing the rotary motion of the turbine wheel, but taking it away from its source of power, the water; and not only that, but dispensing with the use of water, and using some other fluid—some gas, or even steam, if need be.

He made a turbine wheel, to be operated by gas or steam pressure—a compound rotary motor, in fact, so small and so insignificant in size, compared with what it was designed to accomplish, that few would believe that it would do what it did until they saw it operated.

THE motor shown in Fall River is a very small affair, as can be judged when it is said that its primary moving wheels or turbines do not exceed five inches in diameter. There are two of these wheels or discs, one fitting half into the other, and yet each operating independently. This motor seen, small as it is, is capable of developing an energy of from six to ten horse power, according to the pressure of the gas moving it. An increase in the size of the initial wheels, from that indicated in the machine seen, to a diameter of ten inches for the outside wheel and eight for the inner wheel, would, it is claimed, be capable of delivering an energy of from 50 to 60 horse power. Sounds incredible, does it not? and yet it is said to have been demonstrated in trial.

NOW as to the power. It is derived from a new form of fuel, and is also the invention of Mr. Altham. In its way it is as wonderful as the motor itself. It is produced by perfect combustion, so complete that no ash or other residuum is left in the retort or generator, and over 80 per cent. of the caloric energy of the fuel employed and it is a highly condensed one is realized in effective work.

It would perhaps sound like a romance to tell of the possibility of the Altham motor and its relative advantages over all existing forms of power. Some of these can be summed up in a few words, but there is no telling where the list would end. For example, the motor and its feeder are light, portable, easily managed and controlled, thoroughly safe, cheaper than any other available and equally unobjectionable form of energy, for it produces no unpleasant smoke or deleterious gas, save carbonic acid, which can be led off into the open air.

This motor and its generator are remarkably small for the power which they will generate and deliver, and it can be adapted to the running of a sewing machine or a bicycle, or it could be attached to all kinds of road carriages or vehicles, with perfect availability as to operation and control.

"ARIEL."

SPECIAL OFFER.—For a limited period only we will accept yearly subscriptions to the World at the present rate of 50 cents, although we have put the price back to $1.00. This offer will not remain open long.

FACTS AND FIGURES COUNT

What Other Tire Possesses a Like Record?

1892 RECORDS ON M. & W. TIRES.

T. Parker, Worcester, Mass..	3,000 miles.
John West, Chicago,	3,200 "
H. E. Riley, Pueblo, Colo.,	3,000 "
W. R. Anglemire, Rockford, Ill..	2,070 "
A. Rudolph, Detroit, Mich..	2,500 "
G. C. Russell, Terre Haute, Ind..	2,410 "
J. E. Parker, Chicago,	2,344 "
W. N. Taylor, Cleveland, O.,	2,130 "
D. A. Reed, Chicago,	1,800 "
C. E. Moreland, Eufala, Ala.,	1,574 "
	25,828 miles.

Average mileage per set, 2,582 4-5.

1893 RECORDS ON M. & W. TIRES.

Prof. D. L. Levis,	10,178 miles
A. A. Hansen,	8,114 "
W. R. Anglemire,	7,057 "
G. H. Garwood,	7,115 "
W. H. Imhoff,	6,053 "
F. J. Ashton,	5,000 "
J. W. E. Kinkead,	4,053 "
W. R. Park,	3,775 "
H. H. Wylie,	3,430 "
H. L. Luthie,	2,201 "
	59,260 miles.

Average mileage per set, 5,926 3-5.

On the occasion of the annual century run of the C. R. C. of A. over the Elgin-Aurora course, August 13, 1893, **180** riders finished, **106** of whom rode wheels fitted with M. & W. racing tires.

DRAW YOUR OWN CONCLUSIONS.

MORGAN & WRIGHT.

331-339 West Lake Street, Chicago, Ill.

INSTRUCTIVE CATALOG COSTS YOU NOTHING.

PHILADELPHIA SHOW.

[EDITORIAL CORRESPONDENCE.]

PHILADELPHIA, Jan. 29, 1894.

THE Fourth National Cycle Show held in the Quaker City opened Monday last amid a steady downpour of rain. In truth the Associated Cycling Clubs of Philadelphia have been running in hard luck so far as weather goes, the blizzard of last year's show being still fresh in the minds of the exhibitors who were there, and it is to be hoped that the fates will prove more propitious during the latter part of the week.

THE ARMORY.

While the building in which the show is held is not quite so large as the old Market House of the last exhibition, it is much more suitable for the purpose, being a handsome structure with a gallery and solid floor that, together with the large square room, well lend themselves to purpose of decoration. These are handsome and ornate and set the building off to the best advantage, although it must be confessed that they rather dwarf it in size, filling up the space. Yet the long draperies, running up to the apex of the roof, give long lines of sight for the eye to follow.

Every foot of ground is occupied. Every large firm is in evidence, and not only that, but a number of exhibitors who had thought they would go no further than New York have changed their minds and come to Philadelphia and will be repaid for doing so. The fact of the matter is that a great many deals were not closed finally during the New York Show (incidently among them some newspaper advertising deals), the parties rather holding off until they could get to Philadelphia—much to the disgust of the man who is trying to close the deal. In addition to those who were at New York there are several other firms who were conspicuous by their absence at Madison Square Garden, viz.: The Gormully & Jeffery Mfg. Co., the Union Cycle Mfg. Co., Pennsylvania Bicycle Co., G. W. Pressey, Demorest Mfg. Co., Norman Wheel Co., Rouse, Hazard & Co., Tillinghast Mfg. Co., Light Cycle Co., and a number of local agents and dealers, so that these exhibits will be found in detail in this report of the Philadelphia Exhibition, the rest not being given at length because they were before reported at New York and a repetition would be valueless and unnecessary.

While there is no use denying the fact that the Madison Square Garden Exhibition was the larger the fact remains that the Philadelphians have covered themselves with glory and carried through to a successful conclusion what was undeniably a piece of Herculean work. And it must be further stated that so far as the decorations and general *ensemble* go, Philadelphia outclasses New York. Where they have come short it has been through no fault of theirs; simply through physical causes which they could not control. There is only one Madison Square Garden in the country, and that's the truth of it.

OF AMUSEMENTS

there are sufficient to please the visitor, the Germania Orchestra—than which there is none finer in Philadelphia—rendering a concert each afternoon and evening, while fancy and trick riding by the Stirk family, Sid. Black and Kilpatrick, the one-legged trick rider, is going on at the same time. The Stirk family is minus the services of Miss Fretz, who, it was claimed, joined the aggregation contrary to her father's wishes, thereby causing the arrest of Stirk in New York. She declares her intention, however, of going on the stage again at a more favorable opportunity.

THE ELECTRICAL EFFECTS

at the exhibits of the Remington Arms Co., Gormully & Jeffery Mfg. Co., Union Cycle Mfg. Co., E. C. Stearns & Co., Overman Wheel Co., J. T. Bailey & Co., and A. G. Spalding & Bros. (who were combined with the Lamb Mfg. Co.) were very fine, although they did not set forth the exhibits quite as well as in New York owing to the brightness of the arc lights which were so numerous as to make the hall as bright as day, thereby diminishing the effect of the individual exhibits.

THE OPENING.

At 8.30 P. M. on Monday, Mr. W. R. Tucker, President of the Associated Cycling Clubs, in a brief but spirited address (in which he touched upon the ideas and objects of the show, paying a well-merited tribute to the hard working committee and dipping into reminiscences of the former shows) introduced Mr. Wm. H. Stockley, a member of the Philadelphia Bar, who in a brief address formally declared the exhibition open.

The notables present comprised all those who were at the New York Show practically, and who were there reported under the head of each exhibit in the BICYCLING WORLD'S account of the Show.

The Exhibits.

STANDS NOS. 1 AND 2.—Remington Arms Co., 313 and 315 Broadway, New York. The Remingtons.

STAND NO. 3.—The Bridgeport Gun Implement Co., New York. Cyclometers, whistles, oil compound, and a line of lubricants.

STAND NO. 3 1-2.—Niagara Cycle Fittings Co., Buffalo, N. Y. Pedals, etc.

STANDS NOS. 4 AND 5.—Eastern Rubber Co., Trenton, N. J. Full line of tires.

STANDS NOS. 6 AND 7.—The League Cycle Co., Hartford, Conn.

STAND NO. 8.—Warwick Cycle Manufacturing Co., Springfield, Mass., represented by Pennsylvania Bicycle Co., 1313 Arch street, Philadelphia.

STANDS NOS. 9, 10, 84, 85, 86, 87, 88.—Overman Wheel Co., Chicopee Falls, Mass.

STAND NO. 11.—Pennsylvania Bicycle Co., Philadelphia. Warwicks, League Chainless, Quinton Scorchers and Pennsylvanias, the last named being their own machine, a 32-pound, 28-inch mount, which is handsomely gotten up and sells for $85. They show but one model of the Quinton Scorcher, but that is a beauty, with high frame and all improvements. Mr. H. D. LeCato, the manager, is in charge.

STAND NO. 12.—New York Belting and Packing Co., Ltd., 15 Park Row, New York. Tires.

STAND NO. 13. Wm. H. Hart, Jr., 242-246 Chestnut St., Philadelphia. This exhibit consists of Patent Adjustable Bicycle Stands for displaying wheels in stores, for cleaning bicycles, adjusting saddle, testing running gear, etc. Also patent Bicycle Locks and patent Bicycle Supports to hold the wheel while resting on the road. This latter device is entirely new, and is endorsed by practical bicycle men.

STAND NO 14.—The Rich & Sager Co., Rochester, N. Y. Eleven styles of saddles; also child's seat and luggage carrier.

STAND NO. 15.—Wilson, Myers & Co., New York, represented by Jacob Reed & Son, S. E. Cor. Eighth St. and Girard Ave., Philadelphia.

STAND NO. 16.—G. W. Prossey, Hammonton, N. J. This exhibit shows the new bicycle "The Alert." The inventor claims for this machine a better application of power, as the rider stands erect, and bears his weight on the pedals, the foot bearing the whole length as in walking, thus enabling the rider to go faster and easier than on the ordinary machine, and at the same time making the exercise natural and healthful, and giving the rider (either lady or gentleman) a more graceful and pleasing appearance. The exhibit also includes the line of Sterling Machines.

STAND NO. 16 1-2.—F. C. Ames & Co., 235 Broadway, New York, and Boston Meter Co., 22 Chapman Place, Boston, Mass. The former firm are selling agents for the Feather weight bell, O. K. cork handles, and Dicken's double acting pumps. The latter firm are manufacturers of clock-work registering instruments, and show the Crown cyclometer.

STAND NO. 17.—A. M. Schieffey & Co., 92 Reade street, New York.

STAND NO. 18.—The Boston Woven Hose and Rubber Co., 275 Devonshire St., Boston, Mass. Full line of tires.

STAND NO. 19.—*American Wheelman*.

STAND NO. 19 1-2. The Harris Manufacturing Co., 381 Main St., Buffalo, N. Y. The Harris Combination Wrench, consisting of a wrench, oil can, pump and screw driver combined in one implement, and weighing ten ounces.

STANDS NOS. 20 AND 32.—Singer & Co., 6 and 8 Berkeley St., Boston Mass. Represented by their agents, the R. C. Wall Mfg. Co., Philadelphia, Pa.

STAND NO. 21.—Indiana Bicycle Co., Indianapolis, Ind.

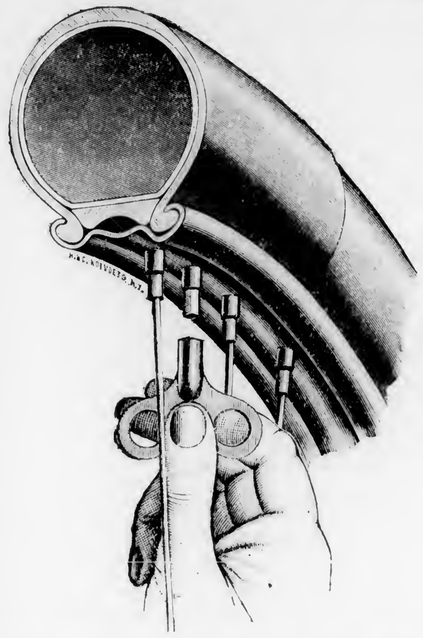
STANDS NOS. 22 AND 31.—Hart Cycle Co., 811 Arch St., Philadelphia. This company shows a full line of bicycles, sundries and equipments, together with samples of the Columbia, Hartford, Crescent and Wizard bicycles.

STAND NO. 23. The Hartford Cycle Co., Hartford, Conn.

STANDS NOS. 24 AND 29.—Pope Manufacturing Company, Boston, Mass.

STAND NO. 25.—Demorest Mfg. Co., Williamsport, Pa. This firm shows samples of the line of machines made by them, including the Columbus and the Latest at $125, and the New York at $100.

New York Key Tire.

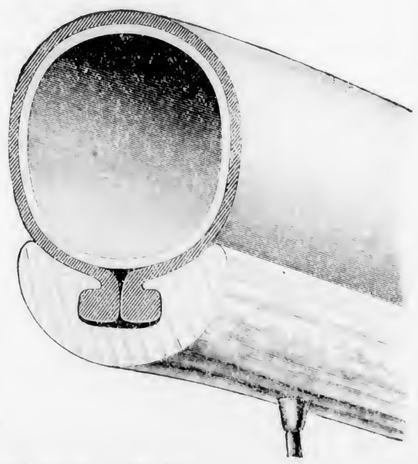


TURN THE KEY, WE DO THE REST.

The *lightest* and *easiest adjusted* of mechanically-applied tires. Remarkable because of its *extreme simplicity*. You simply "TURN THE KEY," and this detaches the tire so that it can be examined or repaired. After replacement in the rim another turn attaches it so firmly that *no reasonable pressure can displace it*.

The rim is of special construction. Its edges are rolled and into them fit the beaded edges of the outer shoe. Fitting snugly in the centre of the rim is a strip of wood, which is tightened or loosened by the TURN OF A KEY, operating a double eccentric. The tightening of this strip locks the beaded edges into the rim so closely that they cannot be displaced. This absolutely *prevents any creeping or rolling* of the tire, and as the entire circumference of the inner tube is above the rim the whole of it is available for cushioning purposes.

It is the Most Resilient Tire on the Market. .. ..



"Gee-Whiz" Tire.

ON KINGSLAND. WOOD RIM.

A wood rim, mechanically-attached Tire, consisting of the rim, inner tube and cover. So simple, yet so effective that you will wonder why you didn't think of it yourself.

Place the beads of the cover into the grooves of the rim; it is done easily and quickly; that is all there is to it. Inflate the tire, and you are off for a spin. Absolutely no directions are required. *In case of accident can be ridden deflated.*

Very light weight; one of the most practical tires out. *'Twill be a long day before it is supplanted by a better.*

Wood rims are the sensation of the day—come to stay, and this tire is pecially adapted for them.

Both these Tires are manufactured and sold exclusively by the

NEW YORK BELTING & PACKING CO. LTD

15 Park Row, NEW YORK.

STANDS NOS. 26 AND 27.—E. C. Stearns & Co., Syracuse, N. Y.

STAND NO. 27.—R. E. Gates Cycle Co., Philadelphia. Line of Stearns' Wheels exhibited elsewhere, and sundries.

STAND NO. 28.—W. H. Wilhelm Co., Reading, Pa. Four machines, including Reading, eighteen pounds, Racer, twenty-eight inch wheels; Reading, twenty-eight pounds, Road Racer, twenty-eight-inch wheels; Reading, thirty-one pounds, Light Roadster, twenty-eight-inch wheels; Reading, thirty-five pounds, Full Roadster twenty-eight-inch wheels.

STAND NO. 30.—Hickory Wheel Co., South Framingham, Mass.

STAND NO. 32.—New York Tire Co., 97 Bank St., New York.

STAND NO. 34.—The Raleigh Cycle Co., 2081-2083 Seventh Ave., New York. Represented by John T. Bailey & Co., Philadelphia.

STANDS NOS. 35 AND 50.—Union Cycle Mfg. Co., Boston. This company exhibits eight models of the Union wheels, consisting of one racer, four "Q. T.'s," one ladies, one "P. D. Q." and two machines finished in fancy enamels, pink and blue, which are gems.

The '94 "Q. T." is listed at $125, weighs 26 pounds fitted with wooden rims and 28 with steel rims, the machine having a 44-inch wheel base, with 9-inch head, 6-inch tread and frame 22 inches deep. The improvements shown on the "Q. T." are a change in the cones from an angle of sixty degrees to thirty, the same as used on their '93 racer and they also show an improved pedal both rubber and rat-trap, which is made in one piece of a single forging, the result being a very light yet strong pedal which is attached without a nut to the crank, being screwed in by a right and left-hand thread. Their frames are reinforced in two places at top and bottom, being made of eighteen gauge tubing and being very strong and rigid. The racer is similar in construction to the one Tyler broke the records on last year, the machine weighing 20 pounds and listing at $150. Their Ladies' Wheel is similar in construction to the '93, and weighs 34 pounds, fitted with wooden rims and listed at $125. The M. & W. tire is used on all wheels with wood rims and the Henstis on the steel rims, taking the place of the Airtite, used last year. The exhibit is handsomely decorated and the wheels tastefully arranged so as to give visitors a chance to make the most critical examination. The word "Union" is displayed in incandescent lights and the entire decorations are of pure silk, with palms and ferns throughout the stand, the entire effect being handsome and effective, particularly as the stand faces the door of entrance and is therefore the first object to strike the visitors' eye. The exhibit is in charge of W. J. Greer and H. C. Tyler, while Messrs. Walter and Chas. Measure are in evidence.

STAND NO. 36.—Morgan & Wright, 331 to 339 Lake St., Chicago. Full line of their tires.

STANDS NOS. 37 AND 38. Eagle Bicycle Mfg. Co., Torrington, Conn. In charge of their Philadelphia agents, Messrs. E. K. Tryon, Jr., & Co.

STAND NO. 39.—E. K. Tryon, Jr., & Co., Philadelphia, manufacturers of Apollo, Fairy and Cyclone wheels. 28-inch gentlemen's wheel, full nickled; 26-inch boys' wheel, full nickled; Model Wheel, 18-inch, pneumatic; 24-inch boys' pneumatic wheel, $50 list; 26-inch boys' wheel, $55 list; 28-inch gentlemen's wheel, $75 list; 28-inch ladies' wheel, $75 list; 24-inch girls' pneumatic wheel, $50 list. Of these wheels the last six named are finished in enamel and are ready for delivery.

STAND NO. 40. Norman Wheel Co., Van Pelt St. and Susquehanna Ave., Philadelphia. This firm shows the new high-back single and double diamond frame Norman, gentleman's wheel, weighing respectively 26 and 29 pounds; also a ladies' wheel of the same family. They also exhibit the "La-mi num," both ladies' and gentlemen's wheels, which machines they are handling for eastern Pennsylvania and western New Jersey. L. W. Conkling represented the St. Louis Refrigerator & Wooden Gutter Co.

STAND NO. 41. Philadelphia Drop Forge Co., Philadelphia. Line of standard and special drop forgings for cycle construction and cycling accessories, special attention being called to a special light round crank.

STAND NO. 41 1-2. Curtis-Child Mfg. Co., Philadelphia. Saddles.

STANDS NOS. 42 AND 43. H. A. Lozier & Co., 340 Superior street, Cleveland, Ohio.



MR. GAYBOY "Did you know that Boston girls never eat ice cream frozen in the regular way?" Miss Warmly "No, I never heard so." Mr. Gayboy "Fact: they simply drink sweetened milk flavored to suit, and Nature does the rest."

STAND NO. 44.—Ames & Frost Mfg. Co., Chicago. The Imperial Wheels. These are shown in Model J, which is a man's machine weighing 32 lbs., at $125; Model K, 31 lbs. stripped, $125; Model M, light roadster, 27 lbs., at $135. These machines are 28-inch wheels geared to 64, of latest design and construction and fitted with either steel or wood rims. The Model N, Imperial Racing Safety at $150, is a very handsome wheel with workmanship as fine and careful as that put on a high grade gun; the wheels being 28 inch and geared from 64 to 72, weight 22 lbs. Model L is a single tube drop frame ladies' safety weighing 25 lbs. and listing at $125. Models E, F, G and H are the well-known models of 1893, which are built without any radical change, of the highest material and workmanship, but at the reduced price of $110. Morgan & Wright, Columbia Rubber Co., Palmer and other tires are furnished as ordered. Mr. Bryant is present.

STAND NO. 45.—Kenwood Manufacturing Co., 253 S. Canal street, Chicago.

STAND NO. 46.—Anglo-American Iron and Metal Co., 213 Pearl street, New York. A complete line of everything pertaining to bicycle manufacture is shown.

STANDS NOS. 47 AND 48.—John P. Lovell Arms Co., Boston, Mass.

STAND NO. 49.—Newton Rubber Co., John Hancock Building, Boston, Mass.

STAND NO. 51.—Werner's Cycle Depot, 903 N. Broad street, Philadelphia, representing the Marble Cycle Co., Plymouth, Ind., manufacturers of Smalley cycles. The Road Racer, with steel rims, weighs 29 pounds; with wooden rims, light tire, mouse trap pedals, racing saddle, it weighs 25 pounds. The frame is in two heights, gear 63 or 66; wheel base, 44 inch, black or aluminum finish, and 28 inch wheels. The Light Roadster weighs 34 pounds, all on, rubber guards, 28 inch wheels, gear 63 or 66, 44 inch wheel base, black or aluminum finish. The Track Racer weighs from 20 to 24 pounds, and the handle bar springs from the fork crown; the gear is 63, 66 or 72, with black or aluminum finish. The ladies' wheel weighs, with steel rim, 30 or 32 pounds, all on; with wooden rim and lighter tire, 26 to 28 pounds; handle bar curved upwards. Dress guards are of neatly woven silk cord; 28 inch forward and 26 inch rear wheel; gear, 56 or 63, 44 inch wheel base, black or aluminum finish.

STAND NO. 52. Elastic Tip Co., 370 Athantic avenue, Boston, Mass.

STAND NO. 53. The Buffalo Wheel Co., Buffalo, N. Y.

STAND 54, 55, 64, 65.—A. G. Spalding & Bros., New York, Philadelphia, and Chicago.

STAND NO. 56. The New Departure Bell Co. John H. Graham & Co., 112 Chambers street, New York, are the general agents for this company.

STAND NO. 57. Relay Manufacturing Co., Reading, Pa.

STAND NO. 58. The *Bearings*, etc.

STANDS NOS. 59, 60, 79, 80, 81, 82 AND 83.—The Gormully & Jeffery Mfg. Co., of Chicago., Ill. Ramblers. The centre booth is a reproduction of the World's Fair booth, but much more elegantly fitted up with Turkish carpets, rugs and pictures. Plate glass mirrors are in the rear, and above all are Bliss and Dirnberger's racing wheels, upon which they made the world's records of 1.51, flying start, and 1.54 4-5, standing start. It contains a full line of the '94 wheels. On the right-hand side they display all the Rambler lamps, fitted with incandescent lights. They have an electric fan in full operation on the inside, throwing a powerful blast of wind upon their Parabolic lamp, which is fitted with an automatic lighting device. It cannot be blown out even with this strong blast. Also a full line of their saddles, including the new ladies' and gents' light models, as fitted to the No. 7 and No. 8 wheels, displayed on handsome nickel brackets, and a full line of Rambler touring bags in all patterns on tubular nickel rods, while the G. & J. tires in all varieties of road, racing, smooth, corrugated, thick and thin, adorn the back wall, the new tires being an improvement over last year's.

The points of improvement most noticeable in the Rambler bicycle are the additional length of heads, new fork crown, the taper rear forks, with cross brace, which enables them to have a very strong and stiff frame, as well as a light one.

The No. 7 Rambler, with both wood and copper rims, has the new and very convenient novelty, the G. & J. tool bag. To reach the bag, to remove or replace its contents, it is not necessary to step off the wheel, for this can be accomplished while the rider is mounted. The saddle is on a

"ST. NICHOLAS."

The entire output of the factory making these popular wheels is now in our absolute control, and we desire responsibie agents in unoccupied territory throughout the United States.

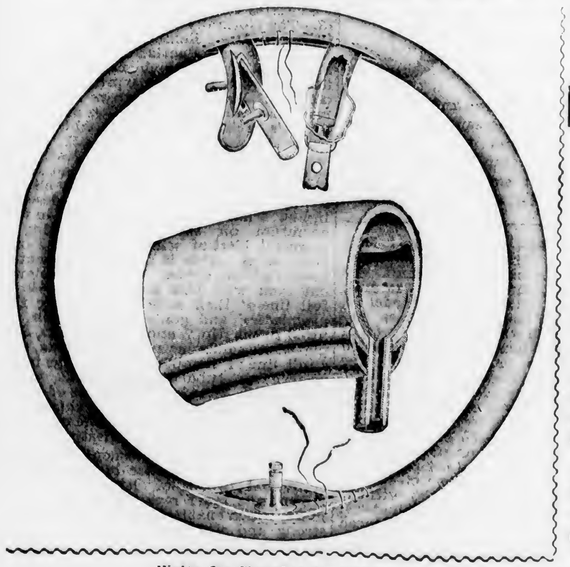
18 STYLES.

$20.00 TO $125.00.

Advance catalogue sent on application. Correspondence solicited.

Hibbard, Spencer, Bartlett & Co.

CHICAGO.



The Puncture Difficulty Solved!

THE

Providence Double Inner Tube Tire.

THE chief feature of this tire is an extra air tube which is within the regular tube and remains when uninflated in the hollow of the rim. It saves the annoyance now caused by punctures, as you have simply to inflate the reserved tube in case of accident.

SHOULD the second tube become damaged it may be inflated through its separate valve, as it is smaller in diameter and shorter. When inflated the punctures will not be opposite each other the outer inner tube forming a pressure patch for the puncture of the inner one.

THESE tubes are made to fit any tire and are sold separately.

NO extra weight, as our double tubes are but a trifle heavier than the ordinary single tubes.

QUALITY and style equals if not surpasses any tire on the market.

Write for Circular describing something new in tires. Every rider should have one.

The Providence Tire Co., PROVIDENCE, R. I.

[Mention BICYCLING WORLD.]

goose-neck post, and is of a new and greatly improved design, apparently very elastic. The enameling and nickel-plating of these wheels is of a very superior order, and the total weight is 29 pounds.

The No. 8 Rambler is shown for the first time, with both coppered steel and coppered wood rims. This wheel contains a foot brake, operated by the toe of the rider, which is of very simple construction, light and absolutely effective with light pressure. The machine is intended for a light roadster, and weighs but 26 pounds all on. The frame is of the popular high pattern, and the machine is made with lap joints wherever possible, and but one forging is used in the entire frame. The wheel base is 44 inches. In this and the previously described machine, the tread is very narrow, the distance from outside to outside of cranks being 6 inches. This is obtained with an exceedingly long distance between the balls—somewhat over 4 inches.

The cranks and pedals are a new departure—the former being without the usual slot for adjusting, the termination being circular, and on the face of the circular with a key to prevent the pedal turning when the nut is being clamped.

They also show a No. 9 Rambler racer, weighing 19 pounds, similar to the wheels on which the records were made by Bliss and Dirnberger.

The Ladies' Model C Rambler, a new mount weighing only 30 pounds, is one of the handsomest ladies' machines in the building. That also has the easily reached G. & J. tool bag. The handle bars are in such a position that the rider can reach them without assuming a stooping position.

STAND NO. 61.—Cleveland Machine Screw Co., Cleveland, Ohio.

STAND NO. 62.—I. A. Weston & Co., Jamesville, N. Y. This firm shows a Brewster Side-Bar Buggy, fitted with pneumatic tired wire wheels, also various styles of safety bicycle and pneumatic sulky wheels, together with parts for same.

STAND NO. 63.—Rouse, Hazard & Co., Peoria, Ill., represented by Globe Steam Heating Co., N. Broad street, Philadelphia. Sylph Bicycles in two styles and frames, high and low, and two weights, viz., 28 1-2 pounds and 22 pounds, listing at $125, and fitted with Duryea Fish Net Pneumatic tires. Also Overland Bicycles, weight 22 pounds, listing at $100.

STAND NO. 66.—Hurlbert Bros. & Co., 26 West 23d street, New York. This firm also exhibits at space 60.

STANDS NOS. 67 AND 68.—Roger B. McMullen & Co., 64-70 Ohio street, Chicago, Ill.

STAND NO. 69.—J. J. H. Gibson, 2117 N. Broad street, Philadelphia. This exhibit includes the R. T. Chain, which works on roller bearings, and an Expansive Sprocket wheel of variable pitch.

STAND NO. 69 1-2.—John Branson, 2221 N. Front street, Philadelphia. This exhibit consists of a bicycle with a driving gear consisting of two gear wheels, cranks and two driving rods, instead of the usual sprocket wheel and chain.

STANDS NOS. 70 AND 71.—John S. Leng's Son & Co., 4 Fletcher street, New York.

STAND NO 72.—Tillinghast Mfg. Co., Providence, R. I. Showing their new tires, one of which is a combination double tube and hose pipe, the seeming anomaly being provided for by the inner tube being attached to the outer cover so that it can be detached and repaired separately in case of accident (in case of simple puncture it would be repaired the same as the hose pipe tire), an ordinary cemented inner tube tire, a detachable inner tube tire which is constructed on a new principle, the outer shoe having a half circular beaded edge which slips under a metal band lying on the face of the wood rim, the inflation holding the beaded edges firmly against the rim, rendering it impossible to come loose except when deflated and purposely detached, as it can be ridden when deflated. This method of construction secures an exceedingly narrow rim thereby utilizing a larger cushioning space and yielding great resiliency. The Tillinghast Company will also engage in the manufacture of bicycles to a limited extent. Mr. Tillinghast is in charge.

STAND NO. 72 1-2.—Yost Mfg. Co., Toledo, Ohio.

STAND NO. 73.—T. K. Richards, Reading, Pa. The American Bisep. A new safety bicycle called Bisep because of having seven gears in one combination and a *seven-fold* increase of power.



GOOD SAMARITAN—"Don't you know better than to drive that poor horse up hill so fast?" O'Connor—"Up hill, is it? Oh, begorra! the nag's blind, and he can't see it!"—*Life.*

STAND NO. 74.—The Ellwood Ivens Tube Co., Incorporated, 32 Howard street, N. Y., and 906 Filbert street, Philadelphia. This firm shows a line of steel tubing in high and low carbon from 1-64 to 5 inches in diameter, suitable for every purpose from a hypodermic needle to the largest steam boiler tube. Their bicycle tube is guaranteed higher in carbon than any other in the world. They also show tubing of aluminum, aluminum bronze, brass, copper, silver and C. & C., in same sizes and with walls as thin as No. 36 stubs gauge. Also square, triangular and corrugated tubing, tapered tubing and C. & C. Special attention is called to tubing of aluminum bronze, with tensile strength of 85,000 to 100,000 pounds, and rigidity three times that of gem bronze and forty-four times that of ordinary brass. Color of 14 karat gold. Non-corrodible.

STAND NO. 75.—Wm. J. Haines & Co., 906 Filbert street, Philadelphia. A full line of the Keystone cycle chains, '94 design, Humber pattern, solid link, soft-hardened tool steel, nickeled, bronzed, blacked and blued. Also a line of combination wrenches and screw drivers drop forged from solid steel, and a line of bicycle drop forgings, specially designed for lightness and strength, of a steel made for this work, clean and easy to work, yet strong and tough. They are selling agents for the Ellwood Ivins Tube Co., who have an exhibit at Stand No. 74.

STAND NO. 75 1-2. The Bredder, Allen Mfg. Co., Paterson, N. J. The principle attraction here shown is the new Columbian Adjustable Crank, which is placed on exhibition for the first time. This crank can be applied to all bicycles without special change. The rider can by its use change instantly the leverage from short to long and *vice versa* whilst riding at any speed and without dismounting. It is claimed to be the best device known for hill climbing. Price $12 per pair. The two wheels exhibited by the same company are the well-known Condor, one a light roadster of 25 pounds, and the other a full roadster of 32 pounds; front wheel 30 inches, and rear wheel 28 inches. They are built with diamond frame, cold-drawn seamless tubing, solid steel forgings, hubs hardened and nickeled, cold-drawn tangent nickeled spokes, pneumatic tires and the adjustable crank attached. Price $125 to $140. Agent for Philadelphia, H. A. Small, 1228 Filbert St.

STAND NO. 76.—The Providence Tire Co., 124 Matthewson street, Providence, R. I.

STAND NO. 77.—Buffalo Tricycle Co., Buffalo, N. Y., represented by C. S. Smith & Co., Philadelphia.

STAND NO. 78. The Light Cycle Co., Pottstown, Pa. This concern is showing several machines: Model B, men's machine, at $110; model C, men's machine, $85, model D, ladies' wheel, $100; model E, men's machine, $75. The machines are handsome in construction and design and should prove popular. Mr. W. I. Grubb is in charge.

STAND NO. 89.—Wm. Trafford, S. E. cor. Twelfth and Oxford streets, Philadelphia. Sample line of machines which have been built to order from special designs, including ladies' machine built in straight lines and weighing 28 pounds; gentlemen's double diamond frame machine, weighing 28 pounds; gentlemen's single diamond frame machine, weighing 30 pounds; gentlemen's single diamond frame machine, high back. Line of frames, sundries and wheels, and the Wonder Tricycle built with a new chainless motive power.

STAND NO. 90.—Ellwood Shafting and Tube Co., 277 Broadway, N. Y.

STAND NO. 91.—Hilliard Cyclometer Co., 1120 Filbert street, Philadelphia. This firm exhibits their No. 1 and No. 2 cyclometers, selling respectively at $7.50 and $5.00.

STAND NO. 92.—*Cycle Guide*, Philadelphia.

STAND NO. 92 1-2.—Butler & Ward, 226 and 228 Halsey street, Newark, N. J. This firm exhibits a complete line of saddles and saddle seats.

STAND NO. 93.—The Columbia Rubber Works Co., 65 Reade street, New York.

STAND NO. 94.—Wm. Read & Sons, Boston, Mass.

STAND NO. 95.—Leadbeater & Scott, Sheffield, Eng., in charge of their representative, J. C. Brooksbank, Riverton, N. J. Exhibit of Labor-Saving Devices, including an improved Sand Blast apparatus for cleaning brazed work and other metallic surfaces, for tinning, galvanizing, plating, enameling, brazing, etc. One machine is made to be operated by steam and one by compressed air.

STAND NO. 96.—H. H. Holzbauer, Bordentown, N. J., manufacturer of high-grade "Lightning" rubber and leather cements; also "Handy" Kits, for repairing.

STAND NO. 96 1-2.—Levy Cycle Clock Co. Levy's Cycle Clocks for attaching to bicycles.

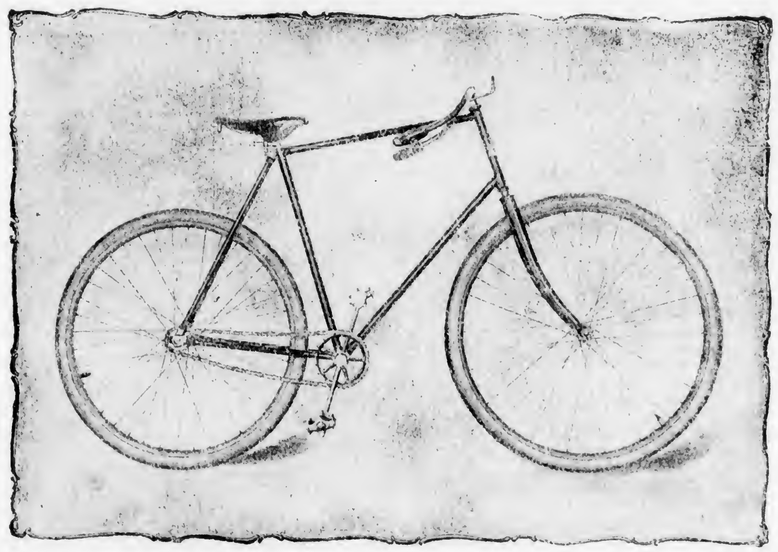
(Report of Show continued on Page 311.)

This is one of seven models which constitute

The Liberty

Line for 1894.

Our Catalogue will tell you all about them.



We have some territory unoccupied, and desire good representatives to write for agency.

...

WILSON = MYERS CO.,

55 Liberty Street. .... New York.



Women's Department.

Conducted by MRS. MARY SARGENT HOPKINS, to whom all communications should be addressed.

The Rowdy Rider.

NOT he of the brown derby and fringed-out long trousers, astride an old shaky "ordinary." Not he of the solid-tired-hose-chained and altogether demoralized "safety," who rides with his knees under his chin, and his nose in the dirt.

Not he who delights in seeing how near he can come to running down every luckless pedestrian who ventures to cross his path, said rider yelling like a Comanche if he is not instantly given what he considers his right of way.

Not he of perhaps gentlemanly exterior, but who conducts himself in such a way in the public dining rooms and hotels that the proprietors are fain to make him eat at a second table, or provide him his meals in another room, or, as in some cases, not encouraging his visits even to this extent. No, not any of these—they are bad enough, but not to be compared with the "rowdy" whom we have in mind, who might possibly be forgiven if she belonged to the other sex.

She sits her wheel with an absolute disregard of how she may look, or what people may think of her. From the disreputable looking old cap, which crowns her frowzy, ill-combed hair, to the untidy, ill-dressed foot, in the hollow of which may always be found the pedal. She is, altogether, an unpleasant vision. Her untidy looks are only equaled by her loud voice, which is raised, on all possible occasions, to its highest pitch. In fact, both by looks and voice, she indicates a great desire to be "seen and heard of all men." The female "rowdy rider" is as much a shock to the sensibilities of the beholder as the divine tones of the "Lost Chord" emanating from a brass-throated "serio-comic" would be to the ears of a true musician.

We wish we could ignore her, but we cannot do so. However, she is not very numerous as yet, and let us hope that she never will be.

* * * *

I have received an interesting letter from Mrs. Lena Sittig, of Brooklyn, which I give to my readers this week. In answer to the question "Why is cycling not more popular among women of leisure," I have received several very spicy replies, from men as well as from women, and, altogether, they will make an interesting chapter.

For the benefit of those who may not have seen the article calling for these answers, I would repeat that a composite answer will be given to the query.

"Why is not cycling more popular among women of leisure?" This answer is to be made up from letters received, written on the subject, by men or women, riders or non-riders. I shall be pleased to hear from anyone who is sufficiently interested. Address all letters as indicated at heading of "Winding Ways."

* * * *

In putting in a claim for the original and serviceable qualities of my patented Duplex Bicycle Skirt, I would like to say that I fully recognize the merits of those costumes for the wheel that do away with the skirt altogether.

If it could be possible to put aside draperies of all kinds, and simply wear trousers, long or short, loose or tight, as the male creation does, the question would be solved; the struggle would be over; competition would cease, and, so far at least as bicycling goes, women would be upon a happy equality with men, and they would be far superior to them in grace of carriage and movement.

Some weeks ago I had occasion to drive down Ocean Parkway on a Sunday. All at once there was a great commotion—something flitted by. Had it been from another sphere, it could not have aroused more excitement and curiosity. Yet it was nothing but a fair cyclist gliding along in so inconceivably rapid a way that it took a pretty fast horse to get within descriptive distance of her, so there are others who could, and perhaps have, given a more accurate account of her costume, and all that I could see was a graceful form upon a wheel, rapidly vanishing into distance, attired in—what shall I say? Tights—certainly her garments fitted her more closely than any man's raiment I ever saw. A tight fitting sack coat, very short; a close collar, flowing tie and cap and hose, these latter constituting the main feature of the "get up." There may have been a skirt somewhere, but I didn't see it. My companion didn't see it, and I think by the commotion she created, and the whipping up in her wake, there was nothing so prosaic as a skirt in the costume. It was simply close fitting all the way through, and in such fashion she spun along, no doubt very gracefully, and no doubt very comfortably, disencumbered of all the vexations of a bicycle skirt. My companion, a conservative male, went into raptures over the fair apparition. "You might" he said "call that a thing of beauty and a joy while it lasted" "Do you approve of it?" I asked, glad of the chance to get his verdict for an ordinary bicycle costume. "Tell me, candidly, what do you think of it; you know I am greatly interested; would you be willing that your Helen, for instance, should ever discard the conventional skirt?" "Decidedly not," he replied, "though mark you, the day is likely to come when some sort of a costume like this will be popular; but I think not in Helen's time." It might be a capital thing if women would take advantage of this innovation to get rid of drapery, the bete noir on a wheel; when a man has to fasten even his trousers down, if he wears them long, it is hard lines that a woman should have to be bothered with a skirt; but the ordinary male member of society wouldn't like his women folks to be the pioneers in the enfranchisement; he'd prefer his sisters and his cousins and his aunts, not to speak of his best girl, his wife and daughter, to wait for his permission to join the reformers.

I think the majority of men, and women too, are not courageous enough to defy public opinion, and the verdict in the case of the fair bicyclist that is brave enough to cast aside the skirt will be that she has gained her courage before the footlights in the ballet. Now, if she were a Parisienne! In Paris not a ripple of excitement would be caused by any innovation of this kind. It would be taken as a matter of course; or on the Midway Plaisance it might be really tame; but on the Ocean Parkway, in the City of Churches, or on any other Metropolitan Causeway, it would not do. You see we've become accustomed to some sort of drapery for women, and I think they'll have to put up with it, as they do with so many things. Heaven bless them, to cater to our fastidious ideas of decorum.

Then my companion and I talked of other matters, and I only give the conversation as typifying to a general extent the trend of popular prejudice and opinion; and if we must keep the skirt, I have been encouraged to hope that mine will prove at least worthy of a fair trial. It is eminently a safety skirt, as it is so put together that in a moment of peril it can be disengaged from the wheel without catching; it is fastened at the side, and can be unloosed with one hand; the combination of the trousers is so adjusted as not to interfere with the ease of movement, and yet enable the wearer to shorten the skirt without offending the most exacting observer. The trousers, also, do away with all other undergarments, and completes the costume in such a way that it is called an ideal one by many of our noted wheelwomen.

LENA SITTIG.

Minnie Wheeler

SPECIAL OFFER.—For a limited period only we will accept yearly subscriptions to the World at the present rate of 50 cents, although we have put the price back to $1.00. This offer will not remain open long.

A Remarkable Record.

Sarnia, Ontario, Jan. 5, 1894.

American Dunlop Tire Co., New York.

Gentlemen—I have just been officially advised that I have been fortunate enough to secure the diamond gold medal offered by the Century Road Club of Canada for the greatest number of Centuries ridden by any member during 1893.

The wheel I rode entirely is a 24-lb. "Raleigh" fitted with your '93 light racing tires. The wheel came thro' with hardly a scratch, and the tires never had a puncture, and I never had occasion to put a pump to them while out—in fact, I rode four centuries during two weeks' time, and never had occasion to put any air in the rear wheel during that time. I think this is remarkable and what makes it more so, is that eleven out of my twenty-one centuries were ridden during November and December, over hard, frozen and rough roads—ice, snow, etc., which I think is a test of the severest kind.

Yours truly,

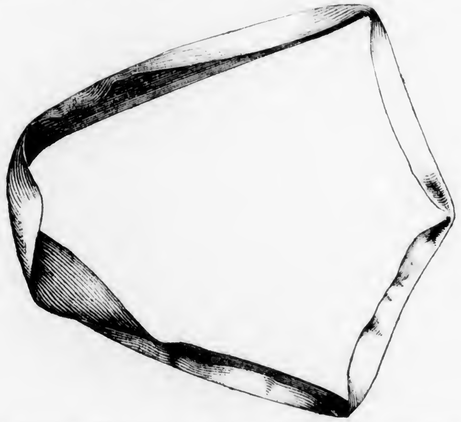
(Signed) M. E. GLYNN.

You cannot get a good thing for a poor price. Gold never goes below par.

.... DUNLOPS ....

Are always at the top.

Our new catalogue tells all about them, and you can get it for the asking.



The outside of the Dunlop Tire is one endless piece of rubber without joint or seam.

GET OUR NEW PRICES.

▸▸ ▸▸ ▸▸ ▸▸

The American Dunlop Tire Co.,

504, 506 W. 14th St., N. Y. City.

The N. C. U. of England Proposes to Govern Professionals.

THE National Cyclists' Union, of England, has taken a most important step in the matter of a proposed formation of a cash prize class. The committee in charge of this matter will present the following rules for final action by the Special Council of the Union which is to meet at Leeds, February 10th.

"Before going into details the N. C. U. urges clubs and other bodies holding race meetings to hold one race or more for cash prizes and undertakes to issue official permits for such mixed tournaments. The rules provide for a licensing system. All licenses to be issued by three members of the Union to be known as the Professional Licensing Committee. The latter shall have power to grant, withdraw or suspend any license.

The offenses for which riders may be disciplined are roping, boxing, betting against himself or on an opponent, fixing a race, taking or offering a bribe to lose and demanding payment from race promoters."

The line between the out-and-out professional and a member of the new class is drawn as follows:

"A professional is a rider engaged in connection with a ground or track as trainer, etc., who is engaged by a manufacturer solely for the purpose of riding, or who acts as paid pacemaker in record trials or paced races, or who takes part in matches for staked bets with other riders.

A cash prize rider is one who races for cash prizes and who may be connected with the trade, riding the machines or goods of the firm he is engaged with in his races, being engaged partly, but not solely, for racing purposes."

Riders of both classes may compete together, or races suitable for each may be given.

Races at Charleston, S. C.

FOLLOWING is the result of the races at the bicycle park, Saturday, Jan. 20, under the auspices of the Charleston Wheelmen's Track Association. The attendance was about 1,000, and the weather cold and windy.

One mile novice—E. B. Welch, first, in 3.24, with A. Church, second, and Browning, third.

Half mile handicap—S. L. Welch, scratch, first, in 1.20, with J. G. Groth, scratch, second, and Leopold, 15 yards, third.

Quarter of a mile, for boys under twelve—J. G. Einstedt, first, in 52 3-5, with Burnham, second, and Maguire, third.

Quarter mile open—S. L. Welch, first, in 0.38, with Groth, second, and Leopold, third.

One mile handicap—C. C. Boyle, 70 yards, first, in 2.40, with S. L. Welch, 14 yards, second, and Leopold, 30 yards, third.

Half mile for boys aged 12 to 16—Wm. Kressl, first, in 1.29, with Leopold, second, and Mortimer Marks, third.

One mile 2.30 class—S. L. Welch, won, in 2.58.

One mile 2.50 class—G. H. Groth, first, in 3.16, with Rivers, second, and Leopold, third.

Money vs. Experience.

THE English association, just organized to promote professional racing, will probably know more about it by this time next year. In America the N. C. A., a year ago, had the money, and the racing men the experience; now the racing men (some of 'em) have the cash, and the association has the experience.

The World's Championships for 1894.

As already announced, the second contest for the World's Championships, says the *Cyclist*, will be held in Belgium in 1894. So far as present arrangements are concerned everything looks very promising. They will be held at Antwerp in connection with the Antwerp International Exhibition. A limited liability company has been specially formed with a capital of fifty thousand francs for the purpose of laying a special track for cycle racing there. Suitable ground has been obtained right in the middle of the city, and it is intended that the track shall be 400 metres in circumference (that is, practically a little larger than four laps to the mile), and seven metres in width, with a banking of nearly 6 feet. The surface will be made of cement, and great care will be taken in laying it down. Our Belgian friends appear to be going into matters very fully, and we expect a merited success.

Congratulations.

THAT bright English contemporary, *Cycling*, celebrates its third birthday by issuing a specially interesting number. *Cycling* is one of the best exchanges that reaches our desk, and we always look for its weekly advent with pleasure.

Ball Bearings.

A SPEAKER at a recent meeting of the Engineer's Club at Philadelphia, stated that almost nothing was known as to the loads permissible on ball and roller bearings. Some crude experiments with 3-8 inch balls showed them to have an ultimate strength of 2,000 lbs., and a safe working limit of 1,000 lbs. Whether a 3-4 inch ball would carry twice or four times as much as a 3-8 inch ball was not known, but there was an impression that over a given extent of surface more load could be carried on small balls than on large ones. The effect of hardening was believed to increase tenfold the carrying capacity of a ball bearing.



CYCLIST—"Say, Pat, which is the road to Dunkirk?"
PAT—"And who told you my name?"
CYCLIST—"I guessed at it."
PAT—"Well then, be jabers, ye can guess the way to Dunkirk." *R. B.*

Special Notice to Agents:

The territory formerly controlled by Kingman & Co., Peoria, Ill., on Falcon wheels, will be represented direct from our factory in the future. Send for catalog and prices. Many new features for '94, all of which are practical and conveniences to the rider.



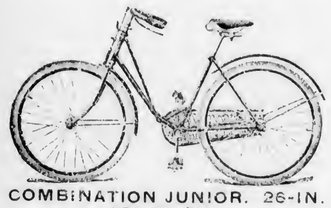
PRICE $100.
Gent's road wheel. Weight, 32 lbs.



26-INCH JUNIOR. PRICE $65.
Youth's diamond frame.
Weight, 28 lbs.



FALCONESS. PRICE $100.
Ladies' wheel. Weight, 35 lbs.



COMBINATION JUNIOR. 26-IN.
PRICE $65.
Combination Boys' and Girls' wheel.
Weight, 33 lbs.



24-INCH JUNIOR. PRICE $50.
Youth's diamond frame.
Weight, 28 lbs.



COMBINATION JUNIOR. 24-IN.
PRICE $50.
Combination Boys' and Girls' wheel.
Weight, 33 lbs.

THE YOST MFG. CO.,

Works at Yost Station, Dorr Street,
TOLEDO, OHIO.

To Whom it ...

... May Concern.

This is to certify that we are prepared to give a guarantee to all users of the "Huestis" Tire to absolutely protect them against any loss, cost or damage arising from suits entered by rival manufacturers on the grounds of infringement.

HUESTIS

Patent Detachable Pneumatic Tire.

Patent allowed September 2, 1893.

THE NEWTON RUBBER WORKS,

Sole Manufacturers of the "Huestis" Tire. 178 DEVONSHIRE STREET, BOSTON, MASS.

Bifurcated.

The wheel is now the ladies' fad,
Bicycles are in fashion.
The *fin de siecle* girl is strong;
Athletics is her passion.
And tired with healthy exercise,
With recreation sated,
The girls admit, what's very plain,
Their skirts are bifurcated.



Ith skirts built now so very full,
A man must be instructed
by sister, wife—or have some "pull"
To know how they're constructed.
Had crinoline but come to stay
Unless inspired, or mated,
A man could hardly safely say
The girls were bifurcated.

—JACK STEVENS.

Rochester, N. Y.

History Repeats Itself.

BICYCLING was the height of the fashion in Paris during the winters of 1866 and 1867. Everyone who claimed to be anyone at all posessed a velocipede, so that the present popularity of cycling in France can hardly be called a new thing.

Connellsville, Pa. to Have a Track.

THE Connellsville (Pa.) Wheelmen, organized September, '93, are pushing. There being no track in the county they have leased five acres of ground near town and are now grading for a one-fourth mile track. Stock has been asked for on $10 shares and all that was needed or likely to be needed has been subscribed.

The centre of track will be utilized for base ball, foot ball and tennis and at one side of track a dancing pavilion will be built. The enterprise is considered a paying investment and business men are anxious to get more stock, but the committee have held these off and succeeded in securing every member of club (25) as stockholder. The track will be thirty feet wide. A grand stand will be built to accommodate 1,000 people and it is the expectation to have a meet early in spring as soon as track is completed. Any suggestions will be thankfully received by J. C. MUNSON, Consul L. A. W., Connellsville, Pa.

TELEMACHUS' TALKS.

Wood Rims—The '94 Patterns—The Two Shows—The Trade Organization.

IN years to come, the present season will probably be referred to as the year of wood rims, if the demand for these articles continues to grow. The cycling world seems to be going crazy over them, and they are more talked of than even pneumatic tires. The two or three concerns who were in at the birth of this new fad appear to be getting their fair share of the business, but there are dozens of new aspirants for the public favor, all of whom are, to hear them tell the tale, making the best rims on the market.

The wood rim of the day is a very different article from that formerly in use on Sterling Elliott's Hickories, which deserve the glory, such as it is, of being the first bicycles to contain wood in their make-up since steel wheels were made, of course.

It required a great deal of courage then to advocate the use of wood, and still more to sell the first Hickories. We were not accustomed to anything very handsome then, but the Hickory was certainly the homliest machine on the face of this earth—with the possible exception of the New Era, which emanated from the west a few years ago and had a short and inglorious career.

If ever a wheel was sold solely because the man who made it believed most emphatically in it and impressed his belief on those with whom he came in contact, it was the Hickory. We used to read his advertisements (when the BI WORLD was received we turned to the second page at once as a matter of course, and laughed at Sterling's latest), then looked at the cut of the wheel—the old drop frame—and think "how happy we could be with either," etc., for we could not stomach both the ad. and the cut of the wheel; one served as an antidote to the other.

There was a firm in our town who bought one of them—forced to do so by the power of the advertisements and for no other reason—for they thought it the most hideous vehicle they had ever laid eyes on. Every day they kept it (and there are a good many days in three or four years) they became more sorry for having bought it, and tried in every way to get rid of it, but without avail.

It was not that it had not its good points. It was easy to mount (making it just the thing to teach a lady to ride on), it ran fairly easy, it could stand more wear and tear and hard knocks than a dozen steel safeties, and it was always ready for use. But it was so dreadfully homely that it made people sick to look at it.

Now all is changed, and the only difference between Hickories and the modern steel bicycle is in the wheels. They are of wood, as are the rims, but in everything else the construction is the same as in any other up-to-date safety. All the pet ideas of Sterling Elliot—the saddle and post, the brake, the small wheel in front—seen on the original, are conspicuous by their absence, and no one can say that the change is not for the better.

The latest feature is a new rim, a real bicycle rim, to take the place of the wagon rim heretofore used. The latter always added to the awkward look which the wheels had, and now that the change has been made, and a rim the exact counterpart, in appearance, of other wood rims has been put on, we all wonder why it was not done long ago.

So it has been with dozens of other things about bicycles. In the first days of the safety we struggled with cross frames and half diamond frames, and then diamond frames in many varieties, and for quite a while looked askance at the first Humber pattern diamond. When we think of the years we put up with curved tubed frames—tubes curved in every imaginable direction—we wonder at ourselves. It is the more surprising when we remember that makers were obliged to put in expensive machinery to curve the tubes just right, and that the frames were much more troublesome and expensive to build than the present straight-tubed ones. It seemed as if some makers strove to produce the ugliest and highest-priced frame they could.

A year ago we said that any great improvement in the modern safety was impossible, unless radical changes were made. Now it is beginning to be pretty well recognized that great improvements have been made, and that the new crop of riders will have almost as much to be thankful for as those who witnessed the change from ordinary to safety, or from solid-tired safety to pneumatic.

In the first place, 1894 models mark a distinct advance over those of '93, being materially reduced in weight without any corresponding decrease in strength, and having many minor changes that will commend themselves to all riders. In the second place, tires have been lightened and improved as much as in any previous year, and no intelligent rider need fear that he cannot pick out a tire adapted to his use, and capable of giving him the greatest amount of service with the least amount of trouble.

Finally, the reduction in the price of wheels, tires and accessories, will prove to be a veritable godsend to persons who embark upon the cycling sea for the first time this year. Present riders will be benefited, too, but in nothing like the degree that the novices, who do not have wheels now, will.

Nothing is better calculated to make us realize the growth of cycling than the an-

The WARWICK BICYCLE.

The Year 1894 Finds no Bicycle so Scientifically Developed and Perfected as the WARWICK.

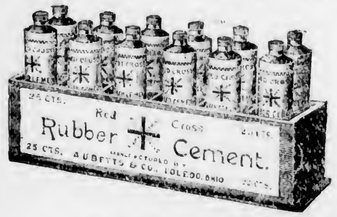
Step by Step the Warwick bicycle has been Raised to its Present Proud Position of the Leading Bicycle in the World.

To feel the truth of this it is only necessary to critically examine one of the latest models of 1894 construction. Grandly constructed on superb lines, by the best skilled workmen in this country, they realize the truth of the expression so often heard in regard to the Warwick Bicycles, that they are "Built upon Honor." They contain every latest improvement known to bicycle development, and are recognized as the most perfect illustration of an "up-to-date" bicycle in the year 1894. Note especially the new features of this year: The Sectional Wood Rims, which are very light, but already have demonstrated themselves to be as strong as steel. Try the merits of the Patent Adjustable Handle Bar, which is the greatest thing ever invented for the riders comfort. Examine the Patent Rear Wheel Brake, found only on Warwick Cycles. Notice that the Warwick, with road equipment, weighs only 25 lbs. And lastly, make inquiries of leading riders, and examine other styles. Private comparison, by prospective purchasers, always decides in favor of the Warwick. **Quality.** true **quality.** and nothing but **quality** — regardless of any other consideration — has been the iron law.

Warwick Cycle Mfg. Co., Springfield, Mass.

Red - Cross - Rubber - Cement

AND SUNDRIES.



The best Cement in the world for repairing pneumatic tires.

IT HAS NO EQUAL.

☞ For sale by all first-class dealers throughout the world. Send for our prices.

NOTICE—Jobbers and Dealers send for catalogue of *Red Cross Sundries*. The best selling line in the world. We will send you Electros free for your Catalogue. Write at once, you may forget it.

ARLINGTON U. BETTS & CO., - - TOLEDO, O.



WE CHALLENGE ANY MAKER

IN THE WORLD OF BICYCLES, PNEUMATIC TIRES OR PROTECTION STRIPS to follow us over 100 YARDS or a mile of BARBED WIRE FENCING, stapled to planks at the Philadelphia Show, with a 175 lb. man in the saddle, unless their tires are protected with our armor. We were at the New York Cycle Show the whole week of Jan. 8-13, and gave exhibitions daily before at least 20,000 people of our Punctureless Armor for Pneumatic Tires and proved the proposition by riding over needle pointed wire nails 1 1-2 to 2 1-4 inches long with a 175 lb. man in the saddle and not a single puncture. They weigh about 8 ounces per pair, and can be fitted to any tire on the market by the purchaser.

Price, $3.00 per pair, any size.

Guaranteed punctureless in legitimate riding. Agents wanted. Circular sent. Address . . . . . .

PUNCTURELESS TIRE ARMOR CO., HAGERSTOWN, MD.

nual shows. The contrast between the New York Show and the one held in Philadelphia in 1891 is great enough, but not more so than one would have been between that show and the best the trade would have been capable of a few years before, when the safety had not made its appearance. Then, too, no sooner is the New York Show over than all eyes are turned towards Philadelphia, and the makers who were not represented at the former place will strive to make the Philadelphia Show a record-breaker. While there will be lacking the impressive features due to being housed in such a magnificent building as the Madison Square Garden, yet there is little doubt that the business transacted will compensate for its absence.

If the trade organization is perfected at Philadelphia, and there is absent the friction which is freely prophesied to be inevitable, the question of future shows will be taken up and handled in a manner that will prevent another year of two shows. There is virtually no dissent from the proposition that the trade *should* control the show, and it is only inability to agree among themselves that can prevent the shows being taken out of the hands of even such excellent and well-intentioned bodies as the cycling clubs of different cities.

After the closing of the second show there is nothing to put off the opening of the season except bad weather. A continuance of the almost unprecedented open winter we have been having would gladden the heart of all interested in bicycles, as it would mean the opening of the season at least a month earlier than usual. The few days of spring weather we have been blest with now and then have had the effect of filling the streets with cyclers, who seem to think that winter is beating a retreat. But there is little doubt that we shall have some weeks of disagreeable weather, bad enough to stop cycling, before it will settle enough to allow the roads to get into anything like decent shape.

"TELEMACHUS."

Bicycle Thief Captured.

A. A. KNIGHT, of St. Louis, Mo., caught a bicycle thief. He was about seventeen years old and had just taken the bicycle from the front of Knight Cycle Company's shop on 14th street, and had wheeled it up half a block on Lucas place, when Mr. Knight happened to be coming the opposite way and stumbled almost on to him; he recognized the wheel and the instant he did the boy dropped the machine and ran. After a hot chase and a good bit of dodging he caught the thief, brought him back to the safety and landed them both into the store, and had the boy placed under arrest. When searched two pawn tickets were found for goods he had stolen, and were handed over to "Uncle" for keeping.

(Report of Show continued from page 303.)

STAND NO. 97.—Reed & Curtis Machine Screw Co., Worcester, Mass. This company shows a very complete line of bicycle pedals. They also have on exhibition one of their centrifugal oil extractors for extracting oil from screw machine chips—waste, etc., and a full line of samples showing what they are doing in the way of screw machine work for bicycles. A line of pressed worked for bicycles and other kinds of work are also shown. Mr. A. B. Curtis is in charge of the exhibit.

STAND NO. 98.—M. B. Hirsh & Bro., 47 North Third street, Philadelphia. This exhibit shows a varied assortment of bicyclers' clothing, consisting of about seventy styles in flannels, cheviots, stockinets, worsteds, checkered Scotch goods and jersey cloths. A feature of this firm's products is the exclusive process they control of rendering their fabrics absolutely waterproof, without altering their appearance or durability.

STAND NO. 99.—Punctureless Tire Armor Co., Hagerstown, Md. This firm shows a novelty in a Punctureless Pneumatic Tire Armor to be used as an accessory to bicycles now in use, or to be applied to new machines. They show a few wheels with it inserted that they can give public exhibitions of the merit of the invention by practical tests, "such as no one dreamed any pneumatic would ever stand without its destruction."

STAND NO. 100. Keating Wheel Co., Holyoke, Mass.

STAND NO. 101.—Erie Rubber Co., Erie, Pa.

STAND NO. 102.—Elliott Burris, 64 Cortlandt street, New York.

STAND No. 103a. *Referee*, Chicago and New York.

STAND NO. 103b.—*Bearings*, Chicago.

STAND No. 103c.—*American Athlete*.

STAND NO. 104a.—Wall & Boyer, Lim., and the R. C. Wall Manufacturing Co., both of Philadelphia. The former shows as a specialty a frame of their own manufacture which they are building to order for the purpose of remodeling heavy wheels where the bearings and wheels are in good condition. By this means they are able to reduce the weight of heavy wheels 10, 12 or 15 pounds. They also build to order wheels for those who have ideas which it is impossible to get combined in any one make. Processes of construction are shown in various samples exhibited. The R. C. Wall Manufacturing Co. exhibit their full line of bicycle sundries, embracing luggage carriers, lamp brackets, foot rests, goose neck and other posts, repair kits, cements, tires, pumps, spokes, balls, handles, oils, cyclometers, (the Novelty at $5.00 being a leader), lamps, bells, rims, pedals, tubing, sprocket wheels, cranks, and other goods of similar character.

STAND NO. 104c.—H. C. Wiedenmann, Philadelphia. The "Handy Holder" is a nickel-plated device in brass and steel for attaching to bicycle, carriage, etc. It securely holds flags, packages, umbrellas, bouquets, etc.

STAND NO. 104d.—Acme Bicycle Carriage Co., 481 Broad street, Newark, N. J. This firm shows their line of bicycle baby carriages in various finishes and trimmings, ranging in price from $1.50 to $8.00.

STAND NO. 104e.—Wilcox & Howe Co., Birmingham, Conn. This firm shows a line of steel forgings for bicycles, consisting of cranks, sprocket wheels, hubs, seat posts, etc. Also forgings for sulkies.

STAND NO. 104f.—Kennebunk Manufacturing Co., Kennebunk, Me. Bicycle luggage carrier called the "Tourist," weighing less than two pounds.

STAND NO. 104g. Charles Sulzner, 1940 North Twenty-third street, Philadelphia. "Faultless" trouser guards, a specially-devised and strongly-made clasp for confining the slack of trousers leg to outside of leg and away from contact with chain and sprockets, without interfering with bodily comfort or free ankle motion; also the "Gem" stocking fastener, a small but powerful device, neat in appearance, for attaching long stockings to knee breeches so as to dispense with stocking supporters.

STAND NO. 104h.—C. F. Pluemacher, 925 Spring Garden street, Philadelphia. This exhibit consists of one pair of cast steel oval tubing for bicycle forks, gauge No. 20; one pair of cast steel oval tubing for bicycle forks, gauge No. 22; one pair of Homogene steel oval tubing for bicycle forks, gauge No. 21; one pair German silver oval tubing for bicycle forks, gauge No. 20. It is claimed these have double the strength of machine-made tubings.

STAND NO. 105c. Outing Company, Limited, New York.

STAND NO. 105d. *Loose Spokes;* Moorestown, N. J.

STAND NO. 105a. Cushman & Denison, 172 Ninth avenue, New York.

STAND NO. 106b. Barnes Tool Co., New Haven, Conn. This firm exhibits the Barnes' Improved Bicycle Wrenches in three styles, called respectively "92," "93" and "94" patterns; also, the Kelsey Ovo Rhomboidal Sprocket Wheel in three styles of finish and fitted to different kinds of chains.

STAND NO. 106c.—H. F. Diesler, 62 Meriden street, Malden, Mass. Exhibit of Bay State Luggage Carrier.

STAND NO. 106d. Bevin Bros. Manufacturing Co., East Hampton, Conn.

STAND NO. 106e.—C. A. Benner & Co., 12 E. Chelten avenue, Philadelphia. Benner's Hill Climber is, it is claimed, a wonderful helper in hill climbing; not only acting as a brace, but throwing the chest forward and admitting of full deep breathing. The brace is made from double web and is adjusted same as suspenders, and can be worn under the sweater, allowing a small opening for the lead strap.

STAND NO. 107a.—Electric Cycle Oils, Philadelphia, wholesale agents for the Atlantic Refining Co., represented by Wm. Hitchcock, Jr.

STAND NO. 107b.—*Cycling.*

Beating the Slot Machine.

"SCIENCE is not in it when it comes down to the genius of an accident," says the Toledo *Bee*.

"In one of the largest bicycle works of the city is a machine which cuts out of an iron sheet a piece of iron the exact size and shape of a penny. Some time since one of the workmen, by accident, dropped one of these pieces in a penny slot. It worded to perfection. The little pieces of iron are useless, and are thrown out by the thousand.

As a result the various slot machines are being used to the Queen's taste, and they work nicely.

One of these machines, when opened lately, contained 67 of these little iron pennies, and the owners are out just that amount.

It appears that size and shape are about the only things requsite to get ahead of the machines."

To TRUST is to Burst!



This is a good-fashioned saying and infallible. The result of all things against public policy and the good of the people.

Wait patiently for results, but don't pay royalties.

USE CYCLONE CLINCHER

If you want a mechanically fastened tire.

Cemented Tires.

Rex Road is lighter and more durable than any other road pneumatic tire manufactured. They are strictly a high-grade pneumatic tire.

PURE AS GOLD.

We will give ONE HUNDRED DOLLARS to any charity designated by Mayor Gilroy of New York City, if any person or persons find an ounce of adulteration in the rubber used in the shoes or tubes. They are absolutely pure and made of the finest, dryest old Para rubber obtainable.

If you want to know what kind of Para rubber we buy for our tires, write Messrs. Simpson & Beers, 58 Williams street, or Messrs. Betts & Robinson, 51 Stone street, rubber brokers, New York City.

We buy only the best grade of Sea Island fabric, longest staple obtainable, equal weave and strength.

This is a frank statement. Is it not? Have you noticed that we make many undisputable statements of facts pertaining to our business and of great importance to you? No other manufacturer can make them truthfully.

Climax Tires.

Are old stand-bys. They are worth one hundred cents on the dollar after having been ridden a year, if not abused.

A Word About Patents.

We control patents and do not infringe on valued patents granted others. Should any inventors or assigns imagine that we do, we invite them to resort to the law, and we promise that we will earnestly assist them to hasten their case to as speedy a termination as the courts of our land will permit of. We do not say this in a spirit of bravado, but have retained most eminent counsel, and believe that we have rights and are prepared to enforce them.

We will protect all persons from infringement suits and no one need anticipate any trouble by using any tires of our manufacture.

EASTERN RUBBER MFG. CO., Trenton, N. J.

Distributing Branches: Factory and Head Offices, Trenton, N. J. 207 Lake St.; Buffalo, Frank J. Eppele; Philadelphia, H. C. La Cato; Eastern Rubber Mfg. Co., 38 Park Row and 9 and 11 W. Broadway, corner Reade street, New York; Chicago, Rubber Co.; Pittsburgh, Hayward & Co., 86 Water St. Washington, D. C., Goodyear Rubber Co.; St. Louis, Day

Far and Wide

STEPHEN GOLDER sailed for England on the Majestic last week. Mr. Golder will visit the antipodes before he comes to America again.

THE Saco (Me.) Cycle Club will shortly cease to exist, and its property will be sold at private sale. There is some prospect of a reorganization in the spring to include bicycle riders only.

A BICYCLE inn and agency has been opened in Harvard Square, Cambridge, Mass., under the management of John F. Fleming, the electrician. It is not proposed that this shall interfere in any way with his electrical business.

J. C. PRICE, President of Livingston College, Salisbury, N. C., says that "good roads are the pressing need of the South." President Price does not go far enough. The "pressing need" is not confined to the South by any means.

GUY GARY has reconsidered his decision never to sit on a racing wheel again, and he will go into active training early in the spring. After the Institute of Technology, Boston, closes, Gary will go on to the track, and his friends hope to see him winning as good and as fast races as he did last year.

THE Columbia Cycle Club of Hartford, Ct., gave a smoker January 25. The musical numbers were most acceptably rendered. Those who took part were Messrs. Brag, Meyer brothers, Phoenix, Donahoe, Mater, Deitrich, Welty, Comstock, Cashan, Gomof. Messrs. Stebbins and Quintard gave a Corbett-Mitchell exhibition.

THE seventh annual ball of the Charlestown (Mass.) Rovers' Cycle Club was held last week in the Cadet Armory. There were about 100 couples present and it was a social success. The floor was in charge of Mr. Arthur W. Robinson, assisted by Messrs. Robt. B. Loring, Fred T. Paul, Henry L. Martin Jr., and Frank R. Fritz.

CORRECTION.—In a recent issue we stated that the Minerva Social and Cycling Club "opened" its social season a few weeks ago. The club opened the social season last fall. Again we alluded to the "lady and gentlemen members" of the club. Error No. 2—As the club is exclusively composed of ladies, gentlemen are present as guests only.

A NEW club has just been organized in New York City under the leadership of Major Chris Blancard; Captain W. A. Hamorecht; Lieutenant, W. S. Stanley and Adjutant, J. W. Doscher (all members of the L. A. W. and will be called the A. B. C. Among the list of honorary members will be found such as F. J. Fischer, chaplain and Ex-Alderman Edward Mahrt, Surgeon.

THE fourth annual ball of the Fall River Mass.) United Wheelmen, at Music Hall last week was a brilliant success. The floor was crowded until the close, and the galleries were well filled until after intermission. The stage was handsomely decorated with potted plants. The Lane Orchestra furnished the best of dance music. A number of wheelmen from out-of-town were special guests.

THE adjourned special meeting of the Press Cycling Club of Boston was held last Monday evening. The constitution was amended so as to give non-press members a majority of the governing board, and reserve for the press men the positions of president and vice-president and one position on the governing board. An assessment of $5 was levied on each member, and a committee was appointed to look up new club quarters.

ON the evening of Jan. 24 the Massachusetts Bicycle Club of Boston gave a dance at Berkeley Hall. The party was very successful, and scores of charming girls graced the floor in bright costumes. Captain A. D. Peck was floor manager, assisted by an able corps of club men. The Reception Committee consisted of A. D. Peck, Mrs. Annie E. Worcester, Mrs. John M. Savage, Miss Bessie L. Newman, E. W. McGlenen, Walter Dolbeare, and Ralph E. Plummer.



AUNT BETSY—"Mercy sakes alive! It's enough to scare a body out of ten years' growth to have all them bicycles running loose around the town; an' them pesky, little low ones is every might as bad as the great big wheels."

Charlie Coaster—"Oh, no, aunty; the safeties won't hurt you; the owners never take them out without a chain on them."

THE Roxbury Club of Boston gave a dancing party at Odd Fellows' Hall. Over 200 couples attended. The hall was very prettily decorated by Florist Delay, and Caterer Piplar refreshed the inner man. The matrons were Mrs. Wheeler, Mrs. Keltie, and Mrs. Reardon. Floor Manager Aleck Keltie was assisted by H. A. Winkelman, A. W. Montgomery, E. A. Marvin, George Dorr, E. B. McKim, James Keltie, Fred Russo, William Russell, Ed Pierce, John Ade, Gus Lloyd, and H. Wheeler.

THE Press Cycling Club, of Boston, had its third annual dancing party in Cotillion Hall last Tuesday evening. The ladies appeared in pleasing ball gowns which made an effective contrast to the sombre evening dress of their escorts. The grand march was headed by Capt E. W. Isfort and Mrs. A. J. Ochs, wife of the President, and nearly two couples participated in the various intricate manœuvres of the march. Among the many special guests present were delegations from all the principal local and suburban cycling organizations.

THE East Boston (Mass.) Cycle Club held its first ball in Lyceum Hall last Monday night. The stage was hooped round with bicycles covered with artificial flowers, backed with a bank of trees and palms also thickly dotted with artificial flowers. As the march began a lad mounted a wheel that stood in a clear space in the bank of trees in the centre of the platform; suitably clad little girls stood on either side, and, while supporting the youthful rider, waved the stars and stripes and the club's colors. Dancing was continued until 2 o'clock Tuesday morning and was participated in by 50 couples.

THE Ramblers' Bicycle Club, of Buffalo, N. Y., held its annual ball at Thespian Hall last week Thursday evening. Thanks to the energetic efforts of the committee, the ball was an unqualified success, both socially and financially. The grand stand was beautifully decorated with spreading palms, potted plants, etc., and in front of the stand, and on a small platform, three handsomely decorated wheels stood, with two wheels on either side. Shortly after 9 P. M. the orchestra struck up the pleasing selection "Fascination," and lancers, two-steps, polkas and quadrilles followed in merry succession until 11.30 o'clock, when supper was served.

THE Detroit Wheelmen, of Detroit, Mich. since the opening of their new club house and hall last August, have given many socials, entertainments and hops to their members and friends, but the crowning success of this club's efforts recently occurred when a minstrel show was given by its members assisted by some of the best talent in the city. The boys went into the show with a vim and by repeated rehearsals and hard work give one of the best amateur shows ever placed before a Detroit audience. The spacious hall of the club with a seating capacity of about five hundred was filled to overflowing and with stage and scenery built and painted especially for this occasion the boys had every reason to feel proud of their show. The programme started with the entire chorus singing "Theresa," behind the scenes, and the curtain was rung up showing the boys all in knee breeches, white sweaters and black faces, seated upon chairs covered with the club colors, orange and black, with Messrs. Goodman and Pearce handling the bones while the tambos were in the hands of Messrs. Allor and Stewart; after exchanging a few original jokes Mr. Goodman rendered with good effect "All the comforts of home," followed by Messrs. Poll, Glendenning and John Rudolph introduced some novelties as Dutch Knockabout, and Clarence Smith as a tramp magician held the audience by his clever tricks for fifteen minutes. One of the cleverest hits of the evening was made by Rudolph and Stewart in a burlesque prize fight, representing Mitchell and Corbett. The performance was concluded with a laughable interlude entitled "The Inventor's Difficulty," an original creation by Wm. Benallack, when the floor was cleared and an informal hop was indulged in by a great number of the spectators until a late hour. Several requests have been received by the club to repeat the performance, which in all probability they will do at an early date.

Others Make the Pace . . .

The Best Bicycle Made For $125.

The Spalding

TAKES FIRST PLACE.

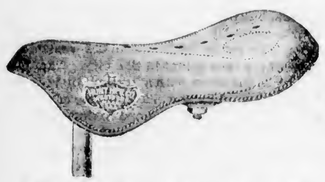
CATALOGUE.

—— oo ——

A. G. SPALDING & BROS.. Special Agents.

NEW YORK. CHICAGO. PHILADELPHIA.

MAKERS: Lamb Mfg. Co., Chicopee Falls, Mass.



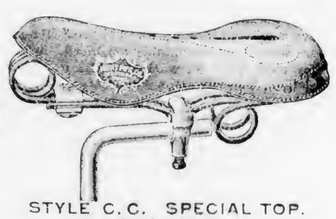
STYLE N. N. SPECIAL TOP.
Track Racer. Weight 12 oz.

....HUNT.... SADDLES

Are Unsurpassed for

Comfort, Beauty, Durability,

and are



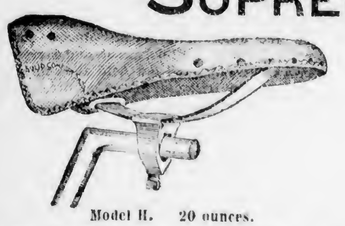
STYLE C. C. SPECIAL TOP.
Road Saddle.

UNEQUALLED IN DESIGN, FINISH AND MATERIAL.

U. S. Sales Agents, R. B. McMullen & Co., Chicago, Ill., and Springfield, Mass. N. Y. Depot. John S. Leng's Son & Co.

SUPREMELY EXCELLENT

ARE ALL THE



Model H. 20 ounces.

"SOLID COMFORT" SADDLES

Send for our new Catalogue.

Curtis=Child Manufacturing Co., PHILADELPHIA, PENN.

Mention BICYCLING WORLD.

A Bicycle Trip.

(BY DOUGLAS TELFORD.)

Concluded.

On leaving Harrisburg we followed the course of the Susquehanna River, and the scene at times is rather wild, winding along the foot of the dark hills, the mills of Duncannon sending out volumes of black smoke. But soon the river broadens out by the addition of the Blue Juniati, and at this point we crossed to the western bank over an old fashioned toll bridge.

"A GOOD HORSE DOCTOR BUT ——"

How we missed the Lochiel House, when we stopped at New Buffalo for dinner. The inn keeper was a horse doctor, but just then was engaged, with the aid of two other men, in cleaning out his well, from which they climbed covered with mud, and in this condition they sat down to dinner, which consisted of bread, fried potatoes and ham. The ham, floating in fat gravy, was passed around on a large meat plate too big for one person to handle, and in helping myself I spilled a liberal quantity of ham fat over the tablecloth, but my plate saved it from going into my lap.

This delicious meal we were forced to wash down with a glass of lemon soda. We were glad enough to resume our journey, but poor Mort got into something worse.

The road up the river runs along by the side of the Susquehanna canal, which canal parallels the river for miles, and at some places the road is 15 feet above the canal, and with no fence to prevent a team or bicycle from running over the bank.

Whether it was the lemon soda or what I cannot tell, but all at once Mort suddenly disappeared wheel and all over the bank and down into the canal below; seeing what had happened I at once dropped my wheel and hastened to his assistance. I slid down the bank after him, and after considerable difficulty on my part I managed to fish both Mort and his wheel out of the water, and what pretty sights we were covered with mud and water. However we managed to dry off a little, and scraped most of the mud from our clothes, and then went on with our journey, stopping at Liverpool at the Owen House where I immediately put Mort to bed while I took his clothes to have dried for him, and I left him reading "That Pretty Young Girl." By four o'clock his clothes were dry but not his shoes, so the kind landlord, Mr. Owens, loaned him his slippers, which were about a mile more or less too large.

HE LOOKED PRETTY.

Mort was a fine sight to go around town with his bicycle coat hardly reaching the top of his trousers, and he had to turn back every few steps to recover a lost slipper. We took a row on the river and then went to the barbers to get a shave. The barber was somewhat of a sport himself, being a base ball umpire, and was engaged in that calling so we had to await his return. He finally came, and what a big fellow he was so fat and large that he was compelled to come in the door sideways. I felt a little timid and Mort looked a little paler than when in the water as the big fellow stood over us with razor in hand. However we escaped with our lives.

The next morning we continued up the river road and took lunch at Snellen's Grove. Here we found a man who had been drinking too much bad whiskey and blamed his condition on Snellen's Grove bad water, so we drank very sparingly of it as Mort is a great temperance advocate.

At Shamokin Dam we took a little steamer which conveyed us across the river to Sunbury. Here we had good-bye to the Susquehanna, and how we missed the delicious spring water which bubbled forth from many places at the foot of the mountains along its banks and furnished us with many a cooling and refreshing drink. Perhaps the contrast was greater, plunging, as we did suddenly, into the dusty and dismal coal district.

The once beautiful green hills are now half eaten away by constant drilling in the search of coal, and piles of black dust turn the once silvery streams into black waters, and continually sifts over the lands and looks as if they were covered with a black mantle. Here and there we saw a mountain covered with the beautiful pink and white laurel, giving beauty to the scene. We remained over Sunday at Tamaqua, attending church in our bicycle suits. The town is a rather prosperous one, being the business centre of the coal regions, and some fine residences are built here, being the homes of the coal kings. We made an early start on Monday morning and hurried to Wissport in hopes of catching an early train for Mauch Chunk and the Switch Back.

THE CHICKENS KNEW THEM.

We created quite a sensation as we passed through some of the small hamlets, especially when we encountered a flock of chickens in the middle of the road, which would scurry on before us, giving a noisy announcement of our entrance into town, and at one place a stray horse ran before us for about a mile before it could turn off into a side road and permit us to pass.

The dogs also received us very warmly, and in some places were a dangerous nuisance, being proof against stones, they held us under guard until their owners came to our rescue.

Arriving at Wissport just too late for the Mauch Chunk train, we started by the track to where a wrecking train was at work lifting some cars out of a hollow, and explaining our case to the conductor he was kind enough to take us to Mauch Chunk with him.

We thought we were in a furnace surrounded on all sides by high hills, and the sun had full play which caused the mercury to climb to 110 degrees. The ride on the Switch Back was refreshing and reminded us of a huge toboggan slide.

We were glad to get out of such a hot place and back to Wissport where the kindly Dutch landlady had a splendid dinner waiting for us, although we were two hours late.

The trip from Wissport to Philadelphia was without incident. It is rather an old road after leaving Allentown, but from Wissport to Slatington it is very picturesque, the road is very hilly, sometimes at the very edge of the Lehigh river and again at the summit of a small mountain. Looking backward through the Lehigh Gap the scene is beautiful, framed on each side by green mountains rising from the water's edge, the silvery river winding between. On a small hill just within the gap some lover of nature has built himself a house. What a

GRAND LOCATION HE HAS CHOSEN,

and what a view he must have from his windows.

We arrived in Philadelphia on the 16th of June, just ten days from the time of departing. In all, we had fairly good roads, especially up the Susquehanna and through the coal regions.

But will not try it again on hard tires, though our hard tired Unions No. 9 made the journey without a scratch or a breakdown. For the sake of comfort we are now changing them to pneumatics.

Don't You Hear Dem Bells?

A pleading, childish voice I hear,
The face I know full well,
My little neighbor sweet lv lisps:
"Please, Mister, ring your bell!"

Along the dusty streets I ride,
While the street corners swell
The gamin's cry: "Say, Mister, hi!
Why don't you ring yer bell?"

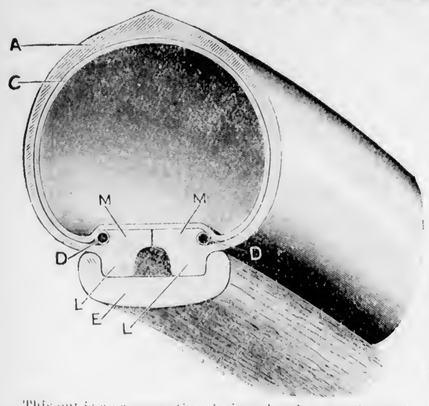


I try to keep my temper in
At each recurring yell;
I wish I had a gong; I'd ring
A great big chestnut-bell!

JACK STEVENS.

HERMES TYRES.

PATENTED NOV. 14, 1893.



This cut is a cross sectional view showing tyre inflated without the valve, the better to show construction. A is rubber part of outside cover; C is inside tube; M M are the margins or shoulders against which the hoops D D press. The margins or shoulders L L fit in rim E and are held in place by hoops D D.

Wood Rims!!

CONFIDENTIAL
TO RIDERS OF CYCLES.

We are constantly in receipt of letters asking if HERMES TYRES can be fitted readily to Wood Rims. To all such enquiries and to Wheelmen generally, who are now debating with themselves the proposition, "shall I use a Wood Rim on my '94 mount?" we unhesitatingly affirm that there is no mechanically fastened tyre that can be so readily and effectively applied to that style of rim as the HERMES. The same admirable and desirable features obtains with Wood as with Metal Rims, when Hermes Tyres are used—as our style of fastening enables us to use a narrow Wood Rim—and while our tyres are held rigidly in place, the greatly increased resiliency resulting from use of our narrow rim is realized as well as the numerous advantages claimed by the champions of Wood Rims.

Whether you decide to use Wood or Metal Rims, bear in mind the good points of HERMES TYRES. On the scale, their lightness show an immediate advantage. The most severe road work for an entire season has proved that greater weight would be superfluous. They have stood all tests of rough usage in the most satisfactory manner. The use of Hermes valve insures continuous inflation. ☞ Send for our Catalogue.

MENTION THIS PAPER.

HERMES TIRE COMPANY, No. 630 Washington St., ... BOSTON, MASS.



WE ARE AHEAD OF ALL OTHERS WITH OUR

Novelty and Shedd's Cyclometers.

ACCURATE. DURABLE. WARRANTED.

SALT LAKE CYCLE Co. write: "We will push your cyclometers for we believe them the best and most accurate instrument of the kind on the market. C. A. EMISE, Manager."



RECORDING INSTRUMENT Co., 602 CHAMBER OF COMMERCE, BOSTON, MASS.



The Billings' Bicycle Wrench.

Adopted by the Pope Mfg. Co., and pronounced by them the Best Bicycle Wrench in the Market.

The BILLINGS & SPENCER CO., HARTFORD, CONN.



Scorcher Grip

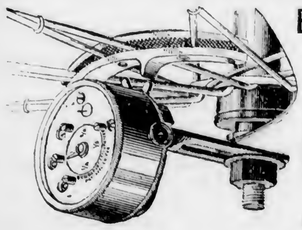
The ONLY Bag for Touring.

Light and Waterproof.

Price $2 & $2,50, to order $3.

Agents send for Catalogue.

DETACHABLE CLEAT CO., Bedford St., Boston, Mass.



BRIDGEPORT CYCLOMETER
$3.50.

Registers 1,000 miles accurately and repeats, or can be set back to zero at any time. Perfectly noiseless, dust proof and waterproof. Nothing to get out of order and can be adjusted to any wheel. A high grade cyclometer within the reach of every bicyclist. PRICE $3.50. Made in two sizes viz. for 28 inch and 30 inch wheels. Send for catalog of sundries. Sold by all bicycle dealers.

The Bridgeport Gun Implement Co.,
Broadway and Thomas St., - - - New York.

COASTING on SKATES

Over the hard snow in the streets and fields. Our COASTERS are easily clamped to any skate, giving a broader surface which glides smoothly over the snow. The greatest sport for boys and girls without the danger attending ice skating. State size of your skate. Price 30 cts. a pair and 6 cts. for mailing. Postal note or 2-cent stamps. Circulars upon application.

HALE & CO.,
WORCESTER, - MASS.

Johnson Breaks a Skating Record.

CLEVELAND, Jan. 27, (Special).—John S. Johnson, of Minneapolis, the champion skater, broke his own half-mile record here to-day on the Ohio Canal, skating a half mile in 1.16 3-5. Last year he skated in 1.22. He made a flying start with the wind against him.

Rejuvenated.

OUR interesting monthly contemporary, *The Scorcher*, of Springfield, Mass., comes up smiling and improved after a couple of months' inaction. Improved in every way we shall look for its monthly visit with pleasure. As a rather appropriate frontispiece *The Scorcher* gives a picture of the ruins of the recent great fire at Springfield.

The Belgian Military Cyclists.

So great has been the extension of the use of the bicycle in the Belgian army, as in the other military organizations of the Continent, that the minister of war at Brussels has elaborated a scheme for the prompt mobilization of the different cyclist corps. With this object special railway wagons have been constructed for the carriage of the machines.

For a Good Cause.

A PETITION is being circulated and already signed by our best and most influential citizens of South Boston requesting that the L street bath house, of South Boston, be put in a good condition for the thousands, not only from the peninsular but from all parts of Boston that daily patronize the public bath. The present state of things there is certainly intolerable. This petition is being circulated by Mr. Arthur H. Nelson, of 501 E. Broadway, So. Boston.

Mr. Durant's Bill.

REPRESENTATIVE DURANT, of Massachusetts proposes to present to the Legislature a bill controlling the speed, etc., of bicycles on the public highways.

The bill provides that in cities and towns of 1,000 inhabitants the rate of speed shall not exceed eight miles an hour, and that there shall be attached to the bicycle a bell, whistle or other mechanical device, which shall be sounded continuously at least six times when the bicycle is within twenty feet of a vehicle, horse or foot passenger; also at street crossings. No bicycle shall be ridden at a greater speed than three miles an hour in that portion of a street occupied by a funeral procession. Bicycles shall not be ridden on sidewalks, and towns are required to post notices to this effect every 500 feet. Bicycles shall be kept under control when descending grades. The act does not prevent children under twelve years of age using sidewalks for velocipedes and tricycles. The penalty attached to the bill is a fine not exceeding $20, in addition to damages.



Rochester Cycle Co.'s Catalogue.

THE Rochester Cycle Mfg. Co.'s catalogue reaches us, and is a fully illustrated book printed in fine style, showing and describing the full line of the Rochesters.

Correction.

IN the advertisement of the Knight Cycle Co., of a couple of weeks ago, the types state that pneumatic tires would be put on for $29, whereas it should be $20, including the necessary work. Cut of tires, and catalogue free. Knight Cycle Co., 311 No. 11th street, St. Louis, Mo.

The Reading.

W. H. WILHELM & Co., of Reading, Pa., have sent us their '94 catalogue, copy of which should be asked for when writing for one of their beautiful souvenirs. The price of the Reading Road Racer is $100; Light Roadster, $100, and Full Roadster, $90.

More Travelers for G. & J.

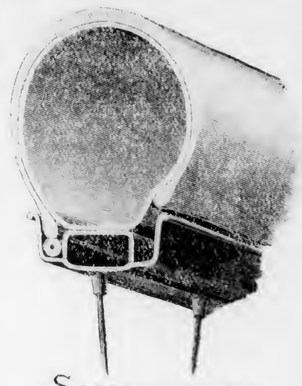
Two more travelers have been added to the Gormully & Jeffery Mfg. Co. staff during the past week. Herbert A. Githens, the well-known and universally-liked racing man, will cover Wisconsin, Minnesota, Iowa and the Dakotas and R. D. Lewis, late of Detroit, Mich., will travel in Southern Michigan, Northern Indiana and Western Ohio.

Rouse, Hazard & Co.'s Catalogue.

ROUSE, HAZARD & Co., Peoria, Ill., advise us their '94 dealer's catalogue will be ready for mailing in a few days as it is now on the press. It will illustrate and describe their entire line of Western Wheel Works, Overland, Sylph and other cycles, which line offers a most complete and valuable agency. They will sell only one dealer in a town.

A Fine Set of Sundries.

REFERENCE to advertising pages 321 and 316 will show a fine line of sundries gotten out by the Detachable Cleat Company, of Bedford St., Boston. The "Scorcher Grip," the "Silver Echo" bell, the "Scorcher Stirrup" and the "Dead Easy Stocking Supporter." The grip and the shoe are already well known to the trade and to the riders and the '94 patterns of these articles are "away up in G" as to excellence of material and workmanship.



SIMPLICITY

47

That Mr. Burris' new tire is the talk of all Cycledom is not surprising to those who have seen it and are acquainted with its principle. It is a combination of surprising improvements of great interests to Cyclists. An examination of it reveals in every detail of construction a masterly mechanical knowledge and skill, and that an experienced mind has been diligently applied in perfecting with careful completeness this King of Tires. Method of attachment to the rim, the fabric, the valve are each new as is also the material of which the rim is made, all proven practical by long and exhaustive tests.

Mr. F. J. Osmond writes from England: "It possesses advantages over all others apparent at first acquaintance which become confirmed by practical use."

Mr. Lewis Stroud, Captain of the Bath Road Club, 50 mile Champion of England, writes: "I have adapted it for 1894 and recommend my friends to do the same."

A gentleman known in the cycle trade as the highest authority in mechanical sciences, enthusiastically spoke of it during the Cycle Show at Madison Square Garden, as "a child of genius the most interesting feature of the show, the best tire in the world, the greatest stride made in 1893 in the advancement of cycle building."

It possesses all the qualities cyclists have been seeking lightness, resilience, speed, strength, safety, durability, simplicity, ease of repair, positive repairable quality anywhere, any time, by any one, man, woman or child.

The Manhattan Rubber Mfg. Co.

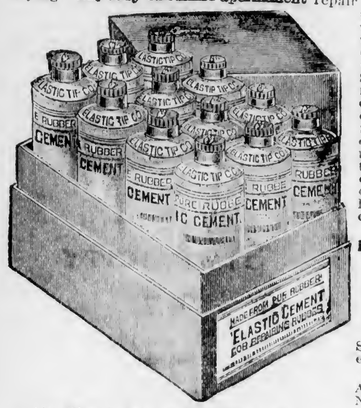
64 CORTLANDT ST.,
NEW YORK,

will be happy to send descriptive circulars to all applying who mention the BICYCLING WORLD.

PURE RUBBER CEMENT

For Repairing Pneumatic Tires.

Made from fine PARA RUBBER. Easily manipulated and quick drying. Anybody can make apermanent repair inless than five minutes. For the convenience of our trade we put this cement up in 3 size tubes, which list as follows: Small, $1 per dozen; medium, $1 50 per dozen; large $2 per dozen. For bicycle manufacturers and dealers who use cement in large quantities, we put it up in One quart, two quarts, one gallon, five gallon and ten gallon cans. Also in barrels.



Special Prices made in quantity.

WOOD RIMS

Strongest and lightest made.

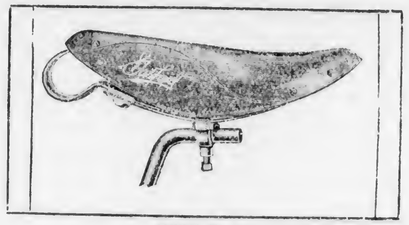
Pneumatic Tires. Acme, Boston and N. G. L. brand.

Also Bicycle Frames, Weldless Steel Tube, Bicycle Tires, Pneumatic, Solid and Cushion, Fork Sides, Hubs, Rims, Spokes, nipples, cranks, pedals, cements, lamps, etc., etc.

ELASTIC TIP CO.,

370 Atlantic Avenue, Boston, Mass. | 151 Lake Street, Chicago, Ill. | 14 Fremont Street, San Francisco, Cal.

Garford Saddles



STYLE E.

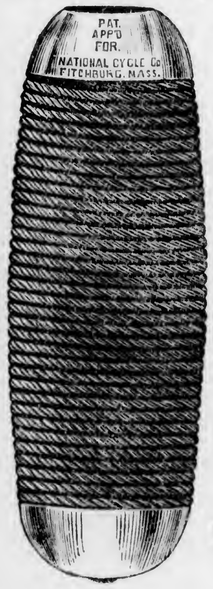
▲▲▲ 1894 ▲▲▲

NOW READY FOR DELIVERY. Our line is the largest made and we can suit every rider.

GARFORD MFG. CO., ELYRIA, OHIO.

SELLING AGENTS,
R. B. McMULLEN & CO.,
CHICAGO ILL.

Corduroy Handles.



German Silver Tips.

Durable.

Absorbant.

Clean and Beautiful.

They afford a very satisfactory feeling to the hands of the user, and withstand much violent usage without damage, and are preferred by some to any other handle.

Samples prepaid by mail on receipt of price.

50 Cents per Pair.

Our '94 catalogue will be sent free on application.

National Cycle Co.,

FITCHBURG, MASS.

SYLPH... ...CYCLES



22, 26, 28, AND 32 POUND WEIGHTS.

Our Own Make.

Guaranteed highest possible grade.
Handsomest. Strong, Durable, Speedy and Reliable.
Four Gentlemen's patterns; one Ladies'.
Either Wood or Steel Rims and Best Pneumatic Tires.

Bearings Absolutely Dust-proof,
or as near so as it is possible to make them.
Will stand closest investigation—severest tests.
Catalogue free of these and other makes.
Exclusive Agency given.

ROUSE, HAZARD & CO.

9 G ST. PEORIA, ILL.

Manufacturers and Jobbers.

No Ifs or Buts ABOUT ... The ... Fowler

Or Anything we Make.

Our 25-pound Road Wheel, fitted with Palmer or M. & W. Tires and wood rims, is fully guaranteed from the tires up.

It is all right for "careful—light and experienced riders"—but just as "all right" for any one who rides a wheel, whatever his weight or height may be.

It is backed by us as all the FOWLERS are backed, to go any place where riders go.

'94 wheels ready for delivery.
We want good agents.
Write us.

Hill Cycle Mfg. Co.

142, 144, 146, 148 W. Washington St.,

Chicago, Ill.

Pneumatic Tires $20.00.

SEND in your machines and we will spread the frame, rebuild the wheel, putting on 1 3-4 rims and M. & W. pneumatic tires for the winter prices of $20. Now is the time before the rush. Knight Cycle Co., 311 N. 14th street, St. Louis, Mo.

"The Simplicity."

THE Simplicity tire made by the Manhattan Rubber Mfg. Co. of 61 Cortlandt street, New York, is meeting with great favor at the hands of manufacturers of high grade bicycles. The simplicity is the invention of Mr. E. Burris, and is made by the above-named concern.

In Hands of a Receiver.

TITUS B. TERRY was Jan. 24 appointed receiver for the Toledo Bicycle Co. The application was made in common pleas court by the attorneys for Morgan & Wright, whose claim against the bicycle company amounts to about $1,015. The petition represents that the company is insolvent, estimating its liabilities at about $60,000 and assets not to exceed $30,000, also that the business of the company has been practically suspended since July, and that it is impracticable for it to continue.

Will Represent the Fowlers.

MR. C. ROTHE, formerly connected with Brown's Bicycle Inn, of Columbus avenue, Boston, Mass., originators of stabling bicycles, has taken a new departure. He has connected himself with B. B. Emery & Co., New England agents for the celebrated Fowler, which company and which wheel he will represent throughout the New England States. We hope his smiling countenance will not be missed at the race meets this season. Being a great lover of the sport and having introduced some good riders to the track, we trust he will still continue to take the same interest as before. We wish him success in his new position.

The Ellwood Ivins Tube Co.

THIS company which has recently been incorporated, will start their new mill at Oak Lane, Philadelphia, in a few days. This plant covers nearly two acres of ground and will give employment to nearly five hundred men. The product of this plant is exclusively seamless and weldless tubing, in both high and low carbon steel, cold drawn, in all diameters from five inches down to 1-100 of an inch. They turn out tubing in extreme lengths; if desired, to sixty feet. Their exhibit at the World's Fair secured the highest medals and diplomas for quality, finish and skill.

Large government contracts for their product will run the mill at its fullest capacity. These tubes are largely used by the cycle makers.

"We've Got It."

—THE—

FOWLER

For the entire New England States, and are prepared to fill orders immediately.

Don't Forget

That we carry a Full Line of FOWLERS and parts, and are in the same position to take care of agents and riders as if they were made in Boston.

We have

The Fowler

A WHEEL that needs no apology for its past record, and one that for 1894 is the very essence of everything "up-to-date."

WE WANT

GOOD RELIABLE AGENTS.

Are you with us?
We will give you living discounts, and treat you right.
Write us.

B. B. Emery & Co.

40 Columbus Avenue,

Boston, Mass.

Mention BICYCLING WORLD.

Reorganized.

THE Howard A. Smith Company of Newark, N. J., has filed articles of incorporation with the County Clerk. Its object is the sale and manufacture of bicycles. Business will be commenced with a capital stock of $50,000. The incorporators are Howard A. Smith, Frank H. Marsh, L. C. Marsh, C. E. Smith and S. E. Kaudle.

A Chainless and Gearless Wheel.

THE Bradley Chainless Bicycle Co., of Albany, N. Y., we hear have a new wheel, minus chain and gears, but can be speeded as a chain wheel. They are now giving sample machines very severe road tests.

A New Tire in the Market.

THE N. Y. Belting & Packing Co., Ltd. proposes making a determined effort to retain their position in the tire market, and their latest tire, the New York Key, is going to cause a sensation. It is remarkable because of its extreme simplicity. All that is necessary to do is to "turn the key," and this detaches the tire so that it can be examined or repaired; when after replacement in the rim, another turn attaches it so firmly that no reasonable pressure will displace it.

These results are secured by a specially made rim, the edges of which are rolled, and into them fit the beaded edge of the outer shoe. Fitting snugly in the centre of the rim is a strip of wood, which is tightened or loosened by the turn of a key operating a double eccentric, and the tightening of this strip, as before stated, locks the beaded edges into the rim so closely that it is impossible to displace them. This prevents, absolutely, any creeping or rolling of the tire, while the entire circumference of the inner tube is available for cushioning purposes, thereby getting the maximum resiliency of the compressed air.

The Premier '94 Catalogue.

We have received the Premier catalogue for 1894, which is enclosed in a very artistic cover of robin's egg blue, with a design in Helical Tube printed in bronze, blue and gold. After the customary "Annual Greeting" the following topics are clearly treated: Premier Helical Tubing, Weight, Tires, Prices, Special Features, The Premier Line, Guarantee, Notes. Then follow descriptions of the Helical Roadster, Helical Road Racer, Helical Racer and Helical Ladies' Premier, each illustrated by handsome half-tone plates made from actual photographs. It is a catalogue that should be in every wheelman's possession. Address Premier Cycle Co., 31, 36, 38 Watts street, New York. ☞Note the change of address. ☜

KNIGHT CYCLE CO. will soon have their catalogue out, with Track Racer, 17 pounds, Road Racers, 22 and 27 pound. Full Roadsters, 32 pounds.

THE Telegram Cycle Mfg. Co., of Milwaukee; capital $75,000; incorporators, W. H. Wolf, F. R. Pingree, W. H. Momsen.

LAWYER Andrew F. Gates, clerk of the House in the last General Assembly, has been appointed treasurer of the League Cycle Company of Hartford, Ct., capital $100,000, of which General H. C. Dwight is president.

THE articles of incorporation of the Kenyon-Cooper Bicycle Company, of Des Moines, Ia., were filed recently in the county recorder's office. The capital stock, $5,000, is invested for the manufacture, purchase and sale of bicycles and bicycle repairs. C. D. Kenyon and Fennimore J. Cooper are the incorporators.

S. TOOMEY & Co., Canal Dover, Ohio, manufacturers of the celebrated Toomey Sulkies, have placed their entire order for their season's supply of metal wheels with the Sterling Cycle Works. After experimenting for a year the Sterling wins on its merit, and the firm are satisfied to pay more for these wheels than they would have to pay for other makes. The corrugated hub, direct piano wire spokes and special hollow rim are the features of Sterling wheels.

HERE IS REPRESENTED

ONE of Our Improvements for 1894.



We have many more as well worth investigating.

SEND FOR CATALOGUE.

Space 56 Madison Square Garden.

ARIEL CYCLE MFG. COMPANY, - - GOSHEN, IND.

DON'T FORGET

that we will be on the market with as complete and fine an assortment of

BICYCLES

in 1894 as can be found anywhere. Send us your name and address for Catalogue and trade Discounts.

D. SNITJER.

Cable Address, "Snitjer." ST. LOUIS, MO.

Improved Service to Cincinnati and St. Louis.

THE Baltimore & Ohio Southwestern Limited, leaving New York at 9.00 A. M., and the fast Express leaving at 7.30 P. M. for Cincinnati and St. Louis, are now equipped with a complete Dining Car service, built expressly for those trains by the Pullman Company. Pullman Dining Cars are also attached to ~~Royal~~ Blue Line trains leaving ~~New~~ York at 9.00 and 11.30 A. M., and 5.00 P. M. for Baltimore and Washington.

The Southwestern Limited

VIA THE BIG FOUR ROUTE TO ALL WESTERN POINTS. "THE FINEST TRAIN IN AMERICA."

"I have traveled thousands of miles," remarked a commercial traveler, "and in every conceivable manner; but never have I found a more perfect service than that offered by the Southwestern Limited, via the Big Four."

This is the universal edict in regard to this beautiful train.

Every day in the year it runs solid to Columbus, Springfield, Dayton, Cincinnati, Indianapolis and St. Louis, with the finest equipment in modern railway structure. Composed of Wagner Sleeping Cars, Library, Smoking and Cafe Car, Elegant Coaches and New Dining Cars, it provides every feature of comfort and luxury.

When you go West take the Big Four.

E. O. McCORMICK, Pass'r. Traffic Mgr. D. B. MARTIN, Gen'l Pass'r. and Ticket Agt.

CINCINNATI, OHIO.

Through Cars to New Orleans.

AMONG the many important improvements in the Baltimore and Ohio Railroad train service is the addition of through Pullman Sleeping Cars from New York to New Orleans, via Philadelphia Baltimore, Washington, and the famous Shenandoah Valley route, passing through Roanoke, Knoxville, Chattanooga and Birmingham. The train leaves New York daily at 5.00 P. M.; Philadelphia, 12th and Market Sts., 7.22 P. M. and 24th and Chestnut Sts., 7.38 P. M., reaching Roanoke at 7.50 A.M.; Knoxville, 3.52 P. M.; Chattanooga, 8.00 P. M.; Birmingham, 11.43 A. M., and New Orleans, 12.45 P. M.

This train is very handsomely appointed, being vestibuled throughout, and has Dining Car service New York to Chattanooga. At Washington a Pullman Sleeping Car, which runs through to Memphis, is added to the train.

All trains of Baltimore and Ohio Railroad leave New York from station foot of Liberty street.

BOSTON, Nov. 27, 1891.

Messrs. Adams & Sons Co.

Gentlemen—I have used your Adams' Pepsin Tutti Frutti and find it is an invaluable aid to any athlete or distance racer as it prevents the throat from parching and keeps the stomach in good condition. Truly yours,

GUS GUERRERO.

NEW YORK, Oct. 26, 1891.

Messrs. Adams & Sons Co.

Gentlemen—For clearing the throat and giving volume to ones voice Adams' Pepsin Tutti has no superior. The writer has found it very beneficial for public speaking, and announcing at athletic contests.

Very truly,

J. J. PRIAL.

$25.00 for a Story.

We will pay $25.00 for the best cycling story received before February 20. We reserve the privilege of using all unsuccessful contributions at regular rates. The prize story will appear fully illustrated shortly after the close of the competition. Address *Story*, care Bearings Pub. Co., 46-48 Van Buren street, Chicago.

NEW YORK, Nov. 2, '91.

Messrs. Adams & Sons Co., Brooklyn, N. Y.

Gentlemen—I have used your Pepsin Tutti Fruitti Gum and find it a wonderful aid to digestion. On the road and path its use keeps the mouth and throat moist and the stomach in perfect condition, counteracting the ill effects of bad matter and indigestible food.

Yours very truly,

J. C. BARKER.

SCORCHER



$2

LIGHTEST, NEATEST, MOST COMFORTABLE SHOE MADE. Send for Catalogue of Sundries.

DETACHABLE CLEAT CO., Boston, Mass.

Save Your Wheel

By Oiling it Properly with the Best and Neatest Oil Can in the World.



One-half Size.

This oiler does not leak. It regulates supply of oil to a nicety. The "Perfect" is highest grade only and has won every competitive test. Although many oilers were shown at the World's Fair, the "Perfect" received the only medal awarded.

Price, 25 cents each.

Oiler Holders, or Pump Holders, 25 cts. each. "Star" Oilers, second to none but the "Perfect," price 15 cts. each.

CUSHMAN & DENISON, 172 NINTH AVE., N. Y.



SILVER ECHO

Double Action, *Continuous* Ring, Nice Tone.

50 cts. Bell is 2⅝ inches in dia. *Light, neat, and strong.*

BEST Seller on the Market. Agents send for Catalogue.

DETACHABLE CLEAT CO. BEDFORD ST. BOSTON, MASS.



Athletic Bicycle ... and ... Bathing Suits.

Exclusive Styles in SWEATERS

Send Stamp for CATALOGUE A.

THE HOLMES CO., 109 Kingston Street, Boston, Mass.

BEST THING ON STOCKINGS.

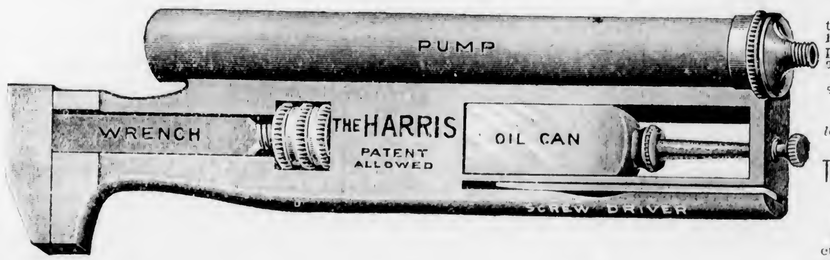


Does not TURN, CHAFE, or BIND. Entirely New.

SEND FOR Catalogue and Discounts.

DETACHABLE CLEAT CO., Bedford St., Boston, Mass.

Attention, Cyclists. The Harris Combination Wrench.



A new novelty and practical combination tool for 1894. Wrench, oil can, pump and screw-driver all combined in one.

Made of drop forged steel, case hardened.

Weight, ten (10) oz.

Electrotypes for Catalogues on application.

The Harris Mfg. Co., 381 Main St., BUFFALO, N. Y.

Send for descriptive circular and mention BICYCLING WORLD.

OFFICIAL DEPARTMENT.

BOSTON, FEBRUARY 2, 1894.

ABBOTT BASSETT, SECRETARY.
12 PEARL ST., ROOM 20, BOSTON, MASS.

New League Clubs.

557—West End Wheelmen, New York, N. Y.

Maine Division.

Mr. Chas. L. Bachelder, of Saco, has been appointed delegate to the National Assembly.

CHAS. A. LITCHFIELD, Sec.-Treas.

Lewiston, Me., Jan. 27, 1894.

Credentials Committee.

The following Credentials Committee is hereby appointed for the next meeting National Assembly to be held at Louisville, Ky., Feb. 19, 1894:

Geo. C. Pennell, Chairman, New York, N. Y., Howard L. Perkins, Rhode Island, M. A. High, Ohio, G. E. Johnson, Louisville, Ky.

Yours fraternally,

CHAS. L. BURDETT.

Jan. 22, 1894.

Nebraska.

I have this day appointed the following Local Consuls:

R. G. Kirby,	Hastings.
I. D. Coryell,	Gordon.
W. A. Klinnamon,	Tanbury.
L. Marshall,	Garrison.
Edw. H. Towle,	Falls City.
A. Schneider,	Henderson.
L. E. Hughes,	Hebron.
J. E. Langston,	Havelock.
E. E. Barber,	Holdredge.
F. W. Hewitt,	Bertrand.

Fraternally,

J. E. EBERSOLE, C. C.

Omaha, Neb., Jan. 20, 1894.

Texas.

Attention is called to the following Rules and Regulations for the government of Consulates and Sub-Divisions:

Rule 23. When the membership of a Sub-Division shall reach 200, the Chief Consul shall appoint a Vice Consul under Art. 11, Sect. 4, of the Constitution, as follows:

Sect. 4. When there shall be 200 members in any State the Chief Consul shall appoint a Vice Consul and organize a Division. The Chief Consul and Secretary-Treasurer and the Vice Consul thus appointed, together with such other Representatives as may be appointed as hereinafter provided, shall constitute the Division Board of Officers, with power to make and execute a Constitution and By-Laws for the government of the Division.

Our membership having reached 200, I have appointed Mr. S. J. Von Koenneritz, of Austin, as Vice Consul of the Texas Division, and same has been accepted by him. By-Laws and Constitution for the government of this Division will be executed and adopted at an early day.

Now that we have once more reached the position of a Division, let every member assist in retaining it, not only by renewing when the time comes, but by securing as many new members as possible. I will consider it a special favor if members will send me names of wheelmen eligible for membership.

Fraternally,

E. W. HOYT, C. C. Tex. Div.

Applications for Membership.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III. of the Constitution.

BOSTON, Feb. 2, 1894.

Total 89—36822.

Alabama—1—207.

62687	Woodward, H. G.	Birmingham

Colorado—6—576.

62688	Elmendorf, F. M.	Denver
689	Smith, Ellis	Eaton
690	Easterly, G. A.	Denver
691	Febles, J. C.	"
692	Frain, R. J.	"
693	Taylor, J. B.	"

Connecticut—3—2297.

62694	Burpee, Gerald H.	Rockville
695	Murphy, T. F.	"
696	Mellor, B. F.	"

Illinois—1—2498.

62697	Akely, J. C.	Chicago

Indiana—1—581.

62698	Cooper, Bernard	Crawfordsville

Maryland—4—692.

62699	Elliott, A. M.	Baltimore
700	Jeffery, Elmore B.	"
701	Hennick, Chas. J.	"
702	Weber, Wm., Jr.	"

Massachusetts—27—6287.

62703	Abraham, Chas.	Boston
704	Allen, Alfred H	"
705	Bieringer, Leo	"
706	Calhoun, John	"
707	Calhoun, Wm.	"
708	Hirsch, S. F.	"
709	Jones, Leon H.	"
710	Kaffenburg, Carl	"
711	Kuhns, Arthur	"
712	Mackay, Duncan	"
713	Marks, Morris	"
714	McCreery	"
715	Mers, G. Fred	"
716	Mudgett, Geo. L.	"
717	Salla, F. F.	"
718	Schloss, Isy	"
719	Sherry, Wm. A.	"
720	Brown, A. P.	Dorchester
721	Day, Geo. S.	"
722	Mitchell, C. F.	"
723	Schnibder, F. E.	"
724	Faulkner, J. W.	Jamaica Plain
725	Batchelder, C. Fred	Worcester
726	Rawson, Louis W.	"
727	Gage, Fred E.	"
728	Mills, Richard A.	Boston
729	Moore, Robt. W.	"

Minnesota—5—462.

62730	Bevers, W. L.	Zumbrota
731	Kinne, W. W.	"
732	Pierce, D. C.	"
733	Stearns, C. G.	"
734	Yochem, H. W.	"

New Jersey—2—2003.

62735	Muller, C. F.	E. Orange
736	Thorn, Harry C.	West Milford

New York—12—750.

62737	Benn, Harry C.	New York
738	Van Schaick, George G.	New York
739	Kasso, *Marguerite M.*	New York
740	Rebhan, C. A.	Albany
741	Muldowney, J. L.	"
742	Patterson, Jas. F.	"
743	Sample, W. H. Jr.	"
744	Thomas, Geo. L. 2d,	"
745	Waldron, Fred T.	"
746	Shannon, Henry C.	New York
747	Decker, M. L.	Cortland
748	Dean, James G.	Stamford

Ohio—4—3237.

62749	Donahue, C. J.	Cleveland
750	Smith, Geo. H.	"
751	Storey, C. F.	"
752	Verity, Geo. M.	Cincinnati

Pennsylvania—11—6322.

62753	Cannon, W. H.	Du Bois
754	Donley, J.	"
755	Herdrick, Chas. F.	"
756	Moulthrop, J. O.	"
757	Means, Jas. A.	"
758	Quinn, J. S.	"
759	Reed, C. B.	"
760	Schwein, F. L.	"
761	Schwein, J. A.	"
762	Schwein, E. D.	"
763	Wingert, F. D.	"
764	Weaver, F. B.	"
765	Dauer, John J.	Pittsburg
766	Conarro, F. V.	Warren

South California—1—307.

62767	Jackson, Howard R.	Los Angeles

Tennessee—4—119.

62768	Sparke, Jene W. Jr.	Murfreesboro
769	Kaiser, Nat	Memphis
770	Minor, J. L., M. D.	Memphis
771	Oliver, Z. S.	"

Texas—1—202.

62772	Covey, E. R.	Dallas

Vermont—1—113.

62773	Ayers, J. O.	Bennington

Virginia—1—170.

62774	Richards, Jno. A.	Lebanon Church

Wyoming—1—18.

62775	Hill, C. P.	Cheyenne



WILSON'S
WONDERFUL NICKEL AND ENAMEL
PRESERVER.

Will Polish Nickel and Enamel. Prevent Nickel and Steel from Rusting.

DIRECTIONS.

Shake well before using. Saturate a piece of cotton flannel with the solution, rub lightly, and finish with a clean, dry piece of cloth.

The solution leaves a fine coating, preventing the air from penetrating the nickel.

The solution is to be applied on good nickel. If such is the case and done carefully, you will not be obliged to have the pedals or cranks re-nickeled. If the nickel has already begun to peel off, the solution should be applied at once; by so doing it will prevent the rust from going any farther.

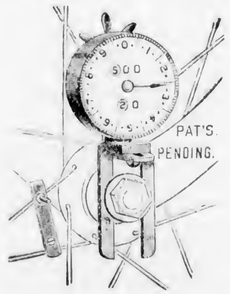
This solution is the best thing on the known world to prevent nickel from rusting and restoring the enamel. I make no claims to remove rust.

MANUFACTURED BY
JOHN W. WILSON, 14-15 Tremont Row.
Boston, Mass., U. S. A.

PRICE 50 CENTS.

FOR SALE EVERYWHERE.

Crown Cyclometer
MADE BY
BOSTON METER CO.,
22 Chapman Place, - - Boston, Mass.



Thoroughly tested, small and compact, weighing two and one half ounces only. Registers to one thousand miles, then commences again at zero. PRICE, $6.00.

Can be changed from one size to another, without additional expense.

Electrotypes for catalogues upon application

FOR SALE OR EXCHANGE.

In this department the prices are 20 cts. per line, 7 words per line, 12 lines per inch.

Stamps will NOT be taken in payment. Cash, check, money order, or postal note must accompany order, or no insertion.

LATEST CYCLING PAPERS from all parts of the world received regularly and for sale. Send for list. FLETCHER & CO., 43 L. Van Buren Street, Chicago.

SWEATERS, Jersey Tights. Best goods, low prices.
E. C. DOLE, Concord, N. H.

RHEUMATISM Rings $2 each; thirty days' trial free; no cure, no pay; what more do you want; send for circular; agents wanted everywhere. PATTON & CO., jewelers and bicycle dealers, 59 Main St., No. Adams, Mass.

NOTICE.

We are the purchasers of the entire NIAGARA MACHINE CO. equipment, and are prepared to execute promptly orders for pedals, balls, coasters, lugs, toes and other cycle fittings. Correspondence is solicited.

Yours truly,

SPAULDING MACHINE SCREW CO.
WM. H. CROSBY, Manager.
Buffalo, N. Y.

SUSPENSORY BANDAGES.

Silk, $1.00; thread, 50 cts; a discount of 25 per cent. to clubs; safely sent by mail upon receipt of price; postage stamps taken. G. W. FLAVELL & BRO., 1005 Spring Garden St., Philadelphia, Pa.

$90 VICTOR Model D; used one week; as good as new and without an equal; cash $90, or $100 in instalments; satisfaction guaranteed. F. H. CRAPO, Concord, N. H.

WANTED:

Job Lots of Wheels

And good line of boys' juvenile wheels, and 22 pound road wheels that will stand, and good travelling man. Pneumatic tires put on for $20.00.

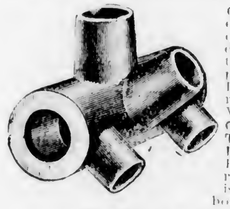
KNIGHT CYCLE CO.,
511 North 11th Street. - St. Louis, Mo.

FOR DEALERS An accurate scale, complete, for weighing bicycles; sent by mail, post-paid, on receipt of $1. BRUNNER & CO., 198 Pearl street, Hartford, Ct.

"COMPTON'S Progressive Banjo Studies," 8 parts, with waltzes, marches and reels. Price 50 cts. E. J. HESSEL, 87 Vine Street, Philadelphia, Pa.

TRICYCLE for sale at a bargain; for lady or gentleman; little used. Address A. A. BROOKS, Greenfield, Mass.

Bicycle Manufacturers and Repairers



Can obtain everything required in Bicycle construction and repair, including Brown's & Perry's goods, Weldless and Cresswell Tubes, Rims, Forkslides and Forgings, both rough and finished, at rock bottom prices, of

W. W. WHITTEN,
118, 120, 122 & 124 So. Main St., Providence, R.I.
Manufacturer and Importer.

A SNAP.

Capital wanted ($5,000) to develop a bicycle business in Boston, the sole control of a leading wheel promising large profits. Cash sales and large territory. Address

Q. E. D., care Bicycling World.



[Patented Nov. 21, 1893.]

MAKERS OF
LAMINATED AND PLAIN
WOOD BICYCLE RIMS
FOR THE TRADE.

W. W. Stall will be found at Stand No. 10, Madison Square Garden.

PNEUMATIC TIRE PROTECTOR.

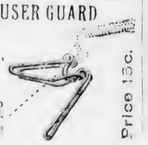


Doubles life of tire by preventing punctures, mashing edge of rim on stones, bursting tire, chipping on tire on cobble or stony roads. Not necessary to cement tire as protector keeps tire from creeping. No more slipping on asphalt. Has been thoroughly tested. Can be attached and detached in six minutes. Price per pair, $3.00; per dozen pair, $30.00. Ask your dealer for them. Sent to any address postpaid upon receipt of price.

THE UNION MFG. CO.
Office, Room 23, Pike Bldg., Cincinnati, Ohio. Factory, Hillsboro, Ohio



KALAMAZOO TROUSER GUARD
KALAMAZOO CYCLE CO.,
KALAMAZOO, MICH.



This is the Hump that holds the pants for men who ride Bicycles.

Price 15c.

Special

We want every rider in this country to know all about

The Red Star Solid Illuminant
FOR BICYCLE LAMPS,
The Red Star Chain Lubricant
AND
The Red Star Lubricating Oil,

And as you can't all come to the Cycle Show in New York, where we will exhibit, send us your name and address and we will send you, when ready, our little book and anything else we may get up.

RED STAR MFG. CO.,
P. O. Box 1092. NEW YORK.



$25 to $50 per week, to Agents, Ladies or Gentlemen, using or selling "Old Reliable Plater." Only practical way to replate rusty and worn knives, forks, spoons, etc; quicker done by dipping in melted metal. No experience, polishing or machinery. Thick plate at one operation; lasts 5 to 10 years; no finish when taken from the plater. Every family has plating to do. Profits large. Sample and circular, 10c. Postage paid. W. P. Harrison & Co., Columbus, O.

Durant Normal School
.... OF ....
PHYSICAL EDUCATION
FOR WOMEN.

The Durant Gymnasium (B. Y. W. C. A.) offers unequalled facilities. Nine instructors, besides special lecturers. For further particulars address

HOPE W. NAREY, Director,
Berkeley St., cor. of Appleton, Boston.



SPECIAL.

In this Department, 25 cents a line. ☞Cash must accompany the order.

☞Postage stamps will not be accepted hereafter in payment for advertisements or subscriptions.

☞*Checks, Money Orders or Postal Notes only will be taken.*

L. A. W. Badges



The Official Design in Solid gold
Send for Catalogue to
C.H.Lamson,203 Middle St.,Portland,Me.
The original inventor and maker.



The Latest L. A. W. Badge
Official Pneumatic Tire.
Solid Gold, - - - $3.50
Gold Plate, larger, - 2.00
Any bicycle dealer will order you one. We have L. A. W. badges from 25c. up.
Discount to dealers.
DURYEA JEWELRY CO.,
194 Broadway, - - New York City.

JOHN HARRIOTT
MAKER OF
PRIZE MEDALS
CLUB PINS
DESIGNS ON APPLICATION
3 WINTER ST.
BOSTON MASS

USE EAST INDIA



STICK GRAPHOLINE
FOR
BICYCLE CHAINS
THE ONLY CHAIN LUBRICANT THAT GATHERS NO DUST EASILY APPLIED PROTECTS THE CHAIN FROM RUST DUST MUD & WEAR
IN STICKS 3 1/4 LONG 25 CENTS BY MAIL.
PRINCE WELLS.
SOLE UNITED STATES AGENT.
632 FOURTH AVE. LOUISVILLE. KY.
FOR SALE BY ALL CYCLE DEALERS.

FOR SALE BY ALL
CYCLE DEALERS.

I. A. WESTON & CO.,
JAMESVILLE, N. Y.,
Manufacturers of
Pneumatic and Cushion Wheels
Of all styles and grade for Safety Bicycles, Sulkies, Carriages, etc.
All the Standard Tires,
With rims of all kinds. Send in your orders. We will make price right.

PATENTS
TRADE-MARKS, COPYRIGHTS ETC.
CHANDLEE & MACRULEY,
ATLANTIC BUILDING
WASHINGTON, D. C
Information and advice furnished inventors without charge. References exchanged.

PATENTS Procured in the United States and foreign countries. Trade-marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. W. E. AUGHINBAUGH, McGill Building, 908-24 G St., N.W., Washington, D. C.



☞Weight reduced to 1-2 oz.
Reliable, Durable, Warranted
Price $2.25 post paid
Electro and discount to the trade.
Levy Cycle Clock Co.
1817 Ridge Ave.,
PHILADELPHIA, PENN.

NICKEL PLATE.
The New York, Chicago & St. Louis R.R.
THREE TRAINS EAST WEST DAILY.
PALACE BUFFET SLEEPERS. ✠ SUPERB DINING CARS.
NO CHANGE OF CARS BETWEEN... NEW YORK, BOSTON AND CHICAGO
TICKETS SOLD TO ALL POINTS AT LOWEST RATES.
Baggage Checked to Destination. Special Rates for Parties
Trains arrive at and depart from Nickel Plate Depot, corner Twelfth and Clark streets, Chicago; Union Depot of the Erie Ry. at Buffalo. At Cleveland, trains stop at Euclid avenue, Madison avenue, Willson avenue, Broadway, Pearl street, Lorain street and at Detroit street, from either of which stations passengers may be conveyed by street car to any part of the city.
For rates and other information see Agents of the Nickel Plate Road, or address
L. WILLIAMS, Gen'l Sup't, B. F HORNER, Gen'l Pass'r Agent, CLEVELAND, O.

Quickest Route to the West
SPRINGFIELD LINE
BETWEEN
BOSTON AND NEW YORK.
Trains leave either city at 9.00 A. M. except Sunday; 11.00 A. M. except Sunday; 1.00 P. M. daily; 11.00 P. M. daily.
Drawing room cars on all day trains; sleeping cars on night trains.
A. S. HANSON, General Passenger Agt.
City Office, 232 Washington St., Station, Kneeland Street, BOSTON.

FITCHBURG RAILROAD
Superb Equipment, Excellent Train Service, Fast Time, and Courteous Employees make the
Hoosac Tunnel Route
THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.
FAST EXPRESS TRAINS
With elegant PALACE PARLOR and SLEEPING CARS to and from
BOSTON and CHICAGO
and BOSTON and ST LOUIS.
via NIAGARA FALLS
without change.
THE POPULAR ROUTE for all points in Northern New York, Vermont and Canada.
THE ONLY LINE, running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes and Burlington, Vt.
THE PICTURESQUE ROUTE from Boston to St. Albans, St Johns Ogdensburg, Ottawa, Montreal and Quebec.
ELEGANT PALACE SLEEPING CARS to and from
BOSTON AND MONTREAL,
without change.
For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad and at
250 Washington Street, or
Fitchburg Railroad Passenger Station, BOSTON.
J. R. WATSON, General Pass. Agent.

Reading Railroad System
THE FAVORITE ROUTE
BETWEEN
Boston, Philadelphia, Baltimore, Washington,
AND BETWEEN
New York and Philadelphia,
And all points in Interior Pennsylvania.
THE SCENIC LINE
To Buffalo, Niagara Falls and the West.
☞WHEELS CARRIED FREE.
I. A. SWEIGARD, Gen. Manager. C. G. HANCOCK, Gen. Pass. Agent.

THE NARROW TREAD.

From the L. A. W. Bulletin:

"Nothing appeals more forcibly to the practical cyclist than a narrow tread—which is the technical expression for the distance between the feet when placed on the pedals, which is for convenience sake taken from one end to the other of the crank axle. A narrow tread which is obtained without lessening the distance between the ball races of the bottom bracket may be said to be the sign of an up-to-date cycle. It is easy to understand why a narrow tread is an advantage; if the feet are fairly close together, the joints are straight, and so is the thrust, and there is no unusual strain; whereas, if the feet are put wide apart the leg is necessarily thrown out, and the strain on the joints is a crooked one. More power is obtained the straighter the thrust, and half-an-hour's practical experiment will convince any one of the fact.

"In the old ordinary days every effort was made to narrow the tread, and this was risky with the big wheels then in use; and now in the safety days very little attention has been given, in some quarters at least, to this important feature. There are strains in the R. D. which the builder of ordinary bicycles had not to deal with, and that is why in the former case the tread has not been hastily narrowed. straight stays running from the rear wheel to the outside edge of the bottom bracket—so as to secure the greatest rigidity. wide bottom brackets, and so on, have all been designed to deal with those strains."

Copied by the L. A. W. Bulletin from "Bi. News," England.

The above article deals with one of the most important features of an "up-to-date" bicycle, i. e., the tread. By reading the clipping carefully and comparing the special points that are claimed of the greatest advantage to the modern bicycle with the WAVERLEY, you will find every suggestion carried out to the letter. As the clipping says: "Nothing appeals more forcibly to the practical cyclist than a narrow tread." The WAVERLEY has it, with the wide bottom bracket and straight stays built especially to stand heavy strain.

At the New York Cycle Show 95 per cent. of the highest-grade and highest-priced machines shown were built with a wider tread than the WAVERLEY with its 5 1-2 inch crank shaft.



THE
Waverley

Is thoroughly high grade, embodying all the modern improvements, including the narrow tread and Waverley Clincher tires, made under Gormully & Jeffery's patents.

Price for the 28 inch, 28 lb. Scorcher
$85.00

CATALOGUE FREE.

INDIANA BICYCLE COMPANY,
INDIANAPOLIS, IND., U. S. A.

HORSE PACED.

Two RAMBLER riders rode the fastest miles ever ridden on any cycle, in any country.

TIME:

Standing start, = = 1.54 4-5
Flying start, = = = 1.51

MAN PACED.

(By Six Men)

A more fortunate (?) rider rode a mile, standing start, in **2.00 2-5**, and is dubbed by the Racing Board

"ONE MILE
RECORD HOLDER."

What Say the "Plain Dollar a Year Members?"

Who is Champion?

SIMPLY A MATTER .....
..... OF OPINION,
perhaps, but not so the speed, beauty, and durability record of

Rambler Bicycles

which has long ago been settled beyond a doubt, to the satisfaction of the "buying public."

$125.00

One Price for All Styles and Weights. Guaranteed for One Year.

CATALOGUE FREE AT ANY RAMBLER AGENCY.

GORMULLY & JEFFERY MFG. CO.

CHICAGO. BOSTON. WASHINGTON. NEW YORK. COVENTRY, ENGLAND.

THE
BICYCLING WORLD
And L. A. W. BULLETIN.

Published Every Friday
BY
THE WHEELMAN CO.

Incorporated under the Laws of Massachusetts.

167 OLIVER STREET,
BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address, as well as their new, and their League number.

TO OUR ADVERTISERS:

Copy for new advertisements must be handed in by Tuesday morning to insure their being inserted in the current week's issue. CHANGES must be in hand not later than Monday to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the WHEELMEN Co. All communications should also be addressed to the Company instead of to individuals.

Postage stamps will not be accepted hereafter in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken.

C. W. FOURDRINIER, Manager.

EDITORS:
C. W. FOURDRINIER. H. CROWTHER

Women's Department conducted by
MRS. MARY SARGENT HOUGHTON.

BOSTON, FEBRUARY 9, 1894

The Front Cover.

WE have decided to put advertisements on the front cover for those who desire it for special and extra announcements. It can only be used by any one advertiser *twice in succession* and applications for space and dates will be received and advertisements placed on that cover in rotation, as applications are received. Advertisers can use it for *extra* space and not for the purpose of transferring space they now occupy. For further particulars apply to Wheelman Company, 167 Oliver street, Boston, Mass.

Danger! Shall Our Work for Good Roads Be Stopped?

"DANGER! Shall our work for good roads be stopped?" *Good Roads.*

By no means; on the contrary the work of the League for highway improvement must go on if the organization is to accomplish any tangible results; but it must be on broader lines than at present. No one questions this; but the BICYCLING WORLD protests against the methods which are being adopted by the editor of *Good Roads* in his attempt to make it appear that this paper is opposed to that publication. He has not hesitated to abuse his position as the head of the Good Roads Bureau by sending out false and misleading statements in regard to the Wheelman Company.

When the gentleman states that "It is proposed to stop the publication of *Good Roads*. It is proposed to close the Roads Improvement Bureau of the L. A. W., and to discontinue its prominent work for better roads," he is disingenuous, not to say misleading. It is not proposed to stop the publication of *Good Roads;* it *is* proposed to stop the payment of $5,000 per annum for work that could be done for very much less. In other words the officials of the League have made up their minds that the price they are paying for furthering the work of highway improvement is entirely too high a figure for the results; not that the work is not a good one. And it is certain that a reorganization of this department of the League would prove of decided benefit both to the work and to the organization. The present head of the department has been duly served with the ninety days' notice to quit required under his present contract.

IN one of the circulars sent out over the signature of the editor of *Good Roads* is the following false statement: "The magazine *Good Roads* and the BICYCLING WORLD AND L. A. W. BULLETIN have been sent to each League member at the expense of the National treasury." Never was a more direct falsehood uttered so far as the BICYCLING WORLD is concerned, although it hits the bull's eye on *Good Roads*. The gentleman is surprisingly candid when he says, "The League has been burning its financial candle at both ends; its funds are low; its treasury depleted;" and had he added that this was due entirely to the manner in which *Good Roads*, under its present management, has been sinking the money of the organization, he would have clinched the argument.

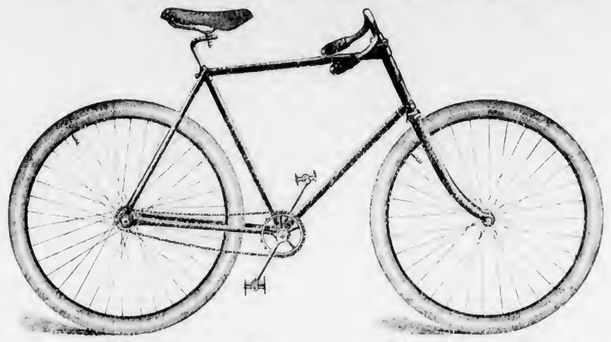
There is not a well-informed member of the L. A. W. who does not know that instead of the BICYCLING WORLD having been sent to each League member at the expense of the National treasury, the contrary has been the case, and the Wheelman Company has been paying to the L. A. W. the sum of $400 per annum for the privilege of maintaining one of the most one-sided contracts ever entered into; and when he goes on to state, in another circular inserted between the pages of the January number of the magazine, that the "BICYCLING WORLD has for years *enjoyed* a large advertising patronage," he becomes distinctly funny. If any other publication cares to "enjoy" the same privilege on the same terms they are welcome to it. We have gotten through. For months the Wheelman Company faithfully upheld its contract despite the fact of the most outrageous and unfair criticisms and methods, and it would have been compelled to do so had not the L. A. W., through certain of its Divisions, deliberately violated the same, contrary to the explicit directions of the Executive Committee. There is no doubt but that *Good Roads* and the weekly official organ could be consolidated in some way so that the interests of the two publications would be identical, and the advertisers thereby be relieved from the drain upon them incidental to their appearance in the pages of both. Just how this could be done is a matter of detail to which the Publications Committee will probably give due consideration to.

IT must be evident to every intelligent and unbiased member of the L. A. W. that the organization cannot be run on wind alone, and it is manifest that an increase in the amount of the annual dues will be necessary if the best results are to be attained. A first-class weekly paper cannot be furnished for nothing, while the demands of other work in the line of road improvement also require the sinews of war to enable it to be properly carried on. So the question of increasing the annual dues is being very seriously discussed, pro and con. By some it is argued that such an increase would mean an immediate shrinkage in the membership; while others reason that it would be better to have 25,000 members at $2 a year than 50,000 at $1, and we are inclined to think the latter are right.

IT is a matter of great regret that the necessity for saying all this has been forced upon us. We had hoped that we could have avoided the need for entering into a controversy with the editor of *Good Roads*, but although we have kept silence under previous misrepresentation, the present deliberate and evidently premeditated miss-statements which have been made to the members of the League of American Wheelmen under cover of the pages of its monthly magazine leave us no recourse but to defend ourselves, and to defend ourselves most vigorously at that.

In simple justice we must add that it was through the concession made by the Wheelman Company to the L. A. W. that the publication of *Good Roads* was rendered possible, as under our contract it would have been impossible for the magazine to have been published without our consent, and our attitude toward that publication has never been one of hostility, despite the fact that interested parties have endeavored to make it appear otherwise.

'94 UNIONS.



Another Strong Point. LARGE REAR FRAME.
TUBES, Braced in Two places.
Result—Sprockets ALWAYS in line.

UNION CYCLE MFG. CO.,

BRANCHES
Philadelphia and Chicago.

239 Columbus Ave., Boston, Mass.

Catalogue free at agencies, by mail four cents.

WORDS

But

Wise Ones.

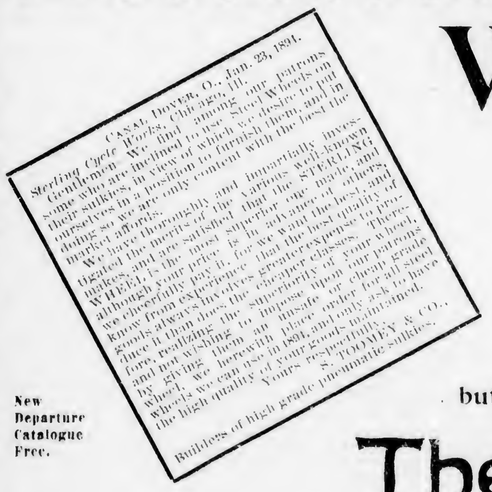
"Mek
no mistek."

(as Mrs. Thomas said)

but ride

The Sterling.

(Built like a watch.)



New Departure Catalogue Free.

STERLING CYCLE WORKS, - - 236 Carroll Ave., Chicago.

OUR attention has recently been called to the fact that the officers of the New York Division continue to feel that certain portions of the editorial printed in our issue of January, 13, 1893, reflected on the personal integrity of those gentlemen, and which read as follows:

"The League organ has the interest of the members at heart, and it feels called upon to turn the light of day upon the record of men who have controlled New York affairs."

Most emphatically do we deny that any such reflection was intended, and we are sorry that if in the heat of defending ourselves against the attack made at that time by the officers of the New York Division, words were printed which in any way could be construed as an attack on their personal integrity.

We take pleasure in expressing our regret that anything should have been printed which could have had put upon it such an unfortunate construction. No matter what our feelings may have been as to the attitude of the New Division towards the Wheelman Company (and they were feelings of just indignation) never for one moment would we have intentionally printed a word which could be construed as assailing the fair names and personal integrity of those gentlemen—such was not our intention.

Decision in a Patent Suit.

[Special to Bicycling World.]

CHICAGO, Ill., Feb. 6, 1894.

EDITOR BICYCLING WORLD: Patent Office interference in case of Garford vs. Jeffery, covering tire with beaded edges in recessed rim, held by means of air tube and rib or wedge, was decided in favor of Jeffery on Feb. 2.

GORMULLY & JEFFERY MFG. CO.

The Toledo Bicycle Co.'s Assignment.

ATTORNEYS of Morgan & Wright, in their petition to the court asking for a receiver for our company, made a statement which has done us an injustice, and which was published by the papers of this city.

They state that the assets of the Toledo Bicycle Company are $30,000 and liabilities $60,000. Where and from whom they obtained such information we can not understand. The facts are that the invoiced assets are in gross $115,000, and were scaled down to $91,000. The liabilities are as they stated.

We respectfully request you to correct the erroneous impression made through the error of attorneys. Yours respectfully, TOLEDO BICYCLE CO., S. P. Meng, President. *Toledo Blade.*



THE unwary individuals who tempted Providence by wearing a silk hat at the Philadelphia Show perforce invested in a soft hat before they got through, but they got no sympathy for they ought to have known better.

And a good many more individuals wore dark brown tastes in the mornings.

ALL the flyers were in evidence at Philadelphia or nearly all of them. There was Zimmerman, just taking the road as traveling man; Bliss and Dirnberger, fresh from their record-breaking feats; Tyler, with the Union Exhibit; Warren, with the League Cushless; Banker, with Lozier; Taylor, who is putting on flesh since he has taken up his residence in the Quaker City, where he is pursuing his dental studies, and Johnson, who took a day off from his attempts on the ice records, to come down with the silver-haired Thomas W.

By the way, both Johnson and Eck deny that they have parted company. The latter labels the story as a canard out of the whole cloth and says that he will be found pushing Johnson off this season as usual when the pistol cracks.

THE BICYCLING WORLD proves its value to advertisers in no uncertain way, sometimes much to their discomfiture.

This was the case last week with the American Dunlop Tire Company of New York and W. H. Wilhelm & Co., of Reading, Pa. The former had some very pretty calendars to give away as souvenirs and we innocently made mention of the fact in a three line notice, with the result that they were deluged with thousands of requests, quickly exhausting the edition, which, by the way, they only intended for the tradesmen; while Wilhelm & Co., having advised us that they were giving away working models of their Model "E" Racers, were given due prominence of that fact in this paper, in common with the rest of the cycling press, and within three days Irve told me that they had received upwards of 3,100 requests, *of which no less than 3000 mentioned the* BICYCLING WORLD.

Advertisers take notice!

THE funny part of the whole affair was that when the Philadelphia Show came around and the people applied at the Wilhelm stand, they were handed a small envelope which bore the following imprint:

"WORKING MODEL
NEW 1894
MODEL 'E' RACER."

and upon opening this envelope, another was found with these significant words:

"MODEL ERASER.
COMPLIMENTS OF
W. H. WILHELM & CO.
READING, PA.

And a good many people were sold.

I WAS speaking last week of Frank Fowler's ingenuity in advertising schemes, but Messrs. Heustis, of the Newton Rubber Works, and Measure, of the Union Company, Boston, evolved a little idea that was worth a good bit of money at the Philadelphia Show.

When the Stirk family came out to do their final pyramid trick, in which the two lasses climb on the shoulders of the two men, the while the latter are circling the stage on their ordinaries, at the finale, after they had waved the American flags and with the band playing Yankee Doodle, they unrolled a scroll upon which were emblazoned the words, "Ride the Heustis Tire!" and "On The Union Q. T. Ride!" and before the applause had died away a gigantic American citizen, of the tint which certain politicians are endeavoring to bar from League membership, sung out in a bass which re-echoed through the hall, "Dese tires and wheels am de stuff and don't you forget it!"

What these gentlemen paid for the announcements I do not know, although several of their competitors were making anxious inquiries.

SPEAKING of Bliss and Dirnberger's records reminds me of an interesting little talk I had with them on that subject. We were analyzing the wonderful speed in the 1.51 and 1.51 trials, and I asked whether they found it difficult to follow the pacing horses. They said that when they struck the warm Southern climate it was not at all a hard thing to stay with the horses, in fact that for a hundred yards or so in each trial they practically had to ride alone while the horses were changing; but that so thoroughly trained were they—"on edge," as they put it—that they found no difficulty in maintaining the speed, although they said that in spite of the tremendous momentum at which they were capable of traveling, they would have been beaten in competition races every time. In other words, the training for keeping up a uniform rate of speed

WHAT RIDER CAN SHOW BETTER MILEAGE?

Come, Gentlemen, Expose Your Hands

"Just to show that there is no frost."

MORGAN & WRIGHT

Announce the following Awards:

For greatest mileage on one set of M. & W. Tires during 1893—rider having made his own repairs:

1st Prize. Cost value, $100. A. A. Hansen, St. Paul, Minn., 8,114 miles on a Fowler, 30 pounds.

2nd Prize. Overcoat, $15. W. R. Englemire, Rockford, Ill., 7,957 miles on an Ormonde, 37 pounds.

3rd Prize. One set M. & W. Tires. J. W. E. Kinkead, Chicago, 4,953 1-2 miles on an Imperial, 35 pounds.

For most meritorious single ride, distance, weather and character of roads to count:

1st Prize. Cost value, $50. H. H. Wytie, Chicago, New York to Chicago, 1,028 miles on a Sterling, 27 pounds.

2nd Prize. Cost value, $25. A. A. Hansen, St. Paul, Minn., 224 miles in 20:10 on a Fowler, 30 pounds.

3rd Prize. One set M. & W. Tires. P. Von Boeckman, Austin, Tex., Chicago to Austin, Tex., 1,300 miles on a Fowler Light Roadster.

For best time in a 10-mile road race, prize cost value $25.
Wm. Bainbridge, Chicago, time 27 min. 51 sec.

For best time in a 25-mile road race, prize cost value $25.
Frank Waller, Indianapolis, Ind., time 1 hr. 6 min. 10 sec.

Above awards made by a committee selected from members of The Century Road Club of America.

AGAIN WE REPEAT FACTS AND FIGURES. **AGAIN WE SAY DEDUCE YOUR OWN INFERENCES.**

Will be pleased to send you an interesting and instructive catalogue, containing a guarantee as "is a guarantee."

MORGAN & WRIGHT, 331-339 West Lake St., CHICAGO, ILL.

Whitworth Cycles

In the Old and the New World alike the Whitworth is as good at kilometres as it is at miles. On the 12th of August, L. S. Meintjes won the 100 kilometres World's Championship at Chicago, reducing records all the way up and riding, as also was the second man, a Whitworth No. 8. On the 24th of September, Jaap Eden, at Gladbach in Germany, made on a Whitworth, records for 2, 4, and 5 kilos., riding the total distance in 7 mins. On the 8th of September, Houben won the 100 kilometres championship of Belgium, and again on the 11th of October Fournier and Louvet, on a Whitworth tandem, rode 1 kilo. in 1 m. 14 3-5 s., which is exactly at the rate of 30 miles an hr., and it was but the second time they had mounted the machine. Any type of machine, any country, any distance! It is indeed true that we know something of the design of speed cycles.

&

THE METRICAL SYSTEM.

The WHITWORTH CYCLE CO. Ltd.,
644 AND 646 BROADWAY, NEW YORK.

throughout was so entirely different from that required for a driving finish, that when it came to the last sprint in a competition event they would have had it all taken out of them.

But the bystanders agreed with me that they had enough left in them to talk Rambler bicycles and G. & J. tires all right, while Arthur Atkins, when he was not keeping an eye on the case of diamonds won by them, was convincing everybody of the merits of the entire G & J. line.

FAR-REACHING in its effect upon the League of American Wheelmen is going to be the legislation at Louisville upon the amateur question. The two-class idea has been threshed thoroughly before the public in the columns of every cycling paper in the country, and singularly enough the weight of argument has been almost entirely against two-classes with the majority of the papers. "One rule and that a liberal one," seems to be the cry, and it is more than surprising to me that this should be the case. The mere fact that the Racing Board of the L. A. W. is recommending the two classes should carry much weight. Surely none of the lay members have given the same deep study to this vexed question as the Racing Board, and certainly no one can be more interested in seeing it definitely settled once and for all, and in such a way as shall inure to the best interests of this organization of ours.

So I say again that what they have decided to recommend should be treated with great consideration before being turned down. The average member and I will include the average cycling editor as well—is far from appreciating the responsibility upon the shoulders of the National Committee controlling cycle-racing. That they are perfectly sincere goes without saying; that they are imbued with a desire to work for the best interests of the L. A. W. is unquestioned; and surely no one will attempt to confute the statement that they are the ones who know more of the subject in all its various and perplexing phases than any one else.

Why, then, should not their recommendation go?

Is there any member of the League who is not heartily sick of the subterfuge and circumlocution with which we have been treating this amateur question for years? Is there one honest man who does not wish to see the farce ended? Even the elusive and traditional echo must answer this question in but one way.

But, say the friends of the one liberal rule, *our* pet idea does away with hypocrisy. Very true; it does. But there is another phase of the question which has been lost sight of by these gentlemen (and here let me to do them the justice of saying that they are unquestionably sincere and honest in their belief — only I think they are mistaken!). I am able, from authoritative information, to state that the Collegiate Associations, together with the A. A. U., are but awaiting the final decision of the League of American Wheelmen on this subject to act for themselves and to act in no uncertain way. If the League adopts the one-rule class, another purely amateur organization will be formed at once, for I presume it is hardly necessary to inform the L. A. W., that neither the colleges nor the A. A. U. will recognize as an amateur such a hybrid as a one-class-liberal-amateur-professional. The distinctively amateur class must be maintained. Call it ridiculous if you will. Say that it is but a relic of a class distinction that saw its best days long ago and that it is not a businesslike rule. All this makes no difference; the cold fact remains that you have got to give the public what it wants, in this as in all else, or if you don't somebody else will. Fish may be better for them than fowl, but if it is fowl they want, fowl they will have.

Now the amateur distinction is maintained—on the surface at least—by the Colleges and the A. A. U., and while of course the argument will be used that the League can get along without these friends of ours, yet I maintain that it is better to placate them, if we can do so without any loss of self-respect, and this the establishment of Class A would do. Give them a purely amateur class and you cut the ground from under their feet at one stroke; take this away and you invite an opposition that may be far-reaching in its consequences.

THE one great argument used by the opponents of the two-class rule is that we should have the same old farce reacted over again; that is to say that we should have the pro-amateurs (and by the way I want to put myself on record as being heartily in favor of labelling the two classes as "amateur" and "pro-amateur" distinctively, instead of Class A and B "amateurs," for not all the legislation in the world can alter by one iota the definitive meaning of the word "amateur." A man who receives cash in any way, shape, or form, directly or indirectly for his riding is not an amateur!) masquerading in Class A. But does any sane man think this could be done when the expense clause is entirely eliminated from Class A? In other words, that, as no expense will be permitted, either by clubs or any one else, each man having to pay his own bills and moreover being required to say how he pays them, or he will not be permitted to race—this one fact will put an estopper on that little game. Yet this is the strongest argument which they use against it, forgetting how unfair it is to claim that certain evils are sure to result from any new legislation and rules before they have been recorded the fairness of a trial.

I DISMISS as too puerile and unworthy of consideration the stale and vapid cry that the League has higher aims than racing and that, in the furtherance of these aims and ideas, it should cut loose from it. There is not a single close observer in this country, who has given attention in any way to the subject of cycling who will not at once admit that by long odds the one thing which has brought the wheel most promptly before the general public has been racing in its many forms of meets, tournaments, and record breaking, and it is the flyers who have brought this about. Theory is an excellent thing, gentlemen, but the man who obstinately closes his eyes to facts is surely the man that gets left in the final round-up, and should the League of American Wheelmen decide to drop racing from its control and legislation it will find to its sorrow—and I say, without hesitation, to its financial loss as well—another organization but too eager and willing to catch what it has dropped ere it has fairly fallen from its hand.

But I have sufficient confidence in the intelligence and progressiveness of the National Assembly to feel that when Classes A and B are presented for the consideration of the members, backed by the recommendation of the National Racing Board, they will be accorded at least the opportunity of one season's trial as to their practical merits.

And then a few of us at least will have the pleasure of saying, I told you so!

Ariel

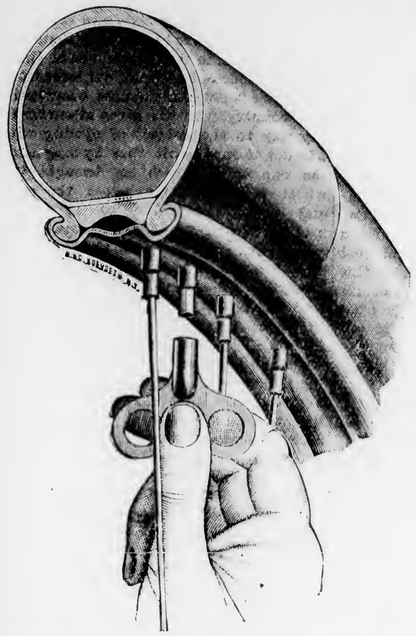
Zimmerman will Meet Johnson.

THE challenge of John S. Johnson to race Champion Arthur A. Zimmerman, Walter Stenger, or any other man in the world has caused considerable discussion.

When shown Johnson's challenge Zimmerman said: "I am perfectly willing to meet Johnson in a race, or a series of races for a trophy and the championship. Johnson states that he is willing to race at my own home or on any track that may be mutually agreed upon. That will suit me. I will race him on either the Freehold or Asbury tracks at such time as may be mutually agreed upon. As regards the value of the trophy to be presented to the winner I will leave that to Johnson. The date and other details can be arranged later."

It is likely that Johnson and Zimmerman will meet within a few days, and settle the preliminary arrangements for the match

New York Key Tire.

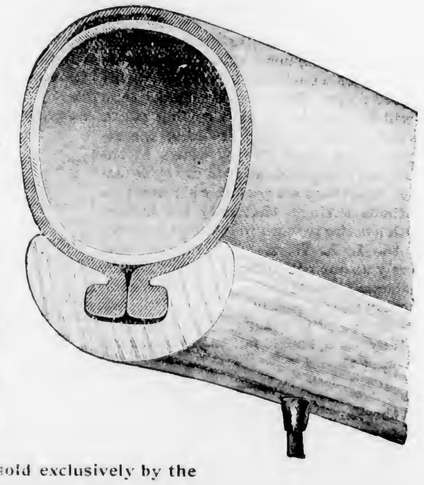


TURN THE KEY, WE DO THE REST

The *lightest* and *easiest adjusted* of mechanically-applied tires. Remarkable because of its *extreme simplicity*. You simply "TURN THE KEY," and this detaches the tire so that it can be examined or repaired. After replacement in the rim another turn attaches it so firmly that *no reasonable pressure can displace it*.

The rim is of special construction. Its edges are rolled and into them fit the beaded edges of the outer hoe. Fitting snugly in the centre of the rim is a strip of wood, which is tightened or loosened by the TURN OF A KEY, operating a double eccentric. The tightening of this strip locks the beaded edges into the rim so closely that they cannot be displaced. This absolutely *prevents any creeping or rolling* of the tire, and as the entire circumference of the inner tube is above the rim the whole of it is available for cushioning purposes.

It is the Most Resilient Tire on the Market. .. ..



"Gee-Whiz" Tire.

ON KINGSLAND. WOOD RIM.

A wood rim, mechanically-attached Tire, consisting of the rim, inner tube and cover. So simple, yet so effective that you will wonder why you didn't think of it yourself.

Place the beads of the cover into the grooves of the rim; it is done easily and quickly; that is all there is to it. Inflate the tire, and you are off for a spin. Absolutely no directions are required. *In case of accident can be ridden deflated.*

Very light weight; one of the most practical tires out. *'Twill be a long day before it is supplanted by a better.*

Wood rims are the sensation of the day come to stay, and this tire is specially adapted for them.

Both these Tires are manufactured and sold exclusively by the

NEW YORK BELTING & PACKING CO. LTD

Pioneers and Leaders. 15 Park Row, NEW YORK.



THE BURNING QUESTION OF THE HOUR.

Proposed Restrictions for Boston Cyclists.

THE bell, speed limit and lantern law was resurrected last week before a joint committee at City Hall. A petition to regulate the speed around Chestnut Hill reservoir driveway to ten miles an hour was talked on and met with no opposition. The lantern end of the petition was strongly argued down, Messrs. Perkins, Dean and McGlenen speaking for the wheelmen. The committee now have the petition under advisement.

Windle and Taylor.

FOLLOWING the announcement of Windle's permanent retirement from the track, owing to the fact that he is entering the Massachusetts Institute of Technology to study designing, comes the statement that George F. Taylor will no longer race under the colors of the Waltham Cycle Club next season, owing to the fact that it has so fallen off in membership that it is no longer able to pay his expenses. It is more than probable, however, that Mr. Taylor will be found wearing the colors of the Walthams during '91.

Boston to have a Track.

MANAGER GRAY, of Franklin Park, Dorchester, has decided to put in a four-lap bicycle track at the park, equal, if not superior to the Waltham track, and will have races there every Saturday during the coming season.

Johnson and Donoghue Meet on Ice.

MONTREAL, Que., Feb. 3. At the annual championship races of the Canadian Amateur Skating Association here to-day the ice was splendid, and the fast men present were the two Donoghues, Norseng, the Norwegian, John S. Johnson and Davidson of Minneapolis and St. Paul, respectively, H. Hulz of Toronto and J. K. McCulloch of Winnipeg.

The several events were:

220-yard race—Davidson, Johnson and J. Donoghue started. Johnson won, with Donoghue second. Time .20 3-5. This lowered the world's record of 21 3-5 seconds.

Half mile race—J. S. Johnson, first; Joseph F. Donoghue, second; H. Davidson, third. Time 1.11 1-2.

One mile race—Johnson, first, Joe Donoghue, second, McCulloch, third, and Norseng, fourth. Time 3.03.

Five mile race—Joe Donoghue, first, McCulloch, second, Johnson, third, and Norseng, fourth. Time 16.11.

In the five mile race, the event of the day, Johnson fell near the finish, but Donoghue would undoubtedly have won in any case.

THE West Philadelphia (Pa.) Cyclers' annual smoker is booked for Feb. 23, and a good time is expected.

Self-Sealing Air Tube.

MEANS that we have an Air tube that positively closes Punctures made by pins, nails, tacks and like objects. Looks like any ordinary tube and only a trifle heavier.

To obtain the Self-Sealing principle we use rubber fully vulcanized, therefore the closing feature will be permanent.

We do not confine the sale of this tube to our own tires, but will supply separately. It can be used with any mechanically attached pneumatic.

Order your new tires with this tube. Pull out the tack and ride home.

We are also makers of tires. Fabric is our specialty. Weight the feature.

Light Road Tires weigh 2 1-2 pounds per pair. Save your two to three pounds over any other make.

Johnson made his records last season on our tire. They are lively, light and strong.

Send for particulars.

New York Tire Co.,

97 Bank Street,

NEW YORK.

THE LINE OF WHEELS MADE BY THE ∴ ∴ ∴

ST. NICHOLAS MANUFACTURING CO.,

. . . . and controlled by . . . .

Hibbard, Spencer, Bartlett & Co.,

CHICAGO.

Is well known, popular and unexcelled in quality.

The '94 line, listing from

$20.00 TO $125.00,

Write for prices and territory, mentioning this paper.

is positively unapproachable in design and finish. You should have them.

$10,000 Pledged.

AT a meeting at Asbury Park, last Thursday week, $10,000 was pledged to entertain those participating in the National meet of the League of American Wheelmen, if it can be secured for Asbury Park. Asbury Park will have a big delegation to present its claims at the meeting of the National Assembly in Louisville next week.

One Show Only Next Year.

AT an informal meeting of the trade which was held in Philadelphia Saturday morning, the last day of the Cycle Show, the most important subject considered was that of holding the next cycle show, and a plan was submitted which will be sent to all the principal firms in the trade. It is proposed to form a stock association, capitalized at $50,000, for the holding of the show, to which all members of the trade will be asked to subscribe, the exhibition to be under the direction of a committee appointed by the association. That the show shall not only be a place for the members of the trade to assemble, but also be of an educational nature, it is proposed that after the first two days it shall be thrown open to the general public to whom complimentary tickets will be given.

In selecting the city for next year's show Philadelphia was decided to be unsatisfactory because of there being no building suitable for the purpose in that city, and while Pittsburg was advocated by some, in view of the fact that it possesses a large exposition building, a majority of the prominent manufacturers expressed themselves as being in favor of holding the show in New York City, and it is quite probable that it will be held in that city.

A Verdict for $150.

IN the suit for $200 damages for being run over by a bicycle, which was tried in the First District Court, Newark, N. J., last week, the jury rendered a verdict of $150 for Miss Mullins.

Another Boston Track.

SIX Boston men are out with a scheme to build a bicycle track and athletic arena in the near vicinity of Boston, the place selected being Nantasket Beach.

The track is to be three laps to the mile and of wood with intersectory layers of cork to allow for contraction and expansion due to the atmosphere and natural conditions. The seating space will be fully large enough to accommodate any crowd the emergency may furnish, and the space beneath the centre grand stand will be turned into comfortable and spacious dressing and training quarters furnished with pure, fresh water and every possible convenience.

The space inside the track will contain a base ball ground, with a straight-away and circular cinder path for short and long distance running, besides properly prepared ground for putting the shot and jumping, and in fact the whole interior of the track will be fitted up as a perfect athletic arena suitable for games and exhibitions.

They Made Money.

MANAGER F. W. SANGER, of the Madison Square Garden Company, advises us that the profits on the recent Cycle Show held at that place were $2,625.57, 20 per cent. of which will be divided pro rata among the firms who exhibited.

A New Massachusetts Road Act.

SENATOR LEDYARD BILL has prepared a new bill to be presented to the Massachusetts Legislature.

In the bill which he has drawn he puts the whole expense on the State. In order that the taxpayers of the Commonwealth shall feel the expense as little as possible, he has hit upon the plan of converting the inheritance tax into a fund for the building and maintenance of good roads.

The amount of that tax, which has been levied but a few years, is increasing annually. In 1892 it amounted to $13,851.51; in 1893 to $59,129.31. It is estimated that this year the amount will be more than $100,000.

The following is the text of the measure introduced by Senator Bill:

SECT. 1. The Massachusetts Highway Commission is hereby authorized to designate by publication from time to time such main travelled roads in whole or in part within the commonwealth as State highways as it may deem best, whenever petitioned for by a majority of the towns through which such roads, or portions of said roads, pass. After such designation such highways shall be and remain State highways, and be under the care and control of said commission, and the construction or reconstruction be undertaken in whole or in part, and carried forward with such expedition as said commission shall deem for the best interests of the Commonwealth, at all times keeping within the limits of the resources placed by this act at its command.

SECT. 2. They shall cause to be filed in the office of the secretary of the Commonwealth, within three months from the date of such designation, a description of the highways so designated, which shall be sufficiently accurate for identification.

SECT. 3. All sums received by the treasurer of the Commonwealth in the year 1893, and thereafter, under the provisions of chapter 425 of the acts of the year 1891, shall be set apart for the purposes of this act, by the said State treasurer, as a separate fund, subject to draft only by the said Massachusetts Highway Commission from time to time as its necessities shall warrant, the same to be used, however, only for the survey, construction or reconstruction, maintenance or repair of the highways designated by said commission as State highways.

SECT. 4. Nothing herein contained shall be construed as a repeal of any of the provisions of chapter 456 of the acts of the year 1893, except so far as the same conflicts with the provisions of this act.

SECT. 5. By reason of the increased duties under this act the said commission shall be paid the sum of $1,000 in addition to the amount authorized under chapter 176 of the acts of 1893.

SECT. 6. This act shall take effect upon its passage.

Would Not A Public Tire Test Be A Good Thing?

BY STERLING ELLIOTT.

EDITOR BICYCLING WORLD: While at the recent Cycle Shows, I saw an instrument which impressed me as being directly in line with that spirit of progress of which the average American is justly proud. I refer to a device for testing the amount of rebound which any given tire may have and comparing it with the same quality in any other tire.

It would seem that this machine ought to settle at a bound, as it were, the vital question of which is the best pneumatic tire (or which *are* the best *tires* in case more than one should equal the highest results).

Of course every maker of tires who has confidence in his product would be glad to have a fair public test made of all the tires. I understand that this particular machine belongs to a manufacturer of tires, who would no doubt be glad to place it in the hands of a competent committee in the interest of a better general understanding of the tire question.

TAKE 'EM BY THE DOZEN.

I would suggest that a dozen tires be taken by the committee at random from the stock of each manufacturer who wanted to compete, and that each tire be inflated to an exactly uniform pressure to be as nearly possible that at which the average tire is ridden; that these different makes of tire be placed on wheels of the same weight, and that the average efficiency of the twelve tires be taken as the result for each maker. The diagrams so obtained to be published in connection with the pounds pressure necessary to burst each of these tires, the bursting of each tire to be carefully done and recorded by the same committee. Such a test would be interesting, and possibly valuable. Who will go into it?

Mr. Peck on the League Meet.

MR. ARTHUR K. PECK sends us a communication of some length, in which he argues vigorously as to the advisability of holding the League meet in Boston. Every member in the New England States has been approached by means of a circular, requesting them to express their wishes in regard to the matter, and Mr. Peck expects to receive thousands of affirmative replies. He further argues that there are 10,000 League members in New England out of a total membership of 36,000, and he also claims that a careful estimate shows there are over 100,000 wheelmen within the New England States, 90,000 of whom are not League members, who could probably be induced to join if the meet was held here. We expect that there will be quite a lively competition in the question of the League meet, especially as the A. C. C. is taking such an active interest and working so hard to create public sentiment in favor of the Hub.

THIS is a sample of what we can do; no other pneumatic tire manufacturer has ever succeeded in producing a tire that would stand the strain these are daily subjected to in the rough streets of New York.



This jaunting car carries 5 people, and weighs with load 1,500 lbs. It is fitted with 3 1-2 inch Dunlop Detachable Tires, inflated to a pressure of 100 lbs. to the square inch.

We can put them on broughams, ambulances, and all kinds of vehicles.

Nobody knows ALL about pneumatic tires, but WE know more than the other fellows, and will keep in the front of the procession. Manufacturers pay us a little more for the **DUNLOP**, than they do for other tires, but as a rule don't charge anything extra for them.

Insist on having them.

"CHEAP TIRES?"

Why, you might as well talk about "cheap" medicine.

Get the best, they always cost less in the end.

▸▸ ▸▸ ▸▸ ▸▸

The **American Dunlop Tire Co.,**

504=506 W. 14th St., New York City.



A Dangerous Thing.

A contributor to *Bicycling News* recently came across a cyclist riding a rear-driver which was scrupulously clean, and having a nickel-plated chain highly polished, and as stiff as a solid bar of metal. On being advised to slacken it and apply a lubricant he contemptuously laughed and said: "Oh, no! you are quite wrong, the chain should always be kept tight and free from grease." Truly, a little knowledge is a dangerous thing. Possibly this gentleman is some relation to the rider who was seen lubricating the valves of his pneumatic tire. *Bi. News.*

Cranks.

Canvas-bags.—Sailors' trousers.

An interchangeable gear.—A pair of suspenders.

A guide to training.—A railway time-table.

Puncture-proof bands.—German ones.

Why might one think Schaffer, the billiard-player, would be a very cautious rider if he became a cyclist? Because he is a great man at a brake.

The Americans probably call Autumn the "fall," because it is then that their roads become slippery.

How to locate a puncture.—Find the hole.

The height of perfection.—A "Giraffe."

For the benefit of everybody we may say that the Recorder never goes for bicycle records, though he does sometimes "go for" cyclists.—*Irish Cyclist.*

Taking a Rise Out of Him.

THE lifting power of a bicycle crank, says *Cycling*, when the machine is going fast must be tremendous. As an illustration: Two riders were going along at a smart pace one day last summer when a youngster ran out into the road to dare them. No. 1 just avoided him, but No. 2 was not so fortunate and the uprising pedal caught the youngster just below the knee and threw him clean over the rider's head. Luckily the boy escaped without injury.

"Ruddy Cheeks."

SAID the late Sir Morell Mackenzie: "The ruddy-cheeked, full-limbed girl of to-day, who climbs mountains, rides the bicycle, swims, rows, and is not afraid of the health-giving kisses of the god of day, is a living illustration of the value of exercise."

Bicycles in the Belgian Army.

THE Minister of War at Brussels has completed a scheme for the prompt mobilization of the various cyclist corps in the Belgian army. The movement has been rendered necessary by the exceedingly rapid extension of the use of bicycles by the Belgian soldiers. According to the *Daily News*, special railway wagons have been constructed for the carriage of the machines. Each wagon has a carrying capacity for thirty bicycles and as many riders, half the machines being hung from the roof, and half being placed in wooden grooves on the floorings. They are so arranged that they remain perfectly steady, and are not liable to injury on the journey.—*Bi. News.*

Comparative Advantages and Disadvantages of Different Pavements.

MAJOR H. ISAACS, surveyor of the Holborn (London) Board in a recent lecture tabulated the comparative merits of the different forms of pavements as follows:

	First.	Second.	Third.
Public hygiene	Asphalt	Granite	Wood
Noiselessness	Wood	Asphalt	Granite
Safety for horses	Wood	Asphalt	Granite
Cleansing	Asphalt	Granite	Wood
Durability	Granite	Asphalt	Wood
Economy	Granite	Wood	Asphalt
Facility of repairs	Asphalt	Wood	Granite

The Deadly Chill.

WINTER riders should exercise the greatest care in the matter of clothing. It is absolutely imperative that the coat, waistcoat and knickerbockers should be composed of nothing but woolen material, and the underclothing should be of flannel. Many a promising young rider's career has been cut short through wearing inappropriate apparel, and contracting a chill whilst profusely perspiring.—*Bi. News.*

He Didn't Mention the Make?

"ONE of the Everett, Mass., bicycle riders can boast of having the strongest wheel on record, and this is the way it was proven: Last Saturday evening at seven o'clock he was going to Boston via Chelsea ferry, and on entering the ferry failed to notice the chain strung across the driveway and rode with full speed against it. The chain broke in several pieces, but neither the rider nor the machine was hurt in the least. It was struck right above the fork on the steering tube, but not even a dint was seen, although the chain was composed of half-inch links."—*Everett Republican.*

SPECIAL OFFER.—For a limited period only we will accept yearly subscriptions to the World at the present rate of 50 cents, although we have put the price back to $1.00. This offer will not remain open long.



IT seems to me that the pneumatic-shod roller skate will see the daylight of street use, perhaps far in the misty future, but *some day*. I have not the necessary confidence in my opinion to predict that this apparently giddy mode of locomotion will come into general use for many years yet, but it might, and easily, too. Stop and think a bit. The art is easily learned, and in point of exercise would even surpass the use of the wheel, although not so advantageous in speed or in economic expenditure of muscle. Their lesser cost, and the fact that they could be used on all sidewalks would be in their favor. The one obstacle which will retard or wholly prevent their common outdoor use will be that same feeling of novelty, or I might say absurdity, which so handicapped the growth of cycling for so many years, but is now a thing of the past. The world is now "on wheels," and although I never expect to see the world "come off its perch," a part of it may, *some day*, take to roller skates.

Even poker stakes, it is said, have been reduced to keep pace with all other branches of commerce, among lovers of "a little game." Some clubites, that I know, will save enough by this reduction to pay for their spring mounts.

Although it is supposed to be woman's priviledge to say "I told you so," and I may be usurping the prerogative of "Merrie Wheeler," I am here to state that I am as much in favor of a liberal Class B rule as I was a year ago, both before and after its Waterloo. Not being on the inside, I am unable to account for the unanimity with which all the other fellows deserted me about the time of the last assembly, leaving me standing alone on the wrong (?) side of the fence. Fortunately, there is no embargo on a change of mind, and unanimity seems to be in the opposite direction, this time. If you wink the other eye on my "I told you so," look at the BICYCLING WORLD of April 28th.

THE OLD BLOCK.

Bare Legs.

UNTIL recently, racing cyclists in Australia, says an English exhange, were not allowed to ride with legs or arms bare, but were compelled to wear tights on their legs and loose silken jockey jackets. But by a photo of a recent race meeting in Melbourne we see that nearly all the competitors wear breeches and socks, although they all have sleeves reaching to the wrists.

This is one of seven models which constitute

The Liberty

Line for 1894.

Our Catalogue will tell you all about them.



We have some territory unoccupied, and desire good representatives to write for agency.

* * *

WILSON = MYERS CO.,

55 Liberty Street. .... New York.



Women's Department.

Conducted by MRS. MARY SARGENT HOPKINS, to whom all communications should be addressed.

The Fourth Annual.

AND probably the last national bicycle show which will be held in Philadelphia, closed last evening. The armory was even more crowded than at any time during the week. The crowd was jolly and good natured, and the jostling and pushing to which they were obliged to submit did not seem to decrease these qualities in the least. The attendance has been very good all the week. To be sure the biggest crowd that was seen in the Armory would have been lost in the grand and spacious Madison Square Garden, still, all things considered, Philadelphia has no reason to be ashamed of the Show. Opinions differ as to the amount of business done; some exhibitors with whom I talked on the last day saying that they were very well satisfied, while others felt that the second show was a waste of time and money, which could have been spent far more advantageously. Of course these various opinions were all influenced and biased by the size of orders taken. The firm who reported one order for a car load of wheels was far more enthusiastic in praise of everything connected with the Fair than those who were not fortunate enough to place any orders of importance. The management was highly complimented by the exhibitors as having done all that was possible for their comfort and convenience, but the inadequate size of the building was very hampering to all participants. With the exception of three or four leading pavilions and booths, the spaces were altogether too small to make any display. The decorations were very pretty and bright, but they were too voluminous, swept down too low and obscured the vision. The ventilation was bad and the lights not particularly good. Still every one seemed to believe everything had been done that was possible, and there were few complaints except the general one that two shows in one year was one too many.

The exhibition platform for trick and fancy riding was so small that it was a wonder some accident did not occur, and but for the expertness of the clever riders something unpleasant would undoubtedly have happened. We missed Maltby and his comical burlesque. The element of fun was not represented on the platform, but there was a good deal of guying among visitors and exhibitors. There seemed to be more of a local flavor about this show and not so much of the cosmopolitan as in New York.

The prominent features of the exhibitions were much the same. We missed the Columbia's brass palace, but the average was kept up by the magnificent World's Fair exhibit of Gormully & Jeffery. Mr. Gormully said he did not believe in two shows, and as he had pledged himself to Philadelphia, that was the reason he did not exhibit in New York, and added that he would have taken the whole floor space had it been necessary, and had he been the only exhibitor he should have been on hand. Mr. Gormully must have been very much gratified with the success of the affair. The G. & J. stand was so crowded at times it would have been impossible for one more person to have stood inside the railing. The corps of agents and assistants from the various branches were kept busy answering questions, and never seemed to grow weary, while Mr. Gormully himself was constantly being buttonholed. His courtesy and patience never seemed to flag, although at times he seemed in danger of sharing the fate of the man who was talked to death. A prominent feature of this exhibit were the wheels on which Dirnberger and Bliss made their wonderful records. I noticed a great many ladies closely inspecting the Ramblers built for their use, and from the interest which they exhibited as the good points of these wheels were pointed out, one might judge that a good many more Philadelphia ladies will be found in the ranks of the wheelwomen the coming season.

At the back of the hall was a gallery where the band was stationed, and I found this an excellent place to sit (when the band was not playing). The whole scene was spread before me in detail; the hall being so small that everything could be plainly seen at once; the points of interest for the crowd could be taken in at one glance.

The novelties, those wheels which departed from the conventional, attracted the greatest number of people. A crowd was always around the "La-Mi-Num," where a very tall and extremely polite young man told the story of the good points of a frame made all in one piece, and of the lightness and suitability of this metal as applied to the making of wheels, until he must have been weary, although he showed no signs of it. He is a firm believer in the product of his firm, and thinks that there is no doubt whatever about its being the coming wheel.

I shall not try to write, nor would it be interesting to read, a detailed account of the different exhibits. Most of it was but a duplicate of the New York affair. The same firms and goods, the same little darkies stretching the tires, the same wheel ridden over a board full of tacks, the same showing of saddles and other accessories. So I will confine myself to the features which were new. At "The Spaulding" stand a dwarf darkey, in a dress suit and a collar which reached up to his ears, distributed calendars and other printed matter with the gravity of a judge and the dignity of a prince. His high silk hat and immense diamond (glass) ring were worn with the air of one to whom these things were no luxury and cycle shows only everyday affairs.

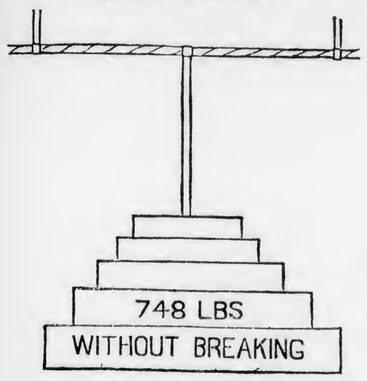
The Union people (who were not at New York) made a very attractive showing, both as to decoration and wheels. The Stirk family carried the Union banner during their fancy riding, while one of the girls waved an American flag. The whole family, four in number, all mounted on one wheel while the band played "Yankee Doodle."

I had a pleasant chat with Mr. Warner, one of the Union traveling men, who explained all the good points of their new pedal, and I am inclined to think that if the sale of Union wheels does not count way up high this year, it will be through no fault of Mr. W., nor the quality of the wheels. The most comical thing in the whole fair was a cycle made with two large rubber air-filled globes for wheels. No one seemed to know much about the absurd looking affair, nor did I see any one attempt to perform the feat of riding it, though some one suggested that a race between it and the "Go-Devil" would be an exciting affair, the last named being a wheel worked by the arms in rowing style. It didn't look like very easy work either, although many riders were tempted into trying it around the passage ways. One pretty novelty in the shape of a bicycle clock was shown by Mr. Levy, its inventor. This dainty timepiece is not much, if any, larger than a Waterbury watch, is clothed in a leathern case, and strapped flat face upwards on the machine, and it is warranted to stand all manner of jolting and keep the correct time. A silent but pleasant companion on a lonely run, and no less a convenience to the cycler, who finds it hard work after donning his cycle suit to find a place for his watch. The crowds that gathered around the exhibit of the "Chainless Safety" showed that the interest which this wheel had created heretofore, had in no wise abated, genial Mr. Parker, the manager, was constantly at work explaining the working of the contents of that mysterious little pair of round boxes or gear cases, and I am very sure he must have been compelled before the close of the fair to join in giving thanks that there are no more cycle shows this year.

We missed a good many things which we enjoyed and took quite as a matter of course at the New York Show. The quiet

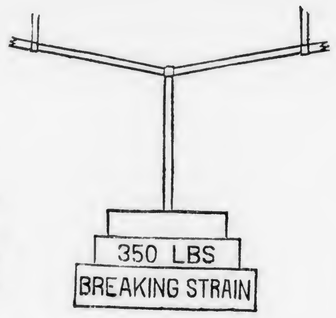
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ORDINARY TUBING.



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Light Helical PREMIERS are the strongest wheels in the world.

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"Built upon honor." They are the most popular cycles before the public to-day. Ask any progressive wheelman what he thinks of the Warwick. He will tell you that for ease of propulsion, speed, and durability (without need of repair) there is no wheel ahead of the '94 Warwick.

IT ONLY WEIGHS 25 POUNDS.

This does not at first seem remarkable in these days of extremely light weights. But the **25 pound Warwick bicycle** has road tires—**is built for steady and hard service on the road**—and is fully guaranteed by us in every respect. It is not a machine simply for the **track** and for **Exhibition purposes.**

In comparing our 25 pound Warwick with other light wheels be sure and remember that our "25 pounder" is **fully guaranteed for road riding.** Catalogs by mail on request.

WARWICK CYCLE MFG. CO., Springfield, Mass.

press room where we could write up our notes, or rest our tired heads, far from the sound of murmuring voices and the confusion of sight-seeing, where typewriters and stenographers were at our command, the restaurant, b...reau of information, the telegraph, telephone, and post offices, the large galleries where the visitors could comforably sit and view the moving throngs, and take their ease while the performances were in progress on the platform.

I have found very much to interest me in this quaint old city, aside from the cycle show. I have talked with the editor of one of the leading publications for women in the country; and while I found him most courteous and ready to listen to all I had to say on the subject of the wheel for women, I found that as far as his own investigations had gone they had prejudiced him very much against the pastime. He only judged from what he had seen, and he was free to say that as far as his observations had gone, a woman on a wheel was a very unattractive sight. I did not try to combat his arguments. He had good reason for the opinions which he held, and I respected him for them; but in the half hour which followed this arraignment of the untidy, awkward, ill-dressed, and altogether unpleasant-to-the-sight wheelwoman, I think I convinced him that there was another than the "seamy" side to this wheel question that he had never dreamed, and that there were possibilities in that bit of mechanism for a woman to render herself beautiful with an added charm of dignity and grace which was not dreamed of in his philosophy. I left the human menagerie at the armory for a few hours yesterday for a visit to the "Zoo," and found it an extremely interesting place. The animals looked as peaceful as rival cycle makers who meet and shake hands in so amiable a manner, with their boxing gloves behind them. There were "claws at the end of thin pawses" (the animals I mean) and I felt more secure when I noted the strength of the iron bars which secured them.

Minnie Wheeler

New Catalogues.

THE handsome and complete '91 catalogues of the Gormully & Jeffery Mfg. Co., the Stover Bicycle Mfg. Co., the Yost Mfg. Co., W. H. Wilhelm & Co., and the Wilson-Myers Co. have been received, and as they should be in the hands of every cyclist we would advise riders to send for them.

The addresses are: Gormully & Jeffery Mfg. Co., Chicago, Washington, Boston and New York; Stover Co., Freeport, Ill.; the Yost Mfg. Co., Toledo, O.; Wilson-Myers Co., New York, and Wilhelm & Co., Reading, Pa.

My First Cycling Experience.



WAS just a girl in my teens when bicycle riding first became popular in my village home. A number of my associates had become enthusiastic cyclists and I longed with all my heart to be one of their number and enjoy with them the long spins over level roads through the beautiful scenery surrounding our home, from which they always came back bright and glowing from the healthful exercise, and brimful of tales of startling adventures and pleasant experiences.

My most intimate girl friend, Marjorie Blake, was the proud possessor of a genuine bicycle, which was the idol of her heart. She was a lively, rollicking girl, full of fun and daring, and always declared that, in spite of numerous hair-breadth escapes from danger and frequent falls while learning to ride, her wheel gave her more pleasure than all in the world beside, and she would not be without it for a whole set of diamonds. She would relate long tales of cycling bliss, then look pathetically at me and say, "Oh, Kitty! If you could only go with me I should be perfectly happy."

Of course I began to tease my parents for a wheel and while my father was away from home on an extended business trip, I plied him with beseeching letters until his consent to my riding was obtained, but, wrote he, "Be guided by your mother, little girl, and don't become rude or break your neck." My dear mother I verily believe feared the former danger as the greater catastrophe, and though she finally consented to get a wheel it was with evident reluctance. She stipulated that it must be a tricycle, as she considered that a trifle more ladylike than the genuine two-wheeler which was the desire of my heart. "My dear," said she, "I can not have you mounting any vehicle with a rush and racing off in so boyish a manner as Marjorie and the other girls are doing. I saw her meet a friend on the street the other day, and she was obliged to dismount and support her bicycle while engaging in a few moments' conversation. Now a tricycle will stop easily like a carriage, and one can preserve one's equilibrium and dignity as well, which is quite as important." Now dignity was something which I did not have to maintain, but determined to accept what I could get and make the most of it, I agreed to the compromise, though the thought of that third wheel was as "a fly in the ointment."

My mother was an inveterate bargain hunter and when we went to purchase what she considered a suitable machine for my riding, she acted as usual upon the principle that it is economy to purchase at the lowest price possible, and insisted upon a wheel that was cheap. After considerable parley she chose a dainty looking tricycle, which the dealer assured us was a great bargain, sold at considerable sacrifice for some reason which I have forgotten, and would sell at a much higher figure to any one but just us. No, I won't tell you what make it was; the manufacturer might not be pleased, and I assure you we got it cheap, ever so cheap. Mother asked as many questions about the steel steed as if she thought it had an uncertain temper and expected it to bite or kick or otherwise prove refractory, but she finally declared herself well satisfied with her bargain.



"Thankfully enjoyed my treasured bike." Page 343.

I practised with my newly acquired treasure upon the smooth stretch of pavement before our premises until I felt myself well versed in the mysteries of cycling. Finally I determined to rise early one bright morning and go for a ride all by myself out one of our country roads, and return in time for breakfast. Even Marjorie was not to be included in my first delightful outing. I arose and started early; that part of the programme was all right, and it was certainly a lovely morning, clear and cloudless, with the sun just peeping over the eastern horizon as I mounted and started off.

Everything went reasonably well at first, for I proceeded slowly and carefully, drawing in fresh delights and exhilaration at every breath and feeling more blissfully happy at each revolution of my shining wheels. For some time I had the road all to myself and was serenely sailing down the middle of it, when I saw coming rapidly from the opposite direction the first milk cart of the day. I tried to turn to the right, but the ruts of the road

FALCONS FOR '94.

Do we put on WOOD RIMS?
Yes! We give our customers their choice without extra charge.

What will the boys think of this? That they are being fairly treated. What do our Agents say? Here they are, ask them about the FALCONS. J. H. Robley, New York, N. Y.; Linscott & Co., Boston, Mass.; The Albany Hardware Co., Albany, N. Y.; The Globe Steam Heater Co., Philadelphia, Pa.; The Pittsburg Cycle Co., Pittsburg, Pa.; W. A. Butler, Syracuse, N. Y.; C. J. Connolly, Rochester, N. Y.; H. C. Martin & Co., Buffalo, N. Y.; J. E. Poorman, Cincinnati, O.; Colton & Hickox, Toledo, O.; Studley & Barclay, Grand Rapids, Mich.; Saginaw Hardware Co., Saginaw, Mich.; Schulenburg Cycle Co., Detroit, Mich.; Sieg & Walpole Mfg. Co., Chicago, Ill.; Dayton Cycle Co., Dayton, O.; L. L. Atwood, Pittsfield, Mass.; American Rattan Co., Toronto, Can., general agents for Canada. To be continued. There is still room for good reliable Agents, who want a good desirable line like the FALCONS to handle. Send for Catalog, as you cannot appreciate our "Jewels" until you have seen our specifications.



Price $100.
Gent's road wheel. Weight, 32 lbs.



26-inch Junior. Price $65.
Youth's diamond frame. Weight, 28 lbs.



Falconess, Price $100.
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Combination Junior. 26-inch. Price $65.
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Combination Boy's and Girl's wheel
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THE YOST MFG. COMPANY, TOLEDO, OHIO.
..... WORKS, YOST STATION.

To Whom it ...

... May Concern.

This is to certify that we are prepared to give a guarantee to all users of the "Huestis" Tire to absolutely protect them against any loss, cost or damage arising from suits entered by rival manufacturers on the grounds of infringement.

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Patent Detachable Pneumatic Tire.

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THE NEWTON RUBBER WORKS,

Sole Manufacturers of the "Huestis" Tire. 178 DEVONSHIRE STREET, BOSTON, MASS.

caught my wheels and the tricycle only wobbled. I proceeded a little further and again tried to turn out, but a sudden swerve almost upset me and in dismay I stopped stock still and gazed with increasing alarm at the mild little ponies which were steadily advancing straight toward me. I expected to be run over and was just getting ready to scream, when the driver of the cart saw me and with a muttered remark about some big-feeling people wanting all the road, he drove around me and passed on. I did not exactly understand what he said and perhaps it is just as well.

The danger passed, I smoothed my skirts for a fresh start and determined to learn to steer. I zigzagged back and forth across the road for the next quarter of a mile in a way that would have put to shame any devotee of Bacchus, returning home in the wee sma' hours. Feeling sure I could now pass anything, I went forward at a brisk rate and successfully avoided several droves of cows which I overtook on their way to pasture in charge of small herdsmen. To be sure the gentle creatures looked at me in a sort of mild astonishment and meekly allowed me right of way, but growing over confident at my success I hurried on, when upon turning a corner suddenly, I confronted a man about ten feet from me. He was quite a large man, very pompous and important looking, he wore a silk hat, gold-rimmed eyeglasses, and carried a large gold-headed cane. I made a motion to turn to the right; he moved to his left. I aimed the other way and so did he. Frantically I clutched the bar and steered to the right, which was the side next to the fence, just as he made another move, dodging in the same direction.



I struck him squarely; I could hardly have done otherwise for he was a wide mark, and in an instant we were all piled in a heap against the fence, wheel, rider, silk hat, cane and all. The tricycle was underneath, the fat man atop, and for several minutes the air was filled with vigorous expostulation and mild profanity. Then we arose and while I stammered a sort of apology, my companion picked up his battered hat, slowly straightened and smoothed it and put it on, extracted his broken cane from between the fence bars, and said stiffly: "Bless us, young woman, bless us! I never saw the like! I never did!" and limped slowly on his way.

I ruefully gazed at my disordered costume and prostrate cycle, and in a vague sort of way wondered how it ever happened. Then raising my machine I examined it all over critically and finding it had sustained no more serious injury than two broken spokes and a twisted handlebar, I remounted and started on. The fun was about taken out of my trip and I faced about to return home, when, remembering a long hill which lay between me and my destination on another road, down which I had often seen wheelmen coasting, I decided to go back that way, and taking a short cut through a convenient lane and pushing my tricycle up a steep eminence, I arrived at the hilltop without further mishap. I met several gardeners starting toward the village with loads of early vegetables and as each vouchsafed me a cheery good morning and I skillfully avoided a collision, my spirits which were naturally elastic, rose, and my confidence in my ability to manage my tricycle returned. "That fat man" thought I, "was simply an awkward clown who didn't know enough to keep to the right of the road, and as for the milkman, he had no politeness whatever."

Meditating on the degeneracy of man, I arrived at the top of the slope and paused to rest and enjoy the beautiful panorama spread out before me bathed in the effulgence of the morning sun. Drawing a deep breath of delight, I settled myself firmly in my saddle and shoved off. For about a minute I was blissfully happy in the exhilaration of rapid motion. Then I began to wish I could stop, for my speed became more and more accelerated, and though I clutched the handles desperately and frantically yelled "whoa" to my runa-way steed, it did not slacken its pace one bit, but went on in a mad rush toward the bottom of the hill. Perhaps the fact that I forgot to apply the brake, and was treadling with all my might, had something to do with it. At any rate, as I reached the base of the hill the machine swerved, and rider and cycle fell in an inglorious heap. Bruised and shaken, I arose and dismally looked at the wreck before me, for a wreck is the only name that will apply to my erstwhile shining treasure.

Now if this were a romance, instead of a painful but strictly veracious account of what really happened, I would have met my future fate upon that eventful morning, and fallen into my hero's arms at the foot of the hill, but the fact is the denouement was thoroughly prosaic. An acquaintance passing by in a wagon just then (he was a farmer, already married, and had a wart on his nose), picked up the fragments and took me home. Tired,



sore, and disappointed I crept off to my room and indulged in a good cry over my blasted hopes. I felt that it was all over; my one golden opportunity of joining the happy corps of cyclers had slipped from my grasp, and my cherished dream of skimming lightly over hill and plain was never to be realized.

Mother sympathized with and petted me, though she could not refrain from referring to her reiterated warnings and mildly remarking, "I told you so."

When my father returned home, however, and heard my tale of woe, though he laughed at me and teased me unmercifully about my unfortunate experience, it was only a few days until an order went to one of the dealers in a neighboring city for an elegant bicycle of improved pattern and substantial make, and when it arrived, in spite of mother's expostulations and fears he took my training in hand himself, and thanks to his careful and efficient assistance I became an accomplished wheelwoman.

All this happened some time ago, and I now ride when and where I please, but as I thankfully enjoy my treasured "byke," I often think of my three-wheeler and my first cycling experience, and there is a certain turn of the road which I never pass without visions rising up before me of a large fat man wearing a silk hat and gold glasses.

KITTY KLYDE.

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Wait patiently for results, but don't pay royalties.

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We buy only the best grade of Sea Island fabric, longest staple obtainable, equal weave and strength.

This is a frank statement. Is it not? Have you noticed that we make many undisputable statements of facts pertaining to our business and of great importance to you? No other manufacturer can make them truthfully.

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We will protect all persons from infringement suits and no one need anticipate any trouble by using any tires of our manufacture.

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TELEMACHUS' TALKS.

The Renaissance of the Cyclometer—And of the Ladies' Safety—Rational Dress for the Fair Sex—Chain Wear.

ONE of the signs of the times is a revival of interest in the cyclometer, which is best shown by the increased number of firms who will put them on the market. Quite as interesting a fact is the reduction in price that is taking place in all of them, but is particularly marked in one or two cases. The old practice of having an expensive cyclometer on one's wheel, and keeping an accurate record of one's mileage, has fallen into a state of "innocuous desuetude," the principal reason for which was the coming into universal use of the safety with its small wheels. These made it difficult to fit the cyclometers to them, and more difficult to keep them in working order when their work was almost doubled. The result was, perhaps, aided by the influx into the cycling ranks of thousands who used the wheel as a practical vehicle and cared nothing about their mileage. The sum of it was that cyclometers went out of fashion, and were to be seen only on the wheels of a few of the most inveterate mileage fiends.

During the past year or two things have been shaping towards a reaction in their favor, although what is in some respects an improved form. Instead of fitting on the hub of one of the wheels, nearly all the new makes fasten to the front axle or fork, and are very much more easy to put on or take off. Their great objection has been the clicking noise they make, which is so annoying to some riders that they have taken them off altogether. All efforts are being made to either do away with this noise, or to reduce it to a minimum, and considerable progress has been made in this direction. The Hilliard, which is, I think, the originator of this class of cyclometers, is quite a different article from its predecessor of a few years ago, being much smaller and neater, and making considerably less noise, although there is still much to be desireed in this respect.

At the two cycle shows this year half a dozen makes of fork cyclometers were shown, the prices ranging from $3.50 up to $10. Most of the makers show a small cyclometer registering only 100 miles, which sells for about $5, while the Bridgeport Gun Implement Co. created consternation in the ranks by listing their instrument at only $3.50. They were besieged by inquiries, both from dealers and riders, and it was quite evident that if a good cyclometer could be put out at this price it would not lack for buyers. Indeed, it looks as if it needed but such a stimulus as this reduction in price, and perhaps the appearance of a noiseless fork cyclometer, to bring it into fashion again, and to set the world of wheels to counting mileage again.

The woman rider could find much to rejoice over at the two shows, as she received some attention from the makers, if not anything like as much as the male rider. While she may still complain with justice of the weight of her wheel as compared with that of her brother, yet it is much better for her to enjoy to the full the wheel of '91, which is a veritable featherweight when placed alongside of that she has been obliged to bear with for so many years.

In the construction of her wheel, too, she has cause for contentment. The rage for wheels with two straight front tubes, which swept over us a year or two ago, was anything but a boon to all but the most expert of the sex, as it encroached upon the room which had before been allowed the rider where the single curved tube was used. A grievious obstacle has this proved to those who learned on such wheels, as well as to some who knew how o ride and yet had considerable trouble in mounting over the upper tube of the frame.

This year the fashion changes a little, and the upper front tube is made to curve toward the lower tube just above the crank hanger, a little bridge of tubing in most cases uniting the two tubes. This affords more room (as well as taking away the stiff look of straight tubes) for the rider and is of inestimable benefit. A few makers go still further in adding to the comfort of the riders and place the crank bracket between the two front tubes (instead of under the lower one) and no one but those who have used a wheel so constructed can appreciate its advantages.

When single tubes are used, the beautiful curve following the front wheel, which used to be the correct thing, is succeeded by a tube the aim of which seems to be to get as far away from the neighborhood of the crank hanger and saddle post extension as possible, in order to give the greatest amount of space possible. With a wheel so constructed, and a saddle on the principle of the Victoria tilting saddle (which sadly needs springs, by the way) it will be much less of an undertaking to learn to ride a woman's wheel, as well as to use it after it is learned.

Speaking of wheels for women brings to mind the subject of the proper dress for their riders, and while it is forbidden to the male sex to seek to penetrate such mysteries, yet it is within our province to recognize a becoming costume when we see one. Bloomers, and everything approaching them, are not only too conspicuous for any but the most ultra-courageous women, but they are hideous as well, and practically impossible on that account alone.

It has always been my idea, and that of most women riders of my acquaintance, that the ideal dress in these days of conventionality was one where the skirt came to about half-way below the knee and was supplemented by leather or cloth leggings. Such a costume was illustrated in one of the cycling papers last week, and it bore out every idea I had conceived of it. It is designed by a Mrs. Lena Sittig, and if appearance s go for anything it combines becomingness and utility in a marked degree. If the day should come when women riders could array themselves in such attire without exciting remark it would be a cause for thankfulness.

Chains will be an interesting study as long as the chain-driven safety is in vogue, but it is surprising how little is known about them by people fairly well versed in the construction of their wheels. Most of us have probably heard of steel pen bushed chains, but surprisingly few know what the term means. In a conversation at the Philadelphia Show with Mr. Towne of the Anglo-American Company, who proved to be more thoroughly conversant with the myriad details of his exceedingly intricate business than any one I had ever met, he explained what pen steel bushes were. It is well-known that the rivets of chains cannot be hardened, and that in consequence they are subject to wear that soon destroys their efficiency. The English chain makers, Perry & Co., and perhaps others, hit upon the device of encasing the rivets in with a piece of hardened steel, and this takes the wear that on other chains comes on the rivets. The shortcomings of chains are so many that such improvements as this are sadly needed.

TELEMACHUS.

Mr. Kerrison's Attitude on the Boston Meet Question.

HAVING seen in several papers the statement that Mr. J. C. Kerrison was opposed to the holding of the '94 meet in Boston, a representative of the WORLD called upon Mr. Kerrison and asked him to define his true position in the matter. In reply to our question, he stated: "In the meeting of the A. C. C. I did talk against the motion that the Associated Cycling Clubs of Boston invite the League to hold its '94 meet in Boston, but I desire to emphatically state that on the passage of that motion in the affirmative, I withdrew my opposition, and was not, and have not been since, opposed to the idea of presenting an invitation to the League to hold its annual meet here. I am for the meet in Boston, and trust it will be brought here as the A. C. C. have voted to invite the League."

IN the Cambridgeport (Mass.) Cycle Club a club billiard, pool and whist tournament will be inaugurated shortly.

The Spalding

Takes First Place

THE BEST FOR 1894 $125

The Name Has Stood the Test for Years.

So Will the Bicycle. It's a Leader

Among High Grade Bicycles.

Catalogue

A. G. SPALDING & BROS., Special Agents.

NEW YORK. CHICAGO. PHILADELPHIA.

Makers: LAMB MFG. CO., Chicopee Falls, Mass.

The SYRACUSE

In Design—Admirably Correct.

In Taste—A Beautiful Comparison.

In Strength—Samson's Peer.

LISTEN TO THE ECHO.

Dear Sir:—There goes the SYRACUSE! Ha! Ha! It's in the lead. Watch the Crimson Rims glisten in the sunshine as they glide along o'er the roads to victory. I tell you, boys, feather-weight bicycles are a thing of the future. We want them: WEE DOO. No more ice wagons—too slow. We want birds—they fly. Yours until my muscles are case hardened. ECHO.

Do you want the Agency?

SYRACUSE CYCLE CO., Syracuse, N. Y.



Arnold Will Resume.

H. B. ARNOLD is again to open a repair and manufacturing establishment at his old stand, Springfield, Mass. He will have the management of the concern.

It Was a Lovell.

ELSEWHERE we speak of a wheel which had been ridden through a chain at the Chelsea ferry, in Boston, breaking said chain but not hurting the bicycle. The machine mentioned was a Lovell Diamond No. 11.

Will Sell Spaldings.

W. H. WELLS, who has been with a Syracuse firm the past year, has now entered the service of the Lamb Mfg. Co., of Chicopee Falls, Mass. Mr. Wells will travel and push the Spalding and Credenda.

Sent Post Free.

AN interesting little work which should be in the hands of every wheelman is the "Whitworth Bicycle Book," which will be sent postpaid to any address by addressing the Whitworth Cycle Co., Birmingham, England, and mentioning the BICYCLING WORLD.

They Are At.

THE Novelty and Shedd's Cyclometers, manufactured by the Recording Instrument Co., 602 Chamber of Commerce, Boston, Mass., have an enviable reputation for superior construction and positive accuracy, and are making converts among all cyclists who have tried them.

A Souvenir Paper Weight.

THE Gormully & Jeffery Mfg. Co. gave as a souvenir at the Philadelphia Show a handsome bronze paper weight in the form of a large medal, on one side of which was found the new '94 Rambler, while the other bore the design of the great Ferris wheel. They were eagerly sought after.

A Catchy Plan.

THE firm of B. B. Emery & Co., 40 Columbus avenue, Boston, New England agents of the Fowler, have adopted the plan of carrying the installments of good and responsible agents who handle the Fowler this season. Mr. Emery says he will sell at least 750 Fowlers in New England this year. See their ad. on page 351.

"How It Happened."

THIS is the title of a little brochure which contains a rhyming story in regard to the "Liberty Bike," which, if the prospective buyer reads, is calculated to impress upon his mind the many points of excellence of that machine. The Wilson-Myers Company will mail you one upon application.

The Hy Lo Gear.

CYCLISTS have long been looking for an interchangeable gear that would be thoroughly practical, and the Hy Lo, made by Louis Rosenfeld & Co., 56 Beaver street, New York, appears to fill the bill. It is instantaneous and applicable to all chain safeties. Full particulars can be obtained by addressing them and mentioning the BICYCLING WORLD.

Damaged by Fire.

RALPH TEMPLE, while at the New York Cycle Show, was telegraphed that his retail store in Chicago was severely damaged by fire. However, he did not leave the East until he had closed several important contracts. The Temple Cycle Works are now closing off all the wheels in the retail store at fire sale prices before restocking. Many wheels were merely soiled by smoke.

They Can Have Either.

THE Yost Mfg. Company, of Toledo, allow their customers to have either wood or steel rims on any of their makes of wheels, while they are also giving adjustable handle bars on the men's wheels, and adding but $5 for the mechanically attached tire. These improvements will undoubtedly add to the selling qualities of the machines, making a desirable line for agents to handle.

A Key to the Tire Business.

AT the Philadelphia Cycle Show the New York Belting and Packing Co. distributed tagged door keys which bore these words: "The key to the tire business. Please leave at Stand No. 12 before you re-tire." This little device attracted considerable attention, bringing out very forcibly the novel feature in their new Key Tire. Send for one and mention the BICYCLING WORLD.

Special Bicycle Post.

ALONG comes a 5x9 post card from the Syracuse Cycle Co. this week which is unique in its way. They say, among other things, "Do you want to handle a beautiful line of high grade wheels? In style and taste they are right up to date, and in finish—well, ask the other fellow—they shine!" The line is very complete, ranging in price from $100 to $150. Drop them a line and get prices.



SIMPLICITY

47

That Mr. Burris' new tire is the talk of all Cycledom is not surprising to those who have seen it and are acquainted with its principle. It is a combination of surprising improvements of great interests to Cyclists. An examination of it reveals in every detail of construction a masterly mechanical knowledge and skill, and that an experienced mind has been diligently applied in perfecting with careful completeness this King of Tires. Method of attachment to the rim, the fabric, the valve are each new as is also the material of which the rim is made, all proven practical by long and exhaustive tests.

Mr. F. J. Osmond writes from England: "It possesses advantages over all others apparent at first acquaintance which become confirmed by practical use."

Mr. Lewis Stroud, Captain of the Bath Road Club, 50 mile Champion of England, writes: "I have adopted it for 1894 and recommend my friends to do the same."

A gentleman known in the cycle trade as the highest authority in mechanical sciences, enthusiastically spoke of it during the Cycle Show at Madison Square Garden, as "a child of genius the most interesting feature of the show, the best tire in the world, the greatest stride made in 1893 in the advancement of cycle building."

It possesses all the qualities cyclists have been seeking—lightness, resilience, speed, strength, safety, durability, simplicity, ease of repair, positive repairable quality anywhere, any time, by any one, man, woman or child.

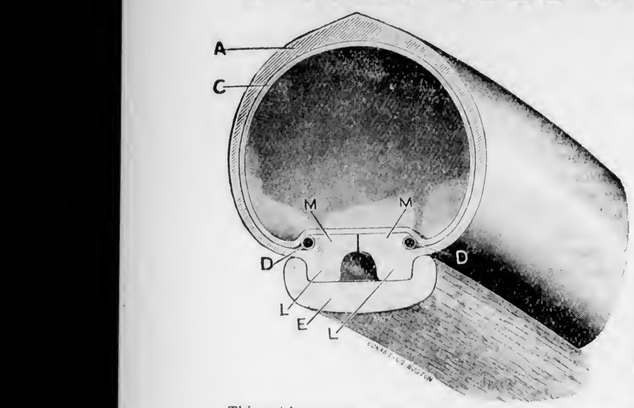
The Manhattan Rubber Mfg. Co.

64 CORTLANDT ST., NEW YORK,

will be happy to send descriptive circulars to all applying who mention the BICYCLING WORLD.

HERMES TYRES.

PATENTED NOV. 14, 1893.



This cut is a cross sectional view showing tyre inflated without the valve, the better to show construction. A is rubber part of outside cover; C is inside tube; M M are the margins or shoulders against which the hoops D D press. The margins or shoulders L L fit in rim E and are held in place by hoops D D.

Wood Rims!!

CONFIDENTIAL
TO RIDERS OF CYCLES.

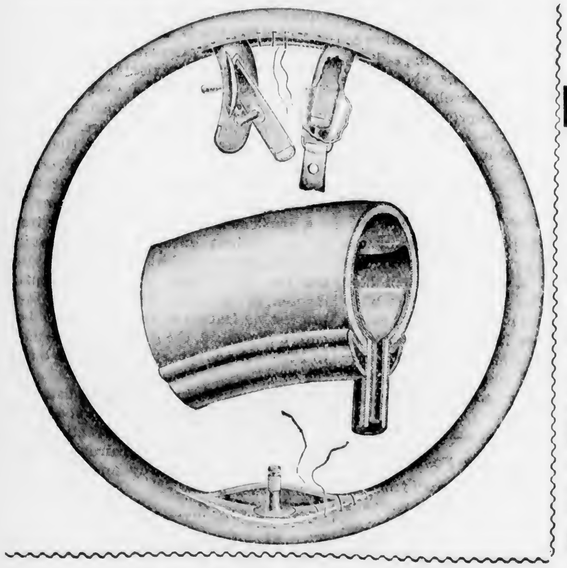
We are constantly in receipt of letters asking if HERMES TYRES can be fitted readily to Wood Rims. To all such enquiries—and to Wheelmen generally, who are now debating with themselves the proposition, "Shall I use a Wood Rim on my '94 mount?" we unhesitatingly affirm that there is no mechanically fastened type that can be so readily and effectively applied to that style of rim as the HERMES. The same admirable and desirable features obtains with Wood as with Metal Rims, when Hermes Tyres are used—as our style of fastening enables us to use a narrow Wood Rim—and while our tyres are held rigidly in place, the greatly increased resiliency resulting from use of our narrow rim is realized—as well as the numerous advantages claimed by the champions of Wood Rims.

Whether You decide to use Wood or Metal Rims, bear in mind the good points of HERMES TYRES. On the scale, their lightness shows an immediate advantage. The most severe road work for an entire season has proved that greater weight would be superfluous. They have stood all tests of rough usage in the most satisfactory manner. The use of Hermes valve insures continuous inflation. Send for our Catalogue.

MENTION THIS PAPER.

HERMES TIRE COMPANY,

No. 630 Washington St.,
. . . . . BOSTON, MASS.



The Puncture Difficulty Solved!

THE

Providence Double Inner Tube Tire.

THE chief feature of this tire is an extra air tube which is within the regular tube and remains when uninflated in the hollow of the rim. It saves the annoyance now caused by punctures, as you have simply to inflate the reserved tube in case of accident.

SHOULD the second tube become damaged it may be inflated through its separate valve, as it is smaller in diameter and shorter. When inflated the punctures will not be opposite each other the outer inner tube forming a pressure patch for the puncture of the inner one.

THESE tubes are made to fit any tire and are sold separately.

NO extra weight, as our double tubes are but a trifle heavier than the ordinary single tubes.

QUALITY and style equals if not surpasses any tire on the market.

Write for Circular describing something new in tires. Every rider should have one.

The Providence Tire Co., PROVIDENCE, R. I.

[Mention BICYCLING WORLD.]

Pneumatic Tires $20.00.

SEND in your machines and we will spread the frame, rebuild the wheel, putting on 1 3-4 rims and M. & W. pneumatic tires for the winter prices of $20. Now is the time before the rush. Knight Cycle Co., 311 N. 14th street, St. Louis, Mo.

Correction.

IN the advertisement of the Knight Cycle Co., of a couple of weeks ago, the types state that pneumatic tires would be put on for $29, whereas it should be $20, including the necessary work. Cut of tires, and catalogue free. Knight Cycle Co., 311 No. 14th street, St. Louis, Mo.

A Self-Sealing Air Tube.

AT the New York and Philadelphia Shows, one of the genuine novelties was the self-sealing air tube of the New York Tire Co. Any and all visitors desirous of doing so were permitted to puncture the tire with pins, nails, tacks and knives at pleasure, and the fact that this did not allow any of the air to escape under this severe treatment puzzled not only the riders but a good many of the trade as well. They use no partially cured or unvulcanized rubber, and have tested the tubes for months. Address them for particulars.

It Weighs But Two and One-Half Ounces.

THE Crown Cyclometer, which is made by the Boston Meter Co., 22 Chapman Place, Boston, is claimed to be the lightest instrument on the market, weighing only two and one-half ounces. It is extremely small, being the diameter of a silver dollar, and registers to one thousand miles, then going back to zero. It can be changed from one size to another without additional expense, which is an excellent idea, and retails at $6. A postal card to the company, mentioning the BICYCLING WORLD, will bring an answer fully describing it.

How to Get New Tires on Your Bicycle.

ELLIOTT BURRIS, 61 Cortlandt street, New York, makes the following offer to cyclists who desire to have new tires, 26, 28 or 30-inch, 1 1-2 or 1 3-4 inch mounted on their old cycles. Remove the wheels from the frame and send them to him, express charges prepaid, bearing tag with your name and address plainly written on it and he will rebuild the wheels, mount them with Simplicity 47 Detachable Pneumatic Tires and return them, express charges prepaid, for a moderate charge. The offer is made for the purpose of introducing Simplicity 47 and will remain open only a short time. Cyclists who send wheels before March 15 will receive a receipt for membership dues in the L. A. W. for 1894. Mention BICYCLING WORLD.

Fowlers in the East.

NEW ENGLAND agents will do well to remember that the celebrated Fowler wheels will be handled by B. B. Emery & Co., 40 Columbus Ave. A full line of these wheels and parts will be carried in stock by Emery & Co. at their main store and also their branches in the city of Boston, and that all delay in sending to the factory for wheels or parts will be avoided. The reputation of B. B. Emery & Co. as hustlers is well established in Boston and we will be astonished if they do not sell a larger proportion of the output of the home factory than any other single agent in New England.

Syracuse Empire.



THIS is the crack machine made by the Syracuse Cycle Co., Syracuse, N. Y., and as it is fitted with crimson rims it is going to be a noticeable figure in the cycling world this season. Its weight, but 24 pounds, makes it an up-to-date mount in every respect and sells at $150.

Two Good Ideas In A Cyclometer.

THE Hilliard Cyclometer Co., of Philadelphia, has embodied two excellent ideas in their cyclometers, Numbers 1 and 2. The former, which is the same instrument which last year gave such satisfaction, registers twelfths of a mile up to one thousand miles, and then repeats itself, the price being $7.50. The No. 2 registers sixteenths of a mile, up to one hundred miles, and then repeats. It has, moreover, the great advantage of being set back to zero at any time, thus enabling a record of each trip to be made separately; while its weight is but four ounces, and the price $5. Both these instruments can be read from the saddle, and their accuracy is guaranteed. Send to the company, 1220 Filbert street, Philadelphia, for a full descriptive circular, and mention BICYCLING WORLD.

Martin's Cycle Show.

H. C. MARTIN & CO., of Buffalo, did not exhibit at the New York or Philadelphia Cycle Shows, and up to the present time, Buffalo never had a show of this kind. On the 19th of this month, however, "Martin's Church" will be turned into a cycle show. It is not as large as Madison Square Garden, but, nevertheless, Martin has engaged every space, and the following will be on exhibition for one week:

Space 1—The Martin Special. Space 2—Columbia. Space 3—Rambler. Space 4—Warwick. Space 5—Buffalo. Space 6—Syracuse. Space 7—Envoy. Space 8—Fleetwing. Space 9—Falcon. Space 10—Falconess. Space 11—Sundries.

The church will be handsomely decorated, music every evening, and there will be trick riding, etc., to entertain the crowds during the week. All agents of this company, and others interested, are cordially invited to attend and select their line for 1894.

Buffalo people who could not attend either of the two big shows will now have the opportunity of seeing, not a National Cycle Show, but one that will be up to date in every particular. Admission free.

Buckeye Cycle Co. Sued.

THE Hickory Wheel Company, of South Framingham, Mass., last week brought suit in the Common Pleas Court here against the Buckeye Bicycle Company of Cincinnati for $391.85 and the appointment of a receiver. A referee is also asked for the purpose of ascertaining all the stockholders and the extent of their liabilities.

The bulk of the stock is believed to be owned by Lowe Emerson, ex-President of the Chamber of Commerce, and J. W. Fisher, proprietor of the Emerson-Fisher Carriage Company. The company was run by Harry D. Emerson, son of Lowe Emerson.

The amount claimed is for goods sold defendant, and the Hickory Wheel Company says that the Buckeye Bicycle Company is insolvent.—*Cincinnati Post.*

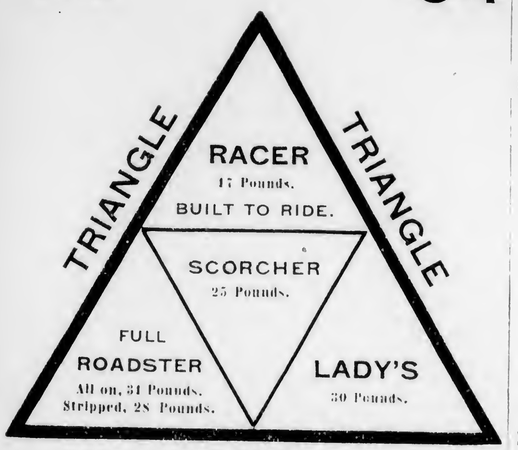
THE sixteenth annual dinner of the Boston Bicycle Club will be held at the Parker House, to-morrow, Feb. 10, at 6.30 P. M. Morning dress will be in order. Under the By-Laws members are entitled to wear an emerald in the club star for each five years of membership.

THE Diamond Bicycle Club of Somerville, Mass., had another of its enjoyable social assemblies last week in Eberle hall, which was attended by about 75 couples. Condit's full orchestra furnished the music. The next assembly will be given Wednesday evening, Feb. 28.

THE Amusement Committee of the Portland (Me.) Wheel Club is making things quite lively. Besides the regular Saturday night supper which is prepared by a different member throughout the winter months, such things as whist tournament, mock auction, mock trials, sleigh rides, snow-shoe parties, etc.

THE New York Wheelmen held their first annual reception at the Ellersle, Friday evening of last week. The club is a young organization, but the reception was one of the most successful of any given by wheel clubs this season. As usual in affairs of this kind in Harlem, no break was made in the dancing programme for supper, but after the programme had been gone through all the guests went to Clark's.

'94 '94

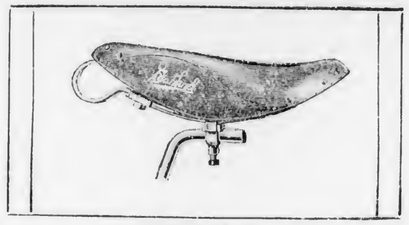


TRIANGLE

The Peerless Mfg. Co.

CLEVELAND, OHIO.

Garford Saddles



STYLE E 2.

▲▲▲ 1894 ▲▲▲

NOW READY FOR DELIVERY. Our line is the largest made and we can suit every rider.

GARFORD MFG. CO., ELYRIA, OHIO.

SELLING AGENTS.
R. B. McMULLEN & CO.,
CHICAGO ILL.

Corduroy Handles.



German Silver Tips.

Durable.

Absorbant.

Clean and Beautiful.

They afford a very satisfactory feeling to the hands of the user, and withstand much violent usage without damage, and are preferred by some to any other handle.

Samples prepaid by mail on receipt of price.

50 Cents per Pair.

Our '94 catalogue will be sent free on application.

National Cycle Co.,

FITCHBURG, MASS.

The HY-LO [Trade Mark.] Instantaneous

CHANGEABLE GEAR

Exhibited at the Cycle Shows.

Strong. Simple. Durable.
Positive. Light.
Applicable to all Chain Bicycles.

Attracted more attention than any other novelty shown. Those who were unable to attend can obtain full description by writing to

Louis Rosenfeld & Co.,

No. 56 BEAVER STREET,

Delmonico Building, NEW YORK.

[Mention Bi. World.]

Did You Understand Our Last Week's Ad?

IT WAS ABOUT OUR

25 LB.

Fowler

ROAD WHEEL

Whose guarantee is unrestricted by any "ifs," "ands" or "buts."

To Get One of These Wheels

You don't have to be a LIGHT Rider
You don't have to be a CAREFUL Rider
You don't have to be an EXPERT Rider
You don't have to be an EXPERIENCED Rider

They are for any rider, any weight, any height.

All FOWLERS are guaranteed from "the tires in."

'94 Wheels ready for immediate delivery.

GOOD AGENTS WANTED. WRITE US.

Hill Cycle Mfg. Co.

142, 148 W. Washington St.,

Chicago.

Mention Bicycling World.



Among the Clubs.

THE Eagle Cycle Club, of Boston, has engaged Corinthian Hall for Wednesday evening, April 4—the evening before Fast day.

THE Cambridgeport, Mass., Club will hold two dancing assemblies in Armory hall on Washington's birthday, Feb. 22, and Fast Day, April 5.

THE first annual concert, exhibition, and social of the Rose of New England Wheel Club was given in Breed opera house, Norwich, Ct., last week.

THE Press Cycling Club, of Boston, held its annual meeting and election of officers this week. They contemplate removing to larger quarters.

GUY GOBY is getting exceedingly stout these days, and is doing gymnasium work in order to keep in fairly good condition. He will race next season.

A VERY fine lecture on "Indian Relics" was delivered at the rooms of the Walton Cycle Club of West Medford, Mass., last week, before a large number of members by Mr. Frazar, a well-known authority on this subject.

LOCAL audiences greeted the appearance of the Alpha Wheel Club Minstrels, at the Opera House, Norwalk, Ct., last week. One-third of the net receipts of Wednesday evening will be given to the Norwalk Hospital.

THE Y. M. C. A. of Dallas, Texas, have organized a bicycle club, to be known as "The Y. M. C. A. Wheelmen of Dallas" and started with thirty-two members. This is the first Y. M. C. A. bicycle club ever organized in Texas.

IN defiance of an Hell, Bridgeport, Ct., last week inaugurated the fourth annual informal exercise given by the Rambling Wheelmen. Several hundred couples participated in the enjoyment of dancing to the music of Samsone's orchestra.

THE Entertainment Committee of the Massachusetts Bicycle Club have decided to change the date of the mock trial to Wednesday evening, March 7, as the arguments require so much time that the lawyers have not an opportunity to prepare them.

AT the request of many persons who were unable to secure admission to the Midway Plaisance smoker of the Park Avenue Wheelmen of Philadelphia, Pa., held last week, the committee in charge has decided to repeat the performance on a larger and more elaborate scale on the evening of Feb. 17. Many of the important features of the old programme will be retained, and a number of pleasing novelties introduced.

IF YOU SELL

... The ...

FOWLER

FOR US,

We will carry your Installments.

WE ARE AFTER BUSINESS and make this offer on

The Fowler,

which we have secured for . . .

THE NEW ENGLAND STATES.

We Carry a Full Line of Wheels and Parts in Stock.

Good discounts to reliable agents.

Write us at once as an offer like the above on a wheel so well and favorably known as the FOWLER will secure for us an agent in every City and Town in New England.

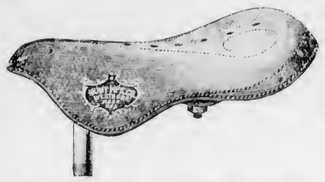
Wheels ready for immediate delivery.

B. B. Emery & Co.

40 Columbus Avenue,

Boston, Mass.

MENTION BICYCLING WORLD.



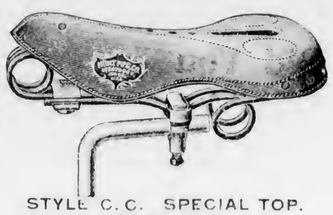
STYLE N. N. SPECIAL TOP.
Track Racer. Weight 12 oz.

....HUNT.... SADDLES

Are Unsurpassed for

Comfort. Beauty. Durability.

and are



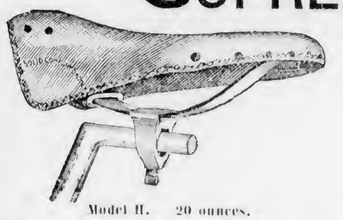
STYLE C. C. SPECIAL TOP.
Road Saddle.

UNEQUALLED IN DESIGN, FINISH AND MATERIAL.

U. S. Sales Agents. R. B. McMullen & Co., Chicago, Ill., and Springfield, Mass. N. Y. Depot. John S. Leng's Son & Co.

SUPREMELY EXCELLENT

ARE ALL THE



Model H. 20 ounces.

"SOLID COMFORT" SADDLES

Curtis-Child Manufacturing Co., PHILADELPHIA, PENN.

Send for our new Catalogue.

Mention BICYCLING WORLD.

A. O. VERY CYCLE CO., BOSTON, MASS., NEW ENGLAND AGENTS.

Red - Cross - Rubber - Cement



AND SUNDRIES.

The best Cement in the world for repairing pneumatic tires.

IT HAS NO EQUAL.

☞For sale by all first-class dealers throughout the world. Send for our prices.

NOTICE—Jobbers and Dealers send for catalogue of *Red Cross Sundries*. The best selling line in the world. We will send you Electros free for your Catalogue. Write at once, you may forget it.

ARLINGTON U. BETTS & CO., - - TOLEDO, O.



WORLD'S CHAMPIONS for 1894.

JAS. J. CORBETT. Three Rounds, Jacksonville, Florida, Jan. 25th.

PUNCTURELESS TIRE ARMOR.

Over 100 yards pointed barbed wire fencing in a wager of $100 to nothing, with Mayor of Hagerstown, Md., one round. New York Cycle Show, Jan. 8 to 13, a winner every day. Philadelphia Cycle Show, Jan. 29 to Feb. 3, a winner every day. And WE STILL CHALLENGE THE BICYCLING WORLD. Our ideal tests are done over barbed wire fencing and sharp steel wire nails fastened in planks.

We Have No Competition. Nothing Approaches Us.

See that your air tubes are protected by our Armor. Saves treble its cost in repair kits and exasperation. $3.00 per pair, by mail 15 cts. extra. Order at once. They are guaranteed or money repaid purchaser in every case of failure.

PUNCTURELESS TIRE ARMOR CO., HAGERSTOWN, MD.

Fabric.

It seems to be an acknowledged fact with makers of Pneumatic Tires that the Fabric used in the construction of their product must be improved, and that the ordinary forms of cotton or linen duck and like material are not suitable for the purpose. The rubber used in a pneumatic tire must of necessity be limited to holding the air, and providing protection from the elements for the fabric, the latter constituting practically the foundation of the tire, and taking all the strain. The necessary reduction in weight also demands the use of a light and strong fabric and the smallest possible amount of rubber; for in this age of light wheels, makers cannot apply tires weighing 5 or 6 pounds per pair to their product.

One of the forms of improved fabric which seems to meet the requirements of the day is that used by the New York Tire Co. It was perfected and patented last season, and has been subjected to actual riding tests of months in thousands of tires with positive success.

The much advertised Sea Island Cotton is, of course, the material used, and by its particular weave (which is the patented feature) there is a complete and equal distribution of the strain; consequently the fabric never breaks or cracks. It has been subjected to an air pressure of over 250 pounds without bursting, which is conceded to be a most severe test. The resiliency of the tire under riding pressure is remarkable, and for this reason is very popular with racing men where action counts. Johnson made all of his records last season on their tire, and speaks in the highest terms of its strength and resilient properties.

The use of this fabric enables the company to supply a light road tire, suitable for all-around work, weighing but 2 1-2 lbs., while their racing tire tips the scales at less than 16 ounces to the pair. This reduction in the weight of tires will be acceptable to the manufacturers of bicycles who are trying to reach the standard of public demand without sacrificing strength.

NEW YORK, Oct. 24, 1891.

Messrs. Adams & Sons Co.

Gentlemen—It affords me more than ordinary pleasure to testify to the virtues of the Pepsin Tutti Frutti chewing gum. I have only recently tried it, in a severe case of distress arising from indigestion, and the relief it gave me aided materially in guaranteeing the record I made on the wheel.

Truly, etc.,

G. W. LAMB.

Through Cars to New Orleans.

Among the many important improvements in the Baltimore and Ohio Railroad train service is the addition of through Pullman Sleeping Cars from New York to New Orleans, via Philadelphia Baltimore, Washington, and the famous Shenandoah Valley route, passing through Roanoke, Knoxville, Chattanooga and Birmingham. The train leaves New York daily at 5.00 P. M.; Philadelphia, 12th and Market Sts., 7.22 P. M. and 24th and Chestnut Sts., 7.38 P. M., reaching Roanoke at 7.50 A. M.; Knoxville, 3.52 P. M.; Chattanooga, 8.00 P. M.; Birmingham, 11.13 A. M., and New Orleans, 12.45 P. M.

This train is very handsomely appointed, being vestibuled throughout, and has Dining Car service New York to Chattanooga. At Washington a Pullman Sleeping Car, which runs through to Memphis, is added to the train.

All trains of Baltimore and Ohio Railroad leave New York from station foot of Liberty street.

Continued on Page 356.

TO BENEFIT Bicycle Dealers & Agents

If you are a dealer or agent, and wish to receive valuable information, send your addresses to

M. B. HIRSH & BRO., PHILADELPHIA.

"PERFECT" POCKET OILER
THE KING OF OIL CANS.



One-Half Size.

Has no equal. Does not leak. Regulates supply of oil exactly. For a high grade wheel the "Perfect" is a necessity, if you wish to obtain the greatest amount of pleasure and comfort. Price, 25 cts. each.

"STAR" OILER.



One-Half Size.

An excellent article. Well made and has many improvements on ordinary oilers. Not up to the "Perfect," but still a good oiler for the money. Price, 15 cts. each.

Oiler or Pump Holders, 25 cts. each.

CUSHMAN & DENISON, 172 9th Ave., N. Y.

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Highest Awards
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PREMIUM No. 1 CHOCOLATE,
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For "purity of material," "excellent flavor," and "uniform even composition."

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WANTED—Bicycle man to take charge of a branch for an old established bicycle house; one who can invest from $1000 to $5000 preferred; state age, experience, habits and salary expected. Address, No. 115 BICYCLING WORLD, Boston, Mass.

Only a Few Left

BICYCLES DAMAGED.

FIRE! SMOKE! WATER!

The Chance of a Life Time

A number of '91, 28-pound wheels soiled by smoke.

ONLY A FEW LEFT.

RALPH TEMPLE CYCLE WORKS,
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THE N.G.L. TIRES

Are New, Good, Light—Neat, Good Looking—Nifty Gold Lined New England's Glorious Leaders—No Game Losers—Nimble, Gamey, Lucky—Noble, Grand, Lofty—They Never Get Lame—Never Get Lifeless—Never Get Loose—Never Get Leaky—Never Get Lumpy—Never Get Lifeless—Never Give Lumbago—They are ridden by Nine Great Leaders—Nineteen Grand Lords—Ninety Graceful Ladies and Numberless Good Lads who Never Get Loony—In handling they require No Great Labor and No Grimy Lacing—Their record is Notorious Good Luck—No Goals Lost—Never Got Left.

Fitted to Wooden or Steel Rims by all makers of high grade wheels. Circulars free.

The Boston Woven Hose & Rubber Co.,
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ROADSTER.
STYLE F.

New Designs for '94.

THEY FIT the RIDER.

...TEN...
Different Styles.



TRACK RACER.
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Handsomely Finished by New Process—BLACK or RUSSET.

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WE ARE the only American makers who build a geared ordinary, or who fit metalic gear cases.

Send for Art Catalog and "Reasons Why."

ARIEL CYCLE MFG. COMPANY, - - GOSHEN, IND.

DON'T FORGET

that we will be on the market with as complete and fine an assortment of

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in 1894 as can be found anywhere. Send us your name and address for Catalogue and trade Discounts.

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Cable Address, "Snitjer." ST. LOUIS, MO.

Attention, Cyclists. The Harris Combination Wrench.



A new novelty and practical combination tool for 1894. Wrench, oil can, pump and screwdriver all combined in one.
Made of drop forged steel, case hardened.
Weight, ten (10) oz.
Electrotypes for Catalogues on application.

The Harris Mfg. Co.
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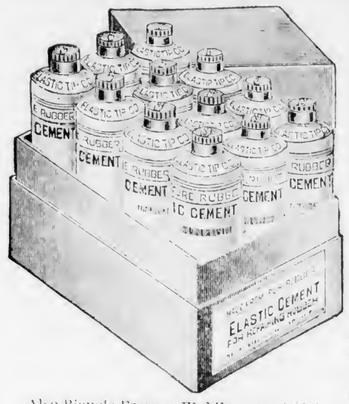
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Made from fine PARA RUBBER. Easily manipulated and quick drying. Anybody can make a permanent repair in less than five minutes. For the convenience of our trade we put this cement up in 3 size tubes, which list as follows: Small, $1 per dozen; medium, $1.50 per dozen; large $2 per dozen. For bicycle manufacturers and dealers who use cement in large quantities we put it up in one quart, two quarts, one gallon, five gallon and ten gallon cans. Also in barrels.

Special Prices made in quantity.



WOOD RIMS

Strongest and lightest made.

Pneumatic Tires. Vem, Boston and N. G. L. brand.

Also Bicycle Frames, Weldless Steel Tube, Bicycle Tires, Pneumatic, Solid and Cushion, Fork Sides, Hubs, Rims, Spokes, nipples, cranks, pedals, cements, lamps, etc. etc.

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FOR YOUR CHAINS

If you want to be a record breaker. Nothing like it. Reduces friction and lubricates chain perfectly. *Will keep your chain from rusting through the winter.*

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Free on application. Awaiting a prompt response we remain,
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ACCURATE. DURABLE. WARRANTED.

Wm. L. Cottel, Brooklyn, N. Y., Jan. 29, 1894, writes: Recording Instrument Co, Gentlemen Last season my son and I each, with great satisfaction, used a cop Novelty's on 30-inch wheels. This season will try your Shedd's; please send two for 28-inch Columbia.

RECORDING INSTRUMENT Co., 602 CHAMBER OF COMMERCE. BOSTON, MASS.

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BICYCLE CHAIN LUBRICANT.
PRICE 25¢
L. N. SWIFT,
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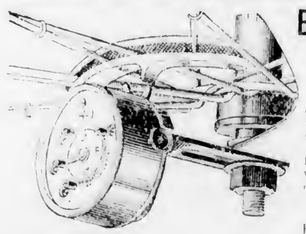
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THE LEADER FOR '94.
Records will drop it you use

Hot Stuff Chain Lubricant

A. O. Very Cycle Co. write: We find this a first-class chain lubricant giving good satisfaction, and it is the best thing we have taken hold of in this line. If you want a perfect lubricant just give it a trial.
Put up in sticks 4 inches long. Price, 25 cts. For sale by all dealers or by

L. N. SWIFT, - - - PROVINCETOWN, MASS.



BRIDGEPORT CYCLOMETER

$3.50.

FOR DELIVERY APRIL 1ST.

Registers 1,000 miles accurately and repeats, or can be set back to zero at any time. Perfectly noiseless, dust proof and waterproof. Nothing to get out of order and can be adjusted to any wheel. A high grade cyclometer within the reach of every bicyclist. PRICE $3.50. Made in two sizes, viz. for 28 inch and 30 inch wheels. Send for catalog of finishes. Sold by all bicycle dealers.

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COASTING on SKATES

Over the hard snow in the streets and fields. Our COASTERS are easily clamped to any skate, giving a broader surface which glides smoothly over the snow. The greatest sport for boys and girls without the danger attending ice skating. State size of your skate. Price 30 cts. a pair and 6 cts. for mailing. Postal note or 2-cent stamps. Circulars upon application.

HALE & CO.,
WORCESTER - MASS.

Continued from Page 353.

NEW YORK, Oct. 24, '91.

Messrs. Adams & Sons Co.

Dear Sirs: For a long time I was decidedly prejudiced against the use of chewing gum, particularly during cycle racing. I was induced to try your Pepsin Tutti Frutti at a time when my stomach was in very bad shape from long indoor track riding. The relief I experienced was almost instantaneous, and I can cheerfully contribute my testimony as to the sterling merits of your Pepsin Chewing Gum in all cases of weak and refractory stomach.

Very sincerely,

WM. MARTIN.

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BOSTON, Nov. 28, 1891.

Messrs. Adams & Sons Co.

Gentleman—Your Pepsin Tutti Frutti is just the thing for any cyclist or athlete to use as it keeps the throat and stomach in perfect order.

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When you go West take the Big Four.

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Elwell European Bicycle Tour.

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WILSON'S
WONDERFUL NICKEL AND ENAMEL
PRESERVER.

Will Polish Nickel and Enamel.
Prevent Nickel and Steel from Rusting.

DIRECTIONS.

Shake well before using. Saturate a piece of cotton-flannel with the solution, rub lightly, and finish with a clean dry piece of cloth.

The solution leaves a fine coating, preventing the air from penetrating the nickel.

The solution is to be applied on *finished* nickel. In such is the case and done carefully, you will not be obliged to have the polishing cranks touched.

If the nickel has already begun to rust, the solution should be applied at once; by so doing it will prevent the rust from going any farther.

The solution is the best thing in the known world to prevent nickel from rusting and tarnishing the enamel. I make no claim to remove rust.

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JOHN W. WILSON, 14-15 Tremont Row, Boston, Mass., U. S. A.

PRICE 50 CENTS.

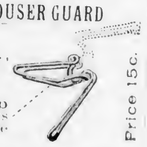
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This is the Hump that holds the pants for men who ride Bicycles.

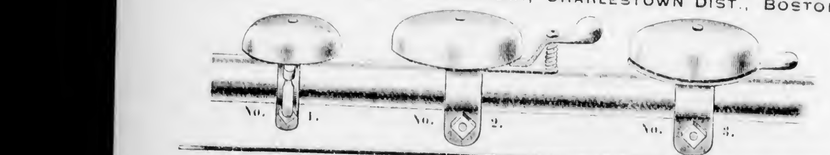


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NASH MFG. CO., CHARLESTOWN DIST., BOSTON





The Billings' Bicycle Wrench.

Adopted by the Pope Mfg. Co., and pronounced by them the Best Bicycle Wrench in the Market.

The BILLINGS & SPENCER CO., HARTFORD CONN.

SYLPH CYCLES.

22, 26, 28, and 32 pound weights.



OUR OWN MAKE. Guaranteed highest possible grade. Handsomest, strong, durable, speedy and reliable. Four gentlemen's patterns; one ladies'. Either wood or steel rims and best pneumatic tires. **Bearings absolutely dust-proof**, or as near so as it is possible to make them. Will stand closest investigation severest tests. Catalogue free of these and other makes. Exclusive agency given.

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"The Champion Pocket Sporting Manual."

A neat and complete pocket manual of all athletic sports. Bicycling, Prize Ring, Turf, Base Ball, Field and Track Athletics, etc. Signed by the leading authorities. Cloth 10 cents. Leather 25 cents. Address **F. k. Lunpher & Co., 18 and 50 Summer St., Boston, Mass.**

Mail orders promptly attended to.

TOURIST $2.



Medium Weight.
Flexible Sole.
Bongola Leather.

Send for Cat. of Sundries.

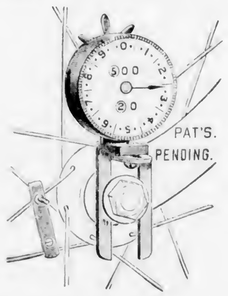
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Crown Cyclometer

MADE BY

BOSTON METER CO.,

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Thoroughly tested, small and compact, weighing two and one half ounces only. Registers to one thousand miles, then commences again at zero. **PRICE $6.00.**

Can be changed from one size to another, without additional expense.

Electrotypes for catalogues upon application

LEAGUE OF AMERICAN WHEELMEN

OFFICIAL DEPARTMENT.

OFFICIAL DEPARTMENT.

Boston, Mass., February 9, 1894.

LEAGUE HEADQUARTERS:

12 PEARL STREET, ROOM 20, - - BOSTON, MASS.

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12 Pearl St., Boston, Mass.

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Consuls and agents should draw upon Division Officers for supplies of Application and Renewal Blanks, and for League literature of all kinds. Post Office addresses will be found below:

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Racing Board Matters.

THE National Assembly will meet at Louisville, Ky., on Feb. 19th. Racing men desiring to place applications for re-instatement before it, can do so by sending same, properly made out, specifying time and place of original offence, and reason why it should receive consideration, to the undersigned, either to his Brooklyn address before Feb. 15, or to the Galt House, Louisville, Ky., up to time of meeting.

This notice is given simply as a matter of right, that all men wishing the Assembly to pass upon their case, may be warned in advance, that no other opportunity will be possible until one year from this meeting.

The following are declared professionals, violation Clause A, amateur rule: G. H. Van Ludura, John H. Barton, F. O. Fuller, Dawson Fornwall, Friedrich Foster, H. Greer.

SANCTIONS GRANTED.

Feb. 24, '94—65th Regiment Athletic Association, Buffalo, N. Y. H. E. RAYMOND.

New Jersey.

I HAVE this day appointed as a delegate to National Convention to fill vacancy caused by resignation of H. A Benedict, H. B. Ayres, Asbury Park, N. J. Have also appointed H. Iredell, New Brunswick as Chairman of Rules and Regulation Committee to fill vacancy caused by resignation of H. A. Benedict. Respectfully, JAMES S. HOLMES, Jr., Chief Consul.

Feb. 2, '94.

New Jersey Division.

SPECIAL NOTICE.

Do you wish to secure a copy of the New Jersey Road Book free? If so, read, ponder and hustle!

For the first time in the history of the New Jersey Division, our membership has passed the 2,000 mark, which is just half what it should be at this time.

With a view to increasing our membership to 4,000, your officers make the following proposition: To every member who sends in the names of three applicants for membership, we will send, as a premium, a copy of the last edition of the New Jersey Road Book, bound in leather, the market price of which is $1.00; in addition, we will send to each one of the three applicant proposed, on notice of election to membership, a complete set of the road maps.

In connection with this unprecedented offer, we wish to call your special attention to the following points:

1. All applications must be sent to Theo. F. Merseles, Secretary-Treasurer, 66 Monticello Avenue, Jersey City, N. J.

2. All applications must be accompanied by money order or check for the amount of initiation fee and dues, which until April 1st will be $1.50.

3. The name of the first reference on the application blank will be considered the proposer, to whom the premium will be sent.

4. Endeavor to send the three applications at one time.

5. This offer holds good until May 1, 1894. Only three months.

6. If you desire blank forms of application address the Secretary-Treasurer, or use the blank forms printed in the BICYCLING WORLD.

7. Write the name and address of the applicant very plainly; printing preferred. Also give your own League Number.

8. Should a member send in the names of six applicants, he will be furnished with two copies of the Road book if desired.

9. Wheelmen do not have to be connected with a cycling organization to be eligible to membership in the L. A. W.

Speak to every wheelman of your acquaintance of this offer, and fill out an application blank for them, so that both you and they will be furnished gratis with a road guide before the next riding season opens.

The National Meet of the L. A. W. this year may be held at Asbury Park, and if so, no wheelman in this State who expects to attend the Meet can afford to miss this opportunity to join us. On the occasion of that convention every League member will be furnished a badge which will pass him almost everywhere, give him reduced fares on the railroads and special rates at the hotels, the free care of his wheel, as well as special attention at the Meet in the way of entertainments, amusements and at the races. Wheelmen who are not League members will be charged full rates and regular admissions everywhere. Send in the applications at once, so that our mailing lists may be complete on April 1, 1894.

Again we ask, Do you wish a New Jersey Road Book free? Yours fraternally,

J. S. HOLMES, JR., Chief Consul.
A. C. ATKINS, Vice Consul.
T. F. MERSEREAU, Secretary-Treasurer.

Jan. 29, 1894.

New Jersey Division.

I have appointed the following Local Consuls to date:

Asbury Park,	W. W. Dorsett.
Bordentown,	E. G. Wiese.
Beverly,	W. H. Huff.
Bridgeton,	Dr. E. T. Davis.
Bound Brook,	P. V. Bergen.
Dover,	Dr. B. F. Tillyer.
Dunnellen,	W. G. Runyon.
Engiewood,	G. N. Leumon.
Edgewater,	G. H. Nash.
East Orange,	A. N. Pierson.
	F. L. Fieger.
Flemington,	Dr. W. W. Hawke.
Fort Lee,	J. L. Abbott.
Glasboro,	C. O. Haight.
Hoboken,	W. J. Curtis.
Irvington,	E. M. Moore.
	F. Eveland.
Jersey City,	J. Whyard.
Montclair,	P. Young.
Milliville,	W. S. Calkins.
Morristown,	H. J. Genning.
Merchantville,	R. G. Post.
New Brunswick,	Dr. H. Iredell.
Newark,	J. B. Merrell.
	G. W. Coffin.
Orange,	Dr. W. P. Richards.
Orange Valley,	Dr. J. T. Monhouse.
Oakland,	W. S. Carr.
Plainfield,	E. L. C. Martin.
Paterson,	W. G Norwood.
Princeton,	A. D. Cook.
Rutherford,	A. D. Peck.
Salem,	Dr. Hy. Jackson.
Summit,	W. S. Porter.
Swedesboro,	H. McCollister.
Trenton,	E. H. Lalor.
Westfield,	Dr. F. A. Kinch.

Very respectfully,
JAMES S. HOLMES, JR., C. C.

Orange, N. J., Jan. 22, '94.

New Jersey Division.

To members of N. J. Division L. A. W.:

Gentlemen—At last we have reached the *two thousand* mark, the first time in the history of the League in our State and I feel indeed proud that it has come so early in my administration. I am, however, compelled (by the thought that these figures produce) to call your attention to the fact that 2000 is just one-half the number of League members that New Jersey should possess at this time and I hope the knowledge that this attainment will produce in your minds may only tend to increase your efforts to double the number. Write me for application blanks. In fact any information whatever that we may one and all so labor together that New Jersey will soon lead in the list with her sister Divisions. Notice of Consul appointments appears elsewhere and should any one desire the appointment of a Local Consul in their district I hope the nomination will be made to me at once. I must insist upon co-operation. You must each interest yourselves in this matter that we may induce the many wheelmen of our several localities to join the League. Please keep this office informed at all times of any matter requiring our attention to benefit the wheelmen of your section. Remember every new member counts. Please do your part.

Very respectfully yours,
JAMES S. HOLMES, JR., C. C.

Orange, N. J., Jan. 22, 1894.

Missouri Division.

THE following Local Consuls have been appointed to serve during the ensuing year:

Aurora,	T. H. Loy.
Adams,	O. H. Gordon.
Brookfield,	E. H. Shepherd.
Boonville,	W. L. Ferris.
Breckinridge,	Geo. Bothwell.
Chillicothe,	Frank R. Ball.
Columbia,	J. L. Douglass.
Clarksville,	E. N. Moody.
California,	Wm. Rush.
Centralia,	J. M. Phelps.
Crystal City,	Jas. P. Sneeldon.
Cameron,	J. C. Reidy.
Carrollton,	W. T. Findley.
Centreview,	E. C. Smith.
Cartersville,	W. E. Poundstone.
Carthage,	T. W. Deal.
Clinton,	Walter Haysler.
De Soto,	A. N. Hibbert.
DeKalb,	Wm. G. Derge.
Excelsior Springs,	Fred H. Dice.
Fulton,	A. W. Bush.
Ferguson,	Calvin M. Case.
Gallatin,	Fred Aid.
Hannibal,	Jas. C. Howell.
Holden,	W. D. Gray.
Houser Springs,	N. J. Leigh.
Higginsville,	F. R. Bear.
Independence,	H. G. Henley.
Jefferson City,	T. G. Burkhardt
Joplin,	C. H. Belden.
Kirkwood,	Chas. G. Brazeau.
Kahoka,	J. T. Samson.
Kimmswick,	J. S. Hurlbut
Kidder,	Levi Chaddock.
Lexington,	Edw. B. Ladwigs.
Lebanon,	O. G. Bantley.
Lamar,	H. C. Bowen.
Luray,	B. Conkle.
Louisiana,	G. Lansdowne.
La Belle,	Claude Long.
Mexico,	Geo. H. Kunkel.
Marshall,	J. H. Wallace.
Macon,	C. B. Truitt.
Mt. Vernon,	E. L. Gillette.
Maryville,	J. H. English.
Moberly,	Paul McJunkin
Memphis,	Wm. H. Kays.
Marionville,	E. P. Dameron.
Neosho,	J. Ray.
Nevada,	W. J. Wainscott.
Ozark,	R. N. Gray.
Oronoga,	A. W. Poundstone.
Odessa,	C. L. Frost.
Plattsburg,	F. M. Riley.
Pierce City,	T. J. Duncan.
Palmyra,	Thos. Rogers, Jr.
Purdy,	A. M. Gurley.
Republic,	W. R. Bell.
Rolla,	Jos. A. Spillman.
Richmond,	Beverly McDonald.
Rich Hill,	Frank Slater.
Savannah,	Chas. Bright.
Shelbina,	J. C. Jewett.
Sedalia,	W. H. Reynolds.
Springfield,	L. J. Kent.
St. Joseph,	W. H. Cameron.
Sumner,	Robt. L. Hamilton.
Sarcoxie,	John H. Luna.
Santa Fe,	O. L. Crigler.
Trenton,	B. J. McGuire.
Warrensburg,	W. L. Hyer.
West Plains,	Byron Dressler.
Winchester,	Walter L. Jenkins.
Webb City,	Harry Moore.
Washburn,	S. P. Frost.

Fraternally, ROBT. HOLM, C. C.

Wisconsin—A Correction.

ON account of an error which has gone the rounds of the press regarding the election of the Wisconsin Division's Vice Consul, many are in doubt who occupies the office. The vote was as follows H. M. Baldwin, Kenosha, 80; F. E. Pearson, Madison, 51; re-electing Mr. Baldwin.

M. C. ROTHE, Sec.-Treas.

New League Clubs.

758—Zumbrota Cycle Club, Zumbrota, Minn.

South Dakota.

MR. Carl Jackson, Cashier of the First National Bank, of Clark, S. D. has been appointed Secretary-Treasurer. Fraternally,

W. J. HEALY, Chief Consul.

Mitchell, South Dakota, Jan. 29, 1894.

Virginia.

I HAVE this day appointed Mr. Geo. L. Hart, of Roanoke, Va., Local Consul for Roanoke, Va., to take effect immediately. Fraternally,

A. A. O'NEILL, C. C.

Applications for Membership.

THE following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the Constitution.

BOSTON, Feb. 9, 1894.

Total—48—36870.

Colorado—13—695.

62776	Blake, A. S.	Colo. Springs
777	Crocker, Chas. R.	"
778	Carruthers, Alfred E.	Colo Springs
779	Hawkins, John T.	"
780	Godfrey, O. L.	"
781	Wilcox, Bert F.	"
782	Peirce, George W.,	Denver
783	Ernst, Lawrence L.	Pueblo
784	Riesenecker, A.	"
785	Donaldson, A. S.	Denver
786	Hubbard, Albert B.	"
787	Hart, Geo. H.	"
788	Irish, Edw. S.,	"
789	Kadat, Jno. J.	"
790	Spitzer, Jesse,	"
791	Welch, D. C.	"
792	Smith, H. H.	Delta
793	Alexander, W. B	Ouray
794	Selleck, Chas. P.	Pueblo

Illinois—5—2503.

62795	Scovill, Guy N	Decatur
796	Snow, E. M.	Chicago
797	Weiss, Jacob	Freeport
798	Collinberry, Sam	Peoria
799	Tiedemor, Frederic C.	"

Kentucky—2—644.

62800	Pfeffer, Chas. G.	Louisville
801	Keeley, James	Owensboro

Maryland—2—894.

62802	Lawrence, Eugene	Baltimore
803	Liess, Otto	"

Massachusetts—4—6291.

62804	Lyon, Charles P.	Dorchester
805	Currier, Clifford A	Lexington
806	Sargent, Chas. E.	Salem
807	Curtis, George L.	"

Michigan—2—1158.

62808	Bailey, H. H.	Emmett
809	Buckbee, C. L.	Flushing

New Jersey—2—2008.

62810	Mosier, Abram	Orange
811	Lawrence, W. M.	Rahway

New York—4—1512.

62812	Becker, Dewitt C.	Albany
813	Gettinger, John L.	New York
814	Miller, Charles L.	"
815	Palmer, Geo. W., Jr.	"

North California—1—720.

62816	Howell, L. M., Jr.	Visalia

Ohio—4—3238.

62817	Mumsell, J. A.	Cincinnati

Pennsylvania—3—1535.

62818	Assenheimer, Otto	Philadelphia
819	McDonald, John	Philadelphia
820	Younger, George A.	Rutledge

Texas—2—204.

62821	Bailey, A. P.	Dallas
822	Sauvignet, E. H.	Laredo

Utah—1—75.

62823	Beringer, C. C.	Ogden

FOR SALE OR EXCHANGE.

In this department the prices are 20 cts. per line. 7 words per line. 12 lines per inch.

Stamps will NOT be taken in payment. Cash, check, money order, or postal note must accompany order, or no insertion.

LATEST CYCLING PAPERS from all parts of the world received regularly and for sale. Send for list. FLETCHER & CO., 13 L. Van Buren Street, Chicago.

GOT RHEUMATISM? 'TIS a dread ill complaint; our wonderful RHEUMATISM RINGS positively cure it: 30 days' trial free; no cure no pay; price $2. Send for circular. AGENTS WANTED. Address PATTON & CO., Mfrs, North Adams, Mass.

CYCLOMETERS GIVEN AWAY

1000 each "SHEDD" and "CROWN." Absolutely without cost. Write quick; they won't last long. TERRY WHOL. CIGAR MFG CO., 69 to 73 Beuen St., Newark, N. J.

4-INCH Refracting Telescope, equatorially mounted. Made by "Allen." Cost $250. Four eye pieces—250, 300, 350, 400. A bargain. GEO. W. BUGBEE, 81 Glenham street, Providence, R. I.

A NEW Quinton Scorcher; cost $150; will sell for $95; terms, $5 with order and balance C. O. D., with privelege to examine. F. CLOUSE, No. 47 Harper Ave., Detroit, Mich.

WANTED:

Job Lots of Wheels

And good line of boys' juvenile wheels, and 22 pound road wheels that will stand, and good travelling man Pneumatic tires put on for $20.00.

KNIGHT CYCLE CO.,
511 North 11th Street. St. Louis, Mo.

A THIRTY lb. "King of Scorchers" for $100; cost $175; must sell. For information write L. B. G., 750 Fourth Ave., Detroit, Mich.

TO EXCHANGE—A $90 hammerless shotgun, new, for a bicycle. W. C. ROBINSON, Wellington, Ohio.

ELECTRIC MOTOR, 1-8 h. p., almost new, with switch and wire connections, $12.

TARGET PISTOL—30 cal., 8 inch barrel; newly nickeled; sure shooter; $5.

WHEELOCK TWO CELL BATTERY—The strongest for its size; in neat case, $10. The above all warranted in perfect order; cash only. STAINFORTH, Needham, Mass.

WE WANT YOU to send for our handsome new catalogue, free, to be mailed to you about February 15th. It will be a beauty. Full of bright, new ideas. Prices low. Terms easy. Reliable goods. Be sure to send for it. Don't buy a bicycle for 1894 before you get it. Address, POPE MFG. CO., Boston, Chicago, New York, Washington.

NOTICE.

We are the purchasers of the entire NIAGARA MACHINE CO. equipment, and are prepared to execute promptly orders for pedals, balls, coasters, lugs, fees and other cycle fittings. Correspondence is solicited.

Yours truly,
SPAULDING MACHINE SCREW CO.
WM. H. CROSBY, Manager.
Buffalo, N. Y.

SUSPENSORY BANDAGES.

Silk, $1.00; thread, 50 cts; a discount of 25 per cent. to clubs; safely sent by mail upon receipt of price; postage stamps taken. G. W. FLAVELL & BRO., 1805 Spring Garden St., Philadelphia, Pa.

$90 VICTOR Model D; used one week; as good as new and without an out; cash $90, or $100 instalments; satisfaction guaranteed. F. H. CRAPO, Concord, N. H.

FOR DEALERS—An accurate scale, complete, for weighing bicycles; sent by mail, post-paid, on receipt of $1. BRUNNER & CO., 198 Pearl street, Hartford, Ct.

"COMPTON'S Progressive Banjo Studies," 8 parts, with waltzes, marches and reels. Price 50 cts. R. J. HESSEL, 137 Vine street, Philadelphia, Pa.

TRICYCLE for sale at a bargain; for lady or gentleman; little used. Address A. A. BROOKS, Greenfield, Mass.

A Few Points of the '94 PHOENIX.

10 inch head; drop forged and re-inforced 20 to 20 inch frame.

Tool steel bearings and our own toughened cranks; took us two years to perfect those cranks, but they are wonders.

Spokes that will stand tensile strain of 1,200 pounds each. (These spokes are so hard they will cut any screw plate in existence, but you can tie them in hard knots and they won't break.)

Drop forged connections throughout frame (Some say lap brazing is better, it costs less, but—well, we had no broken frames in '93.)

Our own make, Wood Rims with Palmer tires and dust proof bearings all over.

Weights 20 to 28 pounds.

Graceful easy lines "Thoroughbred."

We guarantee them.

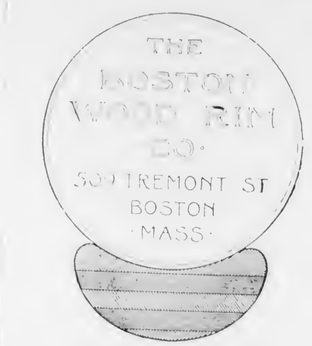
For New York State and New England territory, agents write to

Eastern Branch

Stover-Bicycle Mfg. Co.,

575 and 577 Madison Ave.,

New York City.



[Patented Nov. 21, 1893.

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WOOD BICYCLE RIMS

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General or local Ladies or gents **Agents. $75** a week. Exclusive territory. The Rapid Dish Washer. Washes all dishes for a family in one minute. Washes, rinses and dries them without wetting the hands. You push the button, the machine does the rest. Bright, polished dishes, and cheerful wives. No scalded fingers, no soiled hands or clothing. No broken dishes, no muss. Cheap, durable, warranted. Circulars free.

W. P. HARRISON & CO., Clerk No. 42, Columbus, O.

Durant Normal School

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PHYSICAL EDUCATION

FOR WOMEN.

The Durant Gymnasium B. Y. W. C. A.) offers unequalled facilities. Nine instructors, besides special lecturers. For further particulars address

HOPE W. NARBY, Director,
Berkeley St., cor. of Appleton, Boston.

WORKS: BIRMINGHAM, ENGLAND.

HIGH GRADE ONLY

Quadrant Cycles

AGENTS WANTED

WHOLESALE AND RETAIL WAREROOMS AND STORES
EAST 249 Columbus Ave Boston
WEST 302 Wabash Ave Chicago

SPECIAL.

In this Department, 25 cents a line. ☞ *Cash must accompany the order.*

☞ Postage stamps will not be accepted hereafter in payment for advertisements or subscriptions.

☞ *Checks, Money Orders or Postal Notes only will be taken.*

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The Official Design in Solid gold
Send for Catalogue to

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The original inventor and maker.





The Latest L. A. W. Badge

Official Pneumatic Tire.

Solid Gold, - - - $3.50
Gold Plate, larger, - 2.00

Any bicycle dealer will order you one. We have L. A. W. badges from 25c. up. Discount to dealers.

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MAKER OF
PRIZE MEDALS
CLUB PINS
DESIGNS ON APPLICATION
3 WINTER ST.
BOSTON MASS

USE EAST INDIA



STICK GRAPHOLINE
FOR
BICYCLE CHAINS
THE ONLY CHAIN LUBRICANT THAT GATHERS NO DUST EASILY APPLIED PROTECTS THE CHAIN FROM RUST DUST MUD & WEAR
IN STICKS 3 IN LONG 25 CENTS BY MAIL.
PRINCE WELLS.
SOLE UNITED STATES AGENT.
632 FOURTH AVE. LOUISVILLE. KY.
FOR SALE BY ALL CYCLE DEALERS.

FOR SALE BY ALL
CYCLE DEALERS.

I. A. WESTON & CO.,
JAMESVILLE, N. Y.
Manufacturers of

Pneumatic and Cushion Wheels

Of all styles and grade for Safety Bicycles, Sulkies, Carriages, etc.

All the Standard Tires,

With rims of all kinds. Send in your orders. We will make price right.

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ATLANTIC BUILDING
WASHINGTON, D. C.

Information and advice furnished inventors without charge. References exchanged.

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☞ Weight reduced to 11-2 oz.
Reliable, Durable, Warranted.
Price $2.25 post paid. Electro and discount to the trade.

Levy Cycle Clock Co.
1817 RIDGE AVE.,
PHILADELPHIA, PENN.

NICKEL PLATE.
The New York, Chicago & St. Louis R.R.

THREE TRAINS EAST WEST DAILY.

PALACE BUFFET SLEEPERS. ✠ SUPERB DINING CARS.

NO CHANGE OF CARS BETWEEN... NEW YORK, BOSTON AND CHICAGO

TICKETS SOLD TO ALL POINTS AT LOWEST RATES.

Baggage Checked to Destination. Special Rates for Parties

Trains arrive at and depart from Nickel Plate Depot, corner Twelfth and Clark streets, Chicago; Union Depot of the Erie Ry. at Buffalo. At Cleveland, trains stop at Euclid avenue, Madison avenue, Willson avenue, Broadway, Pearl street, Lorain street and at Detroit street, from either of which stations passengers may be conveyed by street car to any part of the city.

For rates and other information see Agents of the Nickel Plate Road, or address

L. WILLIAMS, Gen'l Sup't, B. P. HORNER, Gen'l Pass'r Agent, CLEVELAND, O.

Quickest Route to the West

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BETWEEN
BOSTON AND NEW YORK.

Trains leave either city at 9.00 A. M. except Sunday; 11.00 A. M. except Sunday; 1.00 P. M. daily; 11.00 P. M. daily.

Drawing room cars on all day trains; sleeping cars on night trains.

A. S. HANSON, General Passenger Agt.

City Office, 232 Washington St., Station, Kneeland Street. BOSTON.

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Superb Equipment, Excellent Train Service, Fast Time, and Courteous Employees make the

Hoosac Tunnel Route

THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.

FAST EXPRESS TRAINS

With elegant PALACE PARLOR and SLEEPING CARS to and from

BOSTON and CHICAGO
and BOSTON and ST LOUIS,
via NIAGARA FALLS
without change.

THE POPULAR ROUTE for all points in Northern New York, Vermont and Canada.
THE ONLY LINE running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes and Burlington, Vt.
THE PICTURESQUE ROUTE from Boston to St. Albans, St. Johns, Ogdensburg, Ottawa, Montreal and Quebec.

ELEGANT PALACE SLEEPING CARS to and from

BOSTON AND MONTREAL,
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For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad and at

250 Washington Street, or
Fitchburg Railroad Passenger Station, BOSTON.
J. R. WATSON, General Pass. Agent.

Reading Railroad System

THE FAVORITE ROUTE
BETWEEN
Boston, Philadelphia, Baltimore, Washington,
AND BETWEEN
New York and Philadelphia,
And all points in Interior Pennsylvania.

THE SCENIC LINE
To Buffalo, Niagara Falls and the West.

☞ WHEELS CARRIED FREE.

I. A. SWEIGARD, Gen. Manager. C. G. HANCOCK, Gen. Pass. Agent.

Sky Rockets,

Like some bicycle factories, start off with a tremendous rush and noise, but in a very short time attain their height and then comes the explosion. The substance of the thing is scattered to the four winds of heaven, and there is no place left to go for duplicate parts. The

Waverley

Is not built by a "sky rocket" concern, but on the contrary is manufactured by an organization who own and run the largest and best equipped factory for the construction of high grade bicycles in the world. Every "Waverly" goes out warranted for **ONE YEAR**, and the guaranty is backed by a Million Dollar Company who are not going to "explode" before the expiration of the warranty.

The "Waverly" agency is more sought after by the shrewd retail dealers than any machine built in America. WHY?

BECAUSE, it is the best value for the money of any bicycle ever built, and the only high grade bicycle listing under $125.
BECAUSE, it is built by a big concern who are thoroughly responsible.
BECAUSE, the longer they hold the agency the more valuable it becomes.
BECAUSE, the agency very quickly becomes part of the merchant's available assets.
BECAUSE, it is worth more than the "good will" of any concern.
BECAUSE, their competitors are all "Red Hot" to get it.

HAVE YOU GOT IT?

You can not increase your income half so easily as by securing this agency. Catalogues and information FREE.

INDIANA BICYCLE COMPANY,

INDIANAPOLIS, IND., U. S. A.

SIGNIFICANT, ISN'T IT?

AT THE PHILADELPHIA SHOW

33 makers exhibited.
20 showed and will use G. & J. Tires.
2 others have since arranged to supply them.

ALL BUT TWO OF THE REST USE TIRES OF THEIR OWN MAKE.

THAT'S WHY?

Any maker, dealer or repairer will furnish, on your favorite wheel, the

G. & J. PNEUMATIC TIRES.

Insist upon it. You'll get them.

TRADE PRICES TO DEALERS AND REPAIRERS ON APPLICATION.

GORMULLY & JEFFERY MFG. CO.

CHICAGO. BOSTON. WASHINGTON. NEW YORK. COVENTRY, ENGLAND.

THE

BICYCLING WORLD

And L. A. W. BULLETIN.

Published Every Friday

BY

THE WHEELMAN CO.

Incorporated under the Laws of Massachusetts.

167 OLIVER STREET,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address, as well as their new, and their League number.

TO OUR ADVERTISERS:

Copy for new advertisements must be handed in by Tuesday morning to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the WHEELMEN CO. All communications should also be addressed to the Company instead of to individuals.

Postage stamps will not be accepted hereafter in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken.

C. W. FOURDRINIER, Manager.

EDITORS:

C. W. FOURDRINIER. H. CROWTHER.

Women's Department conducted by MRS. MARY SARGENT HOPKINS.

BOSTON, FEBRUARY 16, 1894

What Does the Trade Think of This?

THE sport of cycling and the League of American Wheelmen have nowhere received more substantial recognition and material aid than from the American cycling trade, which has loyally and in the most generous manner contributed to meets, tournaments, cycle shows and to the cause of highway improvement, in many instances without the hope or possibility of any financial return. What, then, does that trade think of an attempt to coerce it into placing its advertisements in *any* publication, whether published by the L. A. W. or not, the alternative being boldly stated that a non-compliance will result in those who refuse being classed as enemies? And yet this is precisely what has been done by the present editor of *Good Roads* in a number of circular letters which have been sent out by him in the mails and in the pages of the magazine, the latest effusion, which is headed "An Important Personal Letter," bearing date as from the "Official Publication Bureau, League of American Wheelmen," and being manifestly intended to injure the BICYCLING WORLD among its advertisers, the letter having been mailed to each one whose advertisement appears in our pages.

To those who have received this circular we desire to state specifically that there is no "Official Publication Bureau" of the League, and that moreover the circular was issued entirely without any authority from the L. A. W., as the following letter will prove:

February 9, 1894.

THE WHEELMAN COMPANY, 167 Oliver street, Boston, Mass.:

Gentlemen—Your communication of February 8th, with enclosed circular purporting to be issued by the manager of the "Official Publication Bureau, L. A. W.," was duly received; let me assure you that such circular was issued without the knowledge or consent of the Executive Committee, and that the copy you sent me is the first I have seen, although I had heard that such circulars were in existence.

I have had copies made of the circular and have forwarded them to other members of the Committee.

Your very truly,

G. CARLETON BROWN,
Secretary Ex. Com.

[Dictated.]

SO much for the outgoing administration. Now let us see what two of the candidates for the incoming administration have to say. We have the emphatic assurance from Messrs. Luscomb and Perkins that neither one of these gentlemen has any connection whatever with the circulars Mr. Potter has issued. Whatever has been written in those circulars was written on Mr. Potter's own responsibility so far as Messrs. Luscomb and Perkins are concerned.

The editor of *Good Roads* has—quite evidently as a drowning man grasps at straws—not only transcended his authority and abused his position as a salaried employee of the League, but has also transgressed the commonest laws of business policy by antagonizing the advertisers at the very time when their support is most necessary. It is in order for the Executive Committee to ascertain when and where the "Official Publication Bureau" of the L. A. W. was created and how Mr. I. B. Potter became "Manager" of same. And this is especially significant at a time when he has already received his dismissal as head of *Good Roads* Bureau from the Executive Committee.

DOES the trade appreciate at its full value the significant utterances made by Mr. Potter in the following extracts from the circulars issued by him:

"In view of the fact that the wheelmen of America are paying about twenty-five millions of dollars per year to the trade for bicycles and sundries; that trade is enriched by the improvement of roads—shall we not INSIST that the trade contribute to the support of the Roads Improvement Bureau?—*Circular in January number of Good Roads.*

"In the first place it is clear that the trade should join hands with the League in the matter of expenses. * * * Let our cycling clubs all over the country pass resolutions declaring their sentiments on this subject, and let the National Assembly at Louisville agitate it. * * * If the dealers and manufacturers, or a substantial portion of them *refuse to join hands* with us, *we shall at least be able to distinguish* OUR FRIENDS FROM OUR ENEMIES."—*Circular letter, dated January, '94.*

Could anything be more significant as an indication of the feeling aroused among the trade by the indiscreet utterances of Mr. Potter than the following letter from a gentleman who is in the front of the the movement for highway improvement and who has generously spent more time and money in the work than any one else:

BOSTON, MASS., Feb. 13, '94.

EDITOR BICYCLING WORLD: In expressing my disapproval of the attitude assumed by the management of *Good Roads* towards the trade, as shown by the several suggestions and intimations to which the managing editor of that publication has given expression of late, I desire to say that while my interest in road improvement has never been greater than at present, and while I am willing to show in a substantial manner my appreciation of all well directed efforts to arouse public interest on this subject, I am not willing to contribute to the support of that magazine as it is now conducted. Yours truly, ALBERT A. POPE.

And that he is not alone in his ideas is evidenced by the unanimous expression of opinion among the leading tradesmen in Boston and vicinity, who without exception unite in asserting that such a policy will receive no support from them.

IT must be evident to the dullest comprehension that what Mr. Potter is after is the retention of the position as manager of *Good Roads* which he has so long enjoyed from the League of American Wheelmen—a position which has been as profitable to him as it has been disastrous to the finances of that organization. We are one with him in the statement that the League has been burning its financial candle at both ends; that its funds are low, its treasury depleted; and when we repeat, what we stated last week, that this is entirely due to the manner in which *Good Roads*, under its present management, has been sinking the money of the organization, we have said all that is necessary.

We also fully agree with him when he says that the official organ and *Good Roads* should mutually encourage and support each other, and the Wheelman Company will make to the National Assembly at Louisville, an offer which, if accepted, will prove of benefit to the organization and profitable to both parties—as should

be the case with any contract to avoid dissatisfaction and an inevitable failure to carry out the provisions of such contract.

AS it has been suggested that the League issue its own paper, it is quite apropos to state that an up-to-date fast cylinder magazine press, together with the other machinery and type plant required, necessitates an expenditure of at least $25,000. Has the L. A. W. the capital to invest in this? Of course it is quite true that other printing houses could do the work, but it is equally true that not one of these private concerns can afford to do it as cheaply as the Wheelman Company. There are but a few of these fast magazine presses in the world, the *Youth's Companion*, the *Ladies' Home Journal*, and the publishers of a similar magazine in New York, being the only ones in existence, besides the one owned by the Wheelman Company; so we are quite within bounds in making this statement.

Facts and figures are convincing arguments to reasonable minds, and we are prepared to give the delegates at Louisville a few facts in regard to the cost of issuing a paper that will undoubtedly surprise them.

Finally:

Of course it goes without saying that a marked reduction of expenses would ensue by having the two publications issued at the same place and under the same management, and if the L. A. W. is looking for economy, this is the line in which they will find it. We are better equipped than any one else for doing the work; we are prepared to prove this by figures, AND WE ARE GOING TO LOUISVILLE IN ORDER TO SECURE THAT CONTRACT IF BUSINESS METHODS, FAIR DEALING AND LOW PRICES WILL BRING IT ABOUT; but, as we have said before, we do not propose to burden ourselves with a losing bargain—it must be a mutually advantageous arrangement for both parties.

MRS. MARY SARGENT HOPKINS has been doing some excellent work in the department assigned to her care. From a lady's standpoint she has dealt with both the great shows just past. Not only were these articles interesting to our lady readers, but the majority of our readers, which are composed of the sterner sex, read with pleasure her breezy treatment of the show subject. This week she has an article which cannot fail to be of value and practical use to our fair friends. Next week she will give "A composite answer to the question, Why is not cycling more popular with women of leisure?"

A MOVEMENT is on foot to establish free bath houses in South Boston and this is sure to appeal to all local wheelmen.



NO comment needed to emphasize the sound ideas of this gentleman; he has evidently thought it to some purpose:

Dear Ariel: Here is a clipping from a recent issue of the WORLD, which seems to me to contain a hint that might be followed up with great advantage to your readers, and to yourself:

"There is one thing in the English cycling papers which relieves the otherwise dreary mass of stuff which our English cousins consider most appropriate to adorn the columns of their journals, and which is strikingly absent from our own papers. I refer to the sound articles which appear from time to time, describing changes or improvements in machines, hints about their care, about winter riding, and, in fact, about everything of a technical nature relating to the sport. They not only render inestimable services to the new riders, but are frequently valuable to the experienced ones."

Why not make it a point to have in each issue some practical article on such subjects as the care of bicycles, points on details of construction, materials used, injuries to the different parts of a machine, and how to avoid and repair them, and many other matters that will readily suggest themselves to you and which would be both of value and interest to your readers.

It seems as if some of the practical men connected with the manufacture of wheels might be induced to write short articles on such subjects, or at least give you the points for these articles; and in them you could do a good thing for your advertisers in an unobjectionable form, without having to resort to the realms of idiotic rot about "prices" and "guarantees" that have crowded the columns of the bicycling press during the past few months.

Such articles should be of value both to your readers and to the advertisers, as riders would be taught how to properly care for their wheels, which few of them now know, and as a result the number of unnecessary claims for damage would be reduced. Give your readers, on whom you depend for circulation, equal attention with your advertisers.

It may not be out of season just now to say that I like the WORLD, and as a League member shall be sorry if that body does not renew arrangements with you on what terms I leave to those who understand the details better.

I do not believe that *Good Roads* produces results in proportion to its cost, or that it ever will, and I also think that the official organ of the League can easily be made to accomplish fully as much good, and with smaller total expense.

L. A. W. 62118.

WITH the multiplication of cycling journals comes an alarming increase in the cases of insomnia among those unfortunates who, by the sweat of their brows and the expenditure of much persuasive eloquence, corral the festive ad. Hence the establishment of another new aspirant for trade patronage is calculated to cause some people to lie awake nights and it is therefore with an extreme effort that I rise to the occasion of welcoming among us the latest comer on our exchange list, *The Samokat*, of St. Petersburg, Russia, which makes its initial bow in our office this week, accompanied by this very pleasant letter, couched in the quaint phraseology which distinguishes the foreign correspondent:

St. Petersburg, January 1–13, 1894.

Dear Ariel:

By this post I send you the first No. of the new cycling journal

"*The Samokat*",

and by the present I have the pleasure to propose you the exchange of our journals as also blocks, or if you could not agree to it please inform me on which conditions I can be able to receive your blocks in case of necessity.

I am, Dear Sir,

Your very truly

ALEXANDRE ORLOVSKY

Rue Glinka 3, St. Petersbourg.

It is with pleasure that the BICYCLING WORLD gives greeting to our Russian contemporary and we wish it much success.

"PEDIBUS Bicyclus Addidit Alas."

So ran the motto on the menu of the Boston Bicycle Club's 16th annual dinner, which was given at the Parker House, Boston, last Saturday evening, the following members being present: Messrs. Bernard, Crowther, Dean, Donahoe, Doane, Edmands, Everett, Fourdrinier, Heath, Hodges, Hodgkins, W. G. and W. S. Kendall, Lowry, Nickerson, Reed, H. R. and H. W. Robinson, Weston, Whitney, Wright, Woodward, Wyman, Seward and Sparks.

The menu was excellent, the speeches were entertaining and the music was not only enlivening but original, one of the glees being especially composed for the occasion. So that those of the old-timers who were unable to be present missed one of *the* enjoyable occasions of the cycling year an event which, linked as it is with the earliest traditions of the sport and bringing together the old-timers, is coming to be one of the red-letter days of cycling. And, of all these old faces, none were more missed than our friend of "Happy Days!" fame—Mr. W. R. Pitman.

ON Thursday evening of the Philadelphia Show, by courtesy of the Century Wheelmen, four busses awaited the exhibitors in front of the Armory at ten o'clock and transported them to the home of the Centurions, one of the handsomest in the city, at No. 1606 North Broad street. There they were taken in hand and given luncheon, afterward being escorted to the gymnasium, where a special entertainment was presented for their benefit.

The programme:

A musical sketch, "Mamie, Come Kiss Your Honey Boy!" by Rober and Oellers.

Wrestling bouts and boxing matches.

"The Spanish Quartette," by Tucker, Collins, Schell, Matheys (four gentlemen, whose stage patronymics were Andalusian but whose physiognomies were Milesian).

"Seven Ages of Man," reading by Mr. Miley.

Character Sketches, by Jimmy Oellers and Frank Shellenberger, who gave a number of impersonations which, in their clever take-offs, brought down the house.

Music was then in order, and Mr. Distin gave a cornet solo, and Mr. Kennedy sang.

Mr. Paul Eno, the star banjo player of the club, rendered several selections which were equal to the professional stage, and then Mr. E. S. Collins came out as Professer Hermann (the makeup being an excellent one) and mystified his audience most thoroughly, the entertainment winding up with several set-tos between professionals, at one o'clock A. M.

And then the unfortunate visitors were compelled to walk two miles and more to their hotels, for in Philadelphia the horse cars stop running at midnight, and loud and deep were the curses.

YEARS ago it used to be a reproach that the details of saddles and other accessories of the bicycle did not receive the same attention as the machine itself, but that has long gone past, particularly with regard to the saddle. A wheelman when he buys a machine is no longer compelled to take any saddle which the manufacturer may choose to place upon it, the practice this year obtaining among the trade of fitting any saddle desired.

Of these, the Garford line is unquestionably one of the most complete. Their new Model C is entirely new in design and construction, embodying points radically different from anything heretofore offered to the trade. They claim that this is the lightest spring saddle upon the market for general road use, and yet its construction is such that it will carry a 200-pound man with perfect safety. A single rear coil spring at the back, together with the new combination double flat front spring, give it a remarkable elasticity, while the rounding cantle is wonderfully comfortable. An exhaustive test of this saddle has demonstrated the agreeable fact that I never rode a more perfect fitting seat, or one that yielded greater ease.

Score a bull's-eye for Garford!

THE wiseacre who is responsible for the remark that "the day of the club run is past," will open his eyes when he reads the appended list, showing the club run attendance of the Century Wheelmen of Philadelphia, during 1893. The club paper, *The Centurion*, says that the club run is a very lively corpse, and is destined to a long period of usefulness, so far as the Centurions are concerned:

		ATTENDANCE.
April 2.	Sorrel Horse	57
April 9.	Li perville	79
April 16.	Hatboro	39
April 23.	Paoli	75
April 30.	Sorrel Horse	27
May 7.	Broad Ax	78
May 14.	Sorrel Horse	66
May 21.	Lieperville	72
May 28.	Rainy	
June 4.	Hatboro	61
June 10.	Century Run	106
June 18.	Sorrel Horse	61
June 25.	Hatboro	58
Sept. 3.	Lieperville	51
Sept. 10.	Beideman's	60
Sept. 17.	Hatboro	16
Sept. 24.	Trenton	49
Oct. 1.	Spring House	57
Oct 8.	Lieperville	108
Oct. 15.	Barren Hill	56
Oct. 22.	Hatboro	36
Oct. 29.	Barren Hill	109

IS it at all to the credit of the League of American Wheelmen that it should be assumed even by implication that the fact of Asbury Park's being a temperance town would seriously affect the support it would receive from the membership as a place for the annual meet? Are we desirous of being presented to the general public in the light of an organization that will not hold its annual gathering at any place where the saloon and the bar are not in evidence on every corner?

If it has come to this, then the sooner a clause is inserted in the L. A. W. constitution making total abstinence one of the primary qualifications of membership the better, for otherwise we are in a fair way to receive scant support from that portion of the community whose assistance and recognition is of the greatest value to the sport.

WITHOUT that careful regard for the truth which should characterize a man of the world like the cosmopolitan Gothamite, is the statement of the "Scamtor's," in his last issue, to the effect that I, in common with "a hundred other well-known members of the trade," solicited an introduction to Mr. Tubeman, for although I *was* introduced to the gentleman it was not because I was desirous of forming his acquaintance.

However I should be very glad indeed to "solicit an introduction" to the gentleman in whose fertile mind the idea of Mr. Tubeman originated, as I owe him a debt of gratitude which it would please me to repay.

And I am "not the only one, oh, dear, no!"

SO many paragraphs have been appearing in the papers in regard to the surface which it is proposed to put upon the new Waltham track (some of the reports going so far as to state that metal plates would be used) that a word of correction might not be out of the way. It is intended to resurface it with what is known in Philadelphia as "granolinthic" pavement, which is simply an improved cement process, combining Portland cement and crushed granite, the top surface being indented with small holes. I ought to make an ideal riding path.

SLOWLY but surely rational dress for feminine cyclists is coming to the front. Emancipating women from the thraldom of the skirt, the new costume possesses so many advantages that once tried it will never again be laid aside, and already it has made its appearance in many of our cycling centres this side the water. Our women have been too long dragged down by their irrational and unhealthy dress, and although prudes and grannies hold up their hands in holy horror, the bloomer for the bicycle girl, at least, and let us hope for the rest of the sex ere long—is here to stay.

BRITISH *Cycling* evidently knows a good thing when it sees it. It quietly lifted our special design on the printed cover of the BICYCLING WORLD, Jan. 5, and reproduced it upon its front cover page. Our artist will be glad to send them some more of the same kind—for a consideration.

A MAN who wants to get a saddle for next season should look up the offer made by Curtis-Child Mfg. Co., of Philadelphia who, as will be noticed in another column, offer for $1.00 one of their new steel saddles weighing complete only 14 ounces, and listing at $5.00. "A word to the wise, etc."

QUITE wrong, Mr. S. W. Merrihew! I did not have any intention of interviewing the Colonel as you state, being simply an interested observer of the little comedy enacted between Barrett and Wardrop, even as you yourself were.

Guess again!

PEOPLE will wonder why the BICYCLING WORLD kept silence in regard to the meetings of that Cycle Press Association which died so early a death.

We had passed our word.

Ariel

A Celebrated Inventor Dead.

MR. JOHN RADDIN, 83 years of age, an old resident of Lynn, died last Monday after an illness of three days. Mr. Raddin was one of the originators of the suspension wheel idea, the Pope Mfg. Co. having paid him a royalty on the same for years, and he also conceived the idea of rubber tires for use on vehicle wheels.

'94

UNIONS.





A Strong Point

Jessop's Tool Steel Bearings.

UNION CYCLE MFG. CO.,

BRANCHES:
Philadelphia.
Chicago.

239 Columbus Avenue,
BOSTON, MASS.

Catalogues free at agencies, by mail four cents.

304
Ounces (19 lbs.)

THE STERLING

(Built like a watch.)

Three hundred and four ounces. That's the weight of the STERLING RACER. The **strength** of the Sterling is in inverse ratio to its **weight**. It's extra light and also extra strong.

It's a wheel you ought to be looking up.

Get a catalogue.

STERLING CYCLE WORKS. - 234, 236, 238 Carroll Ave., Chicago.

I.



MR. JOHNSIN "Laws, gracious! here comes two o' dem bicycles; but I'll jes' go between"

The First Bicycling Championships.

THE N. C. U. then known as the Bicycle Union ran its first two championships in May, 1878. Prior to that date, "The amateur bicycling championship" had been annually conducted by the Amateur Athletic Club, at Lillie Bridge, the distance being four miles. The following is a complete list with times and dates:

1871	H. P. Whiting, A. C.	30 30
1872	F. W. E. Hoey, A. C.	29
1873	H. P. Whiting, A. C.	14 57
1874	[illegible]	14 46
1875	[illegible]	14 20 4-5
	Cambridge, U. B. C.	13 06
1877	Waddell, Willesden, Long Sight C.	13 05 1-2
1878	R. R. Macdonnell, Brighton C.	
	[illegible]	13 09 2-5
1879	H. L. Curtis, Wanderers B. C.	13 10

No one opposed Mackinnon, as the bicycle clubs joining the B. C. determined to make their races *the* championships, and when Curtis walked over in 1879 he finally closed the series. *Bi. News.*

Prince on Hand Again.

JACKSONVILLE, Fla., Feb. 9. In a 10-mile relay race against five trotters here to-day, Jack Prince, the professional cyclist, easily beat the horses. Time 31.07. The race was for $250 a side and gate receipts.

It Would.

Engineering, in an article on "Carriageway Pavements," advances the opinion that a cyclist would prefer asphalt to ride on to anything. "As for the small boy," the writer says, "sufficiently high in the social scale to rejoice in the possession of a pair of roller skates or a bicycle, there is no doubt that his vote would be given in favor of asphalt."

Charleston's Tourney.

AT a meeting of the Charleston (South Carolina) Wheelmen's Track Association, last week, it was decided to hold a grand tournament there on April 3 and 4. The races will be at the new park over the Association's cement track, and fast riders from all over the country will be invited.

II.



go between"



Agin 'Em.

MCFLIER "Well, this settles it! I'm through with the Democratic Party."

R. ACER "How's that?"

MCFLIER "Why! they've reported favorably on the income tax. It'll be a regular inquisition into an amateur's private affairs!"

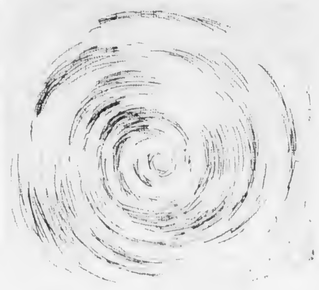
Washington Clubs Unite.

THE Washington Road Club, Georgetown Cycle Club, Arlington Wheelmen, Potomac Wheelmen, Altir Cycle Club and Carroll Institute have organized a local association for mutual protection and benefit.

According to the constitution drawn up the association will be known as the Associated Cycling Clubs of Washington, D. C. The temporary officers appointed by the delegates are G. W. Bennett, Washington Road Club, president, and George W. Cook, Georgetown Cycle Club, secretary.

THE fifth anniversary of the Oxford Wheelmen of Philadelphia will be celebrated in a fitting manner by a banquet at the club house some time in April. The Entertainment Committee has already begun active preparations for the affair.

III.



!! !!! !!!!

No Snow There.

A HANDICAP bicycle race came off last week at Santa Barbara, Cal., the course being from the Commercial Hotel along the road to the Grove House, Montecito, distant about five miles. In the finish the first man in was Clyde Baker, with a start of 12 minutes, time 22.25. Two men started scratch, Harrison and Kelton, making the run together in the good time of 14.55. The best time was made by Louis Wade of Goleta, viz.: 14.40.

Death of a Prominent Wheelman.

THE death of Mr. W. E. Hicks of Indianapolis, Ind., occurred last week. For the last two years Mr. Hicks has been President of the Zigzag Bicycle Club, and at all times has taken a prominent part in the cycling interests of Indianapolis. He was 37 years old and leaves a wife and daughter.

The remains were taken to the old home of the deceased at Battle Creek.

IV.



MR. JOHNSIN -"I's done smashed 'em to-night, sho' 'nough!"

(Adapted from *Puck.*)

Some... Unsolicited Testimonials.

The Columbus Cycling Club.

Columbus, O., Dec. 1, 1893.

The American Dunlop Tire Co., New York City:

Gentlemen—I have ridden a Dunlop tire the past season, and of all the tires I have tried, yours has given me the best results, both for resiliency and ease of repair.

Yours very truly,
ELLIS P. MOORE, JR.
Sec'y Columbus Cycling Club.

The Columbus Cycling Club.

Columbus, O., Dec. 2, 1893.

American Dunlop Tire Co., New York City:

Gentlemen—I have ridden the Dunlop tire the past season, and am thoroughly satisfied with it in every respect.

Respectfully,
J. D. STREEPET,
President Columbus Cycling Club.

The Columbus Cycling Club.

Columbus, O., Jan. 13, 1894.

American Dunlop Tire Co.:

Gentlemen—I have ridden the Dunlop tire the past season, and they are "all right" in every respect.

Yours truly,
W. C. CARMELL,
Vice-President Col. Century Club.

The Columbus Century Club.

Columbus, O., Jan. 4, 1894.

American Dunlop Tire Co.:

Gentlemen—I have ridden the American Dunlop tires the past season, and I wish to thank you for the pleasure they have added to my rides by their great resiliency. They are so easy to repair, that a puncture does not cause more than five or ten minutes' delay.

Wishing you great success for the coming season, I remain, Yours very truly,
M. W. BLISS, JR., Secretary.

The Columbus Century Club.

Columbus, O., Jan. 2, 1894.

American Dunlop Tire Co.:

Gentlemen—The American Dunlop tire has fulfilled all and more than you promised, both for resiliency and ease of repair. I have used "Dunlops" on my racing wheel as well as on my road wheel, and find the both kinds are A No. 1. As Chief Centurion of the Columbus Century Club, I have certainly had many good opportunities to test your tires, and I assure you that I am perfectly satisfied with them. Yours truly,
W. B. NEWHALL, Chief Centurion.

The Columbus Century Club.

Columbus, O., Jan. 10, 1894.

American Dunlop Tire Co.:

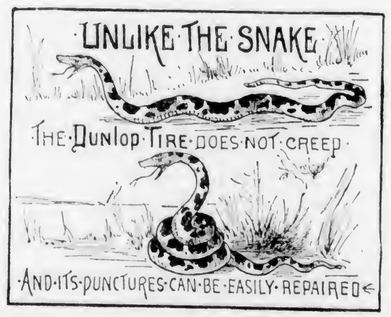
Gentlemen—I assure you that I appreciate the many good qualities of the Dunlop tire. I have tested them thoroughly the past season, and am more than satisfied with the result. Yours truly,
J. H. ARNOLD, Pres. Columbus Century Club.

Get a copy of our New Catalogue.

The American Dunlop Tire Co..

504-506 West Fourteenth St.,

NEW YORK CITY.



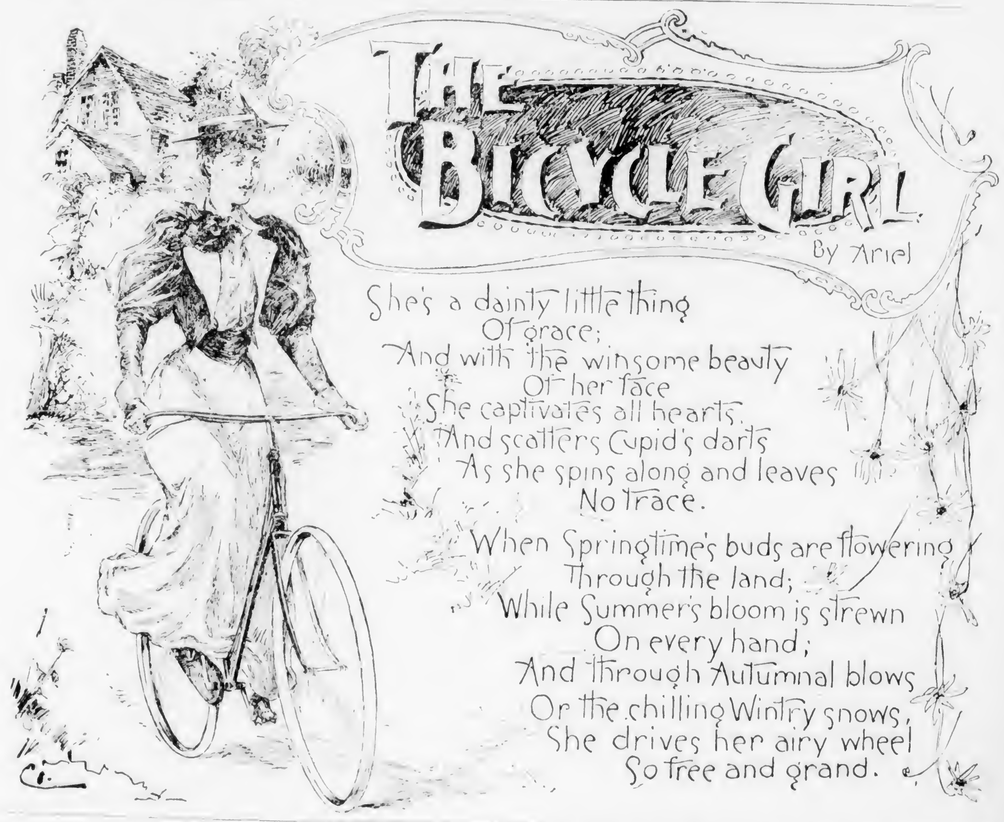
Some Incidents of a Days' Journey.

ONE day last year as a party of about fifteen wheelmen were leaving New York for a day's wheeling in northern New Jersey, the writer was among the pleasure seekers and overheard one pedestrian say to his companion: "See them dude bicycle fellows off on a bum." The remark tingled in my ears and I determined to take note of the incidents of the day's ride, not thinking then that my notes would ever see the light of print.

We wended our way to the North River ambalance and did all he could to relieve her pain until its arrival. After writing a note telling how the accident occurred and giving it to the driver he joined his companions (who waited for him) and we proceeded on our way again.

We had determined in the morning to go slowly and enjoy ourselves. About noon we rested for a few moments near where a gang of men were working on the highways. A mammoth steam roller was near by surrounded by a number of men who looked perplexed. It was evident to us that something about the roller was out of order, and presently one of our party walked up to where the disabled machine stood, and modestly asked if he could look it over. Something in the manner of this wheelman-clad young man impressed the men around him that possibly *he* did know a *little* bit about a steam roller. He took one look at the machine and went at it like a veteran. In thirty minutes' time it was fixed to the satisfaction of the workmen while we were interested observers. We saw it move, heard its shrill whistle and then pursued our way again.

We thought the afternoon would pass without further incident, and nothing of interest happened until we neared the banks of the North River. Here we were treated to the somewhat unusual sight of a big, burly, drunken man (or brute?) strike repeatedly a defenceless lad of about twelve summers. The wrath of an athletic member of our company was aroused and shortly the man of strong drink was biting the dust and begging for mercy.



Ferry, dodging every kind of conveyance, but reaching the Jersey shore without accident or incident worthy of remark. We had not proceeded far from the ferry when right in front of our party an elderly lady was knocked down by an unruly horse and quite badly injured. In an instant one of our party, a young physician, sprang out of his saddle, letting his wheel fall to the ground. Quicker than thought he had raised her to her feet. To all appearances she was insensible, so our physician companion telephoned for an

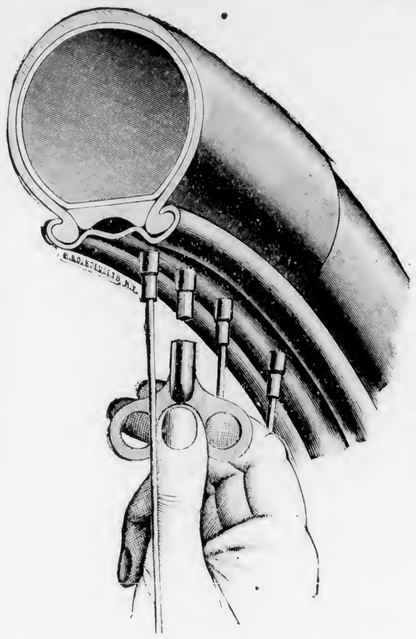
* * * * * * * *

As we came up Broadway I remembered the pedestrian's remark to his comrade in the morning. I also called to mind that three of our number had done something during the day worthy of the name of men. A party of wheelmen off for a day's social wheeling would easily bear comparison with any party of like number to be found anywhere.

Of our fifteen, fourteen were professional or business men of promise and the other one—well he could record the incidents of the trip and say "amen" to the chivalrous deeds of the others. R. BRUCE.

Oswego, N. Y.

New York Key Tire.

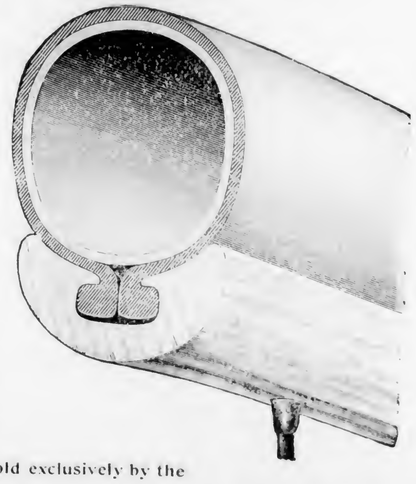


TURN THE KEY, WE DO THE REST

The *lightest* and *easiest adjusted* of mechanically-applied tires. Remarkable because of its *extreme simplicity*. You simply "TURN THE KEY," and this detaches the tire so that it can be examined or repaired. After replacement in the rim another turn attaches it so firmly that *no reasonable pressure can displace it*.

The rim is of special construction. Its edges are rolled and into them fit the beaded edges of the outer shoe. Fitting snugly in the centre of the rim is a strip of wood, which is tightened or loosened by the TURN OF A KEY, operating a double eccentric. The tightening of this strip locks the beaded edges into the rim so closely that they cannot be displaced. This absolutely *prevents any creeping or rolling* of the tire, and as the entire circumference of the inner tube is above the rim the whole of it is available for cushioning purposes.

It is the Most Resilient Tire on the Market. .. ..



"Gee-Whiz" Tire.

ON KINGSLAND. WOOD RIM.

A wood rim, mechanically-attached Tire, consisting of the rim, inner tube and cover. So simple, yet so effective that you will wonder why you didn't think of it yourself.

Place the beads of the cover into the grooves of the rim: it is done easily and quickly; that is all there is to it. Inflate the tire, and you are off for a spin. Absolutely no directions are required. *In case of accident can be ridden deflated.*

Very light weight; one of the most practical tires out. *'Twill be a long day before it is supplanted by a better.*

Wood rims are the sensation of the day—come to stay, and this tire is specially adapted for them.

Both these Tires are manufactured and sold exclusively by the

NEW YORK BELTING & PACKING CO. LTD

Pioneers and Leaders. 15 Park Row, NEW YORK.

Eloped With Girl and Cash.

H. ACKLEY SACKETT, the silhouette artist who has gained such notoriety through his elopement with Miss Frances Davenport of Elkhart, Ind., left a little memento in the shape of a several thousand dollar shortage at the Monarch bicycle office on Wabash avenue, Chicago, where he was employed last summer.

Sackett was a city salesman for the company during the Fair and by his glib tongue and winning manner, it is alleged, wormed himself deep into the confidence of his firm and beat them out of a large amount.

Johnson Wins Again.

THE skating races between Johnson, Norseng and several other cracks, which took place in Montreal, last Saturday, in connection with the Montreal snow-shoe club races, proved disappointing owing to the soft weather. A heavy thaw set in during the night, and the ice was in very bad condition, making fast time impossible.

The principal events were the mile and the half mile amateur between Johnson and Norseng and one mile and two mile professional between Breen of St. John, N. B., Norweldt of Minneapolis and McCormick of St. John. Johnson and Norseng were the only two contestants in the three mile amateur. Johnson won the race. Time 11m., 11 3-5s.

Norseng fell twice in the half mile, Johnson and Norseng started. Norseng lost time by again falling and Johnson won. Time 1m., 36s.

Chased The Wheel.

AN interesting chase between a cable car and a cyclist was witnessed one night last week on Baltimore street, Baltimore, Md. The rider turned into Baltimore street at Calvert about 6 o'clock and got directly in front of a Red Line car. The gripman "belled" him a number of times, but the rider kept on the slot and appeared to pay no attention. At Eutaw street where the fast cable begins the gripman saw his chance, and "opened her up," sending the car whizzing after the wheel.

The young man, warmed to the work by the uphill pull, felt good, and he, too, "opened her up." At Paca street the car was about ten feet behind the bicycle, but over the hill the cyclist increased the space to fully twenty feet. Then the fun began. With the bell banging and the passengers shouting the car rushed along at a break-neck pace. At Greene street the wheel had gained ten feet more and was increasing the space each second. At Pearl the gripman let the car go so fast the wind carried away a passenger's hat.

Near Fremont avenue the wheel slowed down, and the gripman thought he had his man, but the cyclist turned the corner and putting his thumb to his nose wiggled his fingers at the gripman like bad boys do and rode away. Then the gripman said things to himself that the passengers overheard, and they were not at all edifying.

Hickory Wheel Co. Mean Business.

WE have it on good authority that the Hickory Wheel Co., of So. Framingham, Mass., has recently entered suit against W. S. Frazer & Co., of Aurora, Ill., for infringement of their sulky patents.

As is already known the Hickory Co. now has a suit pending against the Michigan Wheel Co., of Lansing, Mich., for infringement of sulky patents, and also against a user of an infringing sulky in the East. The company proposes to push these suits and have the validity of their patents established at the earliest possible date.

Why Don't They?

British Sport, in its last issue to hand, runs several illustrations taken from the columns of the BICYCLING WORLD, but has forgotten to credit us for the use of same, although giving credit to other papers for other illustrations.

Why this discrimination?

Loyal Legion Commandery Dines.

THE commandery of the State of Massachusetts, military order of the Loyal Legion of the United States, held a stated meeting at the American House on Feb 7., Col. Albert A. Pope, commander, presiding.

Three hundred and sixty-seven companions were present, and the banquet following the business meeting was as usual strictly informal. The guests of the commandery were Atty. Gen. Knowlton, and these officers of the Ninth Infantry, M. V. M.: Col. Fred B. Bogan, Lieut. Col. L. J. Logan, Maj. P. J. Grady, Maj. W. H. Donovan, Maj. M. J. O'Connor, Qm. James H. Nugent, paymaster Henry Dobbins, Adjt. J. J. Kelley, assistant surgeon D. F. O'Callahan.

A Profit.

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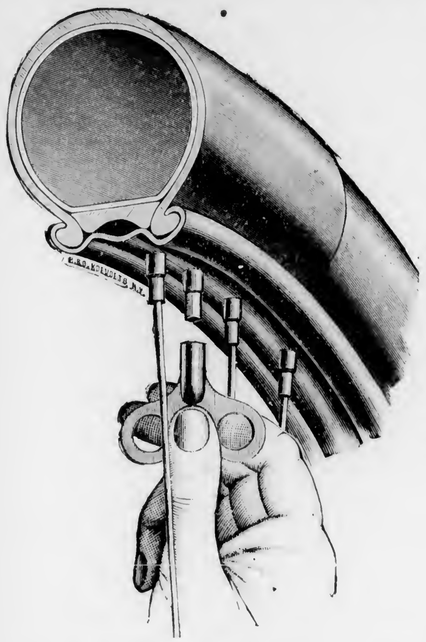
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A Pinch of Snuff.—*Cycling.*

New York Key Tire.

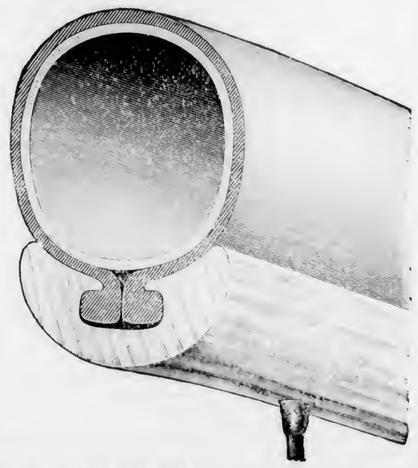


TURN THE KEY, WE DO THE REST

The *lightest* and *easiest adjusted* of mechanically-applied tires. Remarkable because of its *extreme simplicity*. You simply "TURN THE KEY," and this detaches the tire so that it can be examined or repaired. After replacement in the rim another turn attaches it so firmly that *no reasonable pressure can displace it*.

The rim is of special construction. Its edges are rolled and into them fit the beaded edges of the outer shoe. Fitting snugly in the centre of the rim is a strip of wood, which is tightened or loosened by the TURN OF A KEY, operating a double eccentric. The tightening of this strip locks the beaded edges into the rim so closely that they cannot be displaced. This absolutely *prevents any creeping or rolling* of the tire, and as the entire circumference of the inner tube is above the rim the whole of it is available for cushioning purposes.

It is the Most Resilient Tire on the Market. .. ..



"Gee-Whiz" Tire.

ON KINGSLAND. WOOD RIM.

A wood rim, mechanically-attached Tire, consisting of the rim, inner tube and cover. So simple, yet so effective that you will wonder why you didn't think of it yourself.

Place the beads of the cover into the grooves of the rim: it is done easily and quickly; that is all there is to it. Inflate the tire, and you are off for a spin. Absolutely no directions are required. *In case of accident can be ridden deflated.*

Very light weight; one of the most practical tires out. *'Twill be a long day before it is supplanted by a better.*

Wood rims are the sensation of the day—come to stay, and this tire is specially adapted for them.

Both these Tires are manufactured and sold exclusively by the

NEW YORK BELTING & PACKING CO. LTD

Pioneers and Leaders. 15 Park Row, NEW YORK.

Eloped With Girl and Cash.

H. ACKLEY SACKETT, the silhouette artist who has gained such notoriety through his elopement with Miss Frances Davenport of Elkhart, Ind., left a little memento in the shape of a several thousand dollar shortage at the Monarch bicycle office on Wabash avenue, Chicago, where he was employed last summer.

Sackett was a city salesman for the company during the Fair and by his glib tongue and winning manner, it is alleged, wormed himself deep into the confidence of his firm and beat them out of a large amount.

Johnson Wins Again.

THE skating races between Johnson, Norseng and several other cracks, which took place in Montreal, last Saturday, in connection with the Montreal snowshoe club races, proved disappointing owing to the soft weather. A heavy thaw set in during the night, and the ice was in very bad condition, making fast time impossible.

The principal events were the mile and the half mile amateur between Johnson and Norseng and one mile and two mile professional between Breen of St. John, N. B., Norweldt of Minneapolis and McCormick of St. John. Johnson and Norseng were the only two contestants in the three mile amateur. Johnson won the race. Time 11m., 11 3-5s.

Norseng fell twice in the half mile. Johnson and Norseng started. Norseng lost time by again falling and Johnson won. Time 1m., 36s.

Chased The Wheel.

AN interesting chase between a cable car and a cyclist was witnessed one night last week on Baltimore street, Baltimore, Md. The rider turned into Baltimore street at Calvert about 6 o'clock and got directly in front of a Red Line car. The gripman "belled" him a number of times, but the rider kept on the slot and appeared to pay no attention. At Eutaw street where the fast cable begins the gripman saw his chance, and "opened her up," sending the car whizzing after the wheel.

The young man, warmed to the work by the uphill pull, felt good, and he, too, "opened her up." At Paca street the car was about ten feet behind the bicycle, but over the hill the cyclist increased the space to fully twenty feet. Then the fun began. With the bell banging and the passengers shouting the car rushed along at a break-neck pace. At Greene street the wheel had gained ten feet more and was increasing the space each second. At Pearl the gripman let the car go so fast the wind carried away a passenger's hat.

Near Fremont avenue the wheel slowed down, and the gripman thought he had his man, but the cyclist turned the corner and putting his thumb to his nose wiggled his fingers at the gripman like bad boys do and rode away. Then the gripman said things to himself that the passengers overheard, and they were not at all edifying.

Hickory Wheel Co. Mean Business.

WE have it on good authority that the Hickory Wheel Co., of So. Framingham, Mass., has recently entered suit against W. S. Frazer & Co., of Aurora, Ill., for infringement of their sulky patents.

As is already known the Hickory Co. now has a suit pending against the Michigan Wheel Co., of Lansing, Mich., for infringement of sulky patents, and also against a user of an infringing sulky in the East. The company proposes to push these suits and have the validity of their patents established at the earliest possible date.

Why Don't They?

British Sport, in its last issue to hand, runs several illustrations taken from the columns of the BICYCLING WORLD, but has forgotten to credit us for the use of same, although giving credit to other papers for other illustrations.

Why this discrimination?

Loyal Legion Commandery Dines.

THE commandery of the State of Massachusetts, military order of the Loyal Legion of the United States, held a stated meeting at the American House on Feb 7., Col. Albert A. Pope, commander, presiding.

Three hundred and sixty-seven companions were present, and the banquet following the business meeting was as usual strictly informal. The guests of the commandery were Atty. Gen. Knowlton, and these officers of the Ninth Infantry, M. V. M.: Col. Fred B. Bogan, Lieut. Col. L. J. Logan, Maj. P. J. Grady, Maj. W. H. Donovan, Maj. M. J. O'Connor, Qm., James H. Nugent, paymaster Henry Dobbins, Adjt. J. J. Kelley, assistant surgeon D. F. O'Callahan.

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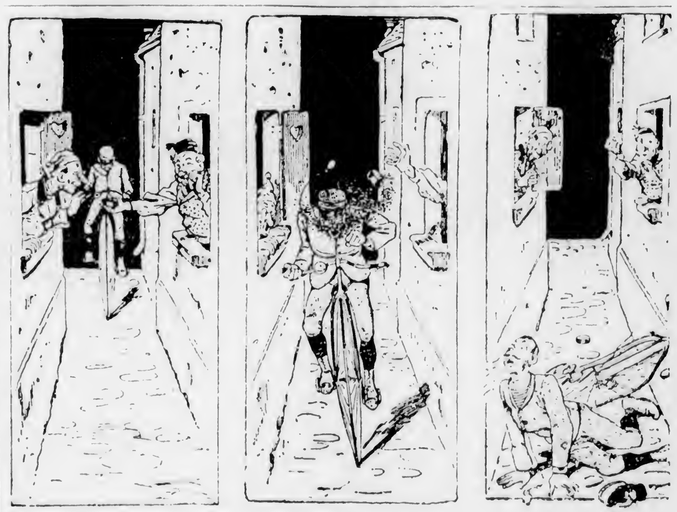
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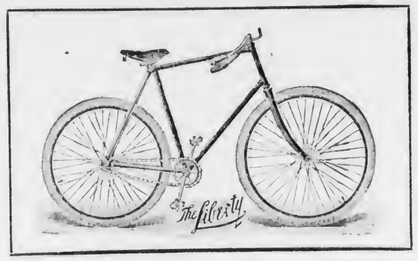
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A Pinch of Snuff.—*Cycling.*

It is not

What we say



But what

The Liberty

Cycles ARE

That loosens the

Wilson-Myers Co.,
MAKERS.
New York,
U. S. A.

Strings of the

Public's Purse.

TELEMACHUS' TALKS

That the cycle shows are over gives relief to nearly everyone in the trade; partly because that means that spring is near, and also because those who have to attend them are glad when their duties come to an end. There has been double work this year, and double expense, too, and there are few regrets that the preliminaries to the '91 season have been disposed of.

What a year it will be, too, if signs do not fail! What with the revival of business and the cheapness of bicycles of all kinds, poor, indeed, will be the man who cannot afford one. The usual feverish rush and activity of the spring trade will be emphasized, and it is not unlikely that in some cases the demand for wheels will exceed the supply, enormous as the latter is in some cases.

Is it not a good thing for the cycling enthusiast that the long, weary winter months intervene to prevent his riding during the entire year? In the fall we are spurred by the good roads, the fine weather, and, above all, the near approach of winter, which is to put an end temporarily to our joys, to a much greater amount of riding than usual. In the spring we are tired of the inactivity and bad weather of the winter, and long, oh, so ardently for a spin on our good wheel. It is so good to get out into the pure, fresh air, and to renew our acquaintance with the country; to make another test of the machine, roads and ourselves, and to find that all three are in apple pie order!

Then, too, in the spring there is the zest imparted by the new wheel for the real enthusiast, no matter how poor, would be lost entirely if he did not keep up with the procession and get a new mount every year—which we never tire of comparing with the old one, to the detriment of the latter, no matter how much beloved it had been but a few months before. It is a mercy that bicycles are inanimate objects, for it would cause many a heartache to be cast down from the pedestal occupied by a wheel after a season's use; to witness the raising of a new object of adoration. Each succeeding wheel is the best, and one usually comes to entertain a genuine affection for it, but all this is swept away the instant its successor is thought of.

When the time comes around for the meeting of the National Assembly we know that it is almost time to get our wheels out to welcome the new season. This year, the meeting being held in a Southern city, it will not be difficult to fancy the season already started, and thus become impatient to get back home so as not to miss anything. It is not likely, however, that this year's meeting will get through its work in any wonderfully short time, and most of the delegates will go prepared for a long session.

The daily papers (now that they have acquired the habit of reporting important bicycle news) will be closely watched during the next few days, not only by members of the League, but by many others as well. The questions to come up for settlement are not only more numerous but more important as well, than any that have been discussed for many years, perhaps in the history of the League.

Perhaps no one question will interest a greater number of people than the new racing rules and the men to whose lot it will fall to enforce them. It begins to look as if the tide was against Class B, and that one liberal class will have more than an equal chance of being adopted (Come off, "Telemachus!"—ARIEL.), but those who remember the wonderful handling of the convention by Chairman Raymond last year prefer to wait and see if he has not some trump card up his sleeve which he is waiting to play.

The League organship is second only to the racing question, if it yields precedence even to that, and signs are not wanting to show that the position will not go begging. Whatever is done, it should be borne in mind that the proportion of members who are of the opinion that a weekly paper is not necessary is so exceedingly small that it would almost take a microscope to count it. The very fact that such talk comes almost entirely from interested parties (the word "interested" is used in its true sense) is proof sufficient that a weekly paper is wanted.

There is little doubt that a weekly organ will be continued, unless the *Good Roads* publications comes in to mix things up. It is pretty well understood now that Mr. Potter is making the fight of his life for the continuation of his publication—*Good Roads*—and *himself*, and as that is his sole object he will not be averse to gaining his point in any way. If it is necessary to tack the organ on to *Good Roads*, or to incorporate the latter into an organ, "Barkis is willin'" in this case, and will try to put the deal through.

The various amendments relating to the conduct of the League's affairs, and the rules guiding its officers, are so numerous and so varied that just what disposition will be made of them is a matter of conjecture. It is not unlikely that radical changes will be made, and the League will enter upon the new year with a clean set of books, officers and rules. If so, we can see how much improvement is made.

The guiding motive upon the passage of the "white" amendment will be that of expediency. Many of the most pronounced opponents of the "white" party a year ago have become convinced of the wisdom of yielding to the wishes of that party, and it is scarcely likely that any real opposition to the passage of the amendment will manifest itself.

What creatures of destiny we are, to be sure! One moment unknown or laughed at, almost upon our "uppers," and in an instant borne upon the topmost wave of popularity, with none save those who do us homage.

Six months ago Albert Schock, "the iron man," the winner of the recent six day professional race at New York, was—well, everything the reverse of what he is at present. Lured to the ranks of the N. C. A., or Cash Prize League, he was obliged to wait for that organization to come to him, as he could not raise the money to go to it. At Milwaukee, in the novice race, he gallantly went to the front to do the donkey work in order to avoid a loaf, and most earnestly did he labor to pilot the field around at "a rare bat," as our English friends say. But when the real work began Albert might as well have been standing still, or even going backwards, for a great, big gap opened up in front of him, and a mournful look overspread his countenance. In the consolation race only two competitors appeared, and as there was third money it was awarded to Albert by default. This enabled him to get to St. Louis, but there he was, if anything, even more hopelessly out of it. In the five mile race he had nearly two laps start (on a quarter mile track), but was lapped twice before the race was two-thirds over, and then he gave up in disgust.

His revenge came at New York, however, and how he must have gloried in his slow, phlegmatic mind at mowing down the men who had made a show of him a few months before. Then he proved his right to the title of the "iron man," gathered in his hard-earned dollars, and now lives upon the fat of the land, envied and admired by thousands.

One of the most peculiar wheels that it was ever my fortune to try was one made for Neidert, the trick rider, by a New York manufacturer. It differed but little in appearance from an ordinary safety, save that it was full nickeled (a style affected by most trick riders), had straight front forks and an exceedingly low gear.

It was the latter that was so startling. It was geared even, I believe, to 28 inches, and the quickness with which it obeyed the slightest pressure of the foot, either forward or back, was wonderful. A forward push would almost shoot it from under the rider, while in back-pedalling one stroke would almost stop the wheel still. The running was easy, it seeming to be no trouble to get it going at a good gait, the pressure on the pedals being scarcely noticed, save that there was a noticeable slackening on the dead centres, before the downward push on the other pedal began. It was a most unique experience, and one that should be tried by everyone who has an opportunity.

TELEMACHUS.

BUILT UPON HONOR

WARWICK CYCLES

A STEED OF STEEL

Why is it that the Warwick is so popular with all progressive riders? Because **Light Weight is Important,** and the '94 Warwick, with road tires, complete, weighs

... Only 25 Pounds ...

Yet it is fully guaranteed by us in every particular. There are other light wheels in the market, but they are not warranted to be as strong as the heavier machines. With such light wheels you must use special care, but not with the **Light Warwick.**

We guarantee our 25-pound Warwick

Incontestably. It is veritably "a steed of steel," superbly made and good for constant hard service. It is the **easiest running wheel on the market.**

SEND FOR CATALOGUE.

EVERY LATEST IMPROVEMENT

SCIENTIFICALLY SUPERIOR

Warwick Cycle Mfg. Co.,

Springfield, Mass.

THE LINE OF WHEELS MADE BY THE ∴ ∴ ∴

ST. NICHOLAS MANUFACTURING CO.,

. . . . and controlled by . . . .

Hibbard, Spencer, Bartlett & Co.,

CHICAGO.

Is well known, popular and unexcelled in quality.

The '94 line, listing from

$20.00 TO $125.00,

is positively unapproachable in design and finish. You should have them.

Write for prices and territory, mentioning this paper.



A Plea for Better Roads.

BY ROBERT BRUCE.

A country parson started on his way
To meet his flock upon the Sabbath day;
O'er roads of endless mud and clay and sand
He drove with quivering lip and faltering hand;
Though ponds and streams almost obscured the track,
The parson couldn't think of turning back;
He reached a hole whose sides he could not see,
And wondered what its hidden depth could be;
He saw the fearful danger lurking there,
Then stopped a moment and spoke out this prayer:

"I venture now where beasts and men
Have gone and ne'er were seen again;
Where wagons loaded to their fill
With fruit of orchard field and hill;
And going to my native town
Have sunk with all their cargoes down;
And now beneath the earth they lie
Far from the gaze of human eye,
There in that endless hole to be
Through time and through eternity.

Now I, in duty's name alone,
Am risking all I am and own;
I hope my little church to reach,
And in Thy name to sing and preach;
But if perchance I here should fall
And never reach the church at all,
O Lord, my hope, my solid rock,
Preserve, I pray, my little flock;
And let these weary, aged feet
Tread, through the ages, Heaven's street!"

Oswego, N. Y.

The Belanger Cycle as a Safety.

MR. BELANGER, known as the father of the unicycle, which it was said would travel as fast as the fastest express, is full of new ideas, and one of these ideas is to be applied to a new wheel that is to be built by a stock company. Mr. Belanger is not talking much about the new wheel or the new company, but he admits that the factory will be located at Springfield.

It is said that the bicycle will be a rear driving safety, weighing, all on, about 30 pounds. This, of course, is a road wheel. A much lighter one will probably be built for track racing. The principles of Mr. Belanger's unicycle will be applied to the rear wheel of the new machine, that is, it will be spokeless, having three arms, extending from the hub to the outer rim, to which will be attached rollers. The third of these rollers will be a large gear, much resembling a sprocket wheel.

The frame of the machine is higher than that of an ordinary bicycle, so that the bearing case will be about five inches below the bottom of the frame. The chain from the sprocket runs over the larger gear in the rear wheel, pulling it forward, so that the outer rim or wheel revolves under the weight of the rider.

This is the unique and novel portion of the wheel, and is said to be the point on which the patent has been secured.

Highly Inflammable.

THOSE cyclers who have adopted xylonite handles and gear-cases should be careful to keep them isolated from heat. They are combustible at a very low temperature—in fact, a match flame will ignite them. —*Cycling.*

An Effective Dog Repulser.

A HEAVY spanner attached to a long piece of string is a capital instrument for repelling the attacks of snarling curs. We would mention, however, that it requires some skill to hurl the weapon without upsetting one's equilibrium. *Cycling.*

The Book of the Fair.

THIS is the title of an historical and descriptive presentation of the world's science, art and industry as set forth through the medium of the Columbian Exhibition in Chicago last year. As a work of art it is beyond all praise, no expense having been spared either on letter press or illustrations, the latter being made up of superb specimens of engraving and half-tone work. As a perpetual reminder of the beauties and wonders of the Fair it is without a peer and should be in the hands of every wheelman. The Bancroft Co., Auditorium Building, Chicago, are the publishers and to them all communications should be addressed in regard to it. Parts one and two have already been received at this office and they are truly exquisite.

Tips for Tyros.

THE few pointers that we give below are suggested by our young, but brilliant English contemporary, the *Cycle*, and they have been changed to meet the requirements of American riders, and with such additions as we thought advisable.

For road use, a toe clip should always be long enough to allow the foot to go well forward on the pedal.

Very often the mysterious rattle or squeak, which annoys the rider, may be placed to a loosened nut somewhere in the saddle springs.

We have often noticed that carelessness in not seeing that the nut on the bolt which holds the chain together is properly tightened, will often result in the loss of the nut, and in a good many instances the loss of the bolt which holds the chain together. We have seen many a rider compelled to walk quite a distance because of lack of care in this one simple point. It is a good suggestion to carry an extra bolt and nut in the pocket or purse. It is a small thing and does not take much room, but when it is wanted, is wanted badly. In fact a careful rider, and one who has had the bitter experience of walking many miles from the loss of a nut, will always see to it that these indispensable parts of a machine are always properly tight. A few sad experiences are always the best teachers, but sometimes a word of warning is sufficient to the wise and may avert many breakdowns.

In the matter of oil. We have had our attention called to the fact that a gentleman, who ought to have known better, used sweet oil for a lubricant and the result was that the oil refused to do the lubricant act, his bearings heated up, and he had great trouble in reaching his destination. There are many good lubricants on the market, and every cyclist should see that he is supplied with a large can of this at home, and with the small pocket oilers, which can be purchased of any cycle dealer, there is no necessity for a man to start out on a journey, be it long or short, without enough lubricant to carry him to the end of his travels. In case the rider cannot get any of the specially prepared oils, he can find nothing much better than pure sperm which can be used as a lubricant as well as for illuminating purposes.

In cold weather, cyclists always suffer more or less with cold hands. The best handles for cold weather riding are either cork, corncob, felt, or corduroy; they are not as cold as vulcanite or ivory, and they make better grip for the glove. The best protection for the hands will be found in the use of loose fitting chamois skin gloves with a pair of woolen ones over these. This will keep out the sharpest cold.

Another point we have noticed in riding in cold weather, is the discomfiture arising from the cold air striking upon the chest. One of the best, and certainly the most easily obtained protection, is two or three sheets of paper folded up into the form of a chest protector and put under the vest. It will be found that this protection is impervious to the coldest wind.

Unquestionably

The Best Bicycle Made For $125.00. TRADE SPALDING MARK

The Spalding

TAKES FIRST PLACE.

CATALOGUE.

Lamb Manufacturing Company,

MAKERS, CHICOPEE FALLS, MASS.

A. G. SPAULDING & BROS., = = Special Agents.

NEW YORK. CHICAGO. PHILADELPHIA.

The SYRACUSE

In Design—Admirably Correct.

In Taste—A Beautiful Comparison.

In Strength—Samson's Peer.

LISTEN TO THE ECHO.

Dear Sir:—There goes the SYRACUSE! Ha! Ha! It's in the lead. Watch the Crimson Rims glisten in the sunshine as they glide along o'er the roads to victory. I tell you, boys, feather-weight bicycles are a thing of the future. We want them: WEE DOO. No more ice wagons—too slow. We want birds—they fly. Yours until my muscles are case hardened. ECHO.

Do you want the Agency?

SYRACUSE CYCLE CO., Syracuse, N. Y.



Among the Clubs

THE annual meeting of the Bay State Bicycle Club was held last week, and it was voted to hold a tournament May 30.

IT is stated that the Chicago Athletic Association will try to induce W. C. Sanger to ride under its colors this season.

THE annual meeting of the Associated Cycling Clubs, of Bristol County, was held last Monday evening at the Taunton (Mass.) Club house.

THE Atalanta Wheelmen of Newark, N. J., have already fixed upon a date for their annual 100 mile road race, which will take place on July 11.

THE Mt. Pleasant Bicycle Club out bowled the Union Bicycle Club at 180 Tremont street, Boston, last Friday evening, the score being 2143 to 2008.

THE East Hartford (Ct.) Bicycle Club gave a social last week at which 65 couples danced out the sixteen pieces of the programme, Severn's orchestra furnishing the music.

THE Southwest Cycle Club of Philadelphia gave a smoker at the club house last week. A large number of members and friends attended, and a very enjoyable time was spent.

THE Newark Wheelmen and the South Park Wheelmen of Newark N. J., consolidated last week, the members of the latter organization making individual application to the former for election to that body.

THE Americus Wheelmen of Philadelphia, completed their pinochle tournament last week, the first prize being awarded to Messrs. Massman and Myers. They participated in 33 games averaging 1490 points for each game.

AT the meeting of the North Side Cycling Club, of Milwaukee, on Feb. 13, a committee was appointed to make arrangements to secure a suitable and permanent club house. The club is now meeting at Lloyd and Third streets, having no regular club rooms.

A WHEELMEN'S club has been organized at Houston, Texas, which will be known as the Texas Century Club. After the organization numbers twenty-five members, applicants for membership must be able to ride 100 miles in twelve hours in order to gain admission.

THE Bushwick Wheelmen, of Brooklyn, N. Y., held their annual entertainment and reception last week, at Arion Hall. The affair was one of the most enjoyable held at that hall this season. The interior was prettily decorated for the occasion with flags and potted plants, while the emblem of the club was suspended over the stage and an excellent programme was rendered. Dancing followed when the hall was cleared.

THE dance given by the Columbia Cyclers, Philadelphia, at their club house last week, was one of the most delightful affairs of the kind. It being a full dress affair, the costumes were both charming and elegant. The club house was decorated with the colors of the club and bunting.

THE Pittsburgh Cycling Club held its semi-monthly meeting last week, at which some important business was transacted and plans for the season's work discussed, after which those present were handsomely entertained by the entertainment committee. Some very fine vocal music was indulged in.

THE members of the Albany (N. Y.) Bicycle Club held their annual meeting last week and one of the features of the night's entertainment was the presentation of a large framed crayon of Vice-President Chas. H. Armatage, Chief Consul L. A. W., Chas. H. Luscomb, of New York, made an interesting address.

THE formal opening of the Norfolk (Va.) Cycle Club's new house took place last week, a musical programme being rendered which was a delight to the visitors, after which a fine supper was served. The club is now one of the strongest in the South, having a membership of 160. A ladies' reception was given the following day.

THE Columbia Cyclers of Philadelphia gave another one of their popular smokers at the club house, Seventeenth and Diamond streets, last week. As on former occasions everything was given up to the enjoyment of the hour, music and good cheer filling up the time. The solos on this occasion were unique and pleasing.

THE Framingham Cycling Club held a progressive whist party in its new club rooms and had a very social time. First prize was won by Capt. H. T. Fales. On Tuesday evening they held a calico dance in the armory of Company E. Two more rooms have been rented by the club, which will be used as card, smoking, pool and billiard rooms.

GRAND RAPIDS, Mich., has two bicycle clubs just organized. There are twenty members in both organizations. They were formed a short time ago at a meeting of wheelmen held in the Grand Rapids Bicycle Club room. The names of the clubs are respectively the "Crescent" and the "Eureka." There are now four bicycle organizations in that city.

CINCINNATI has a ladies' bicycle club. It is going to enter the League. Miss Carrie Stein is President of the club. Miss Ella Threlman is Vice-President. The Secretary is Miss E. Watson and the Treasurer Miss Julia Reilly. Black and gold are the club's colors and regular weekly meetings will be held at the store of J. E. Poorman, 5 and 7 West Fifth street.

THE Rover Bicycle Club, of No. Tonawanda, N. Y., and about 170 of their friends enjoyed a sleigh-ride to Wendleville one evening last week. It required four large sleighs and twenty cutters to accommodate the large number of young people who went. Arriving at Wendleville dancing was indulged in to music by Garing's orchestra and at one o'clock a tempting supper was served.

THERE was a "ladies' night" last week with the Albany County (N. Y.) Wheelmen, and the members and their fair friends filled the large club house, which was elaborately decorated with flowers. The evening quickly passed amid music and recitations by members and their friends. The feature of the evening was the playing on various musical instruments by Prof. Myslik and wife of Paris. A collation was served.

Far and Wide

THE cyclists of Atlantic City, N. J., have arranged a 72-hour competition beginning Feb. 20 in the excursion house of the Philadelphia and Reading Railroad.

FRANK LENZ, who is wheeling around the globe, has reached Kurrachee, having passed through Lahore and the Indus Valley, and is now on his way through Beloochistan.

COATES, the crack cyclist of the University of Pennsylvania, has begun training for the intercollegiate championship races. He rides from five to ten miles every day, doing his work leisurely and taking no sprinting.

IN the recent 50 kilometer tandem cycle race between the Frenchmen, Farman brothers, and Wheeler and Warwick, the Frenchmen won by two laps. Wheeler and Warwick had no pacemakers and were delayed twice by accidents.

RIPON, Wis., has captured the State meet, and will now put in a bid for dates in the international race circuit. Milwaukee will also put in a bid for dates, so that the Ripon meet will follow the Milwaukee events, with but a day intervening, or if the circuit is begun from the West, Milwaukee will follow Ripon.

MCCLELLAND, the well-known athlete of Martins Ferry, Ohio, has agreed to skate five miles on roller skates, while Greer, a Wheeling, W. Va. man, rides the same distance on a bicycle for a purse of $50 and 75 per cent. of gate receipts. The race will come off in one of the Wheeling rinks.

ALTHOUGH the Cycling Committee of the New York Athletic Club has not yet received all the claims for mileage medals, a sufficient number of members have filed applications for substantial recognition of their efforts on the wheel during the past year to justify the committee in preparing a list of those who have qualified.

THE tricycle has certainly been long appreciated by ladies of the royal house of England. Princess Mary Adelaide, always foremost in adopting sensible measures, now ten years ago had so much to say in favor of the exercise that the Queen forthwith sent to Coventry for two machines for the use of her granddaughters, the Princesses Irene and Alix of Hesse. The Princess of Wales bought another as a birthday present for one of her daughters, and the Princesses Louise of Lorne and Beatrice both tricycled in brave fashion through the grounds at Balmoral.

THE P. A. W. Gazette, which was sprung on the unsuspecting members of the Park Avenue Wheelmen of Philadelphia, has found its way as far west as St. Louis. The idea for club paper has been taken up by the South Side Cycle Club, of that city, but instead of being printed on a postal card, it is printed on a slip of paper of the same size and entered in the post office as second class matter. A sample of the paper has been secured by the Park Avenue Wheelmen with an apology at the bottom, which reads: "Imitation is the sincerest flattery."

WE ARE supplying a tire this season, suitable for Road Wheels, weighing 3 1-2 lbs., and a Light Road Tire at 2 1-2 lbs.

This is a saving of Two to Three pounds over any other make.

Weight

We are enabled to make the strongest, lightest and liveliest tire on the market through the use of our Fabric (patented). This will stand an air pressure of 250 pounds without bursting, and never cracks or breaks.

This, in combination with our SELF-SEALING AIR TUBE, closing punctures made by pins, nails or tacks, makes the Ideal Pneumatic Tire. Johnson made all his records last season on our tire. Send for particulars.

New York Tire Co., 97 BANK STREET, NEW YORK.

WHAT RIDER CAN SHOW BETTER MILEAGE?

Come, Gentlemen, Expose Your Hands

"Just to show that there is no frost."

MORGAN & WRIGHT

Announce the following Awards:

For greatest mileage on one set of M. & W. Tires during 1893—rider having made his own repairs:

1st Prize. Cost value, $100. A. A. Hansen, St. Paul, Minn., 8,114 miles on a Fowler, 30 pounds.

2nd Prize. Overcoat, $45. W. R. Englemire, Rockford, Ill., 7,957 miles on an Ormonde, 37 pounds.

3rd Prize. One set M. & W. Tires. J. W. E. Kinkead, Chicago, 4,953 1-2 miles on an Imperial, 35 pounds.

For most meritorious single ride, distance, weather and character of roads to count:

1st Prize. Cost value, $50. H. H. Wylie, Chicago, New York to Chicago, 1,028 miles on a Sterling, 27 pounds.

2nd Prize. Cost value, $25. A. A. Hansen, St. Paul, Minn., 224 miles in 20:10 on a Fowler, 30 pounds.

3rd Prize. One set M. & W. Tires. P. Von Boeckman, Austin, Tex., Chicago to Austin, Tex., 1,300 miles on a Fowler Light Roadster.

For best time in a 10-mile road race, prize cost value $25.

Wm. Bainbridge, Chicago, time 27 min. 54 sec.

For best time in a 25-mile road race, prize cost value $25.

Frank Waller, Indianapolis, Ind., time 1 hr. 6 min. 10 sec.

Above awards made by a committee selected from members of The Century Road Club of America.

AGAIN WE REPEAT FACTS AND FIGURES. AGAIN WE SAY DEDUCE YOUR OWN INFERENCES.

Will be pleased to send you an interesting and instructive catalogue, containing a guarantee as "is a guarantee."

MORGAN & WRIGHT, 331-339 West Lake St., CHICAGO, ILL.



Women's Department.

Conducted by MRS. MARY SARGENT HOPKINS, to whom all communications should be addressed.

Answers to Inquiries.

I HAVE received many letters recently, requesting information regarding color, style and shape of bicycle costumes. I am sorry that I have not time to answer them all individually, and give fullest directions as to shape, style, color, etc. Several have asked me about the "duplex" skirt. When I was in New York recently I made a point of hunting up this skirt and examining it with regard to its usefulness and advantages. I do not wish in any way to discourage or underrate any well meant efforts toward solving the vexed question of proper and attractive dress for the wheel, but I find in the first place that this skirt is the invention of a woman who has never ridden a wheel, and therefore can have very little idea of a rider's requirements. I can see no advantage in the double or "duplex" idea; it seems a very complicated affair and would increase the wearer's bulk, which is an effect dreaded by all women. India silk Turkish trousers worn under a properly shaped gored skirt to my mind produces a far better effect. The skirt should be about four inches from the ground when off the wheel, and should be cut with a decided flare to allow of a free motion of the legs, and to also obviate a bunched-up appearance around the hips. I have found "Cravenette" to be the best material of which to make this skirt. It is a beautifully finished fine serge, which is impervious to rain, sun and dust. I toured last season hundreds of miles, wearing one of these skirts and found it satisfactory in every way. The color was navy blue. The skirt was lined with black satin to give it body, and the "slip" which is so desirable over the knees. I had two bodices or jackets; one was made double-breasted in "habit" style, open in front for shirt front, or silk chemisette. I had two pairs of sleeves for this waist, one pair of the cravenette, the others of white China silk. The arm holes of the waist were faced with a narrow bit of satin, and the sleeves, both pairs, were gathered into a narrow binding. The changing of these sleeves required scarcely five minutes. When I wore the white sleeves and silk chemisette to match I also wore a white felt "Tourist" hat, and white chamois gloves. By this simple method I would carry quite a change of wardrobe on my handle bar. An Eton jacket made of the cravenette with a cambric shirt waist made another change, a black "Tourist" helping out. I am sure that there is no better material on the market than this same cravenette for costumes for wheeling (it comes in all dark shades) or travelling in any shape, and I could not say more in its praise did I control its importation. While we are on the subject of dress let me answer again a question which is propounded with the greatest regularity. No, don't wear corsets when riding a wheel. There is no need of it. You may fancy that you cannot go without them, but my word for it, you can. I wear an Equipoise waist from which all the bones have been removed. These waists are made with bones removable. With the bones all in they are a fine substitute for the corset as they conform to the lines of the figure, and support it without restricting the muscles.

I hope soon to give my readers an illustrated article on dress for the wheel, with directions for cutting and making. Meantime I will say to Miss A. L. W. of Lynn, that the suit on page 309, was I think the creation of our special artist's brain, and therefore, I could hardly get a pattern for her.

Mr. J. Foster, A. of Erie, Kansas, perhaps can get some hints from the present article for his sister's costume.

To Mrs. Gresham, S. of Hartford, I would say, that as far as I have been able to discover, there is no special advantage in this "duplex" skirt. I saw the lady who invented it and as I have said she is not a practical rider and although I did not see her latest skirt, I talked with several lady riders who had, and in their opinion, it possessed no particular advantage.

I think in the foregoing E. C. McN. will find all questions answered. I never yet have seen a suit which I could thoroughly recommend, for which patterns can be obtained. When this suit comes, it will be the invention of a practical wheelwoman, and not of a Worth, Redfern, or any other than someone who understands the riders requirements, as these so-called "artists" do not.

One man, a shining light in the literary world—poet and author of many books world-read—gave as his opinion that women of leisure did not have time to ride. Paradoxical as this may seem, he said, in his mind, that was the greatest reason for many demands on their time made by social obligations to allow of any recreation which required so much of the precious commodity, which, if true, would go to show that women of leisure are a hard working class.

Another a woman who evidently belongs to the class, but can think for herself—says: "Bicycle riding is not at all understood by the women spoken of. They have no idea what it is, they have become prejudiced against it. It is not because it is too hard work, nor because they have seen some dreadfully awkward, ill-dressed riders, nor because fashionable women are not riding in great numbers—although of course all these reasons have tended to an adverse opinion—but it is because they do not understand what a wheel is and what it can do. The subject has never been brought to their consideration. Just let them once realize that a daily ride will do more for them physically than a whole regiment of massage, complexion, and other promising specialists and they will all be riding, and the factories will have to run day and night to supply the demand for wheels made by this leisure class."

This certainly sounds as if the writer knew what she was talking about. A few more converts like this and her prophecy will certainly be fulfilled. For women will work harder and spend more time and money to enhance their personal attractions than for almost any other reason

* * * *

So now we have these reasons:

First—Women are too lazy.

Second—Are deterred by the appearance of the "Fright" in white skirts and illy-adjusted wheel.

Third—Wheels too high in price.

Fourth—No time.

Fifth—Ignorance on the subject.

No doubt all these reasons have their influence and many times we should find it a combination of them all could we hear the testimony of the women themselves.

Time, better wheels, and better understanding of them will bring about great changes, and we shall then have no more enthusiastic riders of the wheel than these same "women of leisure."

Merrie Wheeler

JOHN S. JOHNSON hereafter will make New York his home. He will enter from New York in all his races. Johnson's challenge to the six leading cyclists recently to meet them separately holds good and Zimmerman will probably be the first to take up the gauntlet.

THE last ladies' night and reception of the Mt. Kilburn Wheel Club, of Bellows Falls, Vt., occurred last week, and was the pleasantest of the winter. About 125 were entertained, there being twenty-four tables of drive whist. Miss Bertha Capron and Chas. H. Gibson won the first prizes and Miss Pierce of Keene and W. H. Keene won the "booby" prizes. Music and reading helped to pass a very pleasant evening. Refreshments of ices, cakes and coffee were served.

ANNOUNCEMENT FOR 1894.

NEW MAIL

Handsomest and Finest High Grade Ever Put on the American Market.

ELEVEN YEARS' REPUTATION.

27 AND 30 LBS.

$115.00 AND $125.00



We offer our '94 model as the **Finest Strictly High Grade Wheel on the market this year,** and invite inspection. The fact that the demand for 1893 was the largest in the history of the NEW MAIL bespeaks its worth and popularity. Better than any advertisement we can offer are such testimonials as these—the character of the writers as to judges being so well known in the bicycling world.

COMMONWEALTH OF MASSACHUSETTS.

Office of *Massachusetts Highway Commission*,
Boston, December 23, 1893.

Messrs. William Read & Sons,

Dear Sirs:—In reply to your inquiry as to how I have liked the New Mail bicycle which I rode this year, I will say that I received the machine April 18 and have ridden it ever since, and have found it a good and substantial machine, easy running, simple in its parts, and easily adjusted. I have given it an unusually severe trial, as I have used it over hundreds of miles of the rough, rocky, and hilly roads in the northern, western and southern portions of our State. With the exception of one year I have ridden the New Mail, ordinary and safety, ever since you commenced their manufacture, and I have always found them satisfactory. I am of the opinion that your 1894 machine is the best you have ever made. You may at any time use my name as a rider of your machine. Truly yours,

GEO. A. PERKINS,
Chief Consul of Mass. and
Mass. Highway Commissioner.

WM. READ & SONS,
Washington Street, Boston, Mass.

My dear Sirs:—I want to congratulate you on the "93 New Mail," as I consider it the very best wheel you have ever made, and second to none in the market. As you are aware, I have ridden your wheel for several seasons and have been free to call your attention to any defects I might discover, and when you make a wheel that perfectly satisfies me, and after a season's hard use I have nothing to criticise, I feel that I should inform you of the fact.

Wishing you a continued success, I remain
Very truly yours,
ARTHUR W. ROBINSON,
Ex-Chief Consul Mass.

Catalogues now ready and we are arranging Agents' List for '94.
It is a SELLER! Do you want it?

MANUFACTURERS

WM. READ & SONS,

107 Washington Street. ESTABLISHED 1826. BOSTON, MASS.

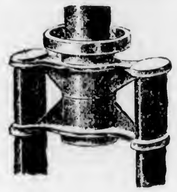
SOME NOVELTIES.



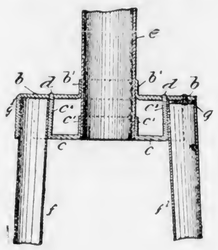
A FRENCH TIRE ATTACHMENT.



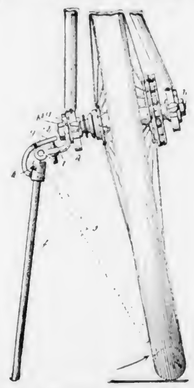
A NEW FRENCH CHAIN ADJUSTMENT.



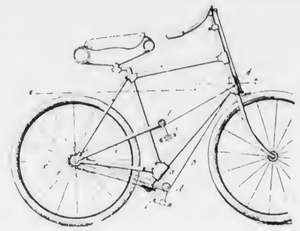
A NEW FRENCH FORK CROWN.



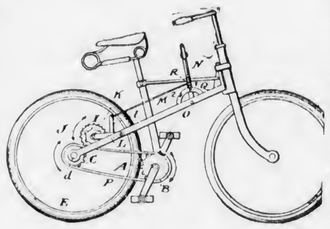
Fork Crown for Bicycles. Harry M. Pope, Hartford, Conn., assignor to the Pope Manufacturing Company, Boston, Mass.



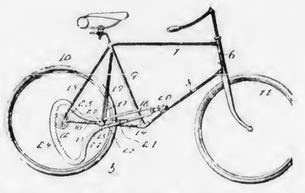
Supporting Attachment for Bicycles. Arthur K. Sherwood, Thompsonville, Conn.



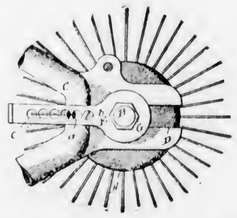
Velocipede. William L. Decker, Plainfield, N. J., assignor of one-third to John H. Decker, Brooklyn, N. Y.



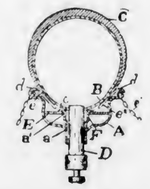
Bicycle. John A. Richards, Capon Road Station, Va.



Bicycle. Mason J. Clark, Caroline Centre, and Ernest A. Northrup, Cortland, N. Y.



Bicycle Chain Adjusting Mechanism. Joseph L. Yost, Toledo, Ohio, assignor to the Yost Manufacturing Company, same place.



Pneumatic Tire. William S. Callaghan, Baltimore, Md., assignor of one-half to Charles T. Holloway, same place.



Austro-Hungarian Patents.

HITHERTO has it only been necessary to take out one patent in Austria and Hungary, there being a combined patent law. A new law has, however, just been put in force whereby in future separate patents will have to be taken out in each country. Cycle inventors should note this.—*Cyclist.*

1,200 Parts.

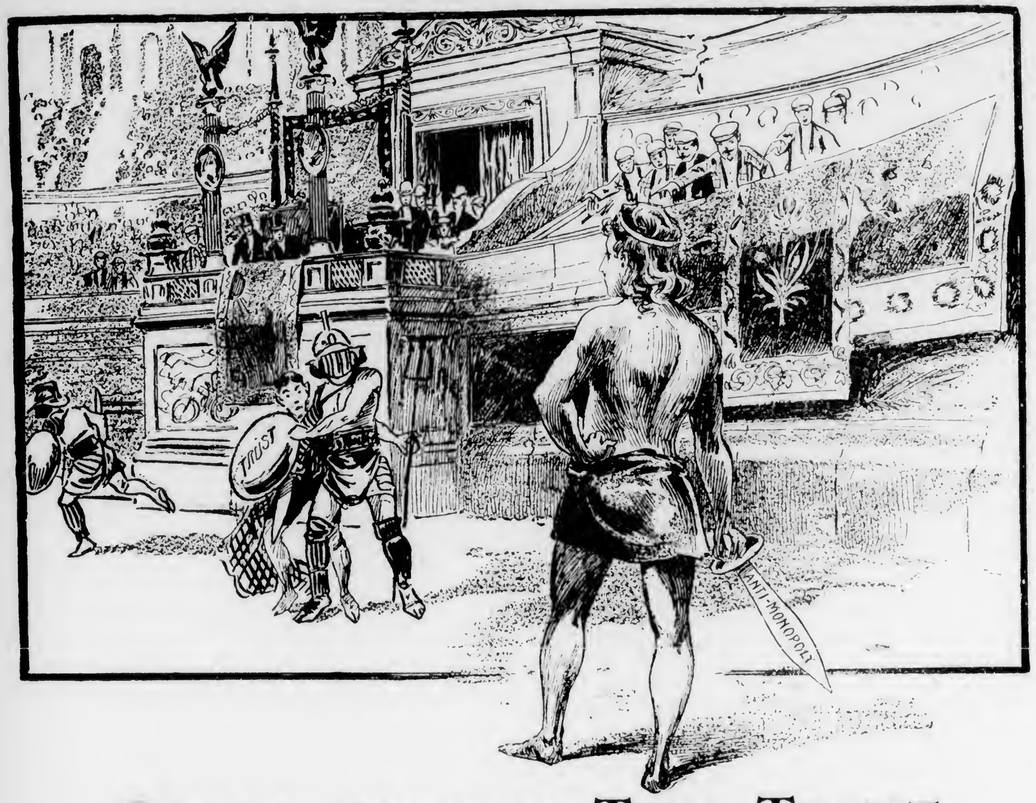
"PEOPLE wonder why best quality machines cost more than second-grade wheels," said R. L. Philpot to us the other day. "If they would recollect that there are about 1,200 separate parts in a modern safety, and that almost everyone of these requires extra time spent on it in a best machine, they would see some of the reasons for the additional cost!" This is a logical and practical way of putting the case for high-class mounts.—*Bi. News.*

Cycling in Japan.

RIGHT away in the land of the rising sun, where the little Jap is beginning to take to cycling, as he has taken to other western innovations, they are talking of imposing a tax on cycles. The Tokyo Prefectural Assembly proposes to levy a tax of two yen about 8s. 4d. on all cycles. The district offices of the Prefecture have received instructions to report as to the number of cycles in the respective districts. The Prefectural Assembly of Kioto, another large Japanese town, in which there is said to be over 1,000 bicycles and tricycles, also proposes to place a tax on cycles. This is hardly the way to encourage the new sport in Japan.—*Cyclist.*

A Big French Road Race.

WE learn that the municipality of a well-known French watering place, some ninety miles from Paris, has made proposals to the Association Velocipedique d'Amateurs (the governing body of French amateurism) for a cycling competition between Paris and their town, and the A. V. A. is seriously considering the question. It will, indeed, be definitely decided this week. If it is carried through, the race will most probably take place on or about June 24th, and as prizes to the value of about £240 will very likely be offered, and it will give our amateurs an opportunity of testing their strength against French riders, it should assume quite an international character.—*Cyclist.*



DEATH TO THE TIRE TRUST.

A Battle composed of several so-called strong men on one side, and an independent manufacturer on the other, watched by 100,000 dealers and riders. The success of anti-monopoly means dollars to the boys. Don't buy Trust tires. Long live independence and individuality, protection to our customers, and furnish them with the best goods that can be manufactured is our motto. We make our own prices regardless of the wishes of the Trust. Last year you paid about $25.00 per pair for Clincher tires. We have cut prices and furnish a better Clincher tire in our Cyclone than you can buy from the Trust and pay them $5.00 more. Who are your friends? Why buy from your enemies? Three royalties every time you buy a Trust tire. Can you stand it these hard times? We have the nerve and good judgment to assail the Trust. Now give us your support.

BRIDGET O'ROURKE.

Bridget O'Rourke, with thousands of riders, still swears by Climax tires. They have stood every test and we defy any person to make a statement detrimental to them. The tires are right, so are the prices. HER PA PATRICK was as large as Bridget, yet he preferred a Rex Road Tire. They are somewhat lighter than Climax and just as good. No better. None better.

MARY AND JOHN.

Mary.—What kind of new fangle tires have you got on that wheel of yours, with them big raised rings all around.
John.—Oh, them is anti-sliders which cost me $25.00.
Mary.—You son-of-a-gun. Take them right back immediately and get a pair of Eastern Rubber Mfg. Co.'s Cyclones, which fits on the same rim and saves $5.00 to $10.00. I have seen them advertised in the BICYCLING WORLD.

For further information, catalogues and prices, write to

EASTERN RUBBER MFG. CO., Trenton, N. J.

Distributing Branches: Factory and Head Offices, Trenton, N. J. Eastern Rubber Mfg. Co., 38 Park Row and 9 and 11 W. Broadway, corner Reade street, New York; Chicago, 207 Lake St.; Buffalo, Frank J. Eppele; Philadelphia, H. C. Le Cato; Washington, D. C., Goodyear Rubber Co.; St. Louis, Day Rubber Co.; Pittsburgh, Hayward & Co., 86 Water St.

More Speed Food.

NEW diets are being invented almost as rapidly as new tires. The very latest is Dr. Emmet Densmore's, the leader of the National Food Society. The doctor has discovered that the nearest approach to the natural food of man, possible under the present conditions of civilization, is a regimen of meat and fruit. Chronic dyspepsies might possibly derive some benefit from such a course of living, but the almost total elimination of starchy matter from one's daily food would be of doubtful utility to cyclists in active training. Starch is, of course, a fat producer, and to train a man without allowing his muscles a reasonable supply of fat is as destructive as riding a machine without oiling the bearings.

Here is the doctor's suggestion for a dietary during the winter months: Breakfast 4 ozs. of dates, plums or apricots and 4 or 5 ozs. of beef or mutton; dinner 8 ozs. of fish and 4 ozs. of stewed fruit. Tea: ounces of stewed figs, dates, or raisins, and 6 ozs. of boiled beef. Drink should consist of a tumbler of warm water before each meal. Eat and drink like that, says the doctor, and you will stand a chance of living for a hundred years. Cyclists would be satisfied with something less than that. Two seconds faster in a mile would be good enough for them. *Bi. News.*

Road Records to Date.

THE pastime of making and breaking road records steadily diminishes under stress of the increasing difficulty of the task. Last year only 20 of the recognized road records were beaten, no new records being made, as against 29 performances which received the hall mark of the R. R. A. in 1892. The present holders of the records, with their times, are as follows:

MACHINE.	NAME.	TIME. H. M. S.
FIFTY MILES.		
Ordinary	S. C. Houghton	2 45 55
Safety	A. Pellant	2 21 46
Tricycle	S. D. Begbie	2 35 17
Tandem tricycle	S. D. Begbie & H. Arnold	2 19 09
Tandem safety	A. R. Child & A. O. Earl	2 10 58
ONE HUNDRED MILES.		
Ordinary	J. F. Walsh	6 22 15
Safety	E. Hale	5 12 02
Tricycle	M. A. Holbein	5 54 11
Tandem tricycles	F. Edge & J. E. L. Bates	5 30 41
Tandem safety	A. R. Child & A. McM. Todd	5 16 21
TWELVE HOURS.		MILES.
Ordinary	J. F. Walsh	175 1-2
Safety	F. W. Shorland	195
Tricycle	M. A. Holbein	183 1-2
Tandem tricycle	M. A. Holbein & F. T. Bidlake	180 1-2
Tandem safety	M. A. Holbein & A. Brown	200
TWENTY-FOUR HOURS.		
Ordinary	J. F. Walsh	312
Safety	F. W. Shorland	370
Tricycle	M. A. Holbein	237
Tandem tricycle	M. A. Holbein and T. Bidlake	253
Tandem safety	(No record)	

—*Bicycling News.*



Last Week's Patents.

A LIST of recent patents, reported specially for the BI. World by W. L. Aughinbaugh, patent attorney, Washington, D. C. Copies of these patents may be had of the above named attorney at twenty five cents each.

513,101. Bicycle Gearing. David C. Frazeur, New Market, N. J. Filed Dec. 23, 1892.

513,111. Bicycle. John A. Richards, Capon Road Station, Va. Filed Apr. 8, 1893.

513,159. Hub-Tightener. John Tripp, Geneva, Ill. Filed Oct. 14, 1893.

513,168. Wind-Harp for Bicycles. Isidor Arnier, Breslau, Germany. Filed Mar. 11, 1893. Patented in England.

513,227. Spindle-Bearing. Wm. E. Allen, Providence, R. I., assignor to Geo. Draper & Sons, Hopedale, Mass. Filed March 27, 1893.

513,243. Bicycle-Support. John A. McGinnis, Wheeling, W. Va. Filed Nov. 9, 1892.

513,260. Velocipede. Whitney C. Davis, Waterloo, N. Y. Filed June 27, 1892.

513,138. Bicycle-Tire. August Meyer, Baltimore Md., assignor of one-half to Fredrick W. Klipper, same place. Filed Apr. 29, 1893.

Design. 23,015. Rim for Bicycle-Wheels. Chas. L. Ames, Oak Park, Ill. Filed Dec. 22, 1893. Term of patent 14 years.

News for the Trade.

BUSINESS changes among the bicycle and kindred industries throughout the United States, during the last week:

ILLINOIS.

Chicago—Foley Bros., hardware. Confessed judgment, $1022.

Mansfield—Mansfield Hardware Co., Incorporated, capital stock $10,000. Incorporators C. F. and Wm. B. Mansfield and Wm. Clemans.

INDIANA.

Lafayette—Patton, Jacob, Hardware and bicycles. Sold out.

IOWA.

Alton—Scott & Co., hardware and bicycles. Bill of $3,000.

Bradgate—Wagner, Charles L., hardware and bicycles, chattel mortgage, $1,144.

Burnside—Anderson, C. A., hardware and bicycles. Chattel mortgage, $750.

Council Bluffs—Hattenhauer, H. F., wheel goods. Realty mortgage, $2,000.

Hamburg—Davey, C. W., sewing machines, bicycles and agricultural implements. Sold jewelry.

Keystone—Selken, C. H. & S., hardware and bicycles. Chattel mortgage, $421.

Manning—Veney Bros. & Cyawford, hardware and bicycles and agricultural implements. Sold agricultural implements.

KANSAS.

Cridley—Pope & Olson, hardware and bicycles. T. J. Pope, realty mortgage, $108; released.

Neodesha—Allen, W. A., hardware and bicycles. Chattel mortgage, $2,230.

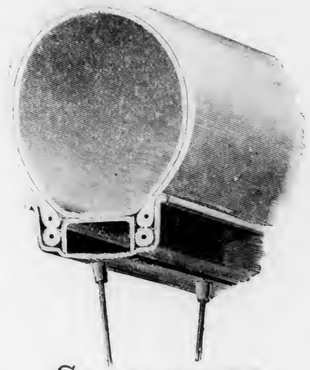
Severy—Cassner, P., hardware and bicycles, chattel mortgage, $400.

MISSOURI.

Albany—Stapleton, E. E., hardware and bicycles. Now G. W. Stapleton.

No Mechanical Fastening, Yet Independent of Inflation.

That Mr. Burris' new tire is the talk of all Cycledom is not surprising to those who have seen it and are acquainted with its principle. It is a combination of surprising improvements of great interest to Cyclists. An examination of it reveals in every detail of construction a masterly mechanical knowledge and skill, and that an experienced mind has been diligently applied in perfecting with careful completeness this King of Tires.



SIMPLICITY

47

Method of attachment to the rim, the fabric, the valve are each new as is also the material of which the rim is made, all proven practical by long and exhaustive tests.

Mr. F. J. Osmond writes from England: "It possesses advantages over all others apparent at first acquaintance which become confirmed by practical use."

Mr. Lewis Stroud, Captain of the Bath Road Club, 50 mile Champion of England, writes: "I have adopted it for 1894 and recommend my friends to do the same."

A gentleman known in the cycle trade as the highest authority in mechanical sciences, enthusiastically spoke of it during the Cycle Show at Madison Square Garden, as "a child of genius the most interesting feature of the show, the best tire in the world, the greatest stride made in 1893 in the advancement of cycle building."

It possesses all the qualities cyclists have been seeking lightness, resilience, speed, strength, safety, durability, simplicity, ease of repair, positive repairable quality anywhere, any time, by any one, man, woman or child.

Mr. Burris paid the Manhattan Rubber Mfg. Co., 64 Cortlandt Street, New York, a high compliment when he selected them to make the rubber parts of his tire, that they well understand the fine quality of rubber required, and possess superior facilities for the manufacture of pneumatic tires was amply demonstrated by their exhibits of air tubes, covers and valves at Madison Square Garden and Philadelphia Cycle Shows. They will be happy to send descriptive circulars to all applying who mention the BICYCLING WORLD.

To Whom it ... ... May Concern.

This is to certify that we are prepared to give a guarantee to all users of the "Huestis" Tire to absolutely protect them against any loss, cost or damage arising from suits entered by rival manufacturers on the grounds of infringement of patent.

HUESTIS

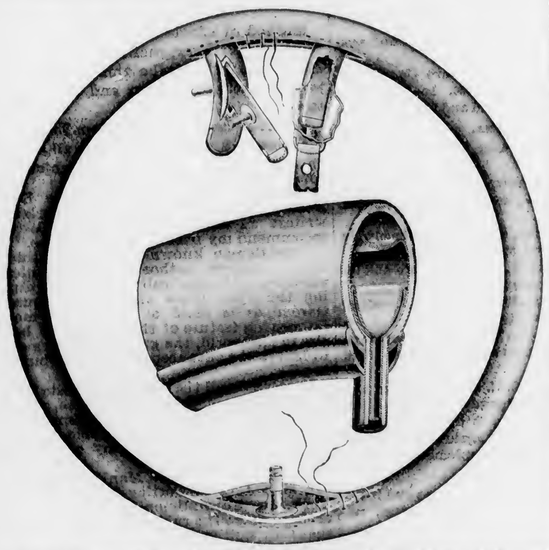
Patent Detachable Pneumatic Tire.

Patent allowed September 2, 1893.

THE NEWTON RUBBER WORKS,

Manufacturers of all kinds of Rubber Bicycle Goods and Sole Manufacturers of the "HUESTIS" Tire.

35 FEDERAL STREET AND 178 DEVONSHIRE STREET, - BOSTON, MASS.



The Puncture Difficulty Solved!

THE

Providence Double Inner Tube Tire.

THE chief feature of this tire is an extra air tube which is within the regular tube and remains when uninflated in the hollow of the rim. It saves the annoyance now caused by punctures, as you have simply to inflate the reserved tube in case of accident.

SHOULD the second tube become damaged it may be inflated through its separate valve, as it is smaller in diameter and shorter. When inflated the punctures will not be opposite each other the outer inner tube forming a pressure patch for the puncture of the inner one.

THESE tubes are made to fit any tire and are sold separately.

NO extra weight, as our double tubes are but a trifle heavier than the ordinary single tubes.

QUALITY and style equals if not surpasses any tire on the market.

Write for Circular describing something new in tires. Every rider should have one.

The Providence Tire Co., PROVIDENCE, R. I.

[Mention BICYCLING WORLD.]

MONTANA.

Helena—Clarke, Conrad & Curtin, hardware and bicycles. Now Clarke & Curtin.

NEW YORK.

Buffalo—Niagara Cycle Fittings Co., incorporated, capital stock $10,000. J. W. Parker.

Fort Plain—Stewart, Smith & Bergen, hardware and bicycles. C. D. Smith retired.

OHIO.

Toledo—Colton & Hickox, sporting goods and bicycles. Dissolved.

PENNSYLVANIA.

Kingston—The Eureka Enamel Co., incorporated, capital stock, $25,000, manufacturing Eureka enamel.

Philadelphia—Heaton, Wm., rubber goods. Deceased.

TEXAS.

Tyler—Dilley, F. L., hardware and bicycles. Succeeded by Adams & Wiley.

UTAH.

Salt Lake City—Houghton-McNair Hardware Co. Chattel mortgage, $1975.

Salt Lake City—Salt Lake Cycle Co., bicycles. O. Groshell, realty mortgage, $3000; C. A. Emise, warranty deed, $1500.

WEST VIRGINIA.

Wheeling—Wheeling Bowling Association, incorporated, capital stock, $25,000, maintaining gymnasium, cycle track, etc.

A Correction.

EDITOR BICYCLING WORLD: In condensing my letter to you published in last week's BULLETIN relative to the prospective results to the L. A. W. if the National Meet were held in Boston I find several errors and misstatements have crept in. The idea I intended to express was that Chief Consul Perkins had stated that there were 100,000 wheelmen in Massachusetts. If this is so then most certainly Massachusetts is a field where a rich harvest of L. A. W. members could be had if the National Meet were given to Boston. That Massachusetts and all New England want it is shown by the fact that 6800 L. A. W. members have sent in their signature to the big petition of the Associated Cycling Clubs. ARTHUR K. PECK.

Cycling in Hong Kong.

A READER of the *Wheeler* at Hong Kong, China, writes: "Cycling in Hong Kong is not all beer and skittles. To begin with, that remote settlement of wandering Englishmen is about as level as the side of a house. It is usually referred to by poetic globe-trotters as the 'Gibraltar of the Far East,' and the definition errs on the side of mildness. Then there is only about half-an-hour's spin of negotiable road in the whole island; the rest is much inferior for easy cycling practice to a recently plowed field. But the worst curse of the saints (all cyclists are born saints, whatever they may become in after life), is the coolie or Chinese servant. He absolutely will not wheel a machine. I have tried him repeatedly; urged him, coaxed him, kicked him, but he declines to wheel it. If you stand by to see fair, he calmly falls through the spokes. If you leave him to it, he follows the natural bent of his inclinations—a camel's—and picks up your beloved bike, throws it over his brawny shoulders, and humps it home in triumph, to the satisfaction of his native superstitions about the superiority of the celestial over the barbarian, but to the utter ruin of modern mechanism."

Caught the Thief.

BENJ. E. DAKIN, of Washington, D. C., has again captured the $50 reward offered by the Pope Manufacturing Co., for the return to the owner of any stolen Columbia bicycle and for the arrest and conviction of the thief. He recovered and returned to owners July 3, 1893, and Jan. 12, 1894, two Columbia safeties, and had the thief in the first case sentenced to 30 days and in the second to 180 days in jail. Upon proofs of the above returns and convictions he was presented by the District Cycle Company of Washington, as the representative of the Pope Manufacturing Company, a check for $50 in each case.

Still They Come.

THREE more catalogues received this week are those of the John P. Lovell Arms Co., of Boston, which consists of a very handsomely embossed cover in colors, and goes over the line of their wheels, thoroughly describing them at length; that of the Central Cycle Mfg. Co., Indianapolis, Ind., which has for a frontispiece an engraving of the chariot race in "Ben Hur," Ben Hur being the name adopted last year for their machines, and describing the new "Central" machine, and the St. Louis Refrigerator and Wooden Gutter Company, of St. Louis, illustrating the Lu-Mi-Num in the various styles in which they are building this novel mount. All intending purchasers should send in their names for copies of these.

A Pneumatic Saddle.



ABOVE we illustrate a pneumatic saddle made by Persons & Muller, New York, in which they claim to have overcome the difficulty heretofore attendant upon air saddles. It is very comfortable and retails at $7.

Side by Side.

A COMPANY with a capital stock of $75,000 is being organized in Galion, Ohio, to manufacture the patent bicycle couplers invented in Philadelphia by J. W. Hellyer. It is the invention which enables two persons to ride side by side with their bicycles coupled together. A number of Galion parties have subscribed to the capital stock and Henry Lanius, of the Galion Machine Works, is now manufacturing several of the couplers for experimental purposes.

Catching On.

F. F. IVES, with the New York Belting and Packing Co., Ltd., has just returned from a successful trip through Connecticut, introducing their new "Key Tire." Great interest in this novelty was manifested among the dealers, and large orders have already been booked. All who have seen this tire are enthusiastic over it, and admit that it marks a "turning" point in tire manufacture." Turn the key; we do the rest."

Western Wheel Works Change.

AT the last meeting of the directors of the Western Wheel Works it was decided to put the entire management of the Eastern business in the hands of E. J. Day, who has been in the New York office of the R. L. Coleman Company for several years past. T. F. Merseles has been selected as his assistant. Like Mr. Day he is a veteran cyclist and member of the Hudson County Wheelmen, being also secretary-treasurer of the New Jersey Division.

Tire Records.

THE following are the 1893 records made on Morgan & Wright tires:

	MILES.
A. A. Hansen	8,114
W. R. Anglemire	7,957
G. H. Garwood	7,135
W. H. Indhoff	6,653
H. W. Bremer	5,197
F. J. Ashton	5,000
J. W. E. Kinkead	4,953
W. R. Park	3,775
H. H. Wylie	3,300
H. L. Luthie	2,201
	54,285

Average mileage per set, 5,428.5.

On the occasion of the annual century run of the C. R. C. of A. over the Elgin-Aurora course, August 13, 1893, 130 riders finished, 106 of whom rode wheels fitted with M. & W. racing tires.

Can any one surpass this record?

Another Hagerstown Factory.

THE brick factory buildings at the N. and W. Station at Shepherdstown, near Hagerstown, Md., leased last fall by George F. Cochnower, will shortly be occupied by a bicycle factory. C. B. Nestor, an employee of the Crawford works, will be Mr. Cochnower's foreman.

WHEELMEN ATTENTION!

Before purchasing your new mount, examine the '94 models of the

Lovell Diamond Cycles.

You will find in their six new models just what you want. In WEIGHT, STRENGTH and IMPROVEMENTS they lead. Send for catalogue to

JOHN P. LOVELL ARMS CO., Mention Bicycling World. Boston, Mass.

ARIEL BICYCLES

Are the American Standard.

ARIEL LIGHT ROADSTER.
ARIEL ROADSTER.
ARIEL RACER.
ARIEL TITANIA.

WE ARE the only American makers who build a geared ordinary, or who fit metalic gear cases

Send for Art Catalog and "Reasons Why."

ARIEL CYCLE MFG. COMPANY, - - GOSHEN, IND.

DON'T FORGET

that we will be on the market with as complete and fine an assortment of

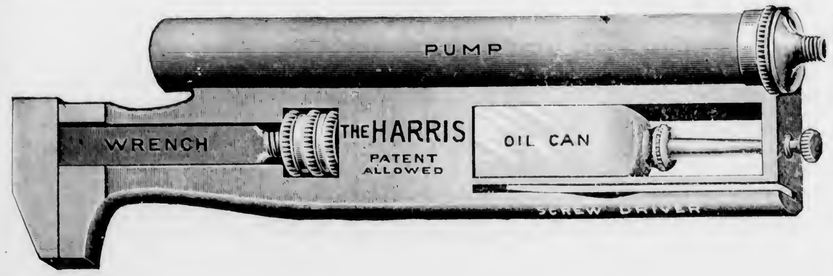
BICYCLES

in 1894 as can be found anywhere. Send us your name and address for Catalogue and trade Discounts.

D. SNITJER.

Cable Address, "Snitjer." ST. LOUIS, MO.

Attention, Cyclists. The Harris Combination Wrench.



A new novelty and practical combination tool for 1894. Wrench, oil can, pump and screw-driver all combined in one.
Made of drop forged steel, case hardened.
Weight, ten 10 oz.
Electrotypes for Catalogues on application.

The Harris Mfg. Co.
381 Main St.,
BUFFALO, N. Y.

Send for descriptive circular and mention Bicycling World.

Read Every Word OF THAT Fowler Ad

Just Across the Page.

Isn't it simply marvelous at the really wonderful records that the FOWLER has made in 15 MONTHS? They come from everywhere—that merit has a chance.

... WE SELL ...

The FOWLER

IN THE

New England States

And for RESPONSIBLE AGENTS we will carry their installments.
Write us.

B. B. Emery & Co.

40 Columbus Avenue,

Boston, Mass.

MENTION BICYCLING WORLD.

All The Way From Russia.

THE Hunt Manufacturing Company, of Westboro, Mass., recently received an order from Russia for a complete catalogue of the cycle goods of their manufacture. Their reputation is evidently extending.

Lozier & Co. in New York.

H. A. LOZIER & Co., of Cleveland, O., have secured permanent quarters on the second floor of No. 337 Broadway, New York city, just north of Worth street. The location is convenient, and adds another to the army of cycle dealers in the metropolis.

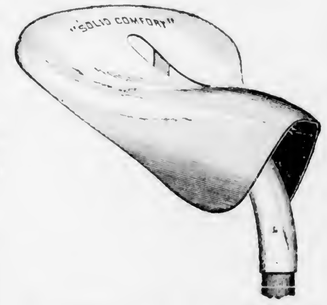
A Good Time Keeper.

THE bicycle clock manufactured by S. C. Levy of Philadelphia is as accurate a timepiece as has been placed upon the market for cyclists' use. With a quick train movement, the jar incidental with riding a bicycle does not effect its time-keeping qualities, so that a wheelman who goes out for a spin can always depend upon knowing the time of day.

Bicycle Sundries.

THE Bridgeport Gun Implement Co., 313 Broadway, New York, has issued a complete price list of the Bridgeport Cyclometer, which lists at $3.50, registering up to 1000 miles and then repeating; the Universal Echo and Cartridge whistles; together with their oilers, screw drivers, oils, etc., all of which they are selling at remarkably cheap figures.

A Saddle for Nothing—Almost.



To introduce their new saddle, made entirely from steel, weight complete 14 ounces, list price $5 (see illustration) the Curtis-Cadd Mfg. Co., of Philadelphia, Pa., will upon receipt of $1 forward one of these saddles.

Applicants must state the publication in which they read this notice, and no one person must apply for more than one single saddle.

This offer is open to March 15th, after which date the saddle may be purchased from any dealer for $5.00.

Just Think of It!

Eight Thousand, One Hundred and Fourteen Miles

(8114)

ON A

30 LB.

FOWLER

And not a $'s cost for repairs.

Don't that Record

Knock sky high the chestnutty and shopworn world's records (??) made by HIRED MEN (i. e., men paid salaries by the manufacturer of the wheel they ride), whether paced by men, monkeys or mules.

In the Morgan & Wright Riders' Contest—A. A. Hanson, St. Paul, wins first prize offered for greatest number of miles ridden. He rode 8,114 miles on a 30 lb. Fowler; also wins second prize for most meritorious single performance, 724 miles, 20.10. To cap the climax, P. Von Enckevort, Austin, Tex., gets third prize in same class, Chicago to Austin, 1,300 miles, on 30 lb. Fowler, never touched nut or tool to wheel entire trip.

More than one-third total prizes awarded and nearly 50 per cent. of total face value.

FOWLERS in competition against 150,000 riders mounted on from 50 to 75 other makes of wheels.
Merit always wins.
That's why.

Want to sell it? Write us.

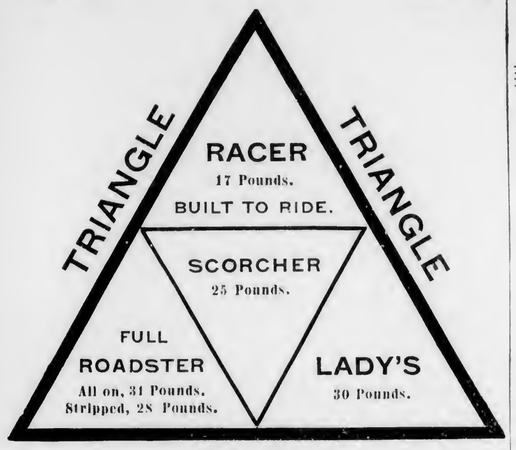
Hill Cycle Mfg. Co.

142, 148 W. Washington St.,

Chicago.

Mention Bicycling World.

'94 '94



TRIANGLE

The Peerless Mfg. Co.

CLEVELAND, OHIO.

ATTENTION



BICYCLE RIDERS!

When you give your wheel a spring cleaning, notice the condition of your handles and compare them with one of our

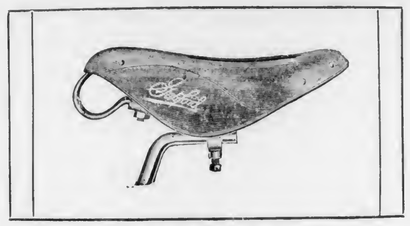
Corduroy Handles

which is fitted with GERMAN SILVER TIPS highly nickeled. They are durable, absorbent, clean and beautiful. If your repairer does not keep them we will mail you a pair for 50 cts.

National Cycle Co.,

FITCHBURG, MASS., U.S.A.

Garford Saddles



STYLE E S.

▲▲▲ 1894 ▲▲▲

NOW READY FOR DELIVERY. Our line is the largest made and we can suit every rider.

GARFORD MFG. CO., ELYRIA, OHIO.

SELLING AGENTS,
R. B. McMULLEN & CO.,
CHICAGO ILL.

WOOD RIM TIRE CEMENT.

Used for cementing pneumatic tires to wooden rims.

Easily Applied and Quick Drying.

.... but the best of all ....

It Does Not Require Any Heat.

Sample bottle, with directions for using, 50 cents. Discount to the trade. It is absolutely impossible for a tire to creep either on a wood or metal rim if this CEMENT is used.

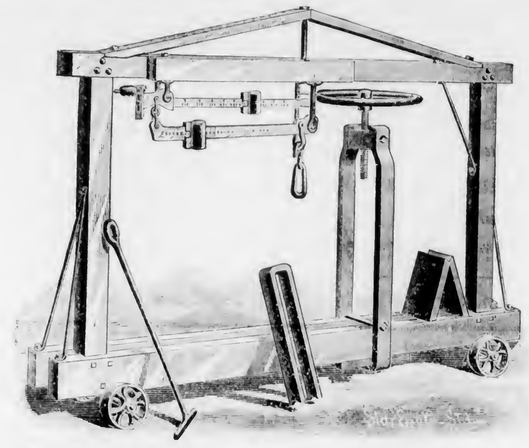
WOOD RIMS, Either built up, or in one piece, for all .... make tires. ....

Also a full line of bicycle hardware and sundries, including frames, hubs, chain, spokes, nipples, saddles, pedals, tool bags, grips, enamel, cements, repair kits, lamps, steel balls, forgings, etc., etc.

SEND FOR OUR '94 CATALOGUE.

ELASTIC TIP CO.,

370 Atlantic Avenue, Boston, Mass. 152-154 Lake Street, Chicago, Ill. 14 Fremont Street, San Francisco, Cal.



"We Thoroughly Test

EVERY "Lu-Mi-Num" bicycle before it leaves our factory. No other cycle maker in the world goes to this pains to protect his trade against imperfections and accidents resulting therefrom.

We have had constructed for this purpose an elaborate and scientific testing apparatus, by the use of which we can determine the suitability and perfectness of every part of every one of our machines. With this apparatus we test every lot of material we receive before we accept it. We also test the frame and similar parts of every bicycle we turn out. Thus the liability of imperfections or flaws is wholly avoided, for if such flaws exist, the test is sure to break the parts. The result is, that the man who buys a "Lu-Mi-Num" knows he is getting a perfect machine, for the frame has been made to successfully carry a load of one ton, and the other parts proportionate loads.

ST. LOUIS, MO., Dec. 1, 1893.

ST. LOUIS REFRIGERATOR & WOODEN GUTTER CO., Main street and Park avenue, City:

Gentlemen — Relative to my visit to your offices to-day, and my examination and trial of your testing apparatus, I beg to report as follows:

I find your apparatus is scientifically constructed, and perfectly accurate and reliable for testing bicycle parts of all kinds, and determining the qualities of the materials you use, and what work the parts will perform.

It is of ample capacity to test a frame up to 6,000 pounds, with additional over-weights. In my test to-day, with one of your standard pattern frames, I applied various loads up to the present maximum capacity of the machine, namely, 3,620 pounds.

Your aluminum frame carries this load at the seat post socket for some fifteen minutes before breaking. It had previously carried a load of 2,800 pounds for three hours and had taken a permanent deflection of less than one-eighth of an inch.

Your apparatus is particularly well adapted to making rapid tests and with it you can fully carry out your plan of testing all of your frames up to 2,000 pounds, rapidly and with perfect accuracy. As your load is weighed on standard scales, and not computed from a pressure guage, an inherent error is impossible. Nor can the apparatus get out of order without the fault becoming immediately evident. Yours truly, J. B. JOHNSON, Prof. Civil Eng. and Director Testing Labty., Washington University.

ST. LOUIS REFRIGERATOR & WOODEN GUTTER CO."

The Morgan & Wright Riders' Contest.

MORGAN & WRIGHT, makers of the M. & W. tire, last year conceived the novel plan of giving a number of prizes—to the value of about $350—to riders making the greatest number of miles, the most meritorious single ride, fast mile, etc. This year it was the good fortune of the Hill Cycle Mfg. Co. to attain the honor of having won one-third of the nine prizes offered on their wheel the Fowler. A. A. Hansen of St. Paul, Minn., covered 8114 miles on a Fowler wheel fitted with M. & W. tires. He wins the first prize of $100 for greatest mileage during 1893, and also second prize—$25—for the most meritorious single ride. Mr. Hansen states that he did not spend $1.00 for repairs on his wheel during the entire season. P. Von Boeckman of Austin, Texas, wins third prize for the most meritorious performance, having ridden 1300 miles on a Fowler wheel—from Chicago to Austin, and never touched his tires only to inflate according to the condition of the roads. He also states that on this ride he did not make a repair of any kind on his wheel, nor did he clean the bearings during the trip. Considering the number of manufacturers and the great army of riders who use the M. & W. tire, it certainly reflects much credit on the Fowler wheel to capture one-third of the entire number of prizes offered.

Marble Cycle Co. Deal.

M. W. SIMONS, of Plymouth, Ind., has purchased outright the stock held by Courtland P. Morris and James A. Gilmore in the Novelty Mfg. Co. and the Marble Cycle Co., giving him a controlling interest. Both concerns are owned and operated by home capital. Mr. Morris received $10,600 for his interest. Mr. Gilmore was given a half dozen valuable houses and lots in a desirable portion of the city. The deal was unexpected by the city.

They Return Thanks.

TRENTON, N. J., 10 Feb., 1894.

EDITOR BICYCLING WORLD: We feel that the many riders of our tires are greatly interested in and grateful to the manufacturers that made them, and that they will be glad to learn that with our additional capacity, making us undoubtedly one of the largest manufacturers of pneumatic tires in the world, that the orders already booked necessitate other additional buildings and machinery. We propose to begin at once another large building and thoroughly equip it with the very best machinery of our own design. We feel extremely flattered by the extraordinary call on us for our goods and wish to heartily thank all manufacturers, jobbers, and riders who have specified and ridden our tires for their contribution to our success as well as to your valuable paper as an advertising medium.

Yours very truly,
EASTERN RUBBER MFG. CO.
J. A. BARNES, Manager

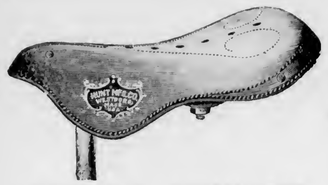
Will Cut Prices.

THE Syndicate Trading Company, Springfield, Mass., and elsewhere, of which several large dry goods houses are members, propose to sell wheels at cut rates. The syndicate has bought up the entire output of a large cycle making concern and when the snow disappears bicycles may be found at their dry goods stores. The price, it is stated, will be less than one-half that charged by the regular dealers.

THE Riley and Nicolet bicycle establishments, of Champaign, Ill., have consolidated under the name of the Riley Cycling Co. F. A. Wilskey will have charge of the shop work and Mr. Nicolet will be manager and salesman.

ARRANGEMENTS have just been perfected for opening a mammoth bicycle store in Pittsfield, Mass. It will be known as the City Cycle Company. Among those interested are C. L. Barker, F. G. Belden and F. M. Miller. The City Cycle Company will handle the Remington, the Gotham, the extensive line of the Western Wheel Works and half a dozen other well-known makes; in fact they will be able to supply almost any wheel made.

THE total of G. & J. tire business done in January, 1894, shows an increase of 400 per cent over that of the corresponding month in 1893, while the G. & J. Philadelphia Cycle Show business ran up into six figures. Twenty out of the thirty-three makers who exhibited showed and will use G. & J. tires, while five of the others will supply them when ordered. All exhibiting makers but two who have not yet arranged to supply G. & J. tires, have tires of their own make. This is significant.



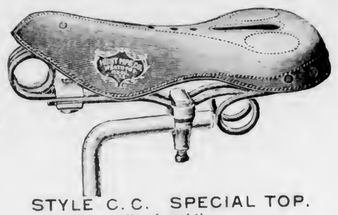
STYLE N. N. SPECIAL TOP.
Track Racer. Weight 12 oz.

....HUNT.... SADDLES

Are Unsurpassed for

Comfort, Beauty, Durability,

and are

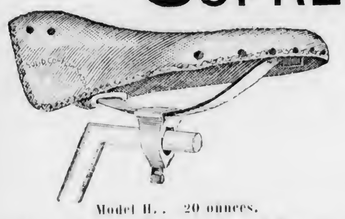


STYLE C. C. SPECIAL TOP.
Road Saddle.

UNEQUALLED IN DESIGN, FINISH AND MATERIAL.

U. S. Sales Agents. R. B. McMullen & Co., Chicago, Ill., and Springfield, Mass. N. Y. Depot. John S. Leng's Son & Co.

SUPREMELY EXCELLENT



Model H., 20 ounces.

ARE ALL THE

"SOLID COMFORT" SADDLES

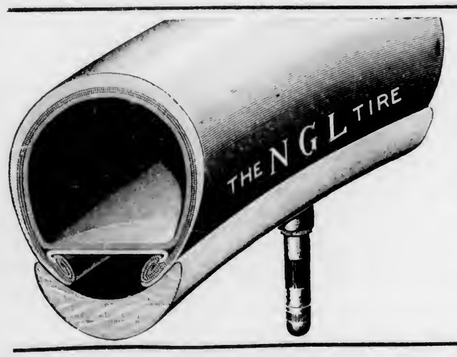
Curtis-Child Manufacturing Co.,

Send for our new Catalogue.

PHILADELPHIA, PENN.

Mention BICYCLING WORLD.

A. O. VERY CYCLE CO., BOSTON, MASS., NEW ENGLAND AGENTS.



THE N.G.L. TIRES

Are New, Good, Light, Neat, Good Looking, Nifty, Gold Lined—New England's Glorious Leaders—No Game Losers—Nimble, Gamey, Lucky—Noble, Grand, Long—They Never Get Lame—Never Get Lifeless—Never Get Loose—Never Get Leaky—Never Get Lumpy—Never Grieve Ladies—Never Give Lumbago—They are ridden by Nine Great Leaders—Nine been Grand Lords—Ninety Graceful Ladies and Numberless Good Lads who Never Get Loony—In handling they require No Great Labor and No Grimy Lacing—Their record is Notorious Good Luck—No Goals Lost—Never Got Left.

Fitted to Wooden or Steel Rims by all makers of high grade wheels. Circulars free.

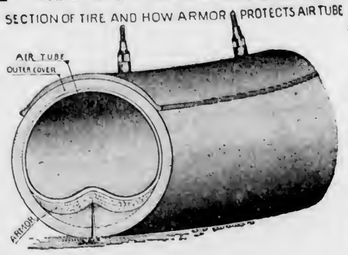
The Boston Woven Hose & Rubber Co.,

Winthrop Sq., BOSTON, MASS.

The INCOME TAX (Tacks) ARE NOT IN IT When You Use

PUNCTURELESS · PNEUMATIC · TIRE · ARMOR.

SECTION OF TIRE AND HOW ARMOR PROTECTS AIR TUBE



The Wilson Bill of Prejudice is knocked out by the practical demonstration of its merits and the popular vote of its riders.

We Are Napoleons in Our Line,

And are not hampered by even an attempt at competition. Barbed wire fencing and brad awl pointed steel wire nails have no terrors for us, even with such riders of national reputations as Taxis, Fitzgerald, Beedleson, Bliss and Dirnberger in the saddle, with the determination to puncture the tire or die at the Philadelphia Show, Jan. 29 to Feb. 3, 1894. **Well, they did not Puncture! Neither did they die!**

It is time to see that the air tubes of your tires are protected with our Punctureless Tire Armor. *Get a set at once. Name size of your wheels.* Goes easily into any inner tube tire by the purchaser. Price $3 per pair, and guaranteed.

PUNCTURELESS TIRE ARMOR CO., HAGERSTOWN, MD.

In the Valley of Chamouni.

AFTER a few days' sojourn in the city of Geneva, which is almost another Paris in point of beauty and which was reached after a wild, swift coast of twelve miles down the eastern slope of the Jura mountains, eighteen Elwell tourists strapped their luggage carriers on their bicycles and started on the road for a fifty-mile ride up to the Valley of Chamouni. The day was perfect; fleecy clouds chased each other down the sky of ethereal blue, the wall of Alps in the distance lifted its peaks into the vault of heaven, and the rippling lake, dotted with the lateen sails of pleasure boats, sparkled in the sunlight. It was a scene of Swiss beauty that well merited the praises that Byron has sung of Lake Leman.

The road was smooth and hard, such as the National routes of France and Switzerland always are, and which tend to make up the pleasures of cycling, and we sped swiftly past tourists going in the same directions in the diligence drawn by six horses. In all our journey we envied not those travelers who went from place to place by power of steam or horse, for wherever we encountered them they looked a tired, travel-worn lot of people, jostled and jolted about in close railroad cars and omnibuses, and scarcely capable of appreciating the grand beauties of nature that arose on every hand; while we,

KNIGHTS OF THE WHEEL,

wandered up and down the land for weeks searching out the quiet nooks where nature had been most lavish in her handiwork, lingering by the noisy mountain stream, regaled ourselves with bread and milk in the chalets of the peasants, ascended the numerous passes and sped down the long winding coasts with speed of a bird on the wing.

Our route lay beside the dashing Arve, muddy with the soil it carries down from the chain of Alps that feed it with their glacial waters, and by noon we had reached Salanches where we fed the inner man on a large *dejenner* and feasted our eyes on a view of the snow-clad peaks. The afternoon ride of eighteen miles was up-grade, but the smoothness of the road compensated for this, and in three hours we reached Chamouni in the midst of the grandest Alpine scenery, and at the very foot of Mont Blanc.

But who can describe the grandeur of that

MIGHTY MONARCH OF THE ALPS,

with his rough crags and cliffs and fields of ice and crown of eternal snow piled high against the vault of heaven and glistening in the evening sunlight? And when the full round moon crept up over the barrier of peaks and shed a mellow light over the chilly, quiet scene, while the lower slopes were dark with the sombre pine woods, it was a scene of impressive grandeur. And when our necks had grown tired in looking up to it, we went to bed and were lulled to sweet repose by the murmuring music of the mountain streams.

The next morning we armed ourselves with alpenstocks and started on foot up the mountain side to hold closer communion with the glacier and gather edelweis and frost-bites in the snow. A climb of two hours brought us to Montanvert, from which point we looked out upon the Mer-de-glace, that wonderful sea of ice. Here was another scene to claim our admiration. A vast stream lashed to fury in a storm with its every billow petrified in an icy embrace, pouring down from the peaks thousands of feet above in frozen waves and extending in icy cataracts to the valley far below is what we saw; the Mer-de-glace lying there at our feet and sparkling in the hot August sunlight.

After slipping the woollen covers on our shoes to prevent falls upon the ice we crossed the half mile of glacier, played snow ball, broke off huge chunks of ice and sent them crashing down the deep, dark *crevasses* and then began to descend the *Mauvais Pas*. This is a shelf-like path cut in the face of the cliff and protected in the most dangerous places by an iron hand-rail fastened to the rocks; but even with this precaution against accidents the path is so narrow in places that

A CAT WOULD BE BOTHERED

to keep a footing, and should a tourist meet a pig midway the *Mauvais Pas*, as Mark Twain did, he would find himself in a position not soothing to delicate nerves and would wish his tour of the glacier had been made by substitute. We passed in safety to the valley and returned to the hotel for *dejeuner* which was more than relished after such an invigorating climb amid such charming scenes.

The next morning we wheeled up the narrow valley and began to ascend a path on the left which leads over the sylvan range of the Alps. It was only a mule path and we had to walk and push our wheels; but there is enchantment even in a mule path as it winds about a wooded mountain side with new surprises at every twist and turn. And so we found this one as we made our way up through the pine woods, past ragged, moss-grown rocks, tall ferns and blooming flowers; past cottages and patches of farmland where sturdy peasants gathered hay from the steep hillside, past little *chalets* where we often stopped to eat bread and milk to our heart's content, but to the consternation of the housewife, whose fears of a famine increased each time she made her way to the pantry, for she had not seen such tourists before and knew not

A WHEELMAN'S APPETITE.

Still up we went till we were above the *Tete Noir* far across the valley; away up above the pine woods that seemed to cover the valley with a vast green carpet, save where it was cleft by the dashing silvery stream. We stopped to regale ourselves with the grand scene, to breathe the pure mountain air fragrant with the odor of pine woods, and eat more bread and milk. The peasants here live high, the exact altitude is unknown, but it is considerable. That forenoon trip was more laborious than usual, but wasn't it grand? As Tony would answer: "Well, I should say it WAS, with a big accent on the *was*."

When the top was reached, we began to descend the famous zig-zags. It was dangerous to ride this peculiar descent with a hundred or more sharp turns, so we strapped our brakes and walked it, back and forth down that steep mountain side, till we rested at last in the green and level valley of Rhone. F. R. GOODRICH.

The New Mails.

THE New Mail this year is certainly a superb wheel and strictly highest grade in every detail. Last season the New Mail had a great year and must certainly have another the coming season. We hear already of large orders having been booked for it. Wm. Read and Sons are too well-known to need praise for the quality of their goods.

E. H. WILCOX, who has been manager of the Ariel Cycle Co., of Goshen, Ind., for some time, resigned last week, owing to ill health. W. C. Johnson, formerly agent of the Big Four Railroad, but who has been living in Kendallville for some time, is Mr. Wilcox's successor.

CHARLES M. DIETRICH was recently appointed receiver of the Racine (Wis.) Bicycle Company, which has been in litigation for several months. The stock is valued at about $1,000.

ABOUT fifty members of the Massasoit Cycle Club, of Springfield, Mass, gathered in the club rooms last week and enjoyed a phonographic concert, given by Wm. E. McKenney. Between forty and fifty selections were given, including band, minstrel and quartet pieces, vocal solos, instrumental solos, comic recitations, etc. Dr. David Clark will give an informal talk before the club members in the near future, on "A Trip Abroad on a Wheel."

THE Tremont Cycle Club's house in this city will be open Washington's birthday for visitors. In the evening a mock trial will take place, Mr. Guy I. Williamson being the prisoner and Mr. H. T. McArdle the plaintiff. Mr. G. I. Williamson is accused of sticking a pin in the tire of Mr. McArdle's bicycle. C. W. Pike will appear for the defendant and E. J. Homel and W. S. Sampson as witnesses: Mr. E. A. Stowe for the plaintiff and Mr. T. L. Kelly and C. H. Ferguson as witnesses. W. N. Carr will act as judge and Mr. H. M. Lyman clerk of the court.

FIFTY members of the Bay State Bicycle Club of Worcester, Mass., dined last week at the Lincoln House, it being the sixth annual dinner. The menu was a fine one, the guests were jolly, and the addresses which were made by Vice-President Morse, Chief Consul Perkins, Vice Consul Miller, and Messrs. Barrett, Lemont, Knight, Johnson, Murphy and Schervee were very good, The club's banjo, mandolin and guitar club rendered pleasing selections during the evening.

ROUSE, HAZARD & CO., Peoria, Ill., write us they have made a much larger number of contracts for cycles this season than up to the same time last year, and that the outlook for a good year's business was never brighter. The fact that they handle a complete line of all grades and sell only one agent in a town, meets with popular favor everywhere.

Weston Cyclometer.

ATTENTION is called to the Weston Fork Cyclometer for '91, advertisement of which will be found in another column. It looks now as though this would most assuredly be noted as a cyclometer year, judging from the number on the market. And this is as it should be, for there is certainly no attachment for bicycles that will afford more pleasure than a cyclometer. This instrument is manufactured by Mr. Frank C. Weston, Bangor, Me., the dial being copyrighted in this country. It possesses a number of valuable and special features. It registers ten thousand miles before repeating. Can be placed anywhere on the front fork. Does not project far from the machine, and is, therefore, less liable to injury. Its method of attachment is simple and almost instantaneous. It has a handsome and legible dial, which is plainly seen from the saddle. On the whole it is a very taking affair, being very light, weighs less than five ounces, and is beautifully finished.

Only a Few Left.

BICYCLES DAMAGED.

FIRE! SMOKE! WATER!

The Chance of a Life Time

A number of '91, 28-pound wheels soiled by smoke.

ONLY A FEW LEFT.

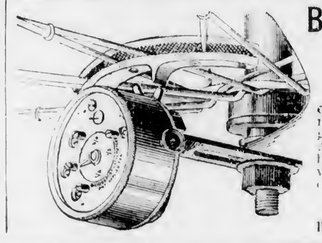
RALPH TEMPLE CYCLE WORKS.
158 22d Street, CHICAGO.



The Billings' Bicycle Wrench.

Adopted by the Pope Mfg. Co., and pronounced by them the Best Bicycle Wrench in the Market.

The BILLINGS & SPENCER CO., HARTFORD CONN.



BRIDGEPORT CYCLOMETER
$3.50.

FOR DELIVERY APRIL 1ST.

Registers 1,000 miles accurately and repeats, or can be set back to zero at any time. Perfectly noiseless, dust-proof and waterproof. Nothing to get out of order and can be adjusted to any wheel. A high grade cyclometer within the reach of every bicyclist. PRICE $3.50. Made in two sizes, viz. for 28 inch and 30 inch wheels. Send for catalog of sundries. Sold by all bicycle dealers.

The Bridgeport Gun Implement Co.,
Broadway and Thomas St., - - - New York.



LIGHT. EASY TO READ. 5000 ON HAND READY FOR DELIVERY.

NOVELTY CYCLOMETERS SHEDD'S

ACCURATE. DURABLE. WARRANTED.

Wm. L. Pettet, Brooklyn, N. Y., Jan. 27, 1894, writes: Recording Instrument Co. Gentlemen—Last season my son and I each, with great satisfaction, used your Novelty's on 30-inch wheels. This season will try your Shedd's; please send two for 28-inch Columbia.

RECORDING INSTRUMENT CO., 602 CHAMBER OF COMMERCE, BOSTON, MASS.

Electrotypes furnished for catalogues.



"HOT STUFF."
BICYCLE CHAIN LUBRICANT.
PRICE 25¢. L.N. SWIFT. PROVINCETOWN, MASS.

PATENT APPLIED FOR.

A. O. Very Cycle Co. write: We find this a first-class chain lubricant giving good satisfaction, and it is the best thing we have taken hold of in this line. If you want a perfect lubricant just give it a trial.
Put up in sticks 4 inches long. Price, 25 cts. For sale by all dealers or by

L. N. SWIFT, - - - PROVINCETOWN, MASS.

THE LEADER FOR '94.
Records will drop if you use

Hot Stuff Chain Lubricant

HILLIARD CYCLOMETERS FOR 1894.

HILLIARD NO. 1.



Registers 1,000 miles and repeats.
PRICE $7.50.

Chicago, Ill., January 3, 1894.

Hilliard Cyclometer Co., 1220 Filbert St., Philadelphia, Pa.

Gentlemen:—It may interest you to know that the HILLIARD CYCLOMETER has been used as a test of its wearing qualities on a wheel we have been running by electric motor in our show window. This wheel has been run nearly 25,000 miles, and we have used nearly all of the known cyclometers on it, and are pleased to say that the HILLIARD 1893 model has given the best satisfaction of any we have tried. The result is we shall make it a leader in cyclometers during the season of 1894. Yours truly,

GORMULLY & JEFFERY MFG. CO.,
John O. Blake, Manager.

Liberal Discounts to the Trade. Send for Circular.

HILLIARD CYCLOMETER CO., 1220 Filbert St., Philadelphia.

HILLIARD NO. 2.



Registers 100 miles. Can be set back to zero.
PRICE $5.00.

Secretaries of Bicycle CLUBS:

Valuable information of inestimable benefit can be obtained by sending your Club address to M. B. HIRSH & BROS., Philadelphia.

Through Cars to New Orleans.

AMONG the many important improvements in the Baltimore and Ohio Railroad train service is the addition of through Pullman Sleeping Cars from New York to New Orleans, via Philadelphia, Baltimore, Washington, and the famous Shenandoah Valley route, passing through Roanoke, Knoxville, Chattanooga and Birmingham. The train leaves New York daily at 5.00 P. M.; Philadelphia, 12th and Market Sts., 7.22 P. M. and 24th and Chestnut Sts., 7.38 P. M., reaching Roanoke at 7.50 A.M.; Knoxville, 3.52 P. M.; Chattanooga, 8.00 P. M.; Birmingham, 11.43 A. M., and New Orleans, 12.45 P. M.

This train is very handsomely appointed, being vestibuled throughout, and has Dining Car service New York to Chattanooga. At Washington a Pullman Sleeping Car, which runs through to Memphis, is added to the train.

All trains of Baltimore and Ohio Railroad leave New York from station foot of Liberty street.

NEW YORK, Oct. 24, 1891.

Messrs. Adams & Sons Co.

Gentlemen—In all my riding both on track and road I have found nothing that gives greater relief to my stomach when inclining to be unruly than your Pepsin Tutti Frutti chewing gum. Respectfully yours,

ALBERT SCHOCK.

Elwell European Bicycle Tour.

LEAVES New York early in June for France, Switzerland, Germany and Holland. For membership (limited to twenty) address F. A. Elwell, Portland, Maine.

NEW YORK, Oct. 24, 1891.

Messrs. Adams & Sons Co.

Gentlemen—Your Pepsin Tutti Frutti is a long felt want well supplied. I use same in all exhibitions I give. W. S. MACTRY.

The Southwestern Limited

VIA THE BIG FOUR ROUTE TO ALL WESTERN POINTS. "THE FINEST TRAIN IN AMERICA."

"I have traveled thousands of miles," remarked a commercial traveler, "and in every conceivable manner; but never have I found a more perfect service than that offered by the Southwestern Limited, via the Big Four."

This is the universal echo in regard to this beautiful train.

Every day in the year it runs solid to Columbus, Springfield, Dayton, Cincinnati, Indianapolis and St. Louis, with the finest equipment in modern railway structure. Composed of Wagner Sleeping Cars, Library, Smoking and Cafe Car, Elegant Coaches and New Dining Cars, it provides every feature of comfort and luxury.

When you go West take the Big Four.

E. O. McCORMICK, Pass'r. Traffic Mgr. D. B. MARTIN, Gen'l. Pass'r. and Ticket Agt.

CINCINNATI, OHIO.

NEW YORK, Oct. 24, 1891.

Messrs. Adams & Sons Co.

Gentlemen—I have used your Pepsin Tutti Frutti and find it indispensable on the path and road as it keeps the throat and stomach in good condition. Truly yours,

S. G. WHITTAKER,
Champion safety rider of the world.

Improved Service to Cincinnati and St. Louis.

THE Baltimore & Ohio Southwestern Limited, leaving New York at 9.00 A. M., and the fast Express leaving at 7.30 P. M. for Cincinnati and St. Louis, are now equipped with a complete Dining Car service, built expressly for these trains by the Pullman Company. Pullman Dining Cars are also attached to Royal Blue Line trains leaving New York at 9.00 and 11.30 A. M., and 5.00 P. M. for Baltimore and Washington.

Exclusive agency given on '94 WESTERN WHEEL WORKS' CYCLES in Illinois, Iowa, Missouri, Kansas, Nebraska, Wyoming, Colorado and Oklahoma; also on SYLPHS and OVERLANDS of our own manufacture everywhere. We job W.W.W. ACME LINE and others at bottom prices. Save you 20 to 60 per cent. on many makes. We are headquarters for everything cycling. An investigation will convince you ours is a most valuable agency. Catalogue now ready. Correspondence solicited.



ROUSE, HAZARD & Co
9 G ST., PEORIA, ILL.
Manufacturers and Jobbers,
Oldest and Largest Dealers.

There was a young man of Gargoyle
Whose tool bag was much soaked with oil,
But by experience taught
A "Perfect" he bought,
This intelligent youth of Gargoyle.



Price 25c. each.

Undoubtedly the best oiler in the world. Does not leak. Controls supply of oil. If you ride a high grade wheel be sure to buy a "Perfect." You will be well repaid.

Oiler Holders or Pump Holders, price 25c. each.

"STAR" Oiler, second to none but the "Perfect." Price 15 cents each.

CUSHMAN & DENISON,
172 9th Avenue, New York.

... RED CROSS ...
COLORED ENAMELS.



For brilliancy, durability and high grade finish there is no enamel on the market equal to the Red Cross. We will warrant this enamel not to contain one particle of Asphaltum.

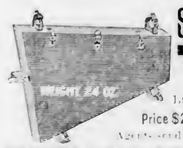
We can furnish it in all the following 12 colors: White, black, cream yellow, rose color, robin egg blue, deep blue, orange, primrose, vermillion, light green cycle blue and drab.

Either air drying or baking furnished in bulk in any quantity desired.

Send for our catalogue and prices of the best selling line of sundries on the market.

Get our electros for your catalogue.

Arlington U. Betts & Co., Toledo, O.



Scorcher Grip

The ONLY Bag for Touring.

Light and Waterproof.

Price $2 & $2.50, to order $3.

Agents send for Catalogue.

DETACHABLE CLEAT CO., Bedford St., Boston, Mass.



ATHLETIC
Bicycle
... and ...
BATHING
Suits.

Exclusive Styles in
SWEATERS

Send Stamp for CATALOGUE A.

THE HOLMES CO.,
109 Kingston Street, Boston, Mass.



Salamander Sweater

Made of
Worsted and Cotton Mixed.

A BARGAIN
for the money.

Send chest measure. Made only in black.

Detachable Cleat Co.,
Bedford St.,
Boston, - Mass.

IT WILL PLEASE YOU.



THE '94 model of the WESTON FORK CYCLOMETER is very much improved and is thoroughly up to date in every respect. It possesses many special and taking points. Don't fail to examine it carefully before purchasing. If your dealer hasn't got it, send direct to FRANK C. WESTON, Bangor, Me.

N. B.—I have placed the price this season at $7.00, not in any sense owing to cheaper construction, as a matter of fact this year's model is the cost and most expensive I have ever put out, but to meet the evident demand for lower prices that is evident all along the line.

OFFICIAL DEPARTMENT.

BOSTON, FEBRUARY 16, 1894.

ABBOT BASSETT, SECRETARY.
12 PEARL ST., ROOM 20, BOSTON, MASS.

Rhode Island Division.

At a special meeting of the Board of Officers held Feb. 2, 1894, it was voted,

To rescind motion of previous meeting in regard to sending two delegates to National Assembly and paying their expenses, same not to exceed $80.

Voted—To elect Chief Consul and Secretary-Treasurer as delegates with expenses paid, and to give them power to appoint substitutes.

Messrs. Geo. J. Kilton, Wm. B. Beach, 2d, and John H. Barrett were elected Finance Committee. NELSON H. GINNS, Sec.-Treas.

Providence, R. I., Feb. 10, 1894.

South Carolina.

I have this day appointed Mr. J. Hamilton Wilson member of Racing Board, vice Mr. I. J. Corby resigned.

Mr. Irvin J. Corby is hereby appointed Official Handicapper of this Division, vice Mr. D. P. Frierson resigned.

JAMES M. WILSON, Chief Consul.

Charleston, S. C., Feb. 6, 1894.

North California Division.

Mr. C. F. Hutchinson, Stockton, has been elected delegate from this Division to the National Assembly, and Mr. R. M. Welch has been appointed Representative-at-large on the Board of Officers, vice J. S. Dunnigan, not qualified. Fraternally,

L. W. RIPLEY, C. C.

Sacramento, Feb. 7, 1894.

Annual Meeting Wisconsin Division.

THE annual Board of Officers meeting, of the Wisconsin Division, was held in Milwaukee at the Republican House, Jan. 31, 1894.

Both the Chief Consul and Vice Consul being absent, which was an unfortunate but unavoidable circumstance, ex-Chief Consul W. L. Simonds was elected to preside at the meeting. Those present were: Representatives H. Van Arsdale, Racine; W. W. Leubkeman, Eau Claire; B. W. Park, Madison; I. F. Strauss, Ripon; Club Representative F. R. Lyle, Ripon C. C., and Secretary-Treasurer, M. C. Rotier, Milwaukee.

The minutes of the previous annual board and membership meetings were read and approved.

A protest filed by Messrs. Strauss and Powers, relating to the postponement of this meeting from the December month to this date, was read and by motion ordered to be tabled.

A number of communications were read pertaining to the welfare of the Division.

The following addition to the Division By-Laws was submitted:

"Any cycling club in this Division whose membership shall consist of not less than 75 per cent of League members, shall be entitled to a certificate of an L. A. W. club." Signed by I. F. Strauss, H. P. Andræ, T. E. Hutchings.

The following motion by Mr. Strauss was referred to the Executive Committee for consideration to report at next meeting:

Moved that the Chief and Vice Consul and secretary-Treasurer of this Division be a committee to arrange for a social meeting, consisting of a banquet and dance to be held on the date of each annual board meeting in December, and that the same be conducted under the auspices of the Division and that a nominal charge be made to defray expenses, and to be exclusively for L. A. W. members.

The amendments to the National Constitution were taken up and the delegates were instructed how to act at the National Assembly.

After some spirited speaking by delegates from Ripon and Eau Claire to secure the State meet, an informal ballot was taken, which resulted in five votes for Eau Claire and two for Ripon. The formal and deciding ballot was unanimous for Ripon.

Upon motion by Mr. Van Arsdale it was passed that the date for the State meet be decided by the Ripon Cycling Club.

Adjourned at 10.30 P. M.

M. C. ROTIER, Sec.-Treas.

January 31, 1894.

Kansas.

I have this day appointed Wm. Taylor, of Topeka, to be chairman of the Racing Board, vice C. H. Balizell removed to another State; also F. E. Connors, of Topeka, to be a Local Consul for Topeka, vice J. M. Hill resigned.

W. C. F. REICHENBACH, C. C.

Topeka, Kansas, Feb. 8, 1894.

Applications for Membership.

THE following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the Constitution.

BOSTON, Feb. 16, 1894.

Total—80—36950.

Colorado—16—611.

62824	Epeneter, J. C.	Denver
825	Hannan, George E.	"
826	Kelker, J. J.	Pueblo
827	York, Alvin E.	"
828	Beach, C. B.	Denver
829	Hanington, C. H.	"
830	Hanington, Henry, Jr.,	"
831	Lipe, Wm. C.	"
832	Bailey, John A.	"
833	Burtch, Geo. F.	"
834	Guicker, Roy	"
835	Kley, E.	"
836	Mayer, Sam	"
837	Taylor, Robt, S.	"
838	Tupper, Frank W.	"
839	Weydemeyer, Otto	"

Illinois—8—2511.

62840	Sparks, L. N.	Jacksonville
841	Cockrell, F. B.	Jerseyville
842	Dana, Chas. A.	Peoria
843	Ellis, Benj. F., Jr.	"
844	Flower, C. J.	"
845	Geiger, Wm. F.	"
846	Nitschke, Chas. Jr.,	Chicago
847	Fielding, H. H.	"

Maine—7—434.

62848	Dow, Leroy E.	Portland
849	Jordan, Fred B.	"
850	Maddocks, Joseph	"
851	Nelson, Wm. C.	"
852	Peterson, Louis	"
853	Richardson, Percy H.	"
854	Smith, Fred S.	"

Michigan—1—1159.

62855	Bachers, H. P.	Port Huron

Missouri—1—865.

62856	Delano, Rufus J.	St. Louis

Nebraska—1—306.

62857	Morell, Charles A.	Gothenburg

New Jersey—2—2010.

62858	*Cohen, Mrs. Anna C. R.*	Jersey City
859	Wolverton, J. A.	"

New York—9—4521.

62860	Dutting, J. H. Jr.	New York
861	Boswell, Chas. H.	Cohoes
862	Smith, Wm. Dudley	Lockport
863	Whitbeck, Ernest C.	"
864	Brandt, Frank	New York
865	Hayward, Henry S.	New York
866	Ferguson, Wm. J.	Albany
867	Miner, C. T.	Binghamton
868	Lynch, Peter W.	Brooklyn

Ohio—6—3244.

62869	Booth, J. C.	Cleveland
870	Caskey, Jason C.	Cleveland
871	Fontius, Fred J.	"
872	Munger, W. E.	"
873	Stephan, Wm. J.	"
874	Taylor, T. Ellis	Cincinnati

Pennsylvania—19—4551.

62875	Strickler, C. M.	Philadelphia
876	Wagner, W. F.	"
877	Baines, Samuel	Philadelphia
878	Berry, Christopher	Philadelphia
879	Baptiste, Jerome	Philadelphia
880	Bassett, Jos.	"
881	Burley, John T.	"
882	Gachar, N. B.	"
883	Hall, James H.	"
884	Lohman, Alonzo	"
885	Richardson, Chas. H.	"
886	Tripp, James M.	"
887	Weaver, Isaac	"
888	Kaercher, D. W.	Pottsville
889	Rigg, Chas. W.	"
890	Kemp, Geo. E.	Philadelphia
891	Yerkes, W. H.	"
892	Davis, Elwood S.	Frankford
893	DeRoy, Abe E.	Pittsburg

Utah—1—76.

62894	Evans, W. S.	Salt Lake City

Wyoming—9—28.

62895	Bon, Chas.	Cheyenne
896	Bristol, E. L.	"
897	Dudley, Alex	"
898	Humm, R. L.	"
899	Johnston, Dr. Geo. P.	"
900	John, P. T.	"
901	Hollister, M. L.	"
902	Rished, W. D.	"
903	Smith, T. H.	"



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WONDERFUL NICKEL AND ENAMEL
PRESERVER.

Will Polish Nickel and Enamel, Prevent Nickel and Steel from Rusting.

DIRECTIONS.

Shake well before using. Saturate a piece of cotton-flannel with the solution, rub lightly, and finish with a clean, dry piece of cloth.

The solution leaves a fine coating, preventing the air from penetrating the nickel.

The solution is to be applied on good nickel. If such is the case, and done carefully, you will not be obliged to have the parts re-nickeled. If the nickel has already begun to peel off, the solution should be applied at once; by so doing it will prevent the rust from going any farther.

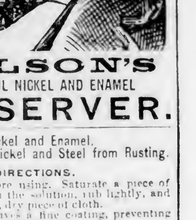
This solution is the best thing in the known world to prevent nickel from rusting and restoring the enamel. I make no claim to remove rust.

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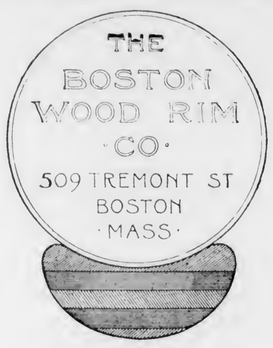
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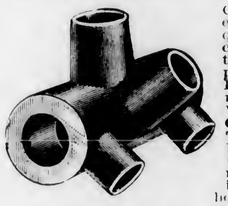
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PHYSICAL EDUCATION
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Like some bicycle factories, start off with a tremendous rush and noise, but in a very short time attain their height and then comes the explosion. The substance of the thing is scattered to the four winds of heaven, and there is no place left to go for duplicate parts. The

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Is not built by a "sky rocket" concern, but on the contrary is manufactured by an organization who own and run the largest and best equipped factory for the construction of high grade bicycles in the world. Every "Waverley" goes out warranted for **ONE YEAR**, and the guaranty is backed by a Million Dollar Company who are not going to "explode" before the expiration of the warranty.

The "Waverley" agency is more sought after by the shrewd retail dealers than any machine built in America. WHY?

BECAUSE, it is the best value for the money of any bicycle ever built, and the only high grade bicycle listing under $125.
BECAUSE, it is built by a big concern who are thoroughly responsible.
BECAUSE, the longer they hold the agency the more valuable it becomes.
BECAUSE, the agency very quickly becomes part of the merchant's available assets.
BECAUSE, it is worth more than the "good will" of any concern.
BECAUSE, their competitors are all "Red Hot" to get it.

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You can not increase your income half so easily as by securing this agency. Catalogues and information FREE.

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Guess which is the leading mechanically fastened tire of the day?

THE
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And L. A. W. BULLETIN.

Published Every Friday
BY
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Incorporated under the Laws of Massachusetts.

167 OLIVER STREET,
BOSTON, MASS., U. S. A.

☞Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address, as well as their new, and their League number.

TO OUR ADVERTISERS:

Copy for new advertisements must be handed in by Tuesday morning to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday to insure attention for the following issue.

☞All checks and postal's for advertising or subscriptions must be made to the order of the WHEELMEN Co. All communications should also be addressed to the Company instead of to individuals.

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C. W. FOURDRINIER, Manager.

EDITORS:
C. W. FOURDRINIER. H. CROWTHER.

Women's Department conducted by
MRS. MARY SARGENT HOPKINS.

BOSTON, FEBRUARY 23, 1894.

THE results of the election of officers by the National Assembly at Louisville were as foreshadowed by the BICYCLING WORLD, Charles H. Luscomb, of New York, taking the Presidency, and A. C. Willison of Maryland and George A. Perkins of Massachusetts the First and Second Vice Presidency respectively. As a business administration this is bound to be a success, and to it is added the experience of Wm. Brewster as Treasurer, who was elected by a large majority.

ONE of the important details in connection with racing for the season of '94, which the incoming Racing Board must give attention to is the matter of appointing official timers. It was a usual thing to witness, during the past season, a difference of from one-fifth to a full second between the watches of the timers at many of the large meets, and in order to insure at least a thoroughly reliable watch being held upon all events an official timer should be appointed in each of the large cities or districts, whose duty it would be to serve at races as well as at all record-breaking attempts, in order to secure proper consideration from the Racing Board. The expense of this work would not amount to a great deal and while it may be argued that this would entail an additional charge against the promoters of tournaments, it would be so small a one as to be unworthy of consideration in comparison with the benefits to be secured from having all question as to the validity of a record or a time being set at rest.

The L. A. W. needs official timers!

LOUISVILLE.

The National Assembly Meeting Radical Changes in the L. A. W. Government—How it Was Done.

(Editorial Correspondence.)

THE annual convention of the League of American Wheelmen's legislators has come and gone and the organization finds itself looking out upon a world of change, wherein some fondly cherished hopes and preconceived ideas have been rudely shattered. Everyone of them, however, had been previously discounted or foreshadowed, so that no one can be said to have been taken by surprise.

Sunday witnessed the

GATHERING OF THE CLANS.

The morning trains brought the Chicago and Illinois contingent, together with others from Indiana, Ohio, Michigan and the rest of the nearby Western Divisions, these men being on hand: Sheridan, Gerould, Billingsley, Brewster, Collister, Suale, Mergenthaler, Ayres, Blake, Hope, Griffith, Robinson, Canary, Spooner, Berger, Miles, Black, McGuire, McCarthy, Rivers, Porter, Simonds, Ebersole, Rotier, White, Steel, Gardner, Hines, Croninger, Worthington, Harris, Hickman, Bresler, Metzger and Ghaster.

New England, New York, Pennsylvania, New Jersey, Delaware and Maryland came in at one o'clock in their special cars, filled to overflowing with the pillars of the League in the east. There were Burdett, Luscomb, Brown, Perkins, Bassett, Willison, Mott, Cossum, Potter, Raymond, Miller (D. E.), Peck, Batchelder, Taggart, Post, Williams, Dean, Van Nort, Collins, Merrihew, Read, French, Wood, Holmes, Knight, Kerrison, Sullivan, Elliott, Hodges, Kinney, Morris, Goodman, Zimmerman, Hazleton, Sherman, Cooper, Dillingham, Ochs, McKee, Robinson, Cook, Bidwell McGowin, Bush, Nelson, Vincent, Betts.

Needless to say the trip was a lively one. New England came down to New York by the Fall River Line on Friday night and then took the nine o'clock express via the Bound Brook and Baltimore and Ohio lines, the New Yorkers joining them at Jersey City, the rest of the delegates being picked up *en route*.

Leaving New York with the thermometer hovering in the neighborhood of zero, the change as the train winged its way southward was quite noticeable, the atmosphere at Louisville reminding one of a mild March day. But if it was cold outside the temperature within the special cars was a genial one, and the party proceeded to make merry in oldtime fashion, although, as the mountainous regions of Maryland were reached and the train swung around the heavy curves, those in the second section, which left Washington an hour late, being whisked along at a rate of speed which demoralized more than one man, and in consequence several extremely yellow visages were in evidence next morning. Needless to say that the policies discussed and the wires pulled would have done justice to a caucus of either of the great political parties, although the order displayed in this connection did not begin to equal the vigor with which they hustled for the dining cars and meal stations along the line.

HOW THEY SPENT SUNDAY.

Louisville reached, the afternoon was passed quietly, with Denver, Asbury Park and Boston all working quietly for the '94 meet, the Jerseymen and Denverites each having a parlor reated for their respective delegations, which was resplendent with decorations and redolent with claret punch bowls; and in the evening the caucuses were held, the Western caucus nominating Sheridan for the Presidency and Brewster for the Treasurership, (he receiving 54 votes) no Vice-Presidents being nominated by it. The Eastern meeting nominated Luscomb, Willison and Perkins, and split on the nomination for Treasurer, adjourning without taking action on this point, the informal ballot showing 32 votes for each candidate.

Monday's Meeting.

(Special by wire to the World.)

LOUISVILLE, KY., Feb. 19, 1894.—The assembly was called to order at ten o'clock and then adjourned for fifteen minutes to receive the report of the Credential Committee, who reported 82 proxies and 97 members personally present. Roll call showing a total of 179.

The Michigan fight was at once brought up by the contesting delegates from that Division, and after prolonged argument it was decided to refer the whole matter back to Michigan, another election to be held. President Burdett's report covered the general work of the League during the year and recommended the formation

"Years of thought and intelligent labor have added to our machines the value which money alone could not have bestowed." '94 Union Catalogue.



The most carefully written guarantee ever given with a bicycle will not keep it from breaking, but a properly built bicycle will not give way with legitimate use.

There were NO broken FRAMES or FORKS on '93 UNIONS.

There WILL BE NONE in '94.

We have the

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Run no risks. We know what we are talking about. Look up our reputation and let us hear from you.

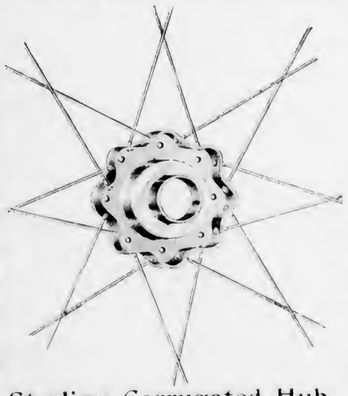
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Catalogue free at Agencies; by mail 1 cents.

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How STERLING Hubs Have Haply Headed tHe Headmost, Hence How Highly wHeelmen Honor tHem.

A point some people bring up about

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It's hard to believe it's as STRONG as you say, considering its LIGHTNESS. Of many reasons, one:

THE HUB.

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L. C. JANDORF & CO., 116-118 WEST 125TH STREET, NEW YORK.



CHARLES H. LUSCOMB.
President L. A. W.

of a stock company, in order to enable the organization to make contracts and carry on necessary business.

Treasurer Brewster's report showed receipts of $12,750, and expenditures during the year of $11,709.31, and a balance on hand of $761.33.

Secretary Bassett's report covered all the details of his office, and then Second Vice-President Brown read his report as Secretary of the Executive Committee.

The report of Chairman Raymond of the Racing Board was received with much applause, foreshadowing the adoption of Classes A and B.

At the afternoon session the Membership, Rights and Privileges, Rules and Regulations, Highway Improvement and Transportation Committees made reports.

Vice-President Sheridan, as chairman of the Special Committee which ran the League meeting, Chicago, last year, made a statement which showed a loss on the meet of about $7,000.

C. H. Luscomb reported as delegate to the Board of Governors of the Amateur Athletic Union that the relations between the two organizations were harmonious, and Mr. Burdett, Chairman of the International Race Committee, recommended a continuance of the alliance with the foreign association.

The special Auditing Committee then reported that they had examined all the accounts of the League and found them correct.

Then came one of the most important reports of the Assembly, that of the Publications Committee, Sterling Elliott, Chairman; this was an exhaustive one. His recommendations were on the various lines upon which the League BULLETIN could be published either by the organization itself or by some publishing company.

Col. Burdett formally tendered his resignation as President of the L. A. W., and it was accepted with thanks of the Assembly, and then followed nominations for the Presidency, Messrs. Luscomb and Sheriden being named. The vote resulted in the election of Charles H. Luscomb, who received 123 votes against 55 votes for Mr. Sheridan. A. C. Willison was elected unanimously as First Vice-President. A contest ensued for the Treasurership, resulting in the re-election of W. M. Brewster by 123 votes over A. E. Mergenthaler with 57.

Massachusetts withdrew from the contest for the annual meet, the Assembly



ARCHIE C. WILLISON.
First Vice-President L. A. W.

voting to give the '95 meet to Boston. The meeting adjourned at six o'clock to meet Tuesday morning.

Tuesday's Meeting

LOUISVILLE, KY., FEB. 20—The assembly reconvened at 10.30 in the morning, the first business being the passage of a vote of thanks to the retiring Executive Committee, and then the meeting wrestled with the selection of a place for the next annual meet.

Boston having withdrawn, the choice lay between Denver and Asbury Park. Able arguments were presented on both sides, and the final round-up gave Denver the meet, 93 against 70 being the vote. It was voted to appropriate fifteen hundred dollars for the expenses of the Racing Board and to continue the alliance with the National Cyclists' Union. Amendments to the constitution then came up, the color line being the first.

This was carried by 127 votes to 51, a scant majority of six votes. Hereafter, white persons only can join the League. Then came the amateur rule.

Mr. Raymond (who had just been reappointed as chairman of the Racing Board) took the floor and presented his arguments so forcibly that the two-class rule was almost unanimously adopted.

And so Class A and Class B go. The professional class and the liberal rule both were killed, and an honest rule is now League law, the BICYCLING WORLD alone, of all the cycling press, having steadfastly advocated this course.

Power was given the Assembly, or the Executive Committee to fine any Division refusing to comply with their rulings.

The question of *Good Roads* and the official organ yielded discussion for the afternoon and evening. The annual dues were increased to one dollar and a half, fifty cents to be the subscription price for the L. A. W. BULLETIN, which it was the unanimous sentiment of the Assembly was to be continued as a weekly; while it was decided that *Good Roads* was only to be furnished to those members who would subscribe fifty cents per annum.

Messrs. Canary, McGarrett, Culver, Graves, Taxis, Marshall, Murphy, Spitler, were reinstated as amateurs, while a number of applications from professionals who had raced in the cash prize league, and some others were denied. The Executive Committee were empowered to contract for the publication of the BULLETIN



GEORGE A. PERKINS.
Second Vice-President L. A. W.

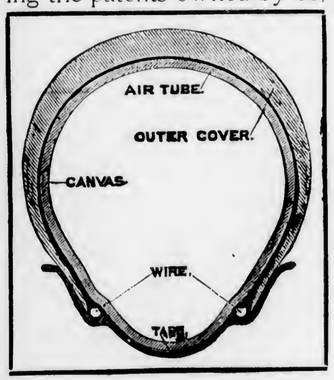
LAW SUITS

Are not usually entered into for the fun of the thing, or the small amount of questionable advertising that is derived from them, and we do not believe they are of sufficient interest to the public to warrant the constant flaunting of them in print.

The RESULT is the only thing of interest.

Our Suit Against the Makers of the Phelps & Dingle Tire resulted in our favor.

For the benefit of those who are attempting to escape the consequences of infringing the patents owned by us, on the ground that our patents are limited to the specific form of construction which we have adopted for the DUNLOP TIRE, we beg to call their attention to the result of this suit.



It sets at rest any question that may be raised as to adjustable wires and devices for fastening them, as they were used in the Phelps & Dingle tire.

We warn all manufacturers and users of infringing tires, that we shall promptly defend our rights whenever assailed.

DUNLOP TIRES are the Best for all purposes.

SEND FOR CATALOGUE.

The American Dunlop Tire Co.

504-506 West Fourteenth St., NEW YORK CITY.

and to arrange with the BICYCLING WORLD for its continuance as the League organ for the present. The Assembly then adjourned at eleven o'clock.

SEEN AND HEARD.

Zimmerman is as lucky at poker as he is on the path.

Sterling Elliott's new suit was quite up to date, creased trousers and all.

Denver and Asbury Park ran neck and neck in the matter of opposition badges.

Dan Canary says the late arrivals are named Dorothy Brewster and Katherine Post.

Judging from the applause Howard E. Raymond is the most popular man in the League.

Some lively "hedging" was done all around, and the wire-puller was much in evidence.

E. C. Hodges' coon, Bob, with his guitar was one of the enlivening features of the gathering.

Raymond was a mighty sick man on the way out, but was fixed up in time to catch the Assembly.

One hundred and seventeen racing men went out into the outer darkness of professionalism last season.

Colonel Watts' Monday night entertainment in the shape of the coon fight, with trimmings, was thoroughly appreciated.

It would at least have been a graceful thing for a vote of thanks to have been extended to Ex-President Burdett's report.

What does the L. A. W. think of the expense of its President's office, for all the work done, footing up the tuppenny total of $431!

Over eleven hundred sanctions granted by the Racing Board for race meets testify to the growth of the sport and to the strength of the rule.

The N. C. U. is respectfully notified, in the report of the L. A. W. Racing Board, that the American Eagle is still on top in the Zimmerman matter.

The National Racing Board would like to know what constitutes circumstantial evidence. Perhaps some members of the League could enlighten them!

The Secretary's report showed an income from "the bar" of some $88, Mr. Sterling Elliott rising to a question of personal privilege in regard to it.

Cossum, of the Rights and Privileges Committee, was the only member of his Committee present, so a motion prevailed that he go out and consult with himself.

Sheridan recommended to the contesting Michigan factions that they lock themselves up in a room together and have it out, the survivors being entitled to the disputed seats. It didn't go

Dai Lewis to W. W. Watts:

"Watts be careful; you don't know who I am! I'm the man who has one hundred and seventy-five thousand dollars' worth of libel suits on hand—and never wrote a line of it!"

$100,000 handled by the Executive Committee, and the Secretary and Treasurer last year, and the accounts balancing to a cent:—Is not that a record to be proud of? And yet it seemed to be taken as a matter of course.

Vice-Consul Smith, of Michigan (in reporting on the disputed Michigan Division election meeting, when asked if any protests had been entered at that meeting): "It was a general scrap from beginning to end! (Loud applause.)

The cycling press were represented by Berger, *Cycling Life;* Miles, *Referee;* Barrett, *Bearings;* Betts, *Wheel;* Goodman, *American Cyclist;* Maguire, *Cycling West.* Spooner, Kerrison, Sullivan and Peck handled the daily newspaper reports.

At precisely 10.05 A. M but five minutes behind time—President Burdett rapped on the table for the Assembly to come to order, but the Assembly was present only to the extent of seven members, including the President and Secretary.

An English Opinion.

THE BICYCLING WORLD (U.S. A.) says:—"We dare assert in plain and unmistakable terms that the only direct benefit which the average League member sees accrue to him is the weekly official organ which he receives." This refers to the League of American Wheelmen, and as the BICYCLING WORLD is the official organ referred to, such a statement is not a wholly disinterested one. Still, it may be correct, nevertheless. There are those who have a somewhat similar opinion in regard to the C. T. C. on this side.—*Sport and Play.*

SPECIAL OFFER.—**For a limited period only we will accept yearly subscriptions to the World at the present rate of 50 cents, although we have put the price back to $1.00. This offer will not remain open long.**



DICK KAIN'S ebullitions in his weekly column of comments may perhaps give people the idea that he really is suffering from a chronic congestion of the liver, but I want to tell those people that although Mr. Kain's liver may be out of order his heart is in the right place.

"DON CAESAR" is a name which will be familiar to those who were in cycling in the eighties, but it has been such a long while since the name appeared in print, that it was with a good bit of pleasure that I saw it appended to an article addressed to President Bates in defence of the dual classes in the amateur rule. We should all of us like to see more of "Don Caesar's" work in print, for he handles the pen as handily as he rode years ago when he was one of the earliest champions of the path, and that is saying a good deal.

"DON'T fail to appreciate the fact that it makes no difference how much money you spend for advertising so long as the money brings you in sufficient profit. The man who is unwilling to increase his business has no business to be in business, and generally isn't."

So says that excellent authority, Mr. N. C. Fowler, Jr., "Doctor of Advertising," as he calls himself; and if Mr. Fowler doesn't know I should like to know who does. And therefore I take pleasure in calling the attention of the advertisers—both present and prospective—to it.

IF Irv Wilhelm has any apologies to offer for getting me into the scrape he did by his "Model E Racer" scheme, I should be very glad to receive them, because the following is only a sample of the reproaches which have been showered upon my devoted head in regard to the matter:

Dear Ariel: It may be all righ for you to print a notice in your paper to mislead the public to the extent of over three thousand, but don't think it will pay. I refer to W. H. Wilhelm & Co.'s Model E racer. I would not have one of their wheels as a gift, after the "take-off" of said notice; the joke was *flat.*

"NEW JERSEY."

A letter from Reading is in order!

ADVERTISING is purely a question of results, as I have preached regularly for three years past, much to the discom-

New York Key Tire.



TURN THE KEY, WE DO THE REST

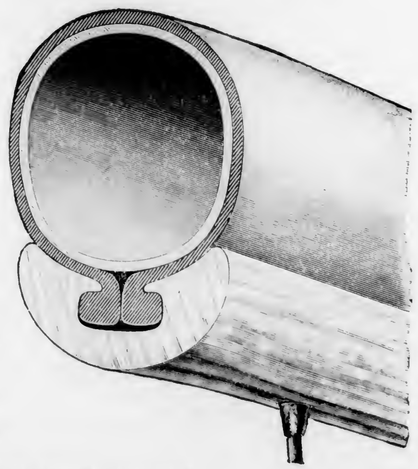
The *lightest* and *easiest adjusted* of mechanically-applied tires. Remarkable because of its *extreme simplicity*. You simply "TURN THE KEY," and this detaches the tire so that it can be examined or repaired. After replacement in the rim another turn attaches it so firmly that *no reasonable pressure can displace it*.

The rim is of special construction. Its edges are rolled and into them fit the beaded edges of the outer shoe. Fitting snugly in the centre of the rim is a strip of wood, which is tightened or loosened by the TURN OF A KEY, operating a double eccentric. The tightening of this strip locks the beaded edges into the rim so closely that they cannot be displaced. This absolutely *prevents any creeping or rolling* of the tire, and as the entire circumference of the inner tube is above the rim the whole of it is available for cushioning purposes.

It is the Most Resilient Tire on the Market. .. ..

"Gee-Whiz" Tire.

ON KINGSLAND, WOOD RIM.



A wood rim, mechanically-attached Tire, consisting of the rim, inner tube and cover. So simple, yet so effective that you will wonder why you didn't think of it yourself.

Place the beads of the cover into the grooves of the rim; it is done easily and quickly; that is all there is to it. Inflate the tire, and you are off for a spin. Absolutely no directions are required. *In case of accident can be ridden deflated.*

Very light weight; one of the most practical tires out. *'Twill be a long day before it is supplanted by a better.*

Wood rims are the sensation of the day—come to stay, and this tire is specially adapted for them.

Both these Tires are manufactured and sold exclusively by the

NEW YORK BELTING & PACKING CO. LTD

Pioneers and Leaders. **15 Park Row, NEW YORK.**

fort of the advertisers, but when a progressive concern like the Hill Cycle Mfg. Co. of Chicago (who are so wideawake that they advertise only in mediums of undoubted and *proved* value) coincides with my views I feel as though they must possess some practical value.

Here is what they say!

Dear Ariel: You are setting our ads up splendidly and as for results:

Have we cut down our space?

Results—good results—are what we are all after.

We're getting them from BICYCLING WORLD.

Yours sincerely,

HILL CYCLE MFG. CO.,
Frank T. Fowler, Sec'y.

As elaborate a dinner—judging from the programme which has just come across the water as I have read of for some time, was that of the London County and Athletic Club, Limited, which was held at the Hotel Metropole, London, on Saturday, Jan. 20.

The event was made the occasion for presentation of the prizes won in the principal races in England, among them being the Cuca Cocoa Challenge Cup to F. W. Shorland, the Cuca Cocoa Medals for the twenty-four-hour race, and the Anchor Shield and Medals for the twelve-hour-race, while, judging from the list of *artistes* who enlivened the occasion, and the toasts which were given, the participants must have had a high old time.

I should like to have made one of the party, if only for the purpose of seeing how they do these things over there.

To Mr. H. B. Hart the wheelmen of Philadelphia are indebted for many things that have proven to be to their material advantage, and the little *brochure* which the Hart Cycle Co. has just issued, entitled "Cyclegraphs," is in line with the rest of his work for the dissemination of knowledge bearing upon the sport.

Filled with information of all sorts for the Quaker cycler, it will find a place on many a table as a useful reference book, but how many of those who use its pages will, I wonder, pause to reflect upon the significance of the following figures in relation to bicycles and tricycles in Fairmount Park, or the wonderful growth of the sport which they emphasize:

BICYCLES AND TRICYCLES IN FAIRMOUNT PARK.

1882	20,946	Bicycles and Tricycles
1883	28,942	Bicycles and Tricycles
1884	37,796	Bicycles and Tricycles
1885	40,382	Bicycles and Tricycles
1886	21,489	Bicycles only
1887	24,572	Bicycles only
1888	25,256	Bicycles only
1889	63,973	Bicycles only
1890	106,241	Bicycles only
1891	136,128	Bicycles only
1892	137,130	Bicycles only
1893	148,757	Bicycles only

Ariel

TELEMACHUS TALKS

BICYCLE riders are not noted for their conservatism or evenness of temperament, but it is doubtful if any one of the numerous crazes that have taken the cycling world by storm in the past has been equal to the one which is now upon us, demanding lightness. The craze is almost universal, attacking maker and rider alike, and never was there such a paring down of a bit here and a bit there, and weighing rims and tires to see how much could be taken off in that way.

The attack on weights is not limited to the new wheels, this being due to the fact that much the greater part of the reduction in '94 models is in the rims and tires. This being the case, many riders find it cheaper to remodel their '93 wheels, and by putting on light rims and tires get the weight almost as low as that of the '94 featherweight, than to make a trade for a new wheel.

It is pretty well understood that the weights of the '93 *frames* would not stand much cutting down. Whatever reduction was to be made had to be done mainly in the wheels, as the weight of the frame was very small in proportion to the remainder of the machine, and would not bear any further paring. Hubs have been remodelled and lighter gauges of spokes put in, in order to save a few ounces, and here no harm has been done, as with the pneumatic tire the wheels don't seem to come in for many hard knocks.

A great many people are shaking their heads, however, over the big saving made in the tires and rims. Wood rims have a wonderfully taking air about them, and they enable the maker to cut off several pounds, but will they stand up under the hard usage they will receive next year? The bicycle makers, almost without exception, refuse to guarantee them, and throw this burden on the rim makers, and their action indicates what is really true—that they are afraid of the wood rims. Their fears *may* be groundless, but a great deal of anxiety will be felt until the question is solved.

It does not take a very skillful prophet to predict that there will be a great howl against light tires when those used on the featherweights have been in use a few months. It is very nice to figure how much weight can be saved by the use of a racing tire, and as long as good, smooth roads are encountered no great inconvenience will be felt from their use. But it will take only a little hard usage to play havoc with racing or semi-racing tires, and when they once begin to give serious trouble it is time to think of a new set. A moderately light tire is all right in the hands of some intelligent riders, but to put extremely light ones on the wheels of careless and reckless riders is but inviting disaster.

While the rage for wood rims is so universal, it is strange that aluminum rims do not attract more attention. They are light—almost as light as wood rims—and while they do not have the elasticity that is supposed to be one of the properties of the latter, yet they do possess a great many decided advantages which should recommend them to the seeker after lightness. This year a certain concern has succeeded in turning out an aluminum rim of the clincher type, and although it will only be furnished on their wheels, yet it affords an opportunity to prove that this metal is equal to steel, and much lighter.

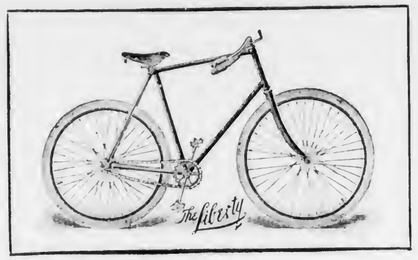
The lighter wheels are made the more trouble will be given by the chains, unless some improvement is made in them. It is almost a necessity to put a light chain and sprocket wheels on a light wheel, and light chains are short-lived. It is a mechanical impossibility to get the same amount of wear out of a 5-16 inch or 1-2 inch chain as out of a larger one, unless complete change is made in their construction. That this has not been generally done is quite evident when the ordinary chain is compared with some of the specially made chains, which are constructed with a view of resisting the stretching and wear to which a chain is subject.

The old roller chain, so popular a few years ago, has almost entirely disappeared, it being too heavy to remain in the field against its light rival—the Humber pattern. It was a good chain, and required but little cleaning or attention, but it is fast being forgotten. Chain makers are beginning to understand that there is a demand for a chain much superior to the great majority of those now in use, and are turning their attention to making such a one. Hardened blocks and pen steel bushes are essential parts of the best modern chains, and it will not be a long time before chains without these improvements will be out of the race.

The search for improvement in the driving gear of safeties goes on, and if the pushing of such wheels as the League Chainless would result in the bettering of the present driving gear of safeties—the chain—they will be blessings in disguise.

I have but little faith in cogs and levers for driving the safety, and believe that the vulnerable point is the chain, and the sooner *that* is improved the better. About as good a chain, according to the reports of its users, as can be found anywhere, is the self-oiling pattern, used by several of our largest makers, but its use is confined to

It is not



What we say

But what

The Liberty

Cycles ARE

That loosens the

Strings of the

Public's Purse.

Wilson-Myers Co..

MAKERS.

New York,

U. S. A.



the riders of these wheels and will not fit the Humber pattern chain sprockets. I have never heard anything but good of this chain, which appears to be well made, and to have a distinct advantage in its system of lubricating, whereby sufficient oil is carried in each link to lubricate the chain for weeks or months. What a pity it is that this chain, or one similar to it, cannot come into even more general use, than is the case.

Do the American makers really know the minds of their riders when they deny them the delights and discomforts of the gear case, so universal on first-class wheels in England? I incline to the opinion that they do, and that the gear case would be discarded here, after a very brief trial. It is seldom that our roads are too muddy or too dusty for riders to keep a chain reasonably clean with a little care, and as long as it is kept clean there is no need for a gear case. It would add weight—an important consideration just now — and be a nuisance in a number of ways, and it is very doubtful if the advantages derived from its use would come anywhere near striking an even balance.

At the same time, it is pleasant to think of the ideal gear case, with all the drawbacks taken away, and nothing but what is pleasant to think of in connection with it. The "sweetness" of the running of the chain in its oil bath, fully protected from dust and mud, would appeal to every rider, but the gear case would have to be much more simple, and more easily detached and attached, than the ones we are accustomed to hearing about, before we could reconcile ourselves to their use.

TELEMACHUS.

We Breathe Again.

IT is said that neither Sanger nor Zimmerman will be seen in England this season. We confess that we are sorry to some extent. We believe that, in spite of the fact that the Americans have proved themselves to be better men than ours, their visits have given a decided fillip to the sport. The day is probably far distant when Englishmen will have learned to discount that pluck and endurance in others which is the means of giving them the victory over their own men. Zimmerman proved himself to be a downright good sportsman when he was among us in 1892. He got up and was beaten in the early days, and had, as a consequence, to read a few uncomplimentary remarks about himself; but he held on firmly, and how he conquered in the end is now a matter of history. And we believe that in his conquests he served one or two of our men well, notably J. W. Schofield, who we still believe would have given Sanger a better run for his money than did Harris in the one mile championship last year. Sanger, on the other hand, having won the blue ribbon of the English race path, was content to sit idly by while the five miles race was being run, and a week later he cleared out of the country altogether. The Milwaukeean staked his all on a single cast. He won without giving us an opportunity for revenge. Mind, we do not say that he would have been defeated in the five miles race. As a matter of fact we do not even think it. But as things have gone, we do say emphatically that the best man America has ever sent us is Arthur Augustus Zimmerman. He is something better than a tip-top rider. He is a good sportsman.—*British Sport.*

THE local cycling club of Columbia, S. C., are entertaining Mr. W. S. Mathy, who is making a tour of the South as the American agent of the Raleigh bicycle.



Calculating the Worth.

There are two values to a purchase—what it costs and what it is worth, or what it pays in return for the expenditure. This is where the

WARWICK BICYCLES

take the lead. There are some wheels listed cheaper, but the WARWICK:

Stands on the top round of genuine worth. It gives the most satisfaction in return for the least expenditure. It is the lightest of the strong wheels, and the strongest of the light wheels. The WARWICK roadster tips the scale at 25 lbs. The finest materials ensure absolute durabiiity. Its guarantee is solid as the U. S. government, and liberally construed.

Catalogue Free.

Consider carefully these facts, which are strongly attested by the great army of enthusiastic Warwick riders.

WARWICK CYCLE MFG. CO., Springfield, Mass.

S. Warwicks don't take the place of reduction salts. Warwicks are "light running."

THE SYRACUSE THE SYRACUSE THE SYRACUSE THE SYRACUSE THE SYRACUSE

THE SYRACUSE

THE WHEEL THAT WINS.

Light.
Speedy.
Strong.
Handsome.

Great opportunities lost by delays. If you want to sell the best wheel on earth for the money, write to us at once.

Watch the Crimson Rims.

Sure Winners for '94.

SYRACUSE CYCLE CO., Manf'rs of High Grade Bicycles. Syracuse, N. Y., U. S. A.

THE SYRACUSE

THE SYRACUSE

THE SYRACUSE THE SYRACUSE THE SYRACUSE THE SYRACUSE THE SYRACUSE



THE English name for Class B is cash-mateur.

THE members of the life saving crew on Brigantine Beach, N. J., have purchased bicycles with which to patrol the beach.

WALTER SANGER, the Milwaukee cyclist, will go to Hot Springs the latter part of this month to prepare for the season's campaign.

GEORGE TAYLOR, the famous cyclist of the Waltham (Mass.) Club, will ride under the colors of the New York Athletic Club this season.

THE Tiger Roadsters, of Boston, held their first annual ball at Wheelock Hall, Upham's Corner, last week and seventy-five couples participated.

A RACE for the cycling championship of Egypt will shortly take place at Helouan Park, Alexandria. The distance will be 208 kilometers. The winner will receive a prize of $200.

THE Windsor Locks (Conn.) Wheel Club has voted to withdraw from the League of American Wheelmen. The members will be permitted to retain their individual membership.

ALBERT L. POPE, son of Colonel Pope, of Boston, has resigned from the First Corps of Cadets to accept a position as a non-commissioned officer on General Bridges's staff, First Brigade.

THE Campello (Mass.) Bicycle Club won the tournament in whist from the Shoe City Wheelmen last week and the cribbage board, which is the pennant, goes to them. The totals are, C. B. C., 234 and S. C. W., 211.

THE Manhattan Bicycle Club, of New York, has decided to join forces with the Pontiac Club and form the cycling department of that club. The Manhattans have given up their old club house in Fifty-seventh street.

WEDNESDAY evening of last week, at Ferguson's Hall, the Mount Vernon (N. Y.) Wheelmen held open house to their friends. The occasion embraced a reunion, reception and "smoker," followed by the annual election of officers.

THE Kings County Wheelmen, of Brooklyn, N. Y., have suggested the advisability of holding a series of team races on the road during the coming season between teams representing the cycling clubs of the Metropolitan Association.

COL. TUCKER, of St. John, N. B., is determined to make the volunteer militia as effective as possible, and with that end in view is urging upon the bicycle club the formation of a bicycle corps. There have been bicycle corps established in connection with almost all the continental armies and they are important features of the service. Corps have also been established in several parts of the States and in Montreal and Toronto.

THE Maverick Wheel Club of Boston, gave a costume party in Music hall, East Boston, last week. About 150 young people were present, and the occasion was very pleasant. The costumes worn by the women were pretty and becoming and some of those of the men were quite laughable.

THE assembly room of the Montclair Wheelmen, of Newark, N. J., was well filled last week on the occasion of the second annual entertainment of the wheelmen, which consisted of a good minstrel show. The hall was decorated with flags and streamers, in which orange and black, the colors of the club, prevailed.

THE annual meeting of the Philadelphia Bicycle Club was held last week in the club house at Twenty-sixth and Pennsylvania streets. The reports handed in by the Board of Trustees and the different committees showed the club to be in a prosperous position. Especially interesting was the report of the Cycling Committee, which showed a club mileage of 51,373 miles for the year. The two cups were awarded to Mr. Theodore J. Borden for having the largest mileage, viz., 3220 miles, and for having the largest number of single runs of over three miles, viz., 165.

AMONG those who will probably be members of the Elwell European party this year are: Mr. E. D. Porter, Indianapolis, Ind.; H. Riegel, Arcanum, Ohio; James K. Bowers, Allentown, Pa.; F. A. Post, LeMars, Ia.; Wm. J. Berryman, Washington, Pa.; Thomas C. Rhue, Belle Plaine, Ia.; D. Bander, Rheims, N. Y.; H. C. Lamson, Portland, Me. As the route this year will include an unusual number of picturesque localities, preparations are making to secure pictures of scenes en route by camera-carrying members of the party. Among other places the party will visit Murren, the highest incorporated village in the world, Triburg and Hornbery in the Black Forest and a large part of Holland. The party will leave New York June 2, on the finest steamer of the Royal Netherlands line.

The Bicycle Hump—Theory vs. Practice.

EDITOR BICYCLING WORLD: Perhaps after all the discussion in regard to position in riding, one point has not been brought out and that is that both positions are right theoretically and one practically, and that is the "hunch-back" position. Now why? First, the vertical position is right if it is perfectly vertical, i. e., if the pull from the handles rests directly down through the body from the shoulder. This is the natural position of the body in sustaining weight, i. e., in carrying two buckets of sand. This is how this side of the question is right theoretically, but as a matter of fact in the so-called vertical position on a bicycle the rider does not get the pull directly down on his shoulders. His hands are forward. This makes hard riding, as many of us who know when we feel good, and when we don't can testify that it is much worse. Imagine standing even a few inches back of two buckets of sand and trying to lift them.

CORRECT IN THEORY.

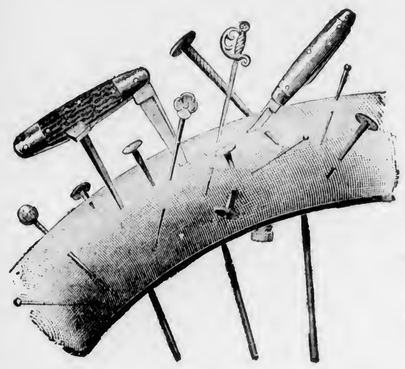
Now the "hunch-back" position is right theoretically for this reason: It is as if a man were bracing his feet against something in front of him and pulling backward and upward. He is in the form of a letter V turned on its side, the legs making the lower, the back and arms making the upper arm of the V. The lower part is pushing directly and naturally, the upper is in a state of strain. Evidently to sit up, i. e., to make an angle in the upper arm of the V, is a great exertion. But, you say, a person does always make an angle between his body and his arms. Yes, he does, but it is no exertion; it is because body and legs will not make as acute an angle as two lines. And does not this attempt to make an acute angle, this squeezing of the softer parts of the body, accomplish the harm which condemns the position? Well, does it? Has rowing proved a curse? Has this kind of bicycle riding? Can you give instances as proof? L. A. W. 19,359.

A Standard Dictionary.

AN announcement of more than ordinary interest to literary men, as well as those who give attention to the advance of the language, is that of the completion of Vol. I of the Funk & Wagnal's Standard Dictionary of the English language, upon which 247 editors and specialists have been engaged for nearly four years past, the result of their labors being evidenced in the work which is now before us. It is unquestionably the best dictionary ever issued, the vocabulary being extraordinarily rich and full, as can be seen when it is stated (and this will give an illustration of the marvelous spread of the language) that the full number of words and terms used in the various dictionaries is as follows: Johnson, 45,000; Stormonth, 50,000; Worcester, 105,000; Webster (International) 125,000; Century (six volumes complete) 225,000; Standard, nearly 300,000. The work is issued in two volumes and also in a single volume, and is expected to be completed by May 1. It is sold only by subscription, the price, with Denison's Patent Reference Index, being as follows: Single-volume edition, in full Russia, $12; full Morocco, $16; two-volume edition, Russia, $15; Morocco, $20.

Of course it goes without saying that the latest scientific words and definitions are given, while they are accompanied by illustrations that enable the lay reader to obtain a distinct idea of the meaning. The letter press is in keeping with the binding, and the work contains a number of plate illustrations in colors, which in themselves are beyond praise. The Funk & Wagnalls Company, 18 Astor Place, New York, are the publishers.

Pull Out the Tack



and Ride Home.

.... Riders who use our ....

SELF-SEALING AIR TUBE

never walk. Closes punctures made by pins, tacks and nails, as demonstrated to the trade and public at New York and Philadelphia.

No **unvulcanized rubber** used in its construction, its self-sealing properties will be permanent because it is mechanically and properly made.

Supplied to makers, dealers or riders in our tires or separately.

We also make Road Tires weighing 2 1-2 and 3 1-2 pounds. **Saves** two to three pounds over any other make.

Send for list and prices.

New York Tire Co.,

97 Bank Street, New York.

WHAT RIDER CAN SHOW BETTER MILEAGE?

Come, Gentlemen, Expose Your Hands

"Just to show that there is no frost."

MORGAN & WRIGHT

Announce the following Awards:

For greatest mileage on one set of M. & W. Tires during 1893—rider having made his own repairs:

1st Prize. Cost value, $100. A. A. Hansen, St. Paul, Minn., 8,114 miles on a Fowler, 30 pounds.

2nd Prize. Overcoat, $15. W. R. Englemire, Rockford, Ill., 7,957 miles on an Ormonde, 37 pounds.

3rd Prize. One set M. & W. Tires. J. W. E. Kinkead, Chicago, 1,953 1-2 miles on an Imperial, 35 pounds.

For most meritorious single ride, distance, weather and character of roads to count:

1st Prize. Cost value, $50. H. H. Wylie, Chicago, New York to Chicago, 1,028 miles on a Sterling, 27 pounds.

2nd Prize. Cost value, $25. A. A. Hansen, St. Paul, Minn., 224 miles in 20:10 on a Fowler, 30 pounds.

3rd Prize. One set M. & W. Tires. P. Von Boeckman, Austin, Tex., Chicago to Austin, Tex., 1,300 miles on a Fowler Light Roadster.

For best time in a 10-mile road race, prize cost value $25.

Wm. Bainbridge, Chicago, time 27 min. 51 sec.

For best time in a 25-mile road race, prize cost value $25.

Frank Waller, Indianapolis, Ind., time 1 hr. 6 min. 10 sec.

Above awards made by a committee selected from members of The Century Road Club of America.

AGAIN WE REPEAT FACTS AND FIGURES. **AGAIN WE SAY DEDUCE YOUR OWN INFERENCES.**

Will be pleased to send you an interesting and instructive catalogue, containing a guarantee as "is a guarantee."

MORGAN & WRIGHT, 331-339 West Lake St., CHICAGO, ILL.



Our New Member.

YES, we are a very select club. Indeed, I think I may venture to say, without undue exaggeration, that we are one of the most select cycling clubs in the Midlands, for is not our captain a Colonel, and did not Johnny Vane's ancestors come over with the Conqueror (at least he says they did), besides which we have several well known men in our midst, and pride ourselves, and not without cause, on our excellent reputation. But lately a subtle change has taken place amongst us. Johnny Vane has adopted a new collar which is eminently becoming, and stalks or rides about with a heavy gloom resting on his aristocratic brow; several of the fellows have discarded their old suits, and appear in immaculate rig-outs; extraordinary politeness and suspicious glances have taken the place of the good fellowship which formerly existed among us, whilst, the other day, I caught the Colonel surreptitiously conning the page of a catalogue on which figured "a bicycle made for two." And this is how it all came about.

A few weeks ago, as we were

RETURNING BY LAMP-LIGHT

from an afternoon spin, Billy Grahame—who, by the bye, is a very jolly fellow—asked the Colonel innocently—

"I say, Captain, why shouldn't we have lady members in our club?"

This little remark acted as a bomb-shell in our midst.

"Ladies!" echoed the Colonel, who is a professed woman-hater, wrathfully, "Ladies! I am sure," with a withering glance at the unsuspecting Billy, "the club has deteriorated enough during the last six months (N.B. It is just six months since Billy joined us.) without a lot of forward girls joining!"

Silence reigned for a short time after this awful speech, and then Billy returned boldly to the charge.

"Well," he said, "what made me suggest it, I have a cousin who rides, and rides well, too, and she was saying the other day how she would like to join a really nice club, and I thought I'd mention it to you fellows, that's all."

"I don't approve of women riding bicycles," returned the Colonel loftily, "they ought to stay at home and mind the babies."

"Is she a nice girl, Billy?" I asked after a slight pause.

"Awfully nice," he responded briefly.

"Well, then, I tell you what we'll do," Johnny Vane chimed in as if struck with a bright idea, "let's ask Miss—Miss what's her name, Billy? Grahame! Ah Miss Grahame to our next run, and

SEE WHAT SHE REALLY IS LIKE.

Eh, Captain?"

And to this the Colonel reluctantly consented.

Well! The following Thursday turned out a lovely day, and to put the matter in a nutshell, "She came, she saw, she conquered," and that very same night, after a friendly game at billiards at "The Lion Hotel," Miss Kitty Grahame was duly proposed as a member of the ——— Cycling Club, by the *Colonel* and UNANIMOUSLY ELECTED.

And should you ask me the reason of this sudden surrender on the part of the Colonel, I would, in my turn, ask you, as I heard Johnny Vane ask a fellow the other day, with a pitying glance, and uplifted eyebrows: "What! Haven't you seen our new member?" — *M. A. B. in Cycling.*

THE annual meeting of the Associated Cycling Clubs of Bristol County was held at the Taunton (Mass.) Club house last week, and the following officers were elected: President, A. W. Swan of New Bedford; Vice-President, E. W. Brown of Fall River; Secretary, J. E Horsfield, Fall River.

THE Tremont Cycle Club of South Boston tendered a surprise party to their color bearer, Mr. Herbert T. McArdle last week. The club presented him with a solid gold medal in the shape of their emblem, and then supper was served, followed by dancing. This is the first of a series of surprise parties to be given by the club this winter and they are delighted with the success of it.

'94 NEW MAIL.

27 AND 30 LBS.



$115 AND $125.

OFFERED AS THE

Handsomest and Finest STRICTLY HIGH GRADE in the Market Today!

Men's, Ladies' and Youth's patterns. Also best line medium price wheels, $25 to $75.
Our 1894 Catalogue just out. Free at agencies or mailed for two two-cent stamps. Surely see it!
Manufacturers—

WM. READ & SONS, 107 Washington St., **Boston.**

ESTABLISHED 1826.

FALCONS FOR '94.

Do we put on WOOD RIMS?
Yes! We give our customers their choice without extra charge.

What will the boys think of this? That they are being fairly treated. What do our Agents say? Here they are, ask them about the FALCONS. J. H. Robley, New York, N. Y.; Linscott & Co., Boston, Mass.; The Albany Hardware Co., Albany, N. Y.; The Globe Steam Heater Co., Philadelphia, Pa.; The Pittsburg Cycle Co., Pittsburg, Pa.; W. A. Butler, Syracuse, N. Y.; C. J. Connolly, Rochester, N. Y.; H. C. Martin & Co., Buffalo, N. Y.; J. E. Poorman, Cincinnati, O.; Colton & Hickox, Toledo, O.; Studley & Barclay, Grand Rapids, Mich.; Saginaw Hardware Co., Saginaw, Mich.; Schulenburg Cycle Co., Detroit, Mich.; Sieg & Walpole Mfg. Co., Chicago, Ill.; Dayton Cycle Co., Dayton, O.; L. L. Atwood, Pittsfield, Mass.; American Rattan Co., Toronto, Can., general agents for Canada. To be continued. There is still room for good reliable Agents, who want a good desirable line like the FALCONS to handle. Send for catalog, as you cannot appreciate our "Jewels" until you have seen our specifications.



Price $100.
Gent's road wheel. Weight, 32 lbs.



26-inch Junior. Price $65.
Youth's diamond frame. Weight, 28 lbs.



Falconess. Price $100.
Ladies' wheel. Weight, 35 lbs.



Combination Junior. 26-inch. Price $65.
Combination Boys' and Girls' wheel.
Weight, 33 lbs.



24-inch Junior. Price $50.
Youth's diamond frame. Weight, 28 lbs.



Combination Junior. 24-inch. Price $50.
Combination Boy's and Girl's wheel.
Weight, 33 lbs.

THE YOST MFG. COMPANY, TOLEDO, OHIO.
..... WORKS, YOST STATION.



Women's Department.

Conducted by MRS. MARY SARGENT HOPKINS, to whom all communications should be addressed.

An Explanation

is certainly due the readers of WINDING WAYS. Last week, in some unaccountable way, two articles, written for this department became mixed. The result was an unintelligible summary of reasons, which reasons had not been previously given. We now give the article entire, composed of extracts from letters received in answer to the query propounded in these pages some time ago.

A COMPOSITE ANSWER

To the Question "Why is Not Cycling More Popular With Women of Leisure?"

SOME time ago I asked this question of the readers of "Winding Ways" and many and varied have been the replies which I have received from both men and women—the concensus of opinion is that they are too *lazy*, too much indisposed to anything which calls for physical effort.

One correspondent (a woman) writes: "I think the reason cycling is not more popular with ladies of leisure, is because it requires too much exertion, and it is not proper to do anything that requires so much; beside, you get so dusty and all in a perspiration, and most women of that class prefer to take life just as easy as possible."

There is no doubt much truth in our correspondent's ideas, but it is a mistake which a great many riders have helped to confirm in the minds of observers, that riding the wheel means a great deal of fatigue, dust and perspiration. Riding too fast, too far, or, with improper clothing, is sure to bring about these conditions; what Mantalini called a "damp, moist, unpleasant body." There is as much difference in the way women ride as there is in the women themselves. This is exemplified in the way women work and attend to their daily avocations. The fussy, fretting woman, will fuss and fret on her wheel (until she rides her nerves into subjection) and will thus tire herself more in an hour's run than she should in an all day's tour. Perhaps she is too ambitious (the fussy, fretting woman is apt to be) and insists on climbing hills which she should walk until she gets up more muscle and strength and so comes home all fagged out, and of course gains the impression that riding is dreadful hard work. My lady of the piazza says: "Don't care to work so hard to gain my pleasure."

* * * *

The next letter is from one of our brothers of the wheel and it contains so many truths, even though they are unpleasant, that I give it almost verbatim. Unpleasant truths are like unpleasant medicine, hard to swallow, but the dose is often very necessary—for we have all seen the "don't care how I look as long as I get there" rider, until one stands aghast at the sight, inclined to wish, with our correspondent, for the days when only *ladies* and *gentlemen* rode the wheel:

Editor "Winding Ways":

Your query in last paragraph of your article in BICYCLING WORLD gives me a long desired chance to have a say—and incidentally to ask a question. Before I start it might be well to say that I am an enthusiastic advocate of women riding—that I have always been so and always expect to be.

It is at the risk of being ungallant that I venture to lay my opinion before authority, but it's a risk worth taking. In hunting around for a reason that more girls did not ride, especially among the class that can well afford to do so, I stumbled on a suggestion given by a damsel on whom I was wasting all my eloquence (?). She said: "It's no use asking me to ride till I see some pretty girls riding; every one I've seen is very certainly not pretty," and as the maid in question happened to be fair to look upon I made the appropriate reply. No use; she wouldn't be the one to start the new crusade. Why?

Aside from the above, the *worst* enemy I know to the women who do or would ride is the "fright," usually on a hired solid tire; you see her every day; wherever I've ridden I've seen her. With a street dress, usually white skirts, a weird hat, saddle too low or too high, cranks too long, handle bars under the chin. You say its an exaggeration. Now tell me truly have you never seen her? Didn't you notice her yesterday or last week? There is your greatest enemy, maybe I feel badly because she lost me a recruit last week. I had a convert almost made, I was just putting on the finishing touches when there struggled past us a "specimen." There was a goodish bit of wind about and her skirts caught it; they were white too, and my companion said, "Look at that. Do you think I'd ever want to look like that?" With such an accent on the that. Persuasion was in vain, and wheeling has lost a devotee—for awhile at least.

It's not men who keep women from riding; it's not Mrs. Grundy; but *it is women themselves*. Educate your frights and the deed is done. Of course we have our hoodlums on our side of the line, but do you think cycling would have been taken up by the class of men it has if the first riders had been the hoodlums? It makes a rider long for the day when you could truthfully say, "any man that rides is a gentleman."

* * * *

Another masculine is inclined to think that no matter how the women talk, or whatever reason they may give—"too conspicuous, etc.,"—that if wheels were *cheaper* they would find a ready market. This fact is too self-evident to need comment.

* * * *

One woman thinks that when wheeling becomes a fashionable fad then the leisure class will take it up, no matter how laborious it may be. Women belonging to this class, she assumes, are not inclined to think for themselves; have no independence; wait for some one to set the fashion, and then blindly follow, no matter to what absurdities or extremes.

This argument will certainly hold good in many cases, but not all.

* * * *

One man, a shining light in the literary world—poet and author of many books world-read—gave us his opinion that women of leisure did not have time to ride. Paradoxical as this may seem, he said, in his mind, that was the greatest reason for many demands on their time made by social obligations to allow of any recreation which required so much of the precious commodity, which, if true, would go to show that women of leisure are a hard working class.

* * * *

Another—a woman who evidently belongs to the class, but can think for herself—says: "Bicycle riding is not at all understood by the women spoken of. They have no idea what it is; they have become prejudiced against it. It is not because it is too hard work, nor because they have seen some dreadfully awkward, ill-dressed riders, nor because fashionable women are not riding in great numbers—although of course all these reasons have tended to an adverse opinion—but it is because they do not understand what a wheel is and what it can do. The subject has never been brought to their consideration. Just let them once realize that a daily ride will do more for them physically than a whole regiment of massage, complexion, and other promising specialists, and they will all be riding, and the factories will have to run day and night to supply the demand for wheels made by this leisure class."

This certainly sounds as if the writer knew what she was talking about. A few more converts like this and her prophecy will certainly be fulfilled. For women will work harder and spend more time and money to enhance their personal attractions than for almost any other reason.

* * * *

So now we have these reasons:

First—Women are too lazy.

Second—Are deterred by the appearance of the "Fright" in white skirts and illy-adjusted wheel.

Third—Wheels too high in price.

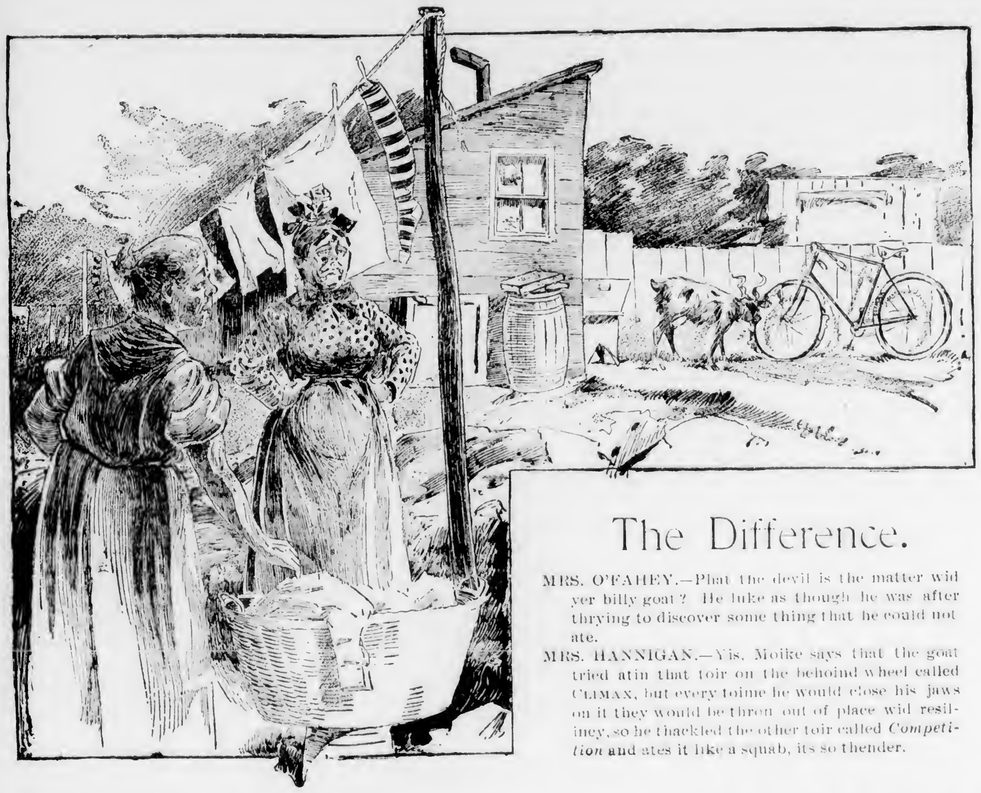
Fourth—No time.

Fifth—Ignorance on the subject.

No doubt all these reasons have their influence, and many times we should find it a combination of them all could we hear the testimony of the women themselves.

Time, better wheels, and better understanding of them will bring about great changes, and we shall then have no more enthusiastic riders of the wheel than these same "women of leisure."

Minnie Wheeler



The Difference.

MRS. O'FAHEY.—Phat the devil is the matter wid yer billy goat? He luke as though he was after thrying to discover some thing that he could not ate.

MRS. HANNIGAN.—Yis, Moike says that the goat tried atin that toir on the behoind wheel called CLIMAX, but every toime he would close his jaws on it they would be throun out of place wid resiliney, so he thackled the other toir called *Competition* and ates it like a squab, its so thender.

REX ROAD and CLIMAX.

Best Cemented Tires. Prices Low.

CYCLONE.

Best Mechanically Fastened Tire.

SPECIAL PRICES TO THE TRADE AND FULLEST AND BEST GUARANTEES.

-:- -:- ADDRESS -:- -:-

EASTERN RUBBER MFG. CO., Trenton. N. J.

Distributing Branches: Factory and Head Offices, Trenton, N. J. Eastern Rubber Mfg. Co., 38 Park Row and 9 and 11 W. Broadway, corner Reade street, New York; Chicago, 207 Lake St.; Buffalo, Frank J. Eppele; Philadelphia, H. C. Le Cato; Washington, D. C., Goodyear Rubber Co.; St. Louis, Day Rubber Co.; Pittsburgh, Hayward & Co., 86 Water St.



Weekly Bulletin.

BUSINESS changes among the bicycle and kindred industries throughout the United States, during the last week:

Riverside, Cal.—Stewart & Lett, hardware and bicycles. Dissolved.

Riverside, Cal.—Trowbridge & Wakeman, hardware and bicycles, succeeded by Trowbridge Hardware Co. (co-partnership).

Denver, Col.—Brooks Hardware Co. Bill of sale, $4,000.

Bridgeport, Conn.—Wasner & Kendall, carriage makers, wheel goods. Dissolved.

Hartford, Conn.—Colt's Patent Fire Arms Mfg. Co. Damaged by fire, insured.

Hartford, Conn.—Way & Co., W. & R. hardware, incorporated.

Stafford Springs, Conn. Butterfield & Co., hardware. Succeeded by Eaton & Butterfield.

Idaho City, Idaho.—Kennady, John, hardware. Chattel mortgage, $1000; realty mortgage, $14,991.

Purcell, Indiana—Carter & Graves, hardware and bicycles. Burned out.

Deep River, Iowa.—Matthess, J. H., buggies, wheel goods. Chattel mortgage, $500.

Dubuque, Iowa.—McClay Hardware Co. Chattel mortgage, $1,050.

Muscatine, Iowa.—Moore, H. W., hardware. Sold out.

Anthony, Kansas. Berger & Black, hardware, bicycles. C. W. Black, chattel mortgage $1,400, released.

Neoshoe Falls, Kansas.—Baxter & Lynn, hardware. Loss by fire; insured $2,000.

Parsons, Kansas.—Hall Hardware and Implement Co. Ella Hall chattel mortgages $644 and $105.

Wichita, Kansas.—Ketchum & Ketchum, hardware. A. J. Ketchum realty mortgage $5,000; released.

Worcester, Mass.—Taft, A. S., rubber goods. Deceased.

Petoskey, Mich.—Cook, Albert H., hardware Succeeded by Cook & Harper.

Glasgow, Mo.—Doutel, W. P., hardware. Damaged by fire.

Kansas City, Mo.—Hogland, John, wheelwright. Chattel mortgage, $315.

Mound City, Mo.—Andes, W. C. & Co., hardware. Sold out.

Fremont, Neb.—Nesbit & Rogers, hardware. Chattel mortgage $9,000.

Clinton, N. J. Stockton, Wholston, hardware and bicycles. Succeeded by Stockton & Allen.

Cortland, N. Y. Braman, Geo. W., wheel goods, carriage maker. Chattel mortgages, $149.

New York, N. Y.—Clemens & Curtiss, bicycles. Judgment $212.

New York, N. Y.—Rothenbucher, Geo., machinist. Receivers appointed.

Athena, Ore. Barrett, C. A. & Co., hardware and bicycles. C. A. Barrett realty mortgage, $3,500.

Groesbeck, Texas.—Hardware and bicycles. Trust deed, $5,000.

Park City, Utah.—Tewksbury, Charles A., hardware and bicycles. Realty mortgage, $1,500.

Salt Lake City, Utah.—Klipple & Robinson, wagon makers, wheel goods. Dissolved.

Goderich, Ontario.—Wilkinson, R. P., hardware and bicycles. Sold out.

Fredericksburg, Va.—The Fredericksburg Wheel-Stock Co., incorporated. E. D. Cole.

Erie, Pa.—Erie Manufacturing and Supply Co., incorporated. Capital stock $30,000; will manufacture in steel and iron.

Hartford, Conn.—The Way Hardware Co. incorporated. Capital stock $50,000.

Glen Rock, Pa.—Glenn Mfg. Co. incorporated. Capital stock $75,000, manufacturing metal and wooden articles.

Portland, Me.—McFarland Mfg. Co., incorporated. Capital stock, $100,000, manufacturing hardware.

Dallas, Texas.—Mosher Mfg. Co., incorporated. Capital stock $50,000. Will manufacture wheels, electrical appliances, etc.

Boston, Mass.—Eastern Expanded Metal Co., incorporated. Capital stock $15,000. Manufacturing metal work, etc.

Chicago, Ill.—Akciova Spolecnost Telocviebny Cserbic. Capital stock $27,000. To maintain and conduct a gymnasium; incorporators, Emanuel Bernard, Joseph Hupsk, Peter Churan, Frank Berka and Joseph Bartuska.

Applied for a Receiver.

WOLF & SCHEULER have made application for a receiver for the Surbridge Mfg. Co., of Hagerstown, Md., in addition to having that concern enjoined.

Goes with Whitten.

MR. C. H. WELD, formerly assistant manager of the Royal Cycle Works, has connected himself with Mr. W. W. Whitten, in Providence, R. I., and will take charge of the manufacturing part of the business. They will make a large variety of American parts and fittings, and will continue to handle Bown's, Perry's and Smith Saltley's goods.

Another Crop.

THE Remington Arms Co. send in a very handsomely illustrated catalogue of their '94 machines, which deals extensively with the various detail points of construction, the whole being enclosed in a green and gold embossed cover; and W. W. Whitten Cycle Mfg. Co. of Providence, R. I., have issued a catalogue of forgings, fittings, parts and supplies for bicycles which will be of much interest to the dealers and repairers.

1894 Cycles made of 1893 Frames.

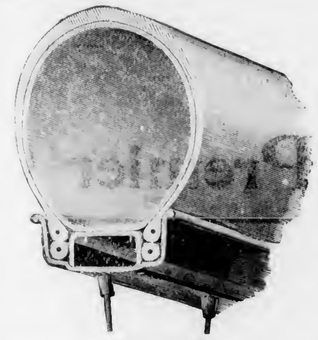
THESE are times when every one is figuring how to save money. A high grade frame and high grade bearings ought to stand several season's wear. Do not cast aside or trade off your cycle because the tires are bad. Many cycles have been condemned when good tires would make the wheel run better than when it was new. Elliott Burris, 64 Cortlandt street, New York, will mount your old wheels with Simplicity 47 detachable tires at a moderate cost. Send for price and descriptive circular.

Increased Accident Insurance Rates.

ELLIOTT BURRIS, 64 Cortlandt street, writes: Heretofore cyclists, both tourists and racing men, have been able to procure accident policies at rates according to their business avocation, but several companies are considering the increasing of rates on all cyclists who ride cycles fitted with wood rims or detachable tires held on the wheels by inflation. Old rates will be charged when Simplicity 47 is used. The rims are made of spring tempered steel; and the tire cannot come off when deflated; it must be taken off with the hands, but no tools are required.

Are Cheap Tires Cheap?

THIS is a question many cyclists answer with recollections of sad experiences, and all Dealers and Cycle Makers answer with an emphatic, positive no;—and so can several tire makers yet inferior, poorer tires than any made in 1893 are being sold for many 1894 wheels. Cycle makers, tempted with low prices, assuring they have had to drop their prices, continue to deceive themselves, and are led into purchases of tires of which they know but little, but hope will turn out all right. Dealers feel they must buy low-priced tires because cyclists will only pay about so much for changing tires, and they cannot make a living profit on better ones. The question, therefore,—are cheap tires cheap—is one that interests cyclists most, for they pay for what they use, while cycle makers and dealers, chancing their reputation, frequently buy what they can sell at greatest profit. A tire has a Value according to the merit of construction and the durable quality of the materials of which it is made; the cost of the materials and the putting of the materials together, plus a legitimate profit for the maker, constitute the value of the tire; below that one cannot go, and live; above that is prevented by legitimate, intelligent competition. Cyclists should acquaint themselves with the principle of construction and as nearly as possible with the materials of which tires are made if they wish to obtain greatest value when they purchase.



SIMPLICITY 47.

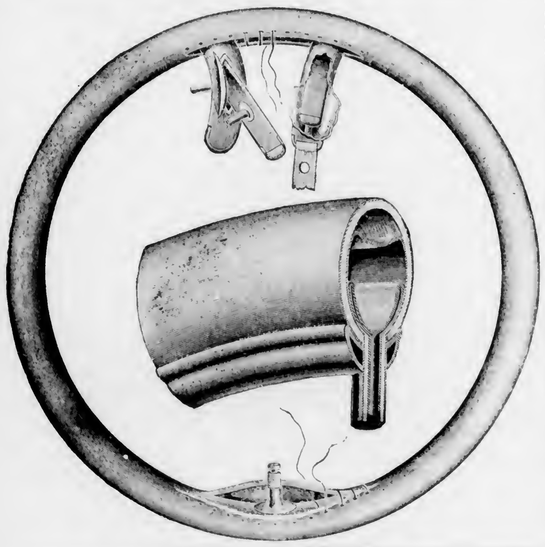
They should not be influenced by elaborately displayed advertisements, exaggerated statements of sales, picturesque figures, slang wit or low prices; but study carefully practical worth for the purposes intended. The prime consideration should be durability of wear and facility of repair in case of puncture, and price after. Simplicity 47 possesses all the qualities which cyclists are seeking; resilience, speed, as little weight as is consistent with safety, and durability, together with simple method of detaching, ease of repair and positive repairable qualities anywhere, anytime, by man, woman or child. It is not the lowest price tire offered for 1894; but because of the long and severe tests of strain and wear through which it has been put, it is claimed to be at least as cheap as any tire in the world. Those cyclists who have seen it and examined the principle of its construction, immediately settle upon it as the most desirable yet produced. Not any one to whom it has been shown in England, France or America can find any faults in its principle, or can criticise the materials of which it is made. Can this be said of any other tire? Those who have not seen it should do so before purchasing 1894 cycles, or ordering a change of tires on their old wheels. Cyclists or cycle dealers who desire new tires mounted on old wheels can have the change made at a moderate charge if they will remove the old wheels from the frame of the cycle, strip off the old tires and send the wheel by express to Elliott Burris, 64 Cortlandt street, New York. He will rebuild the wheels, using blue steel piano wire spokes, and mount them with Simplicity 47 tires. As the reputation and popularity of the tire will be largely influenced by the making up of the wheels, everyone may feel assured the work will be done by skilled mechanics, in the most careful manner. Descriptive circulars and price lists mailed to all asking for same.

Why They Stay Sold

You May Know If You Want To.

The most remarkable book of Testimonials ever issued is now ready for gratuitous distribution. It will interest every wheelman or would-be wheelman in America, and may be had from all Premier agencies on application, or by sending postal card to

Premier Cycle Co., 34-36-38 Watts Street, ... New York.



The Puncture Difficulty Solved!

THE

Providence Double Inner Tube Tire.

THE chief feature of this tire is an extra air tube which is within the regular tube and remains when uninflated in the hollow of the rim. It saves the annoyance now caused by punctures, as you have simply to inflate the reserved tube in case of accident.

SHOULD the second tube become damaged it may be inflated through its separate valve, as it is smaller in diameter and shorter. When inflated the punctures will not be opposite each other the outer inner tube forming a pressure patch for the puncture of the inner one.

THESE tubes are made to fit any tire and are sold separately.

NO extra weight, as our double tubes are but a trifle heavier than the ordinary single tubes.

QUALITY and style equals if not surpasses any tire on the market.

Write for Circular describing something new in tires. Every rider should have one.

The Providence Tire Co., PROVIDENCE, R. I.

[Mention BICYCLING WORLD.]

Eastern Rubber Mfg. Co.'s New Cyclone Clincher Tire.

THEY claim it to be the only practicable Clincher Pneumatic tire yet offered, and the only one constructed on a self-locking principle.



FIG. 1.

DESCRIPTION: By referring to the illustrations, an accurate idea can be formed of this tire. Fig. No. 1 shows a section of the shoe without the air tube and rim. "A" represents a solid base and bead of suitable size to enter the hooks of rim: the outer edges of this base are tapering towards the bottom. "B" is a wedge-shaped piece extending entirely around the inside of shoe, and so fastened to one inner side of the shoe as to be movable. When this wedge is pressed between the tapering edges of the base, they are forced outward the width of the wedge, and any amount of cramping or squeezing will not change the width of the base. In plain words, the wedge acting on the well known mechanical principle, forces the base in opposite directions and holds them there.



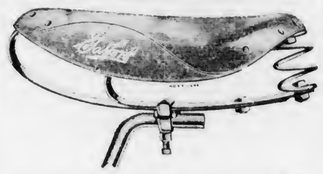
FIG. 2.

Fig. 2 illustrates the shoe with air tube "B" inserted, and the shoe being held in rim "E;" the expansion of the air tube has driven wedge between the bevelled edges of base "C," and forces the bead extending around the outer edge of the base into the hooks of the rim "E," making it an impossibility to take tire off the rim so long as inflated or wedge is held in place. When a puncture occurs, and lets out the air, the tire still holds firmly in the hooks, and, in any event, cannot be taken off except by a peculiar twist entirely impossible to occur while riding.

The operation to remove this tire, in case of puncture, and make repairs, is so simple and easy that a young boy eight years old could readily do it.

To illustrate how firmly the tire holds to the rim, they will exhibit a tire cut in two, covering one-half the diameter of a full sized rim. The half tire holds as firmly as a whole one.

Garford Saddle Model C.



OF this new saddle the Garford Mfg. Co. say: This saddle is entirely new in design, being radically different from anything we have ever offered to the trade. It possesses points of superiority over any other spring saddle, and we bespeak for it a great degree of popularity amongst a class of riders who demand a moderate amount of spring, which it gives without a particle of side motion or unsteadiness.

We believe it to be the lightest spring saddle upon the market for general road use, and yet its construction is such that it will carry a 200 pound man with perfect safety. The semi-Roadster differs from the Roadster only in length and weight as shown herewith.

Toledo Bicycle Company To Be Sold.

YESTERDAY Judge Pugsley overruled the motion of the receiver of the Toledo Bicycle Company to be allowed to borrow money with which to continue the business. The receiver was ordered to sell at public auction, on next Saturday, the plant. Fifteen thousand dollars is the price set. Of this, one-third is to be cash and the balance on ninety days with security. Everything will be sold except the bills and accounts receivable and $13,000 of Toledo Electric Light bonds. *Toledo Blade.*

A Handsome Catalogue.

EMPHATICALLY a success in catalogue making will be the verdict on that of the Union Cycle Company, which reaches us this week. Embellished with numerous vignettes and half-tone illustrations showing the processes of manufacture, it is just the sort of catalogue that a wheelman will preserve, whether he be a Union rider or not. The line of wheels illustrated shows that Unions are to be "right in it" during '94, and the book itself contains much information of general interest to riders. The ladies' wheel shows a head-forging, with an obtuse-angled arm running some distance into the frame-tube, thus obviating the necessity of a double frame and adding great rigidity.

The engravings are the work of the Boston Engraving Co. The main office of the Union Co. is at 239 Columbus avenue, Boston, with branches at Chicago and Philadelphia.

Throw Away Your Cushion

Or solid tires and have them replaced with some standard make pneumatics. The Luburg factories, 321, 323, 325 No. 8th street, Philadelphia, will rebuild your wheels with first quality new, steel rims and furnish pneumatic tires and pump for $14. This is a way-down, mid-winter price, and will be held open for a short time only. They have thoroughly equipped factories and do repair work of every description at proportionately reduced prices.

The "Search Light."

A BICYCLE lantern on an entirely new principle has made its appearance upon the market, and if it is all that it is claimed to be it will unquestionably have a tremendous sale. It is the "Search Light" lamp made by the Bridgeport Brass Co. of Bridgeport, Ct., whose branch house is at 19 Murray street, New York. It embodies the principle of the central draft burner, using ordinary kerosene oil, while among its special features are the following: It will burn ten hours without trimming; will not jar out; does not char the wick; is filled and lighted from the outside; is always cool and is handsome in appearance.

Rubber Tires for Road Wagons.

NEW YORK BELTING AND PACKING Co. announce the following prices for fitting pneumatic tires on carriages, road wagons, etc., and the list of their prices may be of interest as to the cost of this unique luxury. They are as follows:

	PER PAIR.
Sulky pneumatic tires with rims for 28 or 30-inch wheels	$37.00
Sulky pneumatic tires with rims for 43-inch wheels	45.00
Sulky pneumatic tires with rims for 47-inch wheels	50.00
Light road-wagon pneumatic tires with rims for 43-inch wheels	50.00
Light road-wagon pneumatic tires with rims for 47-inch wheels	50.00
Extra air-chamber for 28 or 30-inch sulky wheels, each	4.00
Extra air-chamber for 43-inch sulky wheels, each	5.00
Extra air-chamber for 47-inch sulky wheels, each	5.50

The price of hickory wheels fitted with the pneumatic tire is as follows:

	PER PAIR.
28-inch sulky wheel 1 3-4-inch tire without bearings	$50.00
30-inch sulky wheel 1 3-4 inch tire without bearings	50.00
43-inch sulky wheel 1 3-4 inch tire without bearings	60.00
47-inch sulky wheel 1 3-4-inch tire without bearings	65.00
43-inch light road-wagon wheel 1 3-4-inch tire	65.00
47-inch light road-wagon wheel 1 3-4-inch tire	70.00

A 28 or 30-inch hickory sulky-wheel with 1 3-4-inch tire and patent ball-bearings with lock-nut costs $75 per pair.

"CYCLERS who are anxious to increase their income without investing any cash, can do so by mailing their address to P. O. Box No. 165, New York City." (Please mention this paper.)

WHEELMEN ATTENTION!

Before purchasing your new mount, examine the '94 models of the

Lovell Diamond Cycles.

You will find in their six new models just what you want. In WEIGHT, STRENGTH and IMPROVEMENTS they lead. Send for catalogue to

JOHN P. LOVELL ARMS CO., Mention Bicycling World. **Boston, Mass.**

ARIEL BICYCLES

Are the American Standard.

ARIEL LIGHT ROADSTER.
ARIEL ROADSTER.
ARIEL RACER.
ARIEL TITANIA.

WE ARE the only American makers who build a geared ordinary, or who fit metalic gear cases.

Send for Art Catalog and "Reasons Why."

ARIEL CYCLE MFG. COMPANY, - - GOSHEN, IND.

DON'T FORGET

that we will be on the market with as complete and fine an assortment of

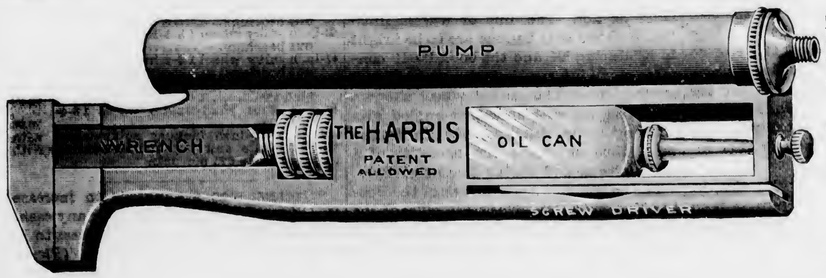
BICYCLES

in 1894 as can be found anywhere. Send us your name and address for Catalogue and trade Discounts.

D. SNITJER.

Cable Address, "Snitjer." ST. LOUIS, MO.

Attention, Cyclists. The Harris Combination Wrench.



A new novelty and practical combination tool for 1894. Wrench, oil can, pump and screw-driver all combined in one. Made of drop forged steel, case hardened. Weight, ten (10) oz.

Electrotypes for Catalogues on application.

The Harris Mfg. Co.
381 Main St.,
BUFFALO, N. Y.

Send for descriptive circular and mention Bicycling World.

Nothing Like It!

Everywhere, on every side, you hear of the

Wonderful Record

.... OF THE ....

Fowler

WHEEL

Throughout New England

we are meeting with

Phenomenal Success

in placing this splendid wheel in the hands of the very best and most reliable agents.

When an agent gets

The FOWLER

he gets enthusiastic—he can't help but recognize the good thing he's got. You can get it! Want it?

We Carry Installments for Reliable Agents.

WRITE US.

B. B. Emery & Co.

40 Columbus Avenue,

Boston, Mass.

MENTION BICYCLING WORLD.

WE would call attention to an advertisement on page 427 of a nickel plater wanted by an Eastern manufacturing company.

HAVING obtained permission from the Supreme Court of New York, by order of Hon. Edgar M. Cullen, Justice, granted Jan. 8, 1894, the Schwalbach Cycle Company beg to announce that on and after March 1, 1894, the company will assume the corporate name of Brooklyn Cycle Company. All correspondence and orders should be addressed, Brooklyn Cycle Company, 555 Fulton street, Brooklyn.

ATTACHMENTS to the amount of $18,000 compelled the Providence Cycle Company, of Providence, R. I., to call a meeting of creditors recently. Claims to the amount of $21,000 were presented, of which the Pope Mfg. Co., had $18,000, R. L. Colman, of New York, $1,000, and the American National Bank of that city, $1,000. A proposition was made by the Pope Company to pay the creditors 25 per cent. and take the business. If settlement is made it is stated that the Pope Company will absorb the concern and make it a branch of its company.

LAST week we gave notice that the Curtis-Child Mfg. Co., of Philadelphia, were offering, for a limited time only, their new steel saddle for the exceedingly low figure of $1.00. We are requested by this company to again relate the conditions under which this saddle may be procured. The offer is only open to those who mention the journal in which they saw it; that it will not be sent C. O. D.; that the Adams' Express Company will deliver these saddles provided purchasers send 20 cents additional with the dollar; and that it will cease to be procurable for less than list price ($5.00) after March 15, '94. Address Curtis-Child Mfg. Co., 17 South 4th street, Philadelphia.

WE have received from the New York Belting & Packing Co., of New York, a guarantee of their tires, which we quote as follows: "We guarantee our tires to be perfect in material and manufacture and will replace them or any of their parts which upon examination by us, prove to be defective. Tires that are worn out or are rendered unserviceable by accident or misuse will not be replaced. Tires of our make that are punctured during the period of the guarantee, will if expressed direct to us charges prepaid be repaired free of cost providing repairing will make them serviceable. No tires will be received unless freight is prepaid but such charges will be refunded where tires come under the guarantee. NEW YORK BELTING & PACKING CO. LTD.

TO BENEFIT—Bicycle Dealers and Agents. If you are a dealer or agent, and wish to receive valuable information, send your addresses to M. B. Hirsh & Bro., Philadelphia, Pa.

.. It's .. Coming

WATCH IT!

.... The ....

Fowler

To-day is recognized by all as fully and fairly entitled to the place it has earned in wheeldom in being classed as

One of the Finest Wheels in the World.

That Don't Satisfy Us!

It must—it will—stand at the top all by itself . . . . .

AS • THE • BEST.

Mark that——

We Want Good Agents. Write Us.

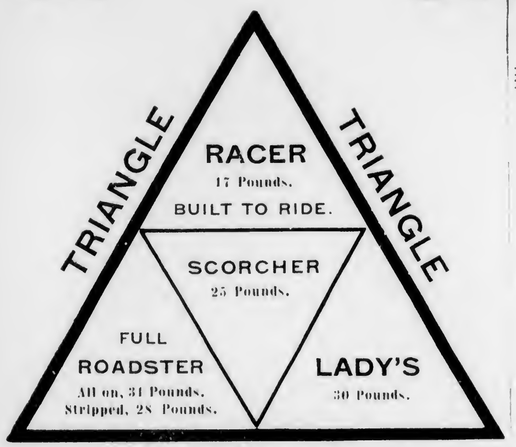
Hill Cycle Mfg. Co.

142, 148 W. Washington St.,

Chicago.

Mention Bicycling World.

'94 '94

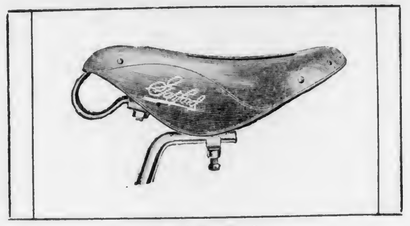


TRIANGLE

The Peerless Mfg. Co.

CLEVELAND, OHIO.

Garford Saddles



STYLE E 3.

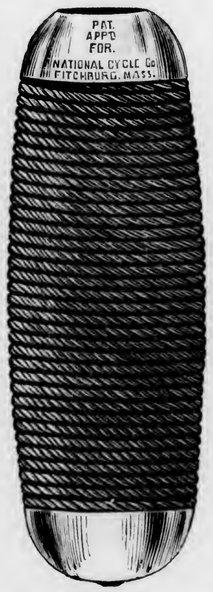
▲▲▲ 1894 ▲▲▲

NOW READY FOR DELIVERY. Our line is the largest made and we can suit every rider.

GARFORD MFG. CO., ELYRIA, OHIO.

SELLING AGENTS,
R. B. McMULLEN & CO.
CHICAGO ILL.

BICYCLE AGENTS and REPAIRERS.



If you have not already obtained a sample of our

Corduroy Handle...

we would be pleased to mail you one on application to the . . . . .

National Cycle Co.,

FITCHBURG, MASS., U.S.A.

Our '94 Cycle Catalogue may be had for the asking.
Sample pair Handles by mail, 50 cts.

WOOD RIM TIRE CEMENT.

Used for cementing pneumatic tires to wooden rims.

Easily Applied and Quick Drying.

.... but the best of all ....

It Does Not Require Any Heat.

Sample bottle, with directions for using, 50 cents. Discount to the trade. It is absolutely impossible for a tire to creep either on a wood or metal rim if this CEMENT is used.

WOOD RIMS. Either built up, or in one piece, for all .... make tires. ....

Also a full line of bicycle hardware and sundries, including frames, hubs, chain, spokes, nipples, saddles, pedals, tool bags, grips, enamel, cements, repair kits, lamps, steel balls, forgings, etc., etc.

SEND FOR OUR '94 CATALOGUE.

ELASTIC TIP CO.,

370 Atlantic Avenue, Boston, Mass.
152-154 Lake Street, Chicago, Ill.
14 Fremont Street, San Francisco, Cal.

WALTER BAKER & CO.



COCOA and CHOCOLATE

Highest Awards
(Medals and Diplomas)
World's Columbian Exposition.

On the following articles, namely:

BREAKFAST COCOA,
PREMIUM No. 1 CHOCOLATE,
GERMAN SWEET CHOCOLATE,
VANILLA CHOCOLATE,
COCOA BUTTER,

For "purity of material," "excellent flavor," and "uniform even composition."

SOLD BY GROCERS EVERYWHERE.

WALTER BAKER & CO., DORCHESTER, MASS.

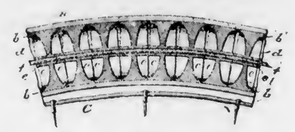
THE Eastern Rubber Mfg. Co. desires to thoroughly acquaint all riders with their guarantee which they claim is stronger than any given by other manufacturers of pneumatic tires. It bears the name of the company, together with its president, and reads as follows: "We hereby warrant our Climax pneumatic tires to be made of the finest grade of Para rubber in the best possible manner. We will repair or replace any Climax Pneumatic Tires which burst or become defective from imperfections in material or construction while under reasonable use and care during one year from date of purchase. We will repair any of these tires which are punctured in any way during the same period, free of charge, unless they have been worn out in service or injured by a severe accident." This guarantee is beautifully lithographed and accompanies every pair of Climax, Cyclone or Rex tires sent out by the company.

WE are in receipt of a circular from the Punctureless Tire Armor Co. of Hagerstown, Md., endorsing their claims as to the nonpuncturability of their material, and making the statement that "the punctureless tire is full of tacks, but they're not in it—that is the tacks." We also quote from the circular the following:

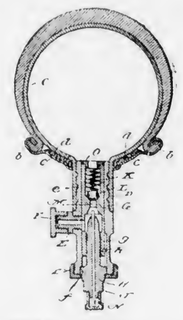
"A young man at the Philadelphia Show, on the evening of Jan. 31, with more credulity than discretion, believed he could follow us on our trips over an 8-foot board bristling with steel wire nails, with ordinary pneumatic tires; naturally he punctured. On removing the air tube from his rear wheel, not *one* but 61 holes were found. We rode the same set of tires during the whole show, and covered 500 yards of barbed wire fencing and 400 yards of wire nails and there were no punctures."

They present numerous testimonials from practical riders which should go far toward convincing cyclists of the truth of their claims.

SOME NOVELTIES.



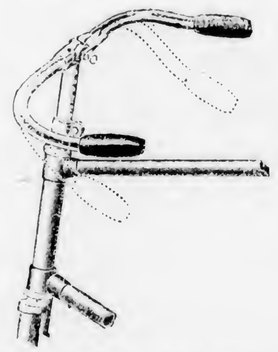
BICYCLE-TIRE. August Meyer, Baltimore, Md., assignor of one-half to Frederick W. Klipper, same place. Claim.—A tire consisting of a core composed of solid and connected compressible sections and an inclosing casing.



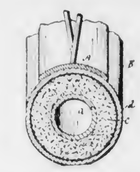
BICYCLE-WHEEL. Joseph L. Yost, Toledo, Ohio, assignor to the Yost Mfg. Co., same place. Claim.—The rim A formed with the nipple recess *a* and having its edges returned as described to form spring arms, and the tire covering B having its edges turned within the seats formed by the return of the rim edges, and embracing the inner and outer surfaces of the extreme edge thereof, in combination with the inner inflatable tube C.



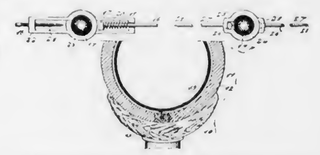
DEVICE FOR CLOSING BREAKS IN ELASTIC MATERIALS. Charles L. Dreher, Meriden, Conn. A pneumatic tire-repairer consisting of a flat head having a screw-threaded shank extending from one face combined with a conical head having a screw-threaded opening in its base to receive said screw.



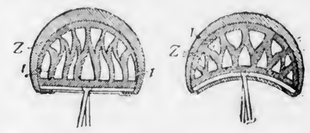
AN ADJUSTABLE HANDLE-BAR STEM.



ELASTIC TIRE FOR VEHICLE-WHEELS. Geo. Hancock, Providence, R. I. Claim. In an elastic tire for vehicles the combination with the elastic inner rubber tube, and the outer rubber covering of an intervening filling of cork.



PNEUMATIC TIRE. Wm. R. Barrett, Passaic, N. J. Claim.—In a pneumatic tire the outer tube or cover split longitudinally on its inner side, and means, as the interlocking coils and the fastening rod, for holding the meeting edges of the cover together, substantially as described.



ELASTIC TIRE. Jeno V. Kemendy, Munich Germany. Claim. A tire or bolster having a series of upper and a series of lower cells formed by integral transverse partition walls, said lower cells having pointed upper ends alternating with the pointed lower ends of the upper cells whereby a zigzag wall is formed intermediate of the sides of the tire.

Exclusive agency given on '94 WESTERN WHEEL WORKS' CYCLES in Illinois, Iowa, Missouri, Kansas, Nebraska, Wyoming, Colorado and Oklahoma; also on SYLPHS and OVERLANDS of our own manufacture everywhere. We job W. W. W. ACME LINE and others at bottom prices. Save You 20 to 60 per cent. on many makes. We are headquarters for everything cycling. An investigation will convince you ours is a most valuable agency. Catalogue now ready. Correspondence solicited.



ROUSE, HAZARD & Co.

9 G ST., PEORIA, ILL.

Manufacturers and Jobbers.
Oldest and Largest Dealers.

VALUABLE FOR REFERENCE.

"The Champion Pocket Sporting Manual."

A neat and complete pocket manual of all athletic sports, Bicycling, Prize Ring, Turf, Base Ball, Field and Track Athletics, etc. Issued by the leading authorities. Cloth, 10 cents. Leather, 25 cents. Address F. K. Laugher & Co., 18 and 50 Summer Street, Boston, Mass.

Mail orders promptly attended to.

--- UNSOLICITED ---

Denver, Colo., Jan. 23, '94.

HUNT MFG. CO., Westboro, Mass.

Gentlemen:—Yours to hand and noted. Your line of saddles is of great interest to me. I have used your saddles quite extensively during the past season and with the best of results; in fact, it was the only line of saddles that gave entire satisfaction. I never had a broken spring on all of them I sold. I have just placed an order for one hundred F.....s and specified Hunt Saddles.

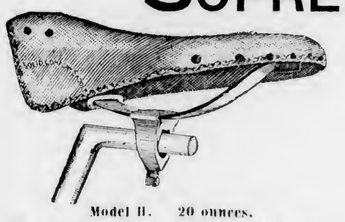
Respectfully yours,

1641 Lawrence Street. GEO. E HANNAN.

R. B. McMullen & Co., 64 Ohio St., Chicago, Ill., U. S. Sales Agents. New York Depot, John S. Leng's Son & Co.

SUPREMELY EXCELLENT

ARE ALL THE



Model H. 20 ounces.

"SOLID COMFORT" SADDLES

Curtis-Child Manufacturing Co., Send for our new Catalogue. PHILADELPHIA, PENN.

Mention Bicycling World.

A. O. VERY CYCLE CO., BOSTON, MASS., NEW ENGLAND AGENTS.

Get Down to Business and Tell What PUNCTURELESS ARMOR Is!

Well, it is a device through which no man can puncture his air tube in legitimately riding the roads or streets, even if he cuts his outer casing into a sieve, one that does not effect the resiliency and that adds but a few ounces more weight to the wheel. One that can be applied in a few minutes to any form of pneumatic tire that has an air tube, rendering it practically as safe as a solid or cushion tire.

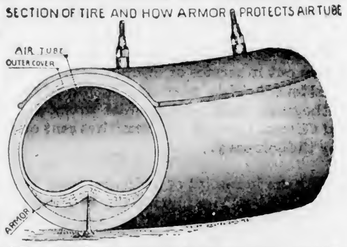
The ARMOR is made in lengths to fit 26 inch, 28 inch and 30 inch wheels, and 2 inch, 1 3-4 inch and 1 5-8 inch tires. Also in varying thickness for touring, road or track work.

Directions for applying Punctureless Armor to that type of tire cemented to Rim.—Take tire and take out air tube; put a little soapstone powder in outer casing. Then fasten end of air tube and Armor to a strong cord, and pull them both back into outer casing, putting Armor between air tube and ground surface of outer casing. With little care Armor will pull in perfectly straight and smooth. When tire is back on wheel inflate to compress and set Armor to place. Riders can ride at any inflation they like best.

To put in Detachable Tires.—Remove one side of tire and insert Armor smoothly with fingers between air tube and ground tread of casing; fasten tire and blow up to compress Armor and fit it to place. Then follow above directions. Weight about 3 to 4 ounces each.

OUR GUARANTEE.—We guarantee that Pneumatic Tires, protected with our Punctureless Armor, according to directions accompanying them, to be rendered non-puncturing by any obstacle met in legitimate riding and not to spoil the resiliency of the tire. On our failure to accomplish these two vital points we guarantee to refund the money paid us by purchaser on return of the Armor with expenses prepaid.

SECTION OF TIRE AND HOW ARMOR PROTECTS AIR TUBE



In ordering, state plainly size of wheels and kind and character of tire. Price of Punctureless Armor is $3.00 per pair, any size.

MADE BY PUNCTURELESS TIRE ARMOR CO., HAGERSTOWN, M. D., U. S. A



THE N.G.L. TIRES

Are New, Good, Light—Neat, Good Looking—Nifty Gold Lined—New England's Glorious Leaders—No Game Losers—Nimble, Gamey, Lucky—Noble, Grand, Lofty—They Never Get Lame—Never Get Lifeless—Never Get Loose—Never Get Leaky—Never Get Lumpy—Never Grieve Ladies—Never Give Lumbago—They are ridden by Nine Great Leaders—Nineteen Grand Lords—Ninety Graceful Ladies and Numberless Good Lads who Never Get Loony—In handling they require No Great Labor and No Grimy Lacing—Their record is Notorious Good Luck—No Goals Lost—Never Got Left.

Fitted to Wooden or Steel Rims by all makers of high grade wheels. Circulars free.

The Boston Woven Hose & Rubber Co.,

Winthrop Sq., BOSTON, MASS.

To Whom it ... ... May Concern.

This is to certify that we are prepared to give a guarantee to all users of the "Huestis" Tire to absolutely protect them against any loss, cost or damage arising from suits entered by rival manufacturers on the grounds of infringement of patent.

HUESTIS

Patent Detachable Pneumatic Tire.

Patent allowed September 2, 1893.

THE NEWTON RUBBER WORKS,

Manufacturers of all kinds of Rubber Bicycle Goods and Sole Manufacturers of the "HUESTIS" Tire.

35 FEDERAL STREET AND 178 DEVONSHIRE STREET, - BOSTON, MASS

Did You Speak?

NO, THE PHOENIX SPOKE

Is what we want to write about.

A Piano wire spoke, which by a scientific application of brains, is rendered so hard that threads must be rolled and not cut, still so tough that two spokes in a wheel will bear the weight of a 180 pound man.

WE WANT YOUR BUSINESS. In order to get it we are building the best bicycle that experience, money and the highest mechanical skill can produce. Thoroughbred every inch of it, and cannot fail to please the most critical rider. We mean what we say and back it up by a written guarantee with every wheel.

Other points:—Narrow tread; deep frame; dust-proof bearings; saddle, handle bar and pedals to suit rider. New Catalogue ready.

New York and New England Agents write

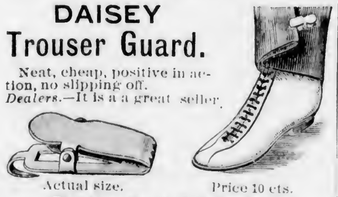
Eastern Branch **STOVER BICYCLE MFG. CO.,**

575 AND 577 MADISON AVE., NEW YORK CITY.

DAISEY Trouser Guard.

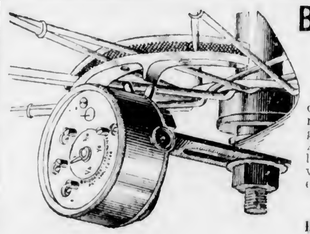
Neat, cheap, positive in action, no slipping off.

Dealers.—It is a great seller.



Actual size. Price 10 cts.

DETACHABLE CLEAT CO.,
Bedford Street, - - Boston, Mass.



BRIDGEPORT CYCLOMETER $3.50.

FOR DELIVERY APRIL 1ST.

Registers 1 000 miles accurately and repeats, or can be set back to zero at any time. Perfectly noiseless, dust proof and waterproof. Nothing to get out of order and can be adjusted to any wheel. A high grade cyclometer within the reach of every bicyclist. PRICE $3.50. Made in two sizes, viz. for 28 inch and 30 inch wheels. Send for catalog of sundries. Sold by all bicycle dealers.

The Bridgeport Gun Implement Co.,

Broadway and Thomas St., - - - New York.

$125.00 in Gold

Is the Value Placed Upon



The Spalding

We accept nothing **LESS** and do not pretend to give **MORE** than its value.

MAKERS,
Lamb Manufacturing Company, Chicopee Falls, Mass.

A. G. SPALDING & BROS., Special Agents.

NEW YORK. CHICAGO. PHILADELPHIA.



LIGHT. EASY TO READ. 5000 ON HAND READY FOR DELIVERY.

NOVELTY **CYCLOMETERS** SHEDD'S

ACCURATE. DURABLE. WARRANTED.

Wm. L. Pettet, Brooklyn, N. Y., Jan. 29, 1894, writes: Recording Instrument Co. Gentlemen—Last season my son and I each, with great satisfaction, used your Novelty's on 30 inch wheels. This season will try your Shedd's; please send two for 28 inch Columbia.

RECORDING INSTRUMENT Co., 602 CHAMBER OF COMMERCE, BOSTON, MASS.

Electrotypes furnished for catalogues.



"HOT STUFF."
BICYCLE CHAIN LUBRICANT.
PRICE 25¢ L.N. SWIFT, PROVINCETOWN, MASS

PATENT APPLIED FOR.

THE LEADER FOR '94.
Records will drop if you use

Hot Stuff Chain Lubricant

A. O. Very Cycle Co. write: We find this a first-class chain lubricant giving good satisfaction, and it is the best thing we have taken hold of in this line. If you want a perfect lubricant just give it a trial.
Put up in sticks 4 inches long. Price, 25 cts. For sale by all dealers or by

L. N. SWIFT, - - - PROVINCETOWN, MASS.

HILLIARD CYCLOMETERS FOR 1894.

HILLIARD No. 1.



Registers 1,000 miles and repeats.
PRICE $7.50.

Chicago, Ill., January 3, 1894.

Hilliard Cyclometer Co., 1220 Filbert St., Philadelphia, Pa.

Gentlemen:—It may interest you to know that the HILLIARD CYCLOMETER has been used as a test of its wearing qualities on a wheel we have been running by electric motor in our show window. This wheel has been run nearly 25,000 miles, and we have used nearly all of the known cyclometers on it, and are pleased to say that the HILLIARD 1893 model has given the best satisfaction of any we have tried. The result is we shall make it a leader in cyclometers during the season of 1894. Yours truly,

GORMULLY & JEFFERY MFG. CO.,
John O. Blake, Manager.

Liberal Discounts to the Trade. Send for Circular.

HILLIARD No. 2.



Registers 100 miles. Can be set back to zero.
PRICE $5.00.

HILLIARD CYCLOMETER CO., 1220 Filbert St., Philadelphia.

Elwell European Bicycle Tour.

LEAVES New York early in June for France, Switzerland, Germany and Holland. For membership limited to twenty address F. A. Elwell, Portland, Maine.

The Southwestern Limited

VIA THE BIG FOUR ROUTE TO ALL WESTERN POINTS. "THE FINEST TRAIN IN AMERICA."

"I have traveled thousands of miles," remarked a commercial traveler, "and in every conceivable manner; but never have I found a more perfect service than that offered by the Southwestern Limited, via the Big Four."

This is the universal edict in regard to this beautiful train.

Every day in the year it runs solid to Columbus, Springfield, Dayton, Cincinnati, Indianapolis and St. Louis, with the finest equipment in modern railway structure. Composed of Wagner Sleeping Cars, Library, Smoking and Cafe Car, Elegant Coaches and New Dining Cars, it provides every feature of comfort and luxury.

When you go West take the Big Four.

E. O. McCORMICK, Pass'r. Traffic Mgr. D. B. MARTIN, Gen'l. Pass'r. and Ticket Agt.

CINCINNATI, OHIO.

Improved Service to Cincinnati and St. Louis.

THE Baltimore & Ohio Southwestern Limited, leaving New York at 9.00 A. M., and the fast Express leaving at 7.30 P. M. for Cincinnati and St. Louis, are now equipped with a complete Dining Car service, built expressly for these trains by the Pullman Company. Pullman Dining Cars are also attached to Royal Blue Line trains leaving New York at 9.00 and 11.30 A. M., and 5.00 P. M. for Baltimore and Washington.

NEW YORK, Oct. 21, 1891.

Messrs. Adams & Sons Co.

GENTLEMEN: As Chief Scorer I see all the contestants in the inter national six days bicycle race and I have occasion to inquire into their condition and it seems they all use your Pepsin Tutti Frutti and speak highly of it as to keeping their stomach and throats in perfect condition. SAM ROBINSON.

NEW YORK, Oct. 24, 1891.

Messrs. Adams & Sons Co.

GENTLEMEN: Your Pepsin Tutti Frutti I use in each and every race. I would not be without it as it keeps the throat and stomach in good condition. I recommend it to all. WM. WOOD, Champion of North of England.

Through Cars to New Orleans.

AMONG the many important improvements in the Baltimore and Ohio Railroad train service is the addition of through Pullman Sleeping Cars from New York to New Orleans, via Philadelphia Baltimore, Washington, and the famous Shenandoah Valley route, passing through Roanoke, Knoxville, Chattanooga and Birmingham. The train leaves New York daily at 5.00 P. M.; Philadelphia, 12th and Market Sts., 7.22 P. M. and 24th and Chestnut Sts., 7.38 P. M., reaching Roanoke at 7.50 A. M.; Knoxville, 3.52 P. M.; Chattanooga, 8.00 P. M.; Birmingham, 11.43 A. M., and New Orleans, 12.45 P. M.

This train is very handsomely appointed, being vestibuled throughout, and has Dining Car service New York to Chattanooga. At Washington a Pullman Sleeping Car, which runs through to Memphis, is added to the train.

All trains of Baltimore and Ohio Railroad leave New York from station foot of Liberty street.

NEW YORK, Oct. 24, 1891.

Messrs. Adams & Sons Co.

GENTLEMEN: I have used your Pepsin Tutti Frutti and think it is just the thing for any cyclist or athlete to use. A. H. ROBB, twenty and thirty miles champion.

Only a Few Left.

BICYCLES DAMAGED.

FIRE! SMOKE! WATER!

The Chance of a Life Time

A number of '91, 28-pound wheels soiled by smoke.

ONLY A FEW LEFT.

RALPH TEMPLE CYCLE WORKS.
158 22d Street, CHICAGO.



The Billings' Bicycle Wrench.

Adopted by the Pope Mfg. Co., and pronounced by them the Best Bicycle Wrench in the Market.

The BILLINGS & SPENCER CO., HARTFORD CONN.

Use.. BICYLINE

FOR YOUR CHAINS

If you want to be a record breaker. Nothing like it. Reduces friction and lubricates chain perfectly. *Will keep your chain from rusting through the winter.*

NOTICE TO THE TRADE.



Send for new discount sheet for '94, now ready.

To parties contemplating issuing a Catalogue for '94, we will furnish one of our electrotypes of

"Bicyline Trade Mark"

Free on application. Awaiting a prompt response we remain, Yours respectfully,

Adam Cook's Sons.

MANUFACTURED BY

A. COOK'S SONS, 313 West St., New York City.

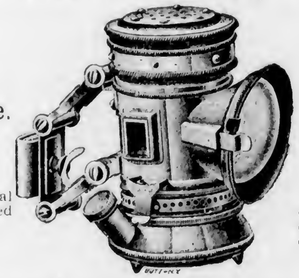
Directions sent with each box. Price, 25 cts. One box delivered to any part of the United States, 30 cts.

THE

SEARCH LIGHT.

An Illuminator, not simply a Signal.

It Burns Kerosene. (No Special Oil required any more.)



It Burns 10 Hours. Will not jar out. Always cool, and wick does not char.

The central draft principle; perfect in construction; handsome in appearance. A circular tells all about it. Send name and address and mention BICYCLING WORLD.

BRIDGEPORT BRASS CO., Bridgeport, Ct.
19 MURRAY ST., NEW YORK.



WILSON'S
WONDERFUL NICKEL AND ENAMEL
PRESERVER.

Will Polish Nickel and Enamel. Prevent Nickel and Steel from Rusting.

DIRECTIONS.

Shake well before using. Saturate a piece of cotton-flannel with the solution, rub lightly, and finish with a clean, dry piece of cloth.

The solution leaves a fine coating, preventing the air from penetrating the nickel.

The solution is to be applied on good nickel. If such is the case and done carefully, you will not be obliged to have the pedals or cranks re-nickeled.

If the nickel has already begun to peel off, the solution should be applied at once; by so doing it will prevent the rust from going any farther.

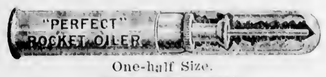
This solution is the best thing in the known world to prevent nickel from rusting and restoring the enamel. I make no claim to remove rust.

MANUFACTURED BY
JOHN W. WILSON, 14-15 Tremont Row, Boston, Mass., U. S. A.

PRICE 50 CENTS.

FOR SALE EVERYWHERE.

The BEST OILER in the WORLD is the "PERFECT" Pocket Oiler, the winner of every competitive test. Does not leak. Regulates supply of oil to a nicety. Unrivalled among oil cans.



One-half Size.

Price 25 cents each.

THE "STAR" OILER is an excellent article at a lower price. It is made of brass (not tin) and handsomely nickeled. Embodies many improvements on the ordinary oiler. The "Star" is second to none but the "Perfect."



One-half Size.

Price 15 cents each.

CUSHMAN & DENISON, 172 9th Ave., N. Y.

SCORCHER



$2

LIGHTEST, NEATEST, MOST COMFORTABLE SHOE MADE. Send for Catalogue of Sundries.

DETACHABLE CLEAT CO., Boston, Mass.

OFFICIAL DEPARTMENT.

BOSTON, FEBRUARY 1894.

ABBOT BASSETT, SECRETARY.
12 PEARL ST., ROOM 20, BOSTON, MASS.

Montana Division.

D. J. WATT, C. C.: Dear Sir—We have this date audited the books and vouchers of the Secretary-Treasurer, L. A. Crull, and have found same all correct.

H. G. DUERFELDT.
T. H. EMERY.

Helena, Montana, Feb. 14, 1894.

Illinois Club Representatives.

I have received notice of the election of the following club representatives to the Board of Officers of the Illinois Division in accordance with the Division By-Laws:

Danville Cycling Club, A. G. Woodbury.
Chicago Wheelmen, A. G. King.
Peoria Bicycle Club, Francis H. Tichenor, J. A. Bush, Jr.
Mars Cycling Club, W. J. Feldkamp.
Galva Cycling Club, G. Lacey.
Capital City C. C., Chas. A. Robinson.
Illinois Cycling Club, E. J. Porter, H. G. Chisholm, J. W. E. Kinkead, W. A. Davis.
Quincy Bicycle Club, W. E. Mulliner.
Lockwood Cycling Club, Irving Woods.

Yours truly,
BURTON F. WHITE, Sec.-Treas.

Chicago, Feb. 17, 1894.

Nebraska Division.

I HAVE this day appointed the following Local Consuls:

E. J. Mock,	Alma, Neb.
John Orton,	Fullerton, Neb.
G. W. Dinerieldt,	Barada, Neb.
C. W. Vance,	Chadron, Neb.
C. Scott,	Central City, Neb.
W. J. Temple,	Cheney, Neb.
B. E. Davidson,	Crete, Neb.
M. J. Egge,	Courtland, Neb.
S. J. Bell,	David City, Neb.
O. R. Schroeder,	Elwood, Neb.

Fraternally, J. E. ERICSOLL, C. C.
Omaha, Neb., Feb. 1st, 1894.

Montana Division.

REPORT OF THE SECRETARY-TREASURER.

Financial Statement.

Lewis A. Crull, Secretary-Treasurer, in account with Montana Division, L. A. W., from Sept. 16, 1893 to Jan. 1, 1894.

Receipts.

Sept. 16, '93 To balance as per last report	$109.55
Sept. 30, 94 To Abbot Bassett, dues to date	35.50
	$145.05

Disbursements.

By postage as per bills	$3.85
By telegrams as per bills	1.80
By printing as per bills	11.25
By Racing Board, H. G. Duerfeldt	29.05
By Chief Consul Wait, expenses to meet	18.40
By Representative Hobbitzell expenses to meet	10.35
By Sec.-Treas. Crull expenses to meet	5.00
By sundries and exchanges	2.50
By Racing Board acct. medals	24.70
By balance	38.35
	$145.05

LEWIS A. CRULL, Ph. G., Sec.-Treas.
Anaconda, Mont., Feb. 10, 1894.

New League Clubs.

559—Shoe City Wheelmen, Brockton, Mass.

Applications for Membership.

THE following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the Constitution.

BOSTON, Feb. 23, 1894.

Total—32—36982.

Kentucky—2—616.

62904	Haskell, Paul	Ashland
905	Cawein, Fred W.	Louisville

Maryland—1—695.

62906	Wager, J. A.	Baltimore

Massachusetts—7—6298.

62907	Gray, Harry T.	Worcester
908	Jones, Thomas P.	Boston
909	Jones, Pascal	"
910	Lockyear, George P.	"
911	*Brown, Miss Josie E.*	Cambridge
912	*Russell, Mrs. Mary A.*	Whitinsville
913	Russell, George W.	"

Michigan—1—1160.

62914	Loomis, Nathaniel	Peach Belt

Minnesota—1—403.

62915	Wagner, A. H.	New Ulm

New Hampshire—1—370.

62916	Lyon, J. MacL.	Manchester

New York—11—4532.

62917	Apgar, W. F.	New York
918	Bruenn, Alex	"
919	Englert, Andrew J.	"
920	Kuhnemann, Henry Wm.	New York
921	Eckstein, H. Eugene	"
922	Gallagher, Wm. G.	"
923	Lippman, Gus	"
924	Lamont, John	"
925	Shere, Cornelius	"
926	McNeal, Frank W.	Brooklyn
927	Gearhart, Edmund B.	Canandaigua

Ohio—5—3249.

62928	*Dillon, Mrs. Jessie B.*	Cincinnati
929	*Reilly, Miss Theresa*	"
930	*Stein, Miss Carrie*	"
931	*Reilly, Miss Julia*	"
932	*Watson, Miss Eugenie*	"

Pennsylvania—3—4557.

62933	Reynolds, George E.	Philadelphia
934	Turner, John H.	"
935	Stevens, A. F. Jr.	"



CAVEATS, TRADE MARKS, DESIGN PATENTS, COPYRIGHTS, etc.

For information and free Handbook write to MUNN & CO., 361 BROADWAY, NEW YORK. Oldest bureau for securing patents in America. Every patent taken out by us is brought before the public by a notice given free of charge in the

Scientific American

Largest circulation of any scientific paper in the world. Splendidly illustrated. No intelligent man should be without it. Weekly, $3.00 a year; $1.50 six months. Address MUNN & CO., PUBLISHERS, 361 Broadway, New York City.

DRAWING, Designing and Illustrations of every description for advertising purposes. Catalog work a specialty. CHAS. E. CARTWRIGHT, Office of BI. WORLD, 167 Oliver Street, Boston, Mass.

FOR SALE OR EXCHANGE.

In this department the prices are 20 cts. per line, 7 words per line, 12 lines per inch.

Stamps will NOT be taken in payment. Cash, check, money order, or postal note must accompany order, or no insertion.

Pneumatics Put On $20,

including spreading frame, new rims, M. & W. Tires. Regular factory work.

Write for catalogue of Tire and job list of wheels and sundries.

KNIGHT CYCLE CO.,
311 North 11th Street, - St. Louis, Mo.

4-INCH Refracting Telescope, equatorially mounted. Made by "Allen." Cost $250. Four eye pieces, 250, 300, 350, 400. A bargain. GEO. W. BUGBEE, 81 Glenham street, Providence, R. I.

FOR SALE—A new 27 lb. '93 Psycho; cost $150; will sell for $95. A No. 2 Spring Frame '92 Rambler, $75; terms $5 with order, and balance C. O. D., with privilege to examine. H. C. NORCROSS, Carlisle, Ill.

WANTED—First-class nickel plater for bicycle work in an Eastern factory; must be a sober man and able to give references. Address, "X. 167," BI. World, Boston, Mass.

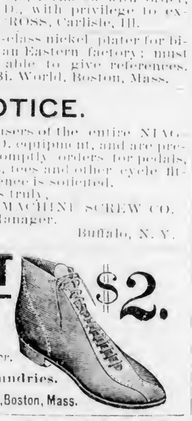
NOTICE.

We are the purchasers of the entire NIAGARA MACHINE CO. equipment, and are prepared to execute promptly orders for pedals, balls, coasters, lugs, tees and other cycle fittings. Correspondence is solicited.

Yours truly,
SPAULDING MACHINE SCREW CO.
WM. H. CROSBY, Manager.

Buffalo, N. Y.

TOURIST



$2.

Medium Weight.
Flexible Sole.
Dongola Leather.

Send for Cat. of Sundries.

DETACHABLE CLEAT CO., Boston, Mass.

EVERY DEALER

in Bicycles and Bicycle Sundries who will send me his name and address before March 15 can have his name in the

U. S. Bicycle Trade Directory

free for 1894, and will receive a free copy of the book. H. D. Taylor, Publisher, Springfield, Mass.

IT WILL PLEASE YOU.



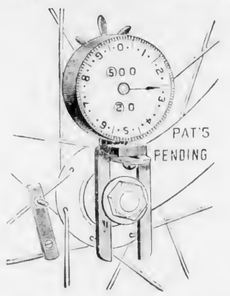
Thoroughly up-to-date in every respect. Registers ten thousand miles. Adjusted for pneumatics. Can be placed anywhere on the front fork. The '94 pattern is very much improved. Be sure and see it. Price $7.00. If your dealer hasn't got it, send to FRANK C. WESTON, Bangor, Me.

Crown Cyclometer

—MADE BY—

BOSTON METER CO.,

22 Chapman Place, - - Boston, Mass.



Thoroughly tested, small and compact, weighing two and one half ounces only. Registers to one thousand miles, then commences again at zero. PRICE $6.00.

Can be changed from one size to another, without additional expense.

Electrotypes for catalogues upon application



AGENTS $75 A WEEK AT HOME, using or selling PRACTICAL PLATING DYNAMO, the most practical plating dynamo ever put on the market, and in all factories to plate new goods. Plates gold, silver, nickel, etc., on watches, jewelry, table ware, bicycles and all metal goods; fine outfits for agents, different sizes; always ready; no battery to buy; no experience; no limit to plating needed; a great money maker. Write for circulars and terms. Address, W. P. HARRISON & CO., Clerk No. 15, Columbus, Ohio.

... RED CROSS ...
COLORED ENAMELS.



For brilliancy, durability and high grade finish there is no enamel on the market equal to the Red Cross. We will warrant this enamel not to contain one particle of Asphaltum.

We can furnish it in all the following 12 colors: White, black, cream yellow, rose color, robin egg blue, deep blue, orange, primrose, vermillion, light green, cycle blue and drab.

Either air drying or baking furnished in bulk in any quantity desired.

Send for our catalogue and prices of the best selling line of sundries on the market.

Get our electros for your catalogue.

Arlington U. Betts & Co., Toledo, O.



Scorcher Grip

The ONLY Bag for Touring.

Light and Waterproof.

Price $2 & $2.50, to order $3.

Agents send for Catalogue.

DETACHABLE CLEAT CO., Bedford St., Boston, Mass.

THE BOSTON WOOD RIM CO. 509 TREMONT ST BOSTON MASS

[Patented Nov. 21, 1893.]

MAKERS OF

LAMINATED AND PLAIN

WOOD BICYCLE RIMS

FOR THE TRADE.

KALAMAZOO TROUSER GUARD



KALAMAZOO CYCLE CO., KALAMAZOO, MICH.



This is the Hump that holds the pants for men who ride Bicycles.

Price 15c.

Durant Normal School

.... OF ....

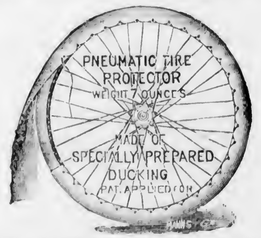
PHYSICAL EDUCATION

FOR WOMEN.

The Durant Gymnasium (B. Y. W. C. A.) offers unequalled facilities. Nine instructors, besides special lecturers. For further particulars address

HOPE W. NAREY, Director,
Berkeley St., cor. of Appleton, Boston.

PNEUMATIC TIRE PROTECTOR



Doubles life of tire by preventing punctures, mashing of edge of rim on stones, bursting tire, chipping of tire on frozen and stony roads, creeping of tire if left uncemented. Will not slip on wet asphalt, etc. Can be attached in three minutes. Price, per pair, $2.00. Ask your dealer for them. Sent postpaid upon receipt of price.

FULL SIZE



Ask your dealer for it. Sent postpaid upon receipt of price.

UNION MFG. CO.,
Office Room, 22 Pike Bldg., Cincinnati, O. Factory, Hillsboro, O.

SPECIAL.

In this Department, 25 cents a line. ☞*Cash must accompany the order.*

☞Postage stamps will not be accepted hereafter in payment for advertisements or subscriptions.

☞*Checks, Money Orders or Postal Notes only will be taken.*

L. A. W. Badges

The Official Design in SOLID gold
Send for Catalogue to

C.H.Lamson,203 Middle St.,Portland,Me.

The original inventor and maker.

The Latest L. A. W. Badge

Official Pneumatic Tire.

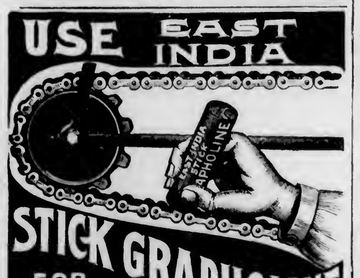
Solid Gold, - - - $3.50
Gold Plate, - - - 1.25

Any bicycle dealer will order you one. We have L. A. W. badges from 25c. up. Discount to dealers.

DURYEA JEWELRY CO.,
194 Broadway, - - New York City.

JOHN HARRIOTT
MAKER OF
PRIZE MEDALS
CLUB PINS
DESIGNS ON APPLICATION
3 WINTER ST.
BOSTON MASS

USE EAST INDIA



STICK GRAPHOLINE
FOR
BICYCLE CHAINS
THE ONLY CHAIN LUBRICANT THAT GATHERS NO DUST EASILY APPLIED PROTECTS THE CHAIN FROM RUST DUST MUD & WEAR
IN STICKS 3 IN LONG 25 CENTS BY MAIL.
PRINCE WELLS.
SOLE UNITED STATES AGENT.
632 FOURTH AVE. LOUISVILLE. KY.
FOR SALE BY ALL CYCLE DEALERS.

FOR SALE BY ALL
CYCLE DEALERS.

I. A. WESTON & CO.,
JAMESVILLE, N. Y.,
Manufacturers of
Pneumatic and Cushion Wheels

Of all styles and grade for safety Bicycles, Sulkies, Carriages, etc.

All the Standard Tires,

With rims of all kinds. Send in your orders. We will make price right.

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TRADE-MARKS, COPYRIGHTS ETC.
CHANDLEE & MACAULEY,
ATLANTIC BUILDING
WASHINGTON, D. C

PATENTS Procured in the United States and Foreign countries. Trade marks, designs, labels and copyrights. Send description, with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free. W. E. AUGHINBAUGH, McGill Building, 908-21 G. St., N. W., Washington, D. C.



☞Weight reduced to 11-2 oz.
Reliable, Durable, Warranted
Price $2.25 post paid. Electro and discount to the trade.

Levy Cycle Clock Co.
1817 RIDGE AVE.,
PHILADELPHIA, PENN.

NICKEL PLATE.
The New York, Chicago & St. Louis R'R

THREE TRAINS EAST WEST DAILY.

PALACE BUFFET SLEEPERS. ✠ SUPERB DINING CARS.

NO CHANGE OF CARS BETWEEN NEW YORK, BOSTON AND CHICAGO

TICKETS SOLD TO ALL POINTS AT LOWEST RATES.

Baggage Checked to Destination. Special Rates for Parties

Trains arrive at and depart from Nickel Plate Depot, corner Twelfth and Clark streets, Chicago; Union Depot of the Erie Ry. at Buffalo. At Cleveland, trains stop at Euclid avenue, Madison avenue, Willson avenue, Broadway, Pearl street, Lorain street and at Detroit street, from either of which stations passengers may be conveyed by street car to any part of the city.

For rates and other information see Agents of the Nickel Plate Road, or address

L. WILLIAMS, Gen'l Sup't, B. F HORNER, Gen'l Pass'r Agent
CLEVELAND, O.

Quickest Route to the West

SPRINGFIELD LINE
BETWEEN
BOSTON AND NEW YORK.

Trains leave either city at 9.00 A. M. except Sunday; 11.00 A. M. except Sunday; 4.00 P. M. daily; 11.00 P. M. daily.

Drawing room cars on all day trains; sleeping cars on night trains.

A. S. HANSON, General Passenger Agt.

City Office, 232 Washington St., / Station, Kneeland Street, \ BOSTON.

FITCHBURG RAILROAD

Superb Equipment, Excellent Train Service, Fast Time, and Courteous Employees make the

Hoosac Tunnel Route

THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.

FAST EXPRESS TRAINS

With elegant PALACE PARLOR and SLEEPING CARS to and from

BOSTON and CHICAGO
and BOSTON and ST LOUIS.
via NIAGARA FALLS

without change.

THE POPULAR ROUTE for all points in Northern New York, Vermont and Canada.

THE ONLY LINE running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes and Burlington, Vt.

THE PICTURESQUE ROUTE from Boston to St. Albans, St. Johns, Ogdensburg, Ottawa, Montreal and Quebec.

ELEGANT PALACE SLEEPING CARS to and from

BOSTON AND MONTREAL,

without change.

For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad and at

250 Washington Street, or
Fitchburg Railroad Passenger Station, BOSTON.
J. R. WATSON, General Pass. Agent.

Reading Railroad System

THE FAVORITE ROUTE
BETWEEN
Boston, Philadelphia, Baltimore, Washington,
AND BETWEEN
New York and Philadelphia,
And all points in Interior Pennsylvania.

THE SCENIC LINE
To Buffalo, Niagara Falls and the West.

☞WHEELS CARRIED FREE.

I. A. SWEIGARD, Gen. Manager. C. G. HANCOCK, Gen. Pass. Agent.

Sky Rockets,

Like some bicycle factories, start off with a tremendous rush and noise, but in a very short time attain their height and then comes the explosion. The substance of the thing is scattered to the four winds of heaven, and there is no place left to go for duplicate parts. The

Waverley

Is not built by a "sky rocket" concern, but on the contrary is manufactured by an organization who own and run the largest and best equipped factory for the construction of high grade bicycles in the world. Every "Waverley" goes out warranted for **ONE YEAR**, and the guaranty is backed by a Million Dollar Company who are not going to "explode" before the expiration of the warranty.

The "Waverley" agency is more sought after by the shrewd retail dealers than any machine built in America. WHY?

BECAUSE, it is the best value for the money of any bicycle ever built, and the only high grade bicycle listing under $125.
BECAUSE, it is built by a big concern who are thoroughly responsible.
BECAUSE, the longer they hold the agency the more valuable it becomes.
BECAUSE, the agency very quickly becomes part of the merchant's available assets.
BECAUSE, it is worth more than the "good will" of any concern.
BECAUSE, their competitors are all "Red Hot" to get it.

HAVE YOU GOT IT?

You can not increase your income half so easily as by securing this agency. Catalogues and information FREE.

INDIANA BICYCLE COMPANY,

INDIANAPOLIS, IND., U. S. A.



One of the most perplexing things I know of is the fact that some makers build wheels which run easy, while others, who have just as good facilities and are quite as anxious to equal the former as any one can be, are unable to do so. They use good material and have expensive labor at their command, but for some reason or other they seem unable to get the best results out of them.

If we look at racing wheels the difference is even more marked. Some makers attain instantly and seemingly without effort world-wide reputations for building the finest racers, and they continue to hold this reputation year after year. In [illegible] the [illegible] the

RAMBLERS MUST RUN EASY.

"The Ladies say so."

THIRTEEN WORLD'S RECORDS

Were Established by Riders of

RAMBLER BICYCLES

And in 1893 more races were won on RAMBLERS, under L. A. W. Rules than on any other make of machine in America.

MORE THAN A SCORE OF "BEST" TIRES~~~~

And Almost as Many Tire "Leaders" in 1893——

BUT——HERE IS PROOF, INDEED.

Which tire was most sought after by manufacturers?
THE "G. & J."
Which almost always demanded by riders?
THE "G. & J."
Which most expensive and most simple? (Expense no object.)
THE "G. & J."
Which most practical?
THE "G. & J."
Which received Highest Award at the World's Fair?
THE "G. & J."
Which is best known and sold all over the whole world?
THE "G. & J."
WHICH IS the leader of all tires?

The G. & J. Pneumatic

OF COURSE.

Any maker or dealer will furnish them if you insist. Wholesale prices to Manufacturers, Dealers and Repairers on application. Send stamp for "G. & J. TIRE MANUAL." Free to the trade. Bicycle Catalogue Free at any Rambler Agency.

GORMULLY & JEFFERY MFG. CO.,

CHICAGO. BOSTON, WASHINGTON. NEW YORK, COVENTRY, ENGLAND.

THE

BICYCLING WORLD

And L. A. W. BULLETIN.

Published Every Friday

BY

THE WHEELMAN CO.

Incorporated under the Laws of Massachusetts.

167 OLIVER STREET,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address, as well as their new, and their League number.

TO OUR ADVERTISERS:

Copy for new advertisements must be handed in by Tuesday morning to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the WHEELMEN CO. All communications should also be addressed to the Company instead of to individuals.

Postage stamps will not be accepted hereafter in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken.

C. W. FOURDRINIER, Manager.

EDITORS:

C. W. FOURDRINIER. H. CROWTHER.

Women's Department conducted by MRS. MARY SARGENT HOPKINS.

BOSTON, MARCH 2, 1894.

ELEVATION to the highest offices within the gift of the League of American Wheelmen while a great honor is not altogether an unalloyed bliss, entailing as it does a great deal of laborious work, most of which is unappreciated; yet in the case of Charles H. Luscomb the election to the Presidency is something more than all this—it is a vindication.

OF all the rulings of the late National Assembly none was more commendable than that which promptly referred the Michigan muddle back to the Division for settlement among themselves. When once the Divisions learn to settle their little family jars within their own domestic circles the time of the National Assembly will not be taken up in many useless squabbles of this sort.

PACED records is a knotty problem which stares the racing government of the L. A. W. in the face. If the idea is to prevail that the fastest times made are to be accepted as records, regardless of the conditions under which they are made, or whether paced by horses, steam, or electricity, we are speedily going to be the laughing stock of the athletic world, for no matter how ridiculous the conditions under which a record is made—no matter whether the man rides surrounded by a specially-built cage, enclosing him on all sides—that record would have to be accepted at its face value unless proper restrictions surround *all* records, and this the Racing Board very properly proposes to do.

WITH Classes A and B assured thing the racing question simplifies itself very much. The fear that the fast men would all be found in Class A led to a great deal of opposition on the part of a large proportion of the cycling public and press, but the addition of the two-hundred-mile limit clause afforded a satisfactory solution to that problem, it being a foregone conclusion that that will effectually draw the line of demarkation between the two classes.

And now that the matter is settled for the ensuing season at least, on this side the water, it is of interest to know how they stand in England. As anticipated, the council of the National Cyclists Union, at its meeting on February 10th, accepted the general terms of the plan submitted for the government of professionalism, and this settles the question that a professionalism, regulated by the N. C. U., will be an accomplished fact in 1894. The importance of the movement can hardly be overestimated, the entire cycling world awaiting with interest the result of the experiment in regard to which the last *Cyclist* at hand says, editorially:

We have no hesitation in saying that the eyes of the whole sporting world will be upon the N. C. U. and this movement during the coming season, and that its success or otherwise will very largely affect the future of cycle racing throughout the world. If it succeeds, it will be a great thing for cycle racing, both amateur and professional. It will purify the ranks of amateurism, and will be the means of bringing together the best riders the world can produce, as undoubtedly, if successful, America and other countries, now wedded to so-called amateurism as a whole, will fall into line. We hope, therefore, that all who have any feeling of sympathy for the movement will throw themselves fully into it, and make it a success, for, should it prove otherwise, they may take it as certain that it will be very many years before the Union tackles the question again, if, indeed, it can ever be induced to do so. If the men who compete will be honest and true to themselves, and avoid tricky practices, they will largely secure the permanency of their opportunities. The field is now open, and we hope for success, and at the same time we ask for fair treatment both for the movement and the men, and when we say fair treatment, we mean absolutely fair treatment. If wrong-doing is known, let it be at once reported to headquarters, and the men dealt with accordingly. Nothing will make professionalism a success so readily as prompt measures by the Licensing Committee, especially in the beginning, which will show that the new professionals will be strictly regulated and not allowed to do as they please, and it is to every one's interest, whether his instincts incline toward the amateur or professional, that this should be so.

THE adoption of the class rules by the League of American Wheelmen is not likely to cause any conflict between that organization and the Amateur Athletic Union. The president of the latter body, Mr. J. E. Sullivan, states that while the Class B amateurs differ decidedly from the original definition as laid down by the A. A. U., he did not think that the relations of the two organizations would be affected, believing that, as they have articles of mutual alliance, and the L. A. W. having supported the A. A. U. in all differences so far as the cycling element was concerned, the A. A. U. could not do otherwise than accept the new rules.

The L. A. W. also won a victory by the action of the Intercollegiate Athletic Association at its meeting in New York on last Saturday, when the latter decided not to enact any rules to govern cycle racing but to hold all events under the rules and sanction of the League, thereby terminating the contention between the two bodies which has been of nearly two years' duration, and at the same time strengthening the position of the League in its attitude not only toward the colleges but also toward the A. A. U. and the other organizations. In other words, the L. A. W. is a law unto itself so far as cycle racing is concerned and its jurisdiction is admitted by all.

Johnson Breaks 10-Mile Skating Record.

MONTREAL, Que., Feb. 26. At the Montreal Amateur Athletic Rink this afternoon, J. S. Johnson broke the world's 10-mile skating record, covering the distance in 31m. 11 1-5s. The best previous record was made by Smith, of St. Paul, who skated the ten miles last week in 32m. 7s.

Johnson made the entire distance without the assistance of pace makers.

For Good Roads.

THE wheelmen of Waterford, N. Y., have organized an association which has for its object the improvement of country roads. The idea is a good one and should be followed by the wheelmen in every community. A constant agitation of the subject would be sure to bring about an improvement in this direction and the result would be that in a few years every road in the country would be first-class.



THAT Louisville meeting was held over a powder magazine; but, fortunately, the word was not spoken that would have kindled the spark.

So best!

THE saying of the wise man that there is nothing new under the sun is exemplified in the "new" tilting saddle-pin for ladies' bicycles. It was introduced years ago on ladies' tricycles.

THE BICYCLING WORLD alone, of all the cycling papers of the country, stood out for Classes A and B in the Amateur Rule. 'Twould not be human did we not pat ourselves on the back and say, "We told you so!"

THE popularity which the Secretary of the L. A. W., Mr. Abbot Bassett, enjoys was well illustrated by the summary manner in which the late National Assembly sat upon the amendments proposed which might have affected that office.

THE trip through the mountains was greatly enjoyed, one of the most enthusiastic sightseers being Chairman Raymond.—*Exchange.*

Considering that Chairman Raymond was laid up for repairs in his berth almost all the way from Cumberland to Louisville he certainly *was* one of the enthusiasts—but not on mountain railroading!

THE Racing Board of 1891 has its work cut out, and the success or failure of the new rules depends very largely on the *personnel* of the Board. This is a crucial year, and never was the need for the right kind of men upon this most important committee more emphasized.

And I think it will get them. With Raymond as chairman, and Henry Robinson of this city to hold up New England's end and—it is to be most sincerely hoped George Gideon to look after Philadelphia's interests, it needs but the appointment of a Western man of equal strength to constitute an ideal committee. I certainly know of no better men for the place than Messrs. Robinson and Gideon, and I do not think that there will be many violations of the rules pass unpunished.

WITH the thermometer below the zero mark and all New England covered with snow—some of it in drifts three feet deep—there are not many moonlight club runs being indulged in just now in this part of the country. And yet I suppose the following little tale from the Augusta (Ga.) *News* is straight, although it sounds wonderful to us:

Last night the bicyclists took advantage of the moonlight night and took a spin around by Harrisonville and Tarpin Hill. There were nearly a score in line.

Moonlight and snow form a fine combination—but better in a sleigh than a bicycle!

WITH Denver as the place for the National Meet this year, it becomes absolutely necessary that the East should provide some sort of a general gathering place for its membership; for while the fact may not be a pleasant one it is none the less true that the attendance of Eastern cyclists at the Denver meet will be comparatively limited. And this is not owing to the fact that the East did not get the meet, but simply and solely because of the great distance and the hard times. The need for retrenchment forces itself upon the average man just now whether he likes it or not, and the cost of the railway fares to the Rocky Mountain city is unquestionably going to affect the attendance.

To those of us who are fortunate enough to be able to take the trip it will be a revelation, and everyone should go who can in any way arrange it; but to the rank and file of the stay-at-homes an Eastern meet becomes a necessity, and Asbury Park is now out with an invitation for a tri-State meet of the Pennsylvania, New York and New Jersey Divisions, to which it has been suggested that Massachusetts be admitted, the dates proposed being July 13th and 14th.

It ought to be a success.

WHEN a communication comes along like the following appealing letter the least that can be done is to give it space, and this I do:

CHICOPEE FALLS, MASS., Feb. 21, 1894.

Dear Ariel—I am sending you to-day one of our little hooks. Will you kindly rip it up the back, find all the fault you can with it, and inform your readers that it is about the rottenest thing you have seen this year.

By doing so you will greatly oblige,

Yours truly,

LAMB MANUFACTURING CO.

CHAS. C. Candy,

In accordance with Mr. Candy's request I make haste to say that were it not that his six feet two inches of height and two hundred pounds of weight render it somewhat hazardous for me to contradict any assertion which he is pleased to make, I should be able to say, in no uncertain tones, that, judging from the catalogue itself, so far from being one of "the rottenest things" (to quote Mr. C.'s elegant phraseology) seen this year, it is one of the neatest and sets forth the many novel points of the "Spalding" and "Credenda" bicycles as their merits deserve.

And having said this, it only remains to add that intending buyers should send for a copy before investing in a machine.

WHILE no one is more pleased than I to see Andy McGarrett reinstated in all the glory of "pure amateurism," it is none the less a fact that he has no one but himself to thank for having been out of the fold for so many years.

Mr. McGarrett was one of the original suspects suspended by Abbot Bassett many years ago in his historic order calling upon a number of the racing men to prove their innocence of charges of professionalism which were preferred against them, and a copy of which was mailed to each one of them; but our friend Andy, with a large share of that firmness of character which distinguishes so many of the Mc's and the O's, swore by his halidome that he would none of it; he'd see the racing board in a warmer climate than the one we are enjoying at present, etc., etc.! So out Mr. McGarrett went, and out he has stayed during all these years because, forsooth, he had made up his mind that he never would ask for reinstatement. Yet time brings many changes, and so it has come about that at last we see the long lost restored to the bosom of the League family.

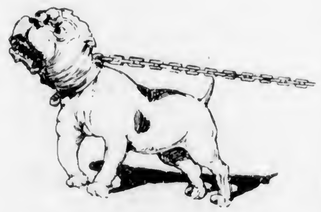
NOR was Mr. McGarrett's reinstatement the only one which gave pleasure to us all. Messrs. Canary, Taxis and Graves were three men whose return was the signal for much applause; and Graves' case was particularly pleasing to me, inasmuch as I was one of the unfortunate Board which was compelled, by the evidence presented, to declare Mr. Graves a professional, knowing even as we all did, that every one of the other fast riders were tarred with the same stick, the only difference being that the rest did not have their cases presented to the Board accompanied by the same evidence that the kind friends of Mr. Graves sent along.

So here are my congratulations!

THE pneumatic tire is generally considered an invention of recent birth, and the application of the pneumatic principle to the wheels of vehicles other than cycles to be an even younger growth, says *Bi. News*. But the patent records show that the pneumatic tire was the very first form of elastic tire ever invented. This was in 1845. The first solid rubber tire was not patented till the next year. An intense conservatism on the part of the makers and users of carriages seems to be indicated by the fact that they did not sooner see the advantages of pneumatic tires and solid rubber tires over the ordinary forms, which have been awaiting for their acceptance so long. They are now just inserting the thin end of the wedge, when they have seen the success of the resilient tire on the cycle. The first spring wheel was patented in 1772, and a suspension wheel followed in 1802. The former had curved steel spokes, and the latter spokes of leather. A suspension wheel with metal spokes was patented in 1826. Pneumatic springs, similar to those exhibited at a recent Stanley Show, and a form of the much-debated pneumatic hub were patented in 1859, and intended to be applied to omnibuses. A rudimentary form of roller bearing was patented in 1787, and a better form in 1804. It is only lately, however, that we have heard of the formation of a company to introduce ball bearings to the wheels of carriages.

OVER two miles of cedar block paving on a slag foundation have been put down in a suburb of Chicago. The sapless cedar blocks were swept over with clean lake shore gravel entirely filling all spaces between them, and leaving the surface free from stone. The pavement was afterwards thoroughly rolled with a six-ton roller, which left the surface as smooth as glass. *Exchange.*

Ay, ay! "Smooth as glass"—for a time; but the writer shows by that very statement that he never rode on that surface after the lapse of a few months' hard wear from heavy trucks and teams had worn it into holes and ruts. It is a question whether any pavement yet invented yields as good results for ease of traction, durability and wear, as a properly-laid Trinidad asphaltum, although the firebrick paving now in use in so many cities of the west is said to be extremely satisfactory.



"That there dog never lets go nothin' till it's dead!"



"This yer coon cost three dollars!"



This is a souvenir which each delegate carried away with him from Louisville.

Ariel

Overheard at the National Assembly.

"Class A will be a Kindergarten for Class B." *H. E. Raymond.*

*

That color line ran a mighty scant margin—127 votes, while 121 were needed to carry it.

*

"If you come to Denver you will be allowed to walk on the grass!" *Louis Block.*

*

"Say, Merg, if I had those whiskers, you could have the treasurership!" *Broesicke to Mergenthaler.*

*

Asbury Park will have a meet in '94 just the same that of the New Jersey Division, and it will be a rouser.

*

"The men who get the invitations to the banquets are the men who are already overfed." *Thos. F. Sheridan.*

*

"An amateur, as far as the term goes, is what the governing body to which he belongs makes him."—*H. E. Raymond.*

*

Denver it is for '94!

That stereopticon exhibition, with its accompanying punch, on Monday night, was what did it.

*

And Denver can thank New England for getting the meet. When Massachusetts refrained from voting and New Hampshire and Maine plumped for it, 'twas a sure thing.

*

"They went over to an organization that was organized for the purpose of promoting racing for cash and when it went out of business turned its bankrupt stock over to the L. A. W."—*I. B. Potter.*

*

New Jersey may be considered by some as outside the borders of the United States, but if any Division can show an abler lot of men than her delegates to the National Assembly, a good many people would like to have them trotted out.

"We want all we can get. However, out here we are putting in our time riding wheels, rather than plotting for the L. A. W. We don't care a ——— for the L. A. W.!" *Letter of a Western Chief Consul to Willison.*

*

THE applause which punctuated that part of Representative Parson's speech in behalf of Asbury Park's bid for the Annual Meet, which stated that "The giddy summer girl will bid you welcome in the surf!" was led by the Secretary.

The Cycler Wins.

THE five-mile race between E. C. McClelland, the roller skater, and Will Greer, the cycler, which was contested last Friday night in the North End rink, Wheeling, W. Va., resulted in an easy victory for the latter. As a matter of fact the skater never was in it with the wheelman, Greer setting pace all of the way and winning handily by nearly a lap. The match was for $250 a side, winner to take the entire purse and 75 per cent. of the receipts, loser to take 25 per cent. of the receipts.

The official time given for the race was eighteen minutes and forty-six seconds. The time for each mile was as follows: 3.58, 3.38, 3.42, 3.48 and 3.40, the men making twenty-three laps to the mile. The track was banked at the turns.

Saugus Tourney Cannot Run Professionals.

UNLESS the McDuffee brothers alter their plans, their proposed race meet at Saugus, on April 19, will have to be given up. It was their intention to have both amateur and professional events on the same day, but this will not be sanctioned by the Racing Board. Class A and B races, or nothing, is the verdict of Chairman Raymond.

Death of Lillian Durell.

LILLIAN DURELL, the opera singer, died of consumption last Saturday in the Marlboro Hotel, New York city. She was taken sick the week before Christmas while at the head of her own company in the West. Early in January she was brought to New York and to the Marlboro, where she has lain ill ever since.

For several years past Miss Durell has been the wife of Charles F. Atkinson, manager of the Bowdoin Square Theatre in this city, both she and her husband being members of the Massachusetts Bicycle Club, and she was one of the original feminine riders of the bicycle in Massachusetts. She was also first vice president of the Middlesex Cycle Club.

She made her debut as a prima donna in the part of Mignon, in this city, early in 1892. She had a mezzo-soprano voice, with the high notes of a soprano. It was intensely musical and full of expression, taking high G with perfect ease.

Her early death is greatly deplored.

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Union Catalogue for '94

No wheelman should miss this chance to get one FREE by mail.
All you have to do is to

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It's Only a Short One



Albion, N. Y., Feb. 20th, 1894.
STERLING CYCLE WORKS,
Chicago, Ill.
GENTLEMEN:
Your sample wheel arrived here yesterday all O. K. It is the finest looking wheel ever shown in Albion, and is admired by all. We are more than pleased with it, and you may look for some orders for more like it right away.
Very respectfully yours,
BOTSFORD & WARNER.

But it's a sample of what they all say about

The STERLING.

(Built Like a Watch.)

If you're a dealer, there's time yet. Get the agency for the Sterling. 'Twill take the town by storm. The highest grade wheel on the market this year. Write for catalogue.

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COLLEGES YIELD.

The Inter-Collegiate Athletic Association Recognizes the L. A. W. and Will Hereafter Comply With Its Rules.

THE action of the Inter-Collegiate Athletic Association, at its meeting in New York on last Saturday evening, in deciding not to formulate any rules to govern cycle races, but to hold all bicycle events under the rules and sanction of the League of American Wheelmen yielded a decisive victory for the latter organization.

This decision terminates a dispute between the two organizations, which has been of nearly two years' duration. When the A. A. U. and the L. A. W. entered into the agreement whereby the government of cycle racing was to be left entirely to the latter, the college association refused to recognize

THE RIGHT OF THE LEAGUE

to govern meets held under the auspices of the various colleges, and, barring a few exceptions, refused to apply for sanctions to hold bicycle races at their sports. The trouble culminated at the tournament held at Princeton last summer, when the men who participated were suspended from the track for a year by the Racing Board for competing in an unsanctioned event, but, as it was afterwards claimed that the suspended riders had been told that sanction had been given, the suspensions were raised and a decision made by the Board to hereafter refuse to sanction all meets held under the auspices of any of the colleges members of the I. C. A. A., and to suspend for one year any man who competed at such a meet.

THEY DID NOT SHOW UP.

Several races were subsequently announced to be held at the various college athletic tournaments, but, as no riders of ability entered to compete, the events had to be called off, which has apparently had the effect of forcing the colleges to recognize the right of the L. A. W. to control this branch of sport.

At the I. C. A. A. meeting President Wade made a speech which was somewhat in the nature of a surprise. He said:

"There has been a general misunderstanding of this case. The trouble arose from an unfortunate letter written by an enthusiastic gentleman to Chairman Raymond of the L. A. W. Racing Board, stating that this association had passed a resolution ignoring the L. A. W. in connection with bicycle races held at our championship races. The Executive committee has written a letter to the L. A. W. that this association has at no time taken a stand antagonistic to the L. A. W., and that there is nothing in the minutes of recent meetings to show that we have defied the L. A. W.

On the contrary, it is the correct policy of this association to recognize the L. A. W. as the governing body of bicycle races in this country, and I would suggest that we do not rise on our dignity and make trouble for ourselves by defying this big organization. If we do not ask for proper sanction for our races, all of our riders will be disqualified. We know already the experience Harvard has had, and I don't believe it is policy to invite trouble. I have here a letter from Chairman Raymond, who encloses a resolution for this association to adopt. It merely stipulates that we apply to the L. A. W. for sanction and run our races under its rules. It is your privilege to settle this matter in two ways. Either drop article 30 from your Constitution and adopt Mr. Raymond's resolution, or empower the Executive Committee to confer with the L. A. W. Racing Board with a view to settling the difficulty amicably."

Wheelwright, of Harvard, favored giving power to the Executive Committee to act, and then offered this resolution, which was carried:

Resolved, That power be given to the Executive committee to cut out article 30 of the laws of athletics and substitute as they may see fit, first conferring with the L. A. W.

Under What Colors Will They Ride Now?

THE Chicago Athletic Association, in order to decrease expenses, have cut down their athletic membership. Among those who have been notified that their membership has ceased are A. E. Lumsden, C. T. Knisely, H. A. Githens, A. A. Briggs, and all the rest of the cycling brigade.

They Object.

IN the Massachusetts House last week, Mr. Teamoh of Boston introduced this resolution which was referred to the Committee on Rules:

Whereas, the National League of American Wheelmen, at their convention, Louisville, Ky., on Feb 20, in the present year, voted to exclude colored persons from membership in said organization, which exclusion affects the members of the organization resident in Massachusetts.

Resolved, that the General Court deprecates the action of the organization above referred to, and regards the enforcement of discrimination of this character as a revival of baseless and obsolete prejudice.

Same Old Challenge.

VALDARE, the French trick rider, who appears at Proctor's (N. Y.) this week, is about to issue a $500 challenge to all comers, Canary and Hoeffler preferred, for a trick riding contest on the bicycle and unicycle.

Going to Europe.

FRANK WALLER and Charley Ashinger, the professional riders, are going to France to take part in the international six-day race, which begins there on March 11. W. F. Murphy will probably accompany Waller, and it is said if his condition warrants it, he will enter and compete in the professional races.

Sneeuwschoenenloopen.

THE above word appears in a Dutch cycling paper. The puzzle is how is it pronounced, and what does it mean? It has nothing to do with cycling or sneezing. No answers are required and no prizes will be given. *Bi. News.*

San Jose's 10-Mile Race.

THE ten mile handicap road race under the auspices of the San Jose Road Club took place Monday of last week on their course in East San Jose. Of the nineteen entries, nine started. They were: H. Edgeberg, 3 1-2m, handicap; E. D. Haller, 3m.; F. A. McFarland, 3m.; C. J. Belloli, 2 1-2m.; T. E. Belloli, 2m.; F. C. Reynolds, 1 1-4m. The scratch men were Oscar Osen, Otto Ziegler, Jr. and Walter Foster. Osen won in 37.25. The others came in as follows: T. E. Belloli, 39.24; Reynolds, 39.41; Edgeberg, Belloli and McFarland. The mud was something extraordinary.

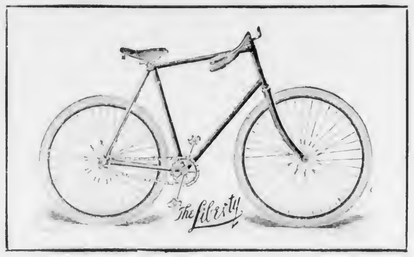
A Cycler's Rights.

DR. R. H. LAMB, of Moorestown, N. J., was arrested recently for riding a bicycle on the sidewalk. The officer found the wheel leaning against a tree, and accused the rider of using the sidewalk, but this was strenuously denied, and some hot words ensued. The officer threatened to arrest Mr. Lamb if he did not immediately leave the walk, but in order to test the matter the doctor rode down the pavement for quite a distance. Watson became angered at this proceeding, declaring it a wilful violation of the law, and going before Justice Pettitt secured a warrant for the arrest of Dr. Lamb, and served it at an unseemly hour in the morning before the doctor had finished his slumbers. The justice fined the doctor $5 which the latter flatly refused to pay, and was committed to jail in Mount Holly. Upon reaching Mount Holly the doctor secured legal advice, which was to pay the fine under protest and bring action afterwards. He accordingly did so.

Advocating Rational Dress.

IN connection with the fair held last week in the Concert Hall of Madison Square Garden, under the auspices of the National Christian League, every afternoon at 2 o'clock a congress of women met for the discussion of the subject of improved dress. Mrs. Boardman, a cyclist, and an advocate of rational dress for wheeling, introduced the bicycle as the best promoter of health and dress reform. Her practical advocacy of the costume she designed and wears has won more women to believe in a rational dress than probably any other influence in the same length of time. She is the wife of Mr. L. C. Boardman, cycling editor of the New York *Recorder*, and is a well-known figure in Metropolitan cycling circles.

It is not



What we say

But what

The Liberty

Cycles ARE

That loosens the

Strings of the

Public's Purse.

Wilson-Myers Co..

MAKERS.

New York,

U. S. A.



An Incident at Cincinnati.

To the Racing Clubs.

THE Racing Board of the League of American Wheelmen is about to prepare its National circuit of race meets, to commence early in July and extend well into October of this year. The plan at the present time contemplates the starting of this circuit in the East, and working West to Denver, Col., the place of holding the National meet, which will be held in August. The return will be made by meeting a few dates in the West and then a jump to the New England States, with a Southern tour for the latter part of September and first part of October.

APPLY AT ONCE.

While the above may be made subject to change, it practically outlines the circuit. Each meet in circuit will be granted privilege of placing one event on its programme each day, in which the prize limit of $150 will be waived by special sanction.

Applications for dates must be made at once. While a club may state the time most desired by it, the Board can only accept applications, leaving to it the sole naming of date. The expressed desires will be followed as closely as possible, but it must be evident to all, that a circuit cannot be arranged suitable to all. Protection as regards confliction will be assured, and everything done by the L. A. W.'s racing department to aid in the success of the circuit as a whole.

All meets in this circuit must guarantee to live up to the printed prize values on its programme, assure a good track and proper conduct of meet, in order that credit may reflect on the League of American Wheelmen. It is the only return the League expects for its labors in your behalf. It is desired to complete this circuit as speedily as possible, so the season's work may be mapped out in good time.

H. E. RAYMOND,
Chairman Racing Board.

Opening a Wheelmen's Headquarters.

THE Hickory Wheel Company will open to-morrow, March 3d, a retail sale-room, general repair shop and wheelmen's headquarters in South Framingham, Mass., at their factory. One room is designed as a salesroom, where will be the various models of Hickory and Columbia machines, and also a full line of cheap, medium and standard-priced bicycles of other makes. A room will be devoted to the general repair of bicycles, where competent workmen will attend to all work promptly, while another will have chairs and tables with newspapers and the cycling periodicals, writing desk, etc., designed as a sort of headquarters for local and visiting wheelmen. Mr. H. Lindley Crowther, who has been in the company's office for a year past, will be in charge.

Many hundred invitations have been issued for the opening, which will be made quite a social event, refreshments being served to all visitors.

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Wheels fitted with Bartlett Clincher or Palmer Tires.

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Cover the principle of Fastening the Tire to the Rim by Pneumatic Pressure.

The word "Clincher," as applied to Tires, is a duly registered Trade Mark, and any one using it in this connection does so unlawfully.

Any one making, selling or using, without authority, Tires employing the principle covered by the Bartlett Patents, or using the registered Trade Mark "Clincher" unlawfully, will be held accountable by actions of law.

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Training Accident in Paris—An Eight-Foot Fall.

DURING the training at Velodrome d'Hiver, at Paris, there are many smashes, but last Wednesday, the 7th, a bad one occurred. A Frenchman, Pingault, unable to take the corners at a pace, went clear over the balustrade, falling unhurt some eight feet. His machine brought over Barden, Schofield and others, who were hurt. Barden's machine rising in the air wounded Linton in the face, the latter not falling just managed to get through. It is incomprehensible to us that these men should train for sprinting on such a dangerous track. The best men will not ride until the opening of the out-door tracks, there being the Bois de Boulogne, with a perfect surface for sprinting. Fast work should be let alone at the V. D'Hiver. Edwards and Harris know better. *The Cycle.*

For the Heavy Brigade.

"*Nil desperandum*," said a doctor the other day to a seventeen-stone man who had consulted him with a view to reducing some of his superfluous tissue. "Have a tricycle built, and I will guarantee to cure your obesity." The great secret in such cases is to fight against the craving for drink which cycling inflicts on some novices; if the patient has sufficient will power to simply moisten his lips with his favorite beverage when thirsty he will speedily find attenuation has laid its hold on his frame. Cycling relieves *embonpoint* in two ways: (1) By strengthening the muscles of the abdomen, and (2) by causing perspiration and thus beneficially lowering the system. Temperance, if not total abstinence, combined with the wheel, are sure antidotes, an assertion which has received the support of such authorities as Dr. —we should say Sir—W. B. Richardson, Dr. Gordon Stables and poor Cortis.—*Bi. News.*

Back Pedalling.

OUR experience on the Vogel gear confirmed us in an opinion already held that a low gear was the easiest to back pedal with. With 32-inch gear we were able to absolutely lock the hind wheel down a gradient of one in eight. Of course, 32 inches is an absurdly low gear, but experience with it is sufficient to show that a 56 inch is easier to back pedal than a 64 inch. This might seem self-evident, but not so long ago two well-known riders argued the point in the press, each holding different views. Both were partly right and partly wrong. At a moderate pace the low gear is best. At a really fast pace the pedalling is so rapid that it ceases to be thoroughly effective. Hence, if a rider loses control on a steep hill when using a low gear, he has little chance of checking his speed by back-pedalling. With a high gear he can exert a retarding influence even at a very high pace.—*The Cycle.*

Your Lamp Need Not Blow Out.

WHEN riding in a strong side wind, it is difficult at times to keep even the best lamp alight, by reason of the cold draught pouring into the top of the lamp on the side exposed to the blast. We found it so last Saturday, when riding athwart the gale, but overcame the difficulty by putting a piece of paper round the side into which the wind blew. The paper was secured by an elastic band slipped over the lamp, but string would be as good, or better. Of course the unexposed side of the lamp was left uncovered, or the light would have gone out for want of air. By the sea, or where the riding is mostly done in exposed localities, it is a good plan to stop up the top of the lamp with perforated zinc, as this, while admitting free ventilation, without which the lamp would not burn, cuts up any down draught, so that the light is never affected by the strongest side wind. —*Bi. News.*

Sugar for Athletes—Now Claimed to be the Only Suitable Diet.

SOME little time ago we read an opinion of a Japanese wrestler, stated to be one of the strongest men in the world, that rice was the only suitable diet for athletes, and we now hear that in a paper on "Sugar as a Food in the Production of Muscular Work," recently read by Dr. Vaughan Harley before the Royal Society, the author first gave the chemical reasons that led him to believe that sugar was the principal factor in the production of muscular energy. He then went on to prove that it could be experimentally demonstrated that the addition of large quantities of sugar to the diet caused an increased capability of doing muscular work.

BY MEANS OF THE ERGOGRAPH

it was possible to estimate the amount of work accomplished under various circumstances by the middle finger of each hand, weights of 3 and 4 kilogrammes being raised. The total height to which the weight was lifted, being multiplied by the weight used, expressed in kilogramme metres the amount of work accomplished. The first step was to ascertain the value of sugar when taken alone in the production of muscular work. During a twenty-four hours' fast, on one day, water alone was drunk; on another, 500 grammes of sugar were taken in an equal quantity of water. It was thus found that the sugar not only prolonged the time before fatigue occurred but

CAUSED AN INCREASE

of 61 to 76 per cent. in the muscular work done. In the next place, the effect of sugar added to the meals was investigated. The muscle-energy-producing effect of sugar was found to be so great that 200 grammes added to a small meal increased the total amount of work done from 6 to 39 per cent. Sugar (250 grammes) was now added to a large mixed meal, when it was found not only to increase the amount of work done from 8 to 16 per cent., but increase the resistance against fatigue. As a concluding experiment 250 grammes of sugar were added to the meals of a full-diet day, causing the work done during the period of eight hours to be increased from 22 to 36 per cent.

Can it be that our cycling and other athletic trainers have for so many moons been wrong in their advice as to diet?—*The Cycle.*

Skirts are a Naisance.

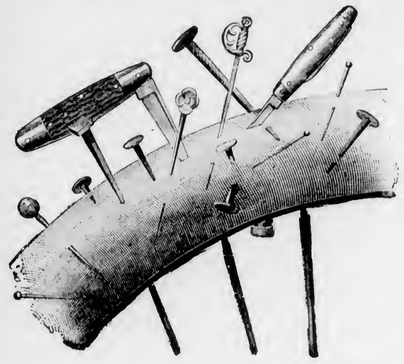
THE agonies I have endured in skirts on tricycles and bicycles cause me to look back with astonishment at the years I put up with such miseries. Although I thought I knew the pleasures of cycling, I have only learned what they mean since I have worn the rational dress, and I can only heartily pity those of my fellow-wheelwomen who still wear the ungraceful, dirty, and troublesome skirt. The joys of easy pedalling in wind, mud, rain, and even fine weather, are only known to rational riders. Only a short time ago I was riding with a friend who was in skirts. She had a new safety, and when we came home, owing to the muddy roads, her skirt was a terrible mass of dirt, and in a ride of twenty miles had scoured the gold lines off her new bicycle in several places. Against a head wind, or even with a side wind, the hard

WORK OF A SKIRTED WHEELWOMAN

is only known to those who have tried it. I am pleased to say that some of the strongest opponents of the rational dress have been converted when they have learned by practical demonstration that the costume looks smart, practical, decent, and, dare I add, ladylike? The great thing to be aimed at is to bring the costume before the public, as so many persons seem shocked at the idea, but at once alter their opinions on seeing the reality. I can only hope that the above assurances of success, so far as the rational dress movement has gone, may assist wavering lady cyclists to adopt the costume.—*English Exchange.*

THE

Self-Sealing Air Tube



Demands the attention of both riders and dealers, as it positively closes punctures made by Pins, Nails or Tacks, and thereby removes one great disadvantage of the pneumatic tire.

When several miles from home, it is satisfactory to know that should you meet the "business end" of a tack, the air will not leave you.

We also make tires and claim we are "up to date" if not in the LEAD, because our Road Tire weighs 3 1-2, and our Light Road Tire 2 1-2 pounds, saving two to three pounds over any other make.

Order your bicycles with our TUBES and TIRES.

Send for circular.

New York Tire Co.,

97 Bank Street, New York.

WHAT RIDER CAN SHOW BETTER MILEAGE?

Come, Gentlemen, Expose Your Hands

"Just to show that there is no frost."

MORGAN & WRIGHT

Announce the following Awards:

For greatest mileage on one set of M. & W. Tires during 1893—rider having made his own repairs:

1st Prize. Cost value, $100. A. A. Hansen, St. Paul, Minn., 8,114 miles on a Fowler, 30 pounds.

2nd Prize. Overcoat, $45. W. R. Englemire, Rockford, Ill., 7,957 miles on an Ormonde, 37 pounds.

3rd Prize. One set M. & W. Tires. J. W. E. Kinkead, Chicago, 4,953 1-2 miles on an Imperial, 35 pounds.

For most meritorious single ride, distance, weather and character of roads to count:

1st Prize. Cost value, $50. H. H. Wylie, Chicago, New York to Chicago, 1,028 miles on a Sterling, 27 pounds.

2nd Prize. Cost value, $25. A. A. Hansen, St. Paul, Minn., 224 miles in 20:10 on a Fowler, 30 pounds.

3rd Prize. One set M. & W. Tires. P. Von Boeckman, Austin, Tex., Chicago to Austin, Tex., 1,300 miles on a Fowler Light Roadster.

For best time in a 10-mile road race, prize cost value $25.

Wm. Bainbridge, Chicago, time 27 min. 54 sec.

For best time in a 25-mile road race, prize cost value $25.

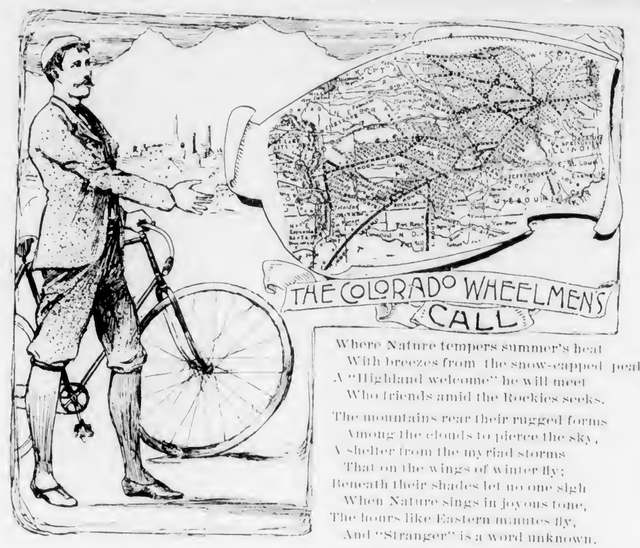
Frank Waller, Indianapolis, Ind., time 1 hr. 6 min. 10 sec.

Above awards made by a committee selected from members of The Century Road Club of America.

AGAIN WE REPEAT FACTS AND FIGURES. AGAIN WE SAY DEDUCE YOUR OWN INFERENCES.

Will be pleased to send you an interesting and instructive catalogue, containing a guarantee as "is a guarantee."

MORGAN & WRIGHT, 331-339 West Lake St., CHICAGO, ILL



BY ROBERT BRUCE.

Come to the Rockies, wheelmen all
Where mountain, plain and valley meet!
Your brother cyclers send the call
And hope their friends of yore to greet

Where Nature tempers summer's heat
With breezes from the snow-capped peaks:
A "Highland welcome" he will meet
Who friends amid the Rockies seeks.

The mountains rear their rugged forms
Among the clouds to pierce the sky,
A shelter from the myriad storms
That on the wings of winter fly;

Beneath their shades let no one sigh
When Nature sings in joyous tone,
The hours like Eastern maunies fly,
And "Stranger" is a word unknown.

Come where the works of God are seen
Unchanged by time, untouched by art;
Come when the hills and fields are green
And Nature beats with gladdened heart.

When Father Time shall say "Depart!"
His voice will strike unwilling ears,
We'll bid you "God-speed!" from the heart
And hope to meet in other years!

Speed Feeding A Novel System of Training.

In these days, when so much attention is being universally paid to the physical cultivation of the human body, not only in relation to cycling alone, but to many other manly exercises and sports, it may be of interest to some of our readers to hear how a champion of the world in another branch of sport, albeit, a sport which, in more ways than one, has great similitude to cycling, regulates that most important point, his diet.

In the skating races for the championship of the world, recently held at Zwolle, Holland, Harald Hagen, of Christiania, Norway, by winning three out of the four races, carried off this title, his runner-up being Marten Kingma, the Dutchman, on each occasion and his vanquisher in the only race he did not win, viz. the 500 metres.

Hagen's appetite is reported as extraordinary, and, if accounts are true, put any cyclist that we have heard of to shame. This appears to have been one of the chief topics of conversation in the hotel in which the Norwegian was staying, and well may it have been, when it is said that he ate a meal every two hours, and that they were not

"MAKE BELIEVE" MEALS

in any sense of the word. By actual count he is reported as eating four dinners, which consisted of steak, potatoes and French beans. The liquid imbibed was not in keeping with this tremendous eating. The only moisture Hagen took was eggs beaten up in port wine, which he took frequently. However, as a set-off against this apparent over-eating, Hagen takes very little on the days on which he is skating races, his only refreshment on these occasions being the yolks of three or four eggs and a little port wine, taken separately.

How would some of our cycling-speed merchants like to try this course of dieting? Doubtless the racing and practice in the very cold atmosphere have something to do with so prodigious an appetite, but we cannot help feeling that, no matter how much a man may feel that he wants food, it must be a mistake to eat so much, and that he would do better could he restrain himself from such gastronomic feats. It must be remembered that many of the finest athletes the world has ever seen have been small eaters; but men vary, and what will suit one will nearly kill another, so that no definite lines can ever be laid down as to details in training and diet. A man must know best for himself from actual trial and experience. We are only surprised that a man could win a world's championship under these conditions, and do not advise any of our embryo champions of the wheel to try, even if they feel so inclined.—*Bi. News.*

Three Narrow Escapes.

The fates made a dead-set on English racing men last week and three of them had narrow shaves of bad accidents. F. J. Osmond fell in Birmingham on Wednesday while riding between a steam-tram and a cart. The machine slipped and threw him under the horse; he fortunately escaped with but slight hurt, his Whitworth, however, was bent all out of shape but not broken. On Sunday last C. A. Smith, on a tricycle, Ransom, and an Anerly man were coming down the hill under the bridge into Cobham, with some rapidity, when an innocent-looking pony drawing a trap suddenly turned right across the road at the instant the men were passing. They just got through, but had the pony backed a yard, it would have fared ill with Smith and his trike. On the same day, S. F. Edge and a Coventry man were speed cycling on a Rudge tandem, near Coventry, when Edge chanced to glance up and saw a string stretched across the road on a line with his face. He at once rose as erect as possible, and broke the string across his chest. Search was made for the dastardly blackguards, but there was no sport. *Cycling.*

To Cross the Alps.

Charles Terront, the great French rider, has announced that he will attempt another feat in continental road riding His last effort was a ride from St. Petersburg to Paris, and now he proposes to ride over the Alps from Rome to Paris. The distance is about one thousand miles and the ride full of danger and difficulty.

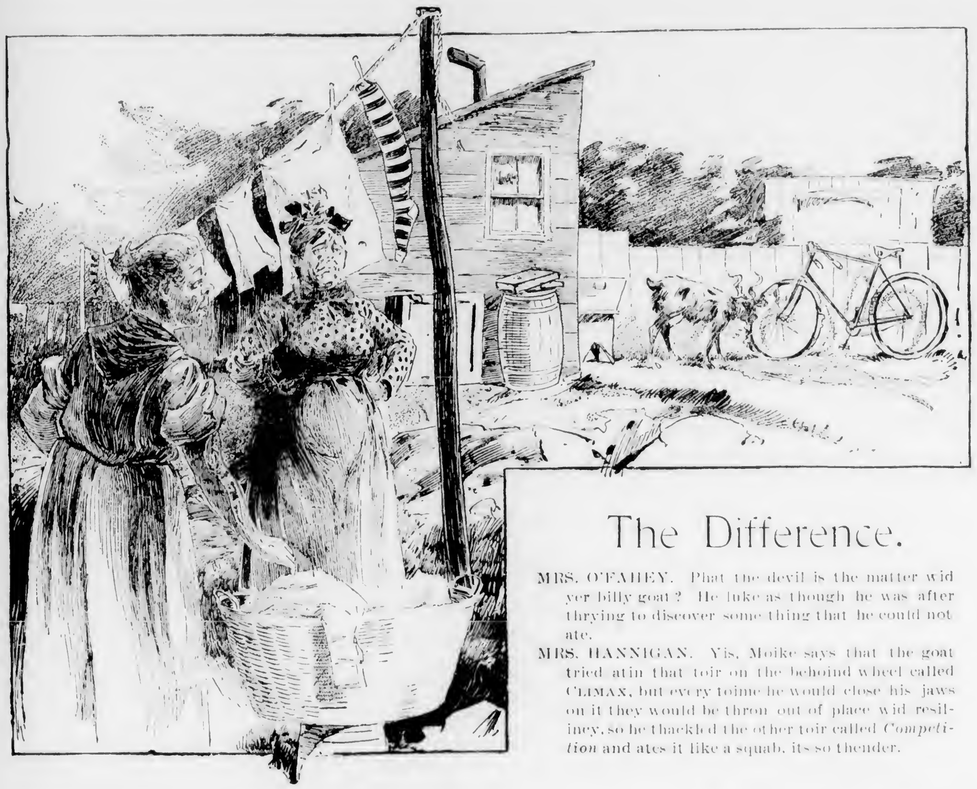
His route across the continent will be as follows: Rome, Florence, Milan, Turin, across the Alps by Mont Cenis to Chambery, Lyons, Macon, Dyon, Sens and Fontainblean, to Paris, where he will ride right through the principal boulevards—Bonne Nouvelle, Montmartre, Des Italiens, Capucins, Madelene—up the Champs Elysees, and finish at the Arc de Triomphe, a distance of about one thousand miles, which he hopes to cover in a very short time. The difficult part of the ride will, of course, be the crossing of the Alps at Mont Cenis, as the road is a dangerous one, for since the celebrated tunnel was opened in 1870 this road over the mountains has been sadly neglected.

To the Clubs of New York State.

The annual State circuit will be held during June of this year. Clubs desiring positions in same should send applications to the undersigned at once. The circuit must necessarily be limited to about six meets, in order to finish in time to leave the field clear for the National meets.

It is desired to commence the circuit as soon after May 30th as possible, so no time is to be lost in arranging details. The same conditions surround the meets in this circuit as noted in the other notice respecting the National meets, save that the usual prize values as laid down in the rules will be observed.

H. E. Raymond.



The Difference.

MRS. O'FAHEY. Phat the devil is the matter wid yer billy goat? He luke as though he was after thrying to discover some thing that he could not ate.

MRS. HANNIGAN. Yis, Moike says that the goat tried atin that toir on the behoind wheel called CLIMAX, but every toime he would close his jaws on it they would be thron out of place wid resiliney, so he thackled the other toir called *Competition* and ates it like a squab, its so thender.

REX ROAD and CLIMAX.

Best Cemented Tires. Prices Low.

CYCLONE.

Best Mechanically Fastened Tire.

SPECIAL PRICES TO THE TRADE AND FULLEST AND BEST GUARANTEES.

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EASTERN RUBBER MFG. CO., Trenton, N. J.

Distributing Branches: Factory and Head Offices, Trenton, N. J. Eastern Rubber Mfg. Co., 38 Park Row and 9 and 11 W. Broadway, corner Reade street, New York; Chicago, 207 Lake St.; Buffalo, Frank J. Eppele; Philadelphia, H. C. Le Cato; Washington, D. C., Goodyear Rubber Co.; St. Louis, Day Rubber Co.; Pittsburgh, Hayward & Co., 86 Water St.

TELEMACHUS' TALKS

THOSE who went to the Louisville meeting with the expectation of witnessing brilliant oratory, desperately contested battles, and an interesting and exciting session, were disappointed. In place of the many disputes over certain points which the warring factions were expected to have, the Assembly got down to business and accomplished a great deal of solid work—most of it work of a character that will be generally commended.

It had become evident to the most obtuse delegate that the time had come when it was imperative that some action be taken on such questions as that of the future of *Good Roads*, the League organ, and the fixing of the dues. Matters could no longer drift along as they had been doing in a hap-hazard way, with the financial condition of the League growing worse and worse, and the absence of a regularly arranged-for weekly paper more keenly felt by the membership as time went by. Few will there be to deny that the action taken regarding *Good Roads* was wise. The general reluctance to relinquish the undertaking, when it was becoming a greater power for good than ever, was evident, while equally so was the fact that the magazine could not be sent to every League member. The decision that *Good Roads* should continue its work, and be sent only to such members as desired it (they paying cost for it), was one that met with the approval of all, and was arrived at without a dissenting voice.

While it will be generally conceded that Chairman Raymond was the central figure of the drama enacted at Louisville, very few, probably, will dispute that Sterling Elliott occupied the second place. As Chairman of the Committee on League Publications, he made an exhaustive study of the matter, and came to Louisville with the most positive views on the subject, which he was neither backward nor wanting in eloquence in presenting the Assembly. His attitude will be better understood when it is stated that he was of the opinion that it would be impossible to persuade the Assembly to raise the League dues, and that the next best thing was to have an organ that had a bona fide paid subscription list, and his entire campaign was conducted with that end in view.

I was not until he found that the proposal to raise the dues was not received with disfavor that he showed any signs of modifying his plan. He defended it with vigor against all comers, and it is safe to say that no one but he could have made so long and so successful a stand against such odds as he encountered. When he perceived that defeat was inevitable—a defeat that was practically victory—he submitted gracefully.

That sentiment is not dead even in these matter-of-fact days is shown by the selection of Denver as the place for holding the '94 meet. Even the opponents of that breezy western city were obliged to admire the way in which her advocates conducted the campaign which resulted in their complete success. There were other causes, of course, that contributed to the victory of Denver, but no inconsiderable portion of it was due solely to Messrs. Block, McGuire and their two or three associates, and the hearty way in which they presented the allurements of their city.

A stranger wandering into the Denver parlor was taken in charge by the two gentlemen above named, and although he was decidedly opposed to the selection of Denver, yet he was made to feel at home. The various arguments in favor of the mountain city were gone over in detail, and a case made out much stronger than it was supposed possible. The fact that there are thousands of riders in Denver who are ignorant of the existance and aims of the League, was dwelt upon, and the eagerness of all the people of Denver both cyclists and non-cyclists to entertain the organization was plainly shown. The fact that the far west had never had a meet, and that this one would catch hundreds who had never attended a meet was not lost sight of. All these arguments were strenthened by the stereopticon views and the informal luncheon tendered the members of the Assembly by Denver, and a sentiment was worked up that not all the solid, horse sense arguments in favor of the eastern city could overcome.

There is nothing more certain than that the demand for even lighter wheels than we now have will continue, and one cannot help wondering what will be the next weight-reducing device. It would seem that the makers have reached their limit in this respect, but then it should be remembered that for several years past we have believed that point to be reached, only to have our illusions dispelled by some new triumph. Successive reductions have but served to whet our appetites, however, and there is to-day no one thing about a wheel to which so much attention is paid as the weight. The makers must keep the weight down, whether the object is attained by new and ingenious devices, or the sacrifice of structural stability.

In all wheels turned out for special exhibition purposes, in which extreme light weight is the object aimed at, the weight is cut down by doing away with the adjustments so essential on regular stock wheels. The handle bars are made fixed, the pedals are screwed into the cranks, and the wheel is built to reach. It is rather surprising that the first two devices have not been more generally adopted for extremely light stock wheels, as they are not at all impracticable. The building of a wheel to reach, however, is not likely to be generally adopted, as riders are very particular to have the reach just to their liking. About the only way to arrange the matter would be to have saddles of different height, but this would hardly solve the difficulty, as most men want a low, hard saddle.

How the fashions do change in our wheel world. But a few years ago we got as far back of the crank hanger as we possibly could and esteemed that wheel the most perfect which had the saddle placed nearest to the back wheel axle. Of late we have been retracing our steps, until we are now almost over the crank hanger, and few will dispute that the change is an improvement.

To get forward some makers preserve the proportions of the triangle formed by the rear portion of the frame, and reach the proper position by turning the seat post around and having it point forward instead of back. This method attains the desired result, but it certainly does not improve the appearance of the machine. Others run the brace through the diamond much straighter than the gear leaves, but they, too, sacrifice beauty for utility. Those who do not resort to either of these measures put the saddle as far forward on the seat post as possible, and thus get the rider pretty well over his work.

That there is virtue in advertising, and in living up to a guarantee, is shown by the remarkable success achieved by the Morgan & Wright tire. No better praise can be given it than in the statement that last year it was imitated, while the present season sees the imitators withdraw their copy through lack of success with it. Men who know very little either about wheels or tires seem, almost instinctively, to know that there is an M. & W. tire, and they want it and nothing else. It will not do to tell them you have something just as good, or of precisely the same principle but of another make; they insist upon having the M. & W., and will take nothing else.

An almost equally great success has attended the efforts of J. F. Palmer. But two or three years ago he was one of the great army of nobodies, but he had wit enough to perceive the opportunity there was in the manufacture of the pneumatic tire and to grasp his portion of it. To-day he bears with him the proud air of conscious success, and is prepared to reap the benefit that will accrue to him from the sale of his celebrated tire—a result almost entirely due to the advertising received by his tire from its use on the race track.

TELEMACHUS.

$125.00 in Gold

Is the Value Placed Upon

The Best Bicycle Made — TRADE SPALDING MARK — For $125.00.

The Spalding

We accept nothing **LESS** and do not pretend to give **MORE** than its value.

Lamb Manufacturing Company, MAKERS. Chicopee Falls, Mass.

A. G. SPALDING & BROS., Special Agents.

NEW YORK. CHICAGO. PHILADELPHIA.

'94 NEW MAIL.

27 AND 30 LBS.



$115 AND $125.

OFFERED AS THE

Handsomest and Finest STRICTLY HIGH GRADE in the Market Today!

Men's, Ladies' and Youth's patterns. Also best line medium price wheels, $25 to $75.
Our 1894 Catalogue just out. Free at agencies or mailed for two two-cent stamps. Surely see it!
——Manufacturers——

WM. READ & SONS, 107 Washington St., Boston.

ESTABLISHED 1826



Among the Clubs

THE East Hartford (Ct.) Bicycle Club gave a dance and reception at the North School house in East Hartford last week. There was a large attendance, and Severn's orchestra furnished the music.

THE annual fair of the Alpha Wheelmen, of Philadelphia, will commence on March 19, and will last for two weeks. It gives promise of being very successful, the entire membership being hard at work.

MANAGER Miller, of the Park Avenue Wheelmen of Philadelphia, has made arrangements to repeat the club's Midway Plaisance Smoker at Millville, N. J., next month, under the auspices of the Millville Wheelmen.

THE Quaker City Wheelmen of Philadelphia expect to have ground broken for their new club house early in the spring. The house will be first-class in all its appointments and will be second to none in Philadelphia.

THE monthly sociable of the Pioneer Cycle Club, of Brooklyn, N. Y., took place at the residence of one of the members, Mr. Fred Smith. The evening was spent in singing, dancing and recitations, with social games.

MADISON SQUARE WHEELMEN is the new name adopted by the Oliver Wheelmen, a well-known cycle organization of Baltimore, Md. The club will give a series of club races at the Park Cycle Track in the first week in June, 1894.

THE Pittsburg Athletic Club Wheelmen held a large "Straw Ride" last week. The sleighing was delightful and they drove out the Philadelphia Pike to Mother Mac's, where a midnight supper was served to the thirty-eight couples who were in attendance.

THE first of a proposed series of assemblies to be run by the Everett (Mass.) Wheelmen took place in Grand Army Hall last week in the presence of about twenty-five couples, who enjoyed a pleasant evening under the musical guidance of Young's Somerville orchestra.

THE Wellsville, Ohio, club is working hard for the organization of a cycling circuit for the coming season to include Pittsburg, Cleveland, Steubenville, Wheeling, Beaver Falls and Wellsville. If Pittsburg cannot be secured, Wellsville will go on with the other clubs named.

THE Park Avenue Wheelmen's annual dance will be held at Bank Hall, Broad street and Columbia avenue, Philadelphia, immediately after Lent. A committee was appointed to make the arrangements, and no efforts will be spared to make this annual event a most successful and enjoyable affair.

A PROGRESSIVE euchre party was given by the Quaker City Wheelmen of Philadelphia on last Wednesday evening. The prizes were won by Messrs. J. Artman, G. W. Lawrence and S. A. Martin and Miss Girard, Mrs. Schaudein and Miss Griffiths. A debate and musicale is a fixture for an early date.

THE Maryland Bicycle Club, of Baltimore, will hold its twelfth annual banquet on March 16, and it is expected to be an elaborate affair. A number of prominent L. A. W. men have been invited to attend. Among those down for speeches are: Charles H. Luscomb, Albert Mott, H. E. Raymond, A. C. Willison and others.

THE West Philadelphia Cyclers gave a dance on Thursday evening of last week, at the Drawing-Room, Fortieth and Locust streets, which brought out a full attendance of the members and their lady friends. The members all wore the new club favors of pink and dark green. Dancing was commenced at 9 o'clock, and kept up until 12:30.

THE Bridgewater (Mass.) Cycle Club has been considering the advisability of allowing outside people to become associate members of the organization. A short time ago a division of the club strongly favored the plan and submitted it to the club, but at the meeting held to decide the matter it was voted to allow none but wheelmen to belong to the club.

THE Minerva Social and Cycling Club of Philadelphia, gave another of its highly enjoyable social evenings on Thursday evening, at 1748 North Thirteenth street. Secretary Mrs. C. J. Hoyt, assisted by a committee, had charge of the affair. The club has also arranged to have a benefit at the Chestnut Street Theatre during the week of March 5.

A SMOKER was given at the club house of the Southwest Cycle Club, Philadelphia, on last Friday evening. A large number of members and friends attended and a very enjoyable evening was spent. E. F. Shea, President and Captain of the club, introduced the talent from the St. Aloysius Literary Institute. The programme presented was a fine one.

THE Framingham Cycling Club, of South Framingham, Mass., held another of its pleasant progressive whist parties on Feb. 22, fourteen tables were used, first prize being won by G. B. Clark. The first prize for ladies was won by Miss Marion Hilton. An entertainment was furnished, consisting of banjo, clarinet and mandolin solos, and banjo and guitar duets.

THE Allen Wheelmen, of Allentown, Pa., gave an orange tea last week, at the club house, and over 300 persons enjoyed the evening's festivities. The Emmerson Glee Club, of Catasauqua, was in attendance, also the Allen Wheelmen's Glee Club, and both of these musical organizations provided excellent entertainment. In addition J. Hagenbush gave a number of piano solos.

THE Associated Cycling Club's of Milwaukee, submitted the amended report which was adopted. The report as amended reads: "All tournaments to be conducted by the associated clubs of Milwaukee, the profits to be divided among the clubs. All road races to be run by the club giving them, subject to the sanction by the association. All officers of road races and meets and handicapper must be appointed by the association.

THE Philadelphia Cycle and Field Club celebrated its fourth anniversary on Washington's Birthday, at its cozy little club house at Ardmore, Pa. Open house was the order of the day, and despite the inclement weather quite a number of the members gathered around the huge open fireplace at the "Wigwam" and exchanged reminiscences. At 6 P. M. about twenty-five members sat down to a banquet.

THE Entertainment Committee of the Quaker City Wheelmen, under the chairmanship of John Raudenbush, is actively engaged upon the arrangements of several tournaments. A tandem pinochle, a pool and billiard tournament will take place soon, and as the club boasts of several good players in all these games, a spirited contest for the championship is looked forward to.

THE Centaur Cycle Club, of Baltimore, Md., celebrated its seventh anniversary last week with a banquet. The following toasts were responded to: "Improved Streets," Mayor Latrobe; "The Centaur Club," John T. Brooks; "Good Roads," Albert Mott; "The Ladies," W. Warren Search; "Social Features," W. A. Eisenbrant. Dickinson's Orchestra and Jackson's Banjo Club helped to entertain the guests, while musical and literary selections were rendered by Wm. Healy, John Johns, D. J. Williamson, Alonzo Hussey, Harry Munro and F. Witte.

THE New Britain (Ct.) Wheel Club celebrated its tenth anniversary at its rooms in the Savings Bank Building last week. The affair was informal and a delightful evening was spent. A turkey supper was enjoyed after which there were speeches by Captain Wilson, R. Vance and others. The Capitol City Quartet rendered several vocal selections during the evening; I. Seaton, of Hartford, entertained the company with well executed accordeon music, and James Tevlin rendered several pleasing piano solos. The club membership now includes ninety men, sixty of whom were present last evening.

THE third and last of the Bay State club dances—by all odds the prettiest of the series—was given last week in Horticultural Hall, Worcester, Mass. The series of parties has been unexpectedly successful. In the decorations of the hall a novel feature was introduced. Above the centre of the floor a tricycle wheel hung like the sword of Damocles, pendant from a thread. The platform was decorated with artistically stacked wheels. Dancing began at eight o'clock, Arthur F. Kelley being floor director. Chaffin's orchestra was in attendance, while music for two of the dances was given by the Bay State Mandolin and Guitar Club.

A RECENT item in this department referred to the formation of a ladies' club in Cincinnati in such a way as to lead the uninitiated to infer that this new club was the first ladies' cycling club ever organized in the Queen City, but such is not the case. The most successful and popular ladies' club in Cincinnati is the Queen Cycling Club, which was organized November 1, 1890, and has been in active and continuous existence ever since, taking regular weekly runs during the riding season and holding monthly meetings in the building occupied by Charles Hanauer & Brothers, at 258 and 260 Walnut street. This club recently gave a luncheon for the benefit of the Union Bethel, which netted that worthy institution $125. The Q. C. C. has forty members.

WE experimented last Summer with our new fabric, and only adopted it after we had fully proven it to be a success. Here is the verdict of the jury:

This One is from the Extreme West.

ALAMEDA, CAL., Feb. 16, 1891.

American Dunlop Tire Co., New York:

Gentlemen—In regard to your inquiry of the 6th, would state that I have ridden my wheel about 500 miles since I received the new tire, and it has not shown any defects yet.

I must say I was very much pleased by the way in which you acted. People out here seem to think that an Eastern guarantee counts for nothing, but I have proven to some, at least, that you are the exception, if not the rule.

In summer I will have greater opportunities for testing the tire and will let you know the results.

In the meantime, I am respectfully,

[Signed] JOS. RAZZINI.

And This One from the Extreme East.

YSHAWAY, R. I.

American Dunlop Tire Co., New York:

Gentlemen—The tire in question is on a wheel of one of my customer's and has been ridden probably 600 miles. In the examination I was able to make of it yesterday, I could not discover any signs of trouble. I think it has every appearance of success.

Yours truly,

[Signed] M. HERBERT KENYON

The State of McKinley sends Greeting as follows:

MT. VERNON, OHIO, Feb. 14, 1891.

American Dunlop Tire Co., New York:

Dear Sirs—Yours received some days ago and in reply to your question as to how well the tire stood. You sent me August last, will say that I fitted it to the hind wheel of my bicycle, and from that time until the middle of November I have ridden perhaps ten miles on an average for twenty days each month, besides a trip to Greenville, Pa., a distance there and back of five hundred and thirty miles; also from here to Newark, Ohio, and back, fifty-two more miles, and I up to date the tire is as good as ever. Test enough for any tire, in my estimation. I have never yet had a puncture, where others with other makes are continually repairing. I once ran a tack clear to the head in your last tire you sent, but it failed to get into the inner tube.

Your tire is the best I know of, now in use round this neck of the woods, and I cannot praise it too highly. Respectfully,

[Signed] R. B. MONTGOMERY

SPRINGFIELD, OHIO, Feb. 9, 1891.

American Dunlop Tire Co., New York:

Gentlemen—I do not think I have ridden my wheel over 800 miles since I got new Dunlop outer cover, but so far I have noticed no sign of its giving out. Very truly,

[Signed] GEO. S. DIAL.

And here's a Corker from Coxsackie.

COXSACKIE, N. Y., Feb. 12, 1891.

American Dunlop Tire Co., New York:

Gentlemen—The outer cover furnished me in August last, made from Sea Island Cotton, has been ridden 2000 miles, and to-day looks like new.

In my opinion, it's *the only tire* in the market for all purposes.

Very truly yours, DAN H. CALLAHAN.

We will now take a Little Jump below Mason & Dixon's.

BALTIMORE, MD., Feb. 9, 1891.

American Dunlop Tire Co., New York:

Gentlemen—The Sea Island fabric you put in my rear wheel Dunlop cover about August 30, '83, has given perfect satisfaction.

Since you returned the tire, it has had over 2000 miles' usage and shows no signs of giving out. Might also state that I have not had a puncture notwithstanding over three-quarters of the above mileage was made in our city where we run risks of picking up tacks and pins.

Respectfully,

[Signed] J. NAGLE CLARK, L. A. W. 312.

And then come back to New Spain.

CHERRY HILL, N. J., Feb. 10, 1891.

American Dunlop Tire Co., New York:

Gentlemen—Your communication of the 8th inst. received, and in reply would say: I have used the tires continually on my 25 lb. "Raleigh," and I am more than pleased with their resiliency, saying nothing about their wearing quality. I cannot accurately say how many miles I have ridden but I should imagine about five or six hundred on the road.

They show no signs of wear whatever, not even a scratch, and I rode over ruts, frozen ground in December. Very truly yours,

[Signed] A. W. FISHBOUGH.

Gowanda, Tarrytown & Eareville have their little say.

(We expect to hear this week from Seacaucus, Hoboken, Hohokus, and Weehawken.)

GOWANDA, N. Y., Feb. 9, 1891.

American Dunlop Tire Co., New York:

Gentlemen—Replying to your inquiry, will state that I received the tire in good shape last August and have ridden it over 1000 miles since. It shows no signs of wear, and is to all appearances as good as when received by me. Think I shall want one for my front wheel in the course of the next season. They are the tires for me.

I have three wheels in my family and sold 15 last season fitted with nearly all makes of tires and consider the "American Dunlop" the King of all. Yours in F. L. & T.

[Signed] D. H. FOSTER.

TARRYTOWN, N. Y., Feb. 9, 1891.

American Dunlop Tire Co., New York:

Gentlemen—I could not tell the number of miles I rode the new tire for my rear wheel that I received last August. I only know that it stood the test splendidly and showed no signs of weakness whatever. I reckon I rode it about 800 or 1000 miles. Yours cordially,

[Signed] REV. PHILIP GERMOND, D.D.

EAREVILLE, N. Y., Feb. 9, 1891.

American Dunlop Tire Co., New York:

Gentlemen—In reply to your inquiry, I have ridden this tire perhaps two to three hundred miles and does not show any signs of giving out. I think the tire a good one and am well pleased with it.

Yours truly,

[Signed] F. C. DE VALLANT.

CORNING, N. Y., Feb. 9, 1891.

American Dunlop Tire Co., New York:

Gentlemen—"Over a thousand, and no signs of wear." Yours,

[Signed] REV. W. C. ROBERTS.

NEW YORK, 2-9-'91.

American Dunlop Tire Co., New York, 154 E 59th St.:

Gentlemen—I have recommended your Dunlop tire to a great many friends since having your tire adjusted to my wheel, and I ride with more confidence than ever. In fact, I am more than satisfied and my friends are of the same opinion. I assure you there is no other tire for me. Very truly yours,

DR. L. RANDELL.

116 Delaware Ave., BUFFALO, N. Y., 2-12-'91.

...erican Dunlop Tire Co., New York:

Gentlemen—Replying to your favor of the 7th inst., I will say that ... new Sea Island outer cover sent me on Sept. 19, 1893, and which I ...de from that time on until the snow came, has thus far proven emi...ntly satisfactory. Am unable to give an estimate of the number of ...les covered, but my riding included all kinds of roads and pave...nts—country and city—and there is not a single scratch on the ...ver to indicate a mile ridden. It adds wonderfully, too, to the resil...ncy, and was remarked by all who mounted my wheel to try it upon ...ible stone pavement. From my experience, it is a GREAT SUC...SS, to which you are in every way entitled, judging from the ...ality of your goods and gentlemanly treatment of myself. Believe ...

Yours very truly,

[Signed] F. A. BRITTON.

...om the Abode of the Veiled Prophet comes this Pæan of Praise.

ST. LOUIS, MO., 2-13, '91.

...erican Dunlop Tire Co., New York:

Gentlemen—In answer to your inquiry, I take pleasure in saying ...good word for the Sea Island Fabric cover. I have used the tire ...nstantly since received—probably riding 500 miles—and it shows ...o signs of wear. Very truly yours,

[Signed] W. W. ALLEN.

...d then a "Hoosier."

CARTHAGE, IND., Feb. 13, 1891.

...erican Dunlop Tire Co., New York:

Gentlemen—In reply to yours of the 7th inst., would say I received ...e extra tire from you sometime in August or September. Then I ...ceived a set of outer covers from you since, which I have used. I ...ppose I have ridden them four or five hundred miles. I rode them ...rough wet, rainy weather up to two or three weeks of Christmas, ...d they show no signs of wear or pulling apart. Respectfully,

[Signed] MORTON BARBER.

...llowed by three Michiganders.

BAY CITY, MICH., Feb. 12, 1891.

...erican Dunlop Tire Co., New York:

Gentlemen—In reply to yours of the 8th, would say I have ridden ... wheel—equipped with your tire, not less than 1000 miles since ...pt. 1st last, and so far as I can judge it shows but very little wear. ...fact, it looks to me so far as actual wear is concerned, as though ... tires had scarcely been used. I am very much pleased with the ...es. Yours respectfully,

[Signed] LOUIS GOESCHEL.

P.S.—I remember the very prompt way you returned the tires sent ...u last August for exchange, for which please accept my thanks.

L. G.

DETROIT, MICH., Feb. 14, 1891.

...erican Dunlop Tire Co., New York:

Gentlemen—Your favor of the 8th inst. is received.

Although I have not ridden my new tires more than five hundred ...les, I have examined them and find they are in first-class condition. They show no signs of giving out, and I do not hesitate to say ...u I am convinced that the "Dunlop" is the best and easiest pe...fect tire on the market. Yours respectfully,

[Signed] W. H. WEBER.

DETROIT, MICH., Feb. 12, 1891.

American Dunlop Tire Co., New York:

Gentlemen—Replying to your favor of the 8th inst., I beg to say that since the receipt of your tires (about Sept. 5th last) I have ridden them almost daily up to the present time, covering a distance of 1700 miles, at a safe estimate. I have to-day examined them very carefully and find them in as good condition as when first placed upon my wheels, some five months since.

I would add that they have given entire satisfaction in every particular, and I could ask for no better tire than the Dunlop has proven itself to be.

Yours very truly,

[Signed] J. E. SCOTT.

And a Trio from the Keystone State.

PHILADELPHIA, PA., Feb. 13, 1891.

American Dunlop Tire Co., New York:

Gentlemen—Your favor of the 7th inst. (asking how tire sent me Aug. 30th last had worn) to hand, and as I know you do not want any guess-work report, I waited until yesterday and took the tire off the wheel and I am pleased to say that it is as good as when I received it.

I have not kept track as to how many miles I have ridden since that time, but will say that although I am very careful of my wheel, I ride constantly, stopping only for rain or muddy roads.

Both inner tubes are in excellent condition and tire on front wheel original tire, May, 1893, is in good condition and shows no sign of giving out.

Hoping this may prove satisfactory, I am

Yours very respectfully,

[Signed] CHAS. E. LINDEMAN.

P. S.—I talk "Dunlop" to my friends, strangers, and every one who contemplates getting or changing wheel or tire. How can I do otherwise?

C. E. L.

NEW HOPE, PA., Feb. 15, 1891.

The A. D. Tire Co., New York:

Dear Sirs—In answer to yours of the 8th inst., I beg to say that I have ridden the tire sent me on Aug. 12th, about 400 or 500 miles. I ride on an average of 5 miles a day, so you see from Aug. 15th to the middle of November would bring it about 150 miles. In regard to the wear, it shows no signs of it whatever.

If I can furnish you with any further information, I will cheerfully do so.

Yours truly,

[Signed] GEO. C. JOHN.

COLLEGEVILLE, PA., Feb. 10, 1891.

American Dunlop Tire Co., New York:

Gentlemen—Replying to your favor of the 8th inst., I ran the new covers about 500 miles, as nearly as I can say. They show very little signs of wear, considering the rough roads I traveled over.

Yours truly,

[Signed] G. W. YOST.

And "Last of All Comes Deep Oblivion." The Only Ray of Sunlight in This Gentleman's Experience Is the Fact That He Once Had the Pleasure of Riding Dunlop Tires.

65 Worth Street.

American Dunlop Tire Co., New York:

Gentlemen—I rode my machine, I should say, 10 miles, the man who stole it then can give you more information. I rode the tire that you put on last spring, all summer without a leak in it over country roads. The damage to it was caused by accident that happened to it while a valve was being repaired by Mr. Young that did not concern me. After having my wheel "burnt up," then stolen within 6 months have concluded to give up wheeling for a while.

Respectfully yours,

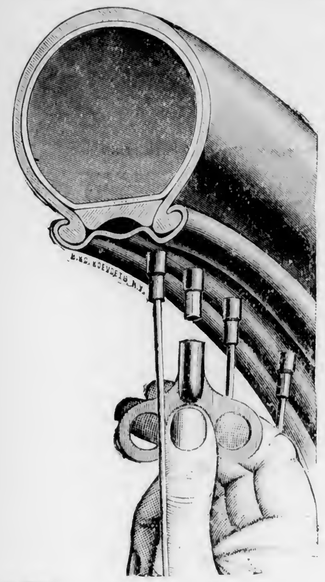
[Signed] EDWARD REEVE.

Here is testimony from all sorts of people, who live in ... sorts of places, and ride on all sorts of roads. Who can make a better showing? The popularity of the DUNLOP is not ...ctitious, nor created by newspaper talk of big deals. It costs more to begin with, but like other blessings, is cheap at any pri...

Get a copy of our interesting Catalogue, for the asking.

THE AMERICAN DUNLOP TIRE CO.,

504=506 W. Fourteenth St.,
New York City.



Remember "GEE WHIZ" on special wood rim, best wood rim tire.

TURN THE KEY.

.....WE DO THE REST.

Spring is at the Door.

Birds will soon be chirping, buds be starting, grass be springing, and you will soon be getting out the dear-loved wheel to put it in order for the season's fun. Oil it up, let it shine with the sun, inspect the tire, and then remember what we are about to say.

While your wheel has been laid up for the winter, we have not been neglectful of your interests.

Capital and ingenuity we have brought to bear upon the solution of the tire problem and we have *found* the solution—the New York Key Tire, combining in an unequaled degree the desired *simplicity, lightness, strength* and *resiliency*.

"TURN THE KEY" and the edges of the outer cover are locked tight against the rim. To examine or repair the inner tube, "*turn the key*" the other way, and the cover is detached. It can be done in a jiffy. There is absolutely nothing to get out of order.

The corrugated rim gives *strength* and *lightness*, the inner tube being all above the rim gives *resiliency*, the key principle gives *simplicity*, we give our *guarantee*, and the combination of all these gives the NEW YORK KEY TIRE, the tire you want to ride and recommend this summer.

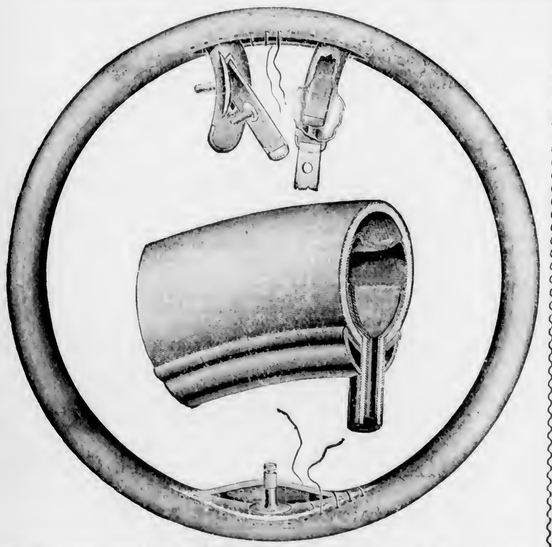
Yours very truly,

New York Belting & Packing Co., Ltd.

SEND FOR BOOKLET.

NEW YORK BELTING & PACKING CO. LTD

PIONEERS AND LEADERS. 15 PARK ROW, NEW YORK.



The Puncture Difficulty Solved!

THE

Providence Double Inner Tube Tire.

THE chief feature of this tire is an extra air tube which is within the regular tube and remains when uninflated in the hollow of the rim. It saves the annoyance now caused by punctures, as you have simply to inflate the reserved tube in case of accident.

SHOULD the second tube become damaged it may be inflated through its separate valve, as it is smaller in diameter and shorter. When inflated the punctures will not be opposite each other the outer inner tube forming a pressure patch for the puncture of the inner one.

THESE tubes are made to fit any tire and are sold separately.

NO extra weight, as our double tubes are but a trifle heavier than the ordinary single tubes.

QUALITY and style equals if not surpasses any tire on the market.

Write for Circular describing something new in tires. Every rider should have one.

The Providence Tire Co., PROVIDENCE, R. I.

[Mention BICYCLING WORLD.]

Far and Wide

J. W. BATE of the Brooklyn Ramblers has offered a gold medal for the greatest mileage between March 1, 1894, and Jan. 1, 1895.

FROM South Africa comes word that another representative of that country will visit England and America to repeat, if possible, the performance of Meintjes.

EMIL ULLRICHT, a former Chicago rider, won the time medal in the twenty-five-mile road race of the California Associated Cycling Club. His time was 1.20.01 2-5.

THE *Paris-Velo*, the second daily cycling paper issued in Paris, has been purchased by the proprietors of *La Bicyclette*, and has been enlarged to the size of *Le Velo*.

D. R. PERKINPINE, of the *American Athlete*, is seriously ill with cerebro-spinal meningitis, the result of overwork in connection with the recent Philadelphia Cycle Show.

DON JOSE COBINA CASTELERO, who has been termed the Spanish "Dr. Richardson," has published a work entitled "The Cycle as a Hygienic and Therapeutic Agent."

THE Mercury Club of Milwaukee, at its meeting last week, decided to hold a road race from Racine to Milwaukee some time in August. It is intended to make the affair an annual event.

A SPORTING novel is now in the press from the pen of Mr. George Moore, the well known English critic. How long shall we have to wait ere one of our great authors gives us a cycling novel?

THERE is considerable talk in Santa Cruz, Cal., of a base ball ground at Vue de l'Eau, and plans are being considered for a kite-shaped bicycle track which will inclose the baseball ground and occupy a track 325x100 feet in dimension.

HARRY LEEMING, who was trainer of the Springfield (Mass.) Bicycle Club's racing team last season, is once more on American soil, after spending several months in England. Whether or not he will train the team the coming year is uncertain.

MRS. MARY SARGENT HOPKINS' good work is not confined to this paper. In her missionary work she has written some excellent articles not only in the local Boston Sunday and daily press, but also in the New York *Herald* and *World*. She is preparing a series of articles on cycling for ladies for the Ladies' Home Journal.

THE Los Angeles (Cal.) Wheelmen have decided to put a team into the field to compete in the twenty-five mile team race which takes place at San Diego, May 30. The prize is the handsome cup presented by the East Side Cycling Club to the L. A. W. last October and won at Agricultural Park by the Riverside team. At the last race each team numbered six men. In the coming event they will be limited to three riders.

Cycling in Far Cathay.

I DARESAY, writes "A Shanghai Pneumatic," readers of *The Cyclist* have imagined from our long silence that cycling is defunct in these regions, but far from it; though figuratively speaking it is only a baby in arms, yet it shows every symptom of being a healthy, though small, infant.

We have to chronicle the advent of a new macadamized road, built by the Chinese, from Shanghai to the Powder Mills at Loong Wha Pagoda, a distance of eight or nine miles. We welcome the extension of our rideable roads with great joy, and the surface of this is particularly good; the scenery through a series of peach and apricot orchards is, when the trees are in bloom, very fine at the old Pagoda, and at the terminus well worth a visit. Three or four of our most hardy riders have been exploring the Chinese footpaths and barrow tracks in the neighborhood, which finally culminated in a trip to The Hills, a distance of about 30 miles. A houseboat was sent on the day before in order to ensure sleeping accommodation and to provide food and clothing on the arrival of the party, as all these necessities are unprocurable in China, excepting, of course, native food, etc., which unless actually compelled by stress of hunger is strictly avoided. The ride was successfully accomplished both ways, with no accidents, though one rider slid over the side of the bridge, which, in this part of the world, is represented by a single plank or large slab of granite about a foot wide; fortunately, the machine went straight down till it touched the handlebars, and he was able to roll off on the bridge; the only damage being the loss of a little blood and a tremendous lot of paint (the latter off the machine). A fall outwards into the stream would have culminated very differently, as the drop off the bridge was over 15 feet. The writer's journey to Tientsin gave him an opportunity of looking up cycling in that region. There is apparently less done than in Shanghai and the roads are very much rougher, being only hard mud when once outside the settlement. They, however, have a much larger area of country available, and are not reduced to wheelbarrow tracks directly they leave the foreign built roads, as there is a large amount of native cart traffic in Northern China. A couple of wheel ruts across a surface about equal to a freshly ploughed English field is the nearest illustration of a Chinese road that people at home can grasp, though sometimes a ploughed field would be easy riding in comparison.—*Cyclist*.

Change of Address.

THE address of Mr. H. E. Raymond, Chairman of the Racing Board has been changed to 236 Flatbush avenue, Brooklyn, N. Y.

Queries

Under this head the BICYCLING WORLD *will be pleased to answer all questions bearing on cycling, so far as it may be possessed of the information. Address all communications, Editor* BICYCLING WORLD.

A. G. W.—1. Morgan & Wright, Chicago, make the tire named. 2. It is A 1.

A. G. Youmans, Spring Valley.—The Majestic Light Roadster is handled by Hulbert Bros., New York.

E. L. Judson, Platteville.—The Ariel Cycle Mfg. Co., of Goshen, Ind., make a front driver, or geared ordinary.

E. W. Stevens, Exeter.—A bicycle has no business to be ridden on the sidewalk under any circumstances.

P. W. Richardson, Table Grove.—The Whipper Tire is made by the New York Belting & Packing Co., New York.

H. E. Curtis, Wolfboro'.—The Massachusetts Road Book contains several good maps Write Secretary-Treasurer Howard.

W. M. Lee, Chicago.—If the Illinois Road Book does not give you the route, write the Secretary-Treasurer of the Division.

L. M. Wentworth, Delhi.—1. No, C's amateur status is not affected. 2. No. 3. No, unless the betwas for cash. 4. Receiving cash in any shape for riding would professionalize him.

C. Mitchell.—Bronson Supply Co., 72 Beekman St., New York, import The Rudge; Schoverling, Daly & Gales, New York, the Humber, and the Quadrant Cycle Co., Boston, the Quadrant.

Mortgaged the Clubhouses.

ON application to the Supreme Court, leave was given to the Brooklyn (N. Y.) Club to mortgage its property at Pierrepont and Clinton streets for $60,000 to the Brooklyn Trust Company. The money so raised is to pay off an existing mortgage of $50,000 held by the Dime Savings Bank and a floating debt of $6,500.

The Long Island Wheelmen also obtained leave to mortgage their house on Bedford avenue for $7000, the proceeds to go toward retiring bonds.

Clean a Lamp with Ammonia.

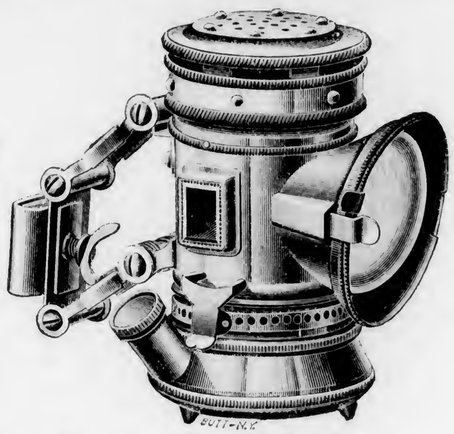
WHEN the reflector and plated cone of a lamp have become blackened from smoke through having the wick too high, bad oil, or some other cause, it is often most difficult to clean off the black deposit by ordinary means. Some liquid ammonia (five cents' worth will last for months, and can be obtained from any chemist) put on a soft rag and rubbed over the soiled plate will remove the black in a very few moments. Then it is only necessary to polish with a dry soft rag, or wash leather.

THE SEARCH LIGHT

An Illuminator, not simply a Signal.

IT BURNS KEROSENE

IT BURNS 10 HOURS



(No Special Oil required any more.)

Will not jar out. Always cool, and wick does not char.

The central draft principle: perfect in construction: handsome in appearance. A circular tells all about it. Send name and address and mention "Bicycling World."

BRIDGEPORT BRASS CO., Bridgeport, Ct.

19 MURRAY STREET, NEW YORK.

FLIES • LIKE • A • BIRD.

The SYRACUSE.

To Sell a SYRACUSE is to Make a Friend.

To Ride a SYRACUSE is to Ride the BEST.

Riding Begets Love.

The increasing familiarity of the rider with the requirements of a high-grade bicycle is proven beyond a doubt by the increasing demand for the Syracuse. With every line drawn taut, and all sails set in a spanking breeze of popular favor, the Syracuse launches its '94 models upon the sea of certain success and added glory, ready to spin to win with a dash and a vigor not to be misunderstood.



Syracuse Empire.

Exclusive Territory. Agents Wanted Everywhere.

SYRACUSE CYCLE CO., SYRACUSE, N. Y.

A. F. Shapleigh Hardware Co.,

Sole Agents for the SOUTHWEST. ST. LOUIS, MO.



Women's Department.

Conducted by MRS. MARY SARGENT HOPKINS, to whom all communications should be addressed.

A Bit of Correspondence.

I RECEIVED recently the following communication from a New York gentleman:

Mrs. Mary S. Hopkins:

DEAR MADAM—Yesterday while reading the evening *World*, a well known New York paper, I came across the following:

"WANTED—A CONVINCING ARGUMENT.

To the Editor:

I am the motherless daughter of a kind, loving father who gratifies my every desire save one; he will not permit me to ride a bicycle. His objection is based on the notion that it is unwomanly and rude, and very unbecoming in a lady. I learned to ride last fall at a bicycle academy, when papa thought that I would lose my enthusiasm but learning to ride increased my love for the wheel immeasurably. Will some of your kind readers help me to overcome my father's prejudice by stating their views on the subject? I think that some good, sound reasons for permitting me to ride will have the desired effect.

DAISY BELL."

Immediately I thought that you might be of some help to "Daisy." Somehow or other I have a warm spot in my heart for the "cycling girl" and do my best to defend and encourage her in the exercise I love so well. Therefore it is with the greatest pleasure I read the "Winding Ways" and appreciate the efforts that "Merrie Wheeler" has been making for her sex, although I am that *horrible* thing called a man. Yours sincerely,

L. A. W. 18256.

* * * *

In compliance with my correspondent's request, talso being touched by "Daisy Bell's" plea I sent the following to the N. Y. *Evening World*:

To the Editor:

Seeing "Daisy Bell's" letter in your paper, I am moved by the earnestness of her appeal to give a few reasons why it would be well for the young lady's father to allow her to ride the wheel. Evidently she is a good and obedient daughter, who does not wish to do anything to cross her father's wishes. That is one very good reason. Her father, from her description, has his daughter's happiness very much to heart. That is another very good reason. But more cogent than all is the fact that not only would he be adding to a loving daughter's happiness, but immeasurably to her physical well being. I know whereof I speak. As to the charge, that it is rude and unladylike to ride a wheel, that is all a mistake. Not but that there are rude and unladylike girls who find in the wheel an added opportunity for airing these disagreeable qualities. If "Daisy Bell's" father could only meet some refined woman who rides and dresses as she should, who carries herself with grace and dignity on the wheel and there are many such, I think he would be convinced and his prejudices overcome. The trouble with a great many women riders is that they are careless as to dress and position on the wheel and are not pleasant objects to look at. But time and a better understanding of this most delightful pastime will soon overcome this, and we shall then see a great change in the sentiments of those who now look at it askance. There is no more health giving exercise vouchsafed to man or woman than may be found on this piece of mechanism. I find by correspondence and personal interviews with some of the leading women of the country that they all seem to believe the wheel is to be the means of a physical emancipation for women, and that nearly all thinking people, be they men or women, who underderstand the subject, are agreed on this question. MERRIE WHEELER.

* * * *

This communication appeared a few day afterward and was duly forwarded to me by No. 18256 together with this letter:

Mrs. M. S. Hopkins:

DEAR MADAM—As your letter appeared in last night's *Evening World* which I send you, it is not out of place for me to write and thank you, not only for sending it, but for the kind letter you wrote me. *Your argument is splendid.* The people are taking the subject up and speaking favorably of women cycling. I also wrote a letter which is published in to-night's *World*. I take the liberty of sending it to you. It is perhaps weak, but it shows that the cycling girl has a friend and champion in the person of L. A. W. 18256.

* * * *

Here is our "friend and champion's" letter, surely not "weak" but rather short:

To the Editor *Evening World*:

My advice to "Daisy Bell" is that she keep on talking to her father about cycling not to drive him against his will, but bring him to the point in a roundabout way, try to convince him that a girl can be as graceful on a wheel as on horseback and as modest as in a bathing suit. Cycling like any other thing depends upon the person that practices it. I have seen a pretty and quiet looking girl slowly and gracefully riding her wheel, minding her business and the men she passed minded theirs and all went well. L. A. W. 18256.

Let us hope that "Daisy Bell" will get her wheel in time for the coming season, for which we all look with longing eyes.

* * * *

The 22d of February has been established as formal "Opening Day" among the dealers and agents in Boston. These gentlemen send out invitations and keep "open house" for all their friends and patrons. Previous to this year ladies have not been included in these invitations. It remained for Mr. Schaaf, the gentlemanly manager of the Boston branch of the Gormully & Jeffery Mfg. Co., to inaugurate this custom, for custom it certainly will be sooner or later. The following clipping is from one of our Boston dailies:

"Mr. Schaaf, agent for G. & J., with his full staff of assistants, will be found at their store on 'the avenue,' with a full line of 'Ramblers.' This gentleman is the first, I think, to extend Opening Day invitations to women cyclers and their friends, an innovation which should be taken advantage of by all those who ride or think they may sometime; yes, and also by those who declare they never will ride, for when these latter do begin, they make the most enthusiastic riders."

* * * *

Mr. Schaaf certainly ought to have a vote of thanks, for his kind remembrance of the women wheelers and their friends, and may his heart be gladdened during the coming season, by seeing a fair proportion of those same women mounted on "Ramblers."

* * * *

I am constantly in receipt of letters from women from all over the country, asking questions and advice on the subject of wheeling, some coming from most unexpected quarters. I try to answer them to the best of my ability, but to ensure a personal reply I would ask all correspondents to enclose stamped and addressed envelope. I would also be pleased to receive letters from women riders for publication in "Winding Ways," if any of my readers feel called upon to do any missionary work in this direction, in giving the benefit of their experience and advice to their less fortunate sisters who have not as yet known the happiness and healthgiving powers of a wheel.

* * * *

A SERMON ON WHEELS.

I have just been reading for about the 50th time extracts from a sermon by a preacher of this vicinity, Rev. Mr. Hinman of South Boston on the delights and advantages of wheeling. He says:

"If I could place a bicycle, any of the better models, in the hands of every man and woman, teach them how to use them, and then be sure that they would use them judiciously, I would ring in more sunshine, give a greater impetus to the duties of life, and make life seem by far more worthy of living, than by any other human agency known to man. I would do away with a quarter of the work of our physicians. I would save many a professional and business man from failure. I would eliminate a multitude of hasty words and resultant enmities, make the wife a better wife, the husband a better husband, make the home more a haven of peace, make our boys and girls better students, add ten years to the average life of the race, and give to the country at large the finest system of roads possible. These are only a few of the things that I would accomplish, but if only a tenth part of this, I would have justified my affirmation that the bicycle's mission to the world is as a messenger of gladness."

How these words ring out with truth and earnestness. Would that there were more sermons of a like nature and there will be, as the wheel is fast making its way among our professional men.

Why They Stay Sold

You May Know If You Want To.

The most remarkable book of Testimonials ever issued is now ready for gratuitous distribution. It will interest every wheelman or would-be wheelman in America, and may be had from all Premier agencies on application, or by sending postal card to

Premier Cycle Co., 34=36=38 Watts Street, ... New York.

THE HUESTIS
PATENT DETACHABLE TIRE.

Do you wish a tire that does not creep? That is resilient and fast? That can be attached or detached in one minute?

One which is made of first-class material and made by a concern who has had years' of experience manufacturing Pneumatic Tires, and whose guarantee does guarantee? If so

Buy the Huestis Detachable Tire.

Adopted by the majority of makers of high-grade wheels. Demand it of your local dealer.

TO WHOM IT MAY CONCERN:

This is to certify that we are prepared to give a guarantee to all users of the "HUESTIS" tire to absolutely protect them against any loss, cost or damage arising from suits entered by rival manufacturers on the grounds of infringement of patent.

THE NEWTON RUBBER WORKS,

Manufacturers of all kinds of Rubber Bicycle Goods and Sole Manufacturers of the "HUESTIS" Tire.

35 FEDERAL STREET AND 178 DEVONSHIRE STREET, - BOSTON, MASS.

The merry whirr of the wheel will go far toward sweeping away the prosy preaching from "firstly to lastly." As the pale-faced preacher is transformed into a man not less brainy, not less scholarly, but a man who feels the healthy blood coursing from crown to toe, he steps from his wheel to his pulpit with more understanding of God's goodness in giving us life and strength, than he ever had before. With air and sun-given strength, as well as renewed spiritual grace, he can stand before his people and tell them how to live. Living on a higher physical plane than he has ever himself known before, he can hold up to them nobler ideals of spiritual life, made possible through better physical conditions. Strong in the strength gained from communion with Nature and Nature's God, the preacher infuses new life into his words, which falling on his listeners' hearts, spring up and bear golden fruit in their lives.

Merrie Wheeler

WASHINGTON'S BIRTHDAY.

On Columbus Avenue Openings of the Big Boston Dealers.

FEBRUARY 22d in Boston is usually recognized by the bulk of the trade as being the day for the formal opening, as it being a holiday, the riders are generally very strongly in evidence on Bicycle Row investigating and examining different wheels which the makers will present for the coming season, and last Thursday week was no exception. Taking the avenue in rotation from the Providence Depot, B. B. Emery & Co. is the first agency. They make a specialty of the Fowler line, made by the Hill Cycle Mfg. Co., of Chicago, although they are also up-town agents for the old reliable New Mails. A full line of sample machines of both makes were shown, including an 18-pound Fowler Racer that was a beauty, being an embodiment of strength and lightness. The rear wheel has 40 spokes, said to be the greatest number used in any machine. Messrs. Emery & Co. gave out cigars and cash and ticket holder souvenirs.

W. E. Sanborn & Co. came next. The splendid lot of wheels which this concern handles for this vicinity and New England, consists of the Beeston Humber, the Stearns, the Sterling, the Syracuse, the Rochester, and the Western Wheel Works' line. Certainly this is a lot of wheels which are bound to swell the business of Sanborn & Co. during the coming season.

Across the street is the store of the Gormully & Jeffery Mfg. Co. The handsome interior was beautifully decorated with potted plants and evergreens in long festoons. An orchestra discoursed sweet music and the gentlemen in charge had their hands full in answering inquiries touching on different points of the '91 Rambler line. One feature which seemed to take especially was the neat foot brake. Their light semi-racers and their full road wheels met with their full amount of attention and the Boston branch had the pleasure of booking a number of substantial orders, both from out of town agents and individual riders.

The Pope Mfg. Co.'s establishment is next. This concern of course is always a centre of attraction for riders and the spacious salesroom was crowded from morning until night, which kept the salesmen not only busy showing goods but taking orders, which was much more satisfactory. In the adjoining room, where the second-hand wheels are usually kept, the magnificent brass pavilion used at the World's Fair was in course of erection, it being all finished excepting a portion of the roof. The entire line of the Columbias has already been described in these columns, and the interest shown and the orders placed by the visitors are evidence sufficient to show the great hold the Columbias have on the favor of the riders of the country.

On the same side and but a step from here is the store of the Union Cycle Mfg. Co. Here the entire force of the Union office was on hand and they all were made happy by the numerous orders placed not only by the local riders but by the out-of-town agents, and a great many wheels were even taken out of the store and sold on this occasion. Mr. McDowell was happy but tired, from the fact that he had been kept so busy on the orders received that he and all the office help had to work over time in order to keep up with the business.

Just beyond this is the A. O. Very Cycle Co. This concern control the Warwicks, the Raleigh, the Liberty and the Eclipse. Hospitality was extended by the A. O. Very Co. in the form of excellent cigars to all those who registered their names. The lines (which are controlled for Boston for the Liberty, and for New England for the other machines) are bound to prove profitable ones for this thriving and driving concern, and Mr. Very begins to feel that the temporary depression which has clouded the bicycle business during the past few months of '93, has given away to a prosperous opening in the near future.

These were all of the large concerns which held formal openings, although a good many stores were open for investigation by the riders. The down-town stores of Messrs. Read & Sons and also John P. Lovell Arms Co. were doing business as usual, but no formal openings were given. Up on Tremont street Singer & Co. were open until late in the afternoon and their store was visited by hundreds of those who were out for a day's sight-seeing and incidental buying. Mr. Ross was in charge and extended the hospitality of his store, and none of those who cared to smoke went out from this branch without an evidence of hospitality in the shape of a fine cigar. The prospects for this sterling English house for the coming season are most excellent. Conservative and thorough in their methods, they are bound to hold their end up during the coming season.

Among the down town concerns that did keep open was Stevens, Freeze & Co., corner Hanover and Court streets. This concern handles the League Chainless safety, and has started in well towards establishing this special wheel in popular favor. Mr. Carl Cubberly is in charge of the bicycle department.

A New York Track.

IT is reported that John A. Morris and his associate owners of the Morris Park, New York, are considering the question of building a crack racing path at that place, Mr. Pat Powers being one of the parties behind the movement, so it is said.

This Wheel Was a Good One.

IN Cincinnati steep grades abound and a wheelman who lets his machine run wild down one of these inclines sometimes comes to grief. Last week a rider was coasting down one of these steep hills and at a crossing collided with an electric car, running squarely into its side, the recoil throwing his machine ten feet. The outside panels of the car were broken to splinters, but the wheel, strange to say, was uninjured, the pneumatic tires acting as a buffer, and rider and wheel picked themselves up and resumed their journey.

Osmond As An Inventor.

F. J. OSMOND has invented a new method of steering tandem safeties from the rear seat, entirely obviating connecting-rods. It is very neat and ingenious, and a trial has given a high opinion of its value.

The Lancaster Pike Course.

THE Lancaster Pike course, between Paoli and Fifty-second street, which was formerly the favorite stretch of road around Philadelphia for rides against time, and over which new records were made each season, is now seldom used for "scorching," says the Philadelphia *Ledger*, and no record has been made on it since the advent of the pneumatic tire. A ride against time over the course by one of the Philadelphia racing men would now be an interesting event, as furnishing a chance for comparison with the record made several years ago by Van Wagoner.

WHEELMEN ATTENTION!

Before purchasing your new mount, examine the '94 models of the

Lovell Diamond Cycles.

You will find in their six new models just what you want. In WEIGHT, STRENGTH and IMPROVEMENTS they lead. Send for catalogue to

JOHN P. LOVELL ARMS CO., Mention BICYCLING WORLD. Boston, Mass.

ARIEL BICYCLES

Are the American Standard.

ARIEL LIGHT ROADSTER.
ARIEL ROADSTER.
ARIEL RACER.
ARIEL TITANIA.

WE ARE the only American makers who build a geared ordinary, or who fit metalic gear cases.

Send for Art Catalog and "Reasons Why."

ARIEL CYCLE MFG. COMPANY, = = GOSHEN, IND.

DON'T FORGET

that we will be on the market with as complete and fine an assortment of

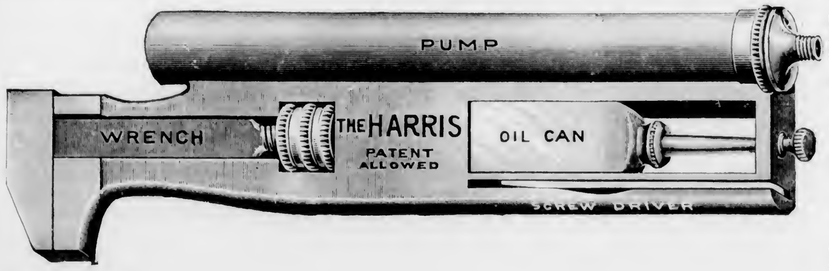
BICYCLES

in 1894 as can be found anywhere. Send us your name and address for Catalogue and trade Discounts.

D. SNITJER.

Cable Address, "Snitjer." ST. LOUIS, MO.

Attention, Cyclists. The Harris Combination Wrench.



A new novelty and practical combination tool for 1894. Wrench, oil can, pump and screw-driver all combined in one.
Made of drop forged steel, case hardened.
Weight, ten (10) oz.
Electrotypes for Catalogues on application.

The Harris Mfg. Co.
381 Main St.,
BUFFALO, N. Y.

Send for descriptive circular and mention BICYCLING WORLD.



The Load on Ball Bearings and Height of Cranks.

EDITOR BICYCLING WORLD: In your issue of the 2nd. inst. I noticed a paragraph on "Ball Bearings" in which reference is made to some remarks on the subject at the Engineers' Club of Philadelphia. The quotation is substantially correct, except in the matter of safe working limit, which has been misquoted at twice the ultimate strength. It is rather startling to read that 2,000 pounds is the ultimate strength of a 3-8 inch ball and then see the statement that 1,000 pounds may be safely carried as a working load. The working limit was given at 100 pounds and the error is easily corrected by cutting off the superfluous cipher. As a matter of fact,

A LOAD OF 100 POUNDS

per ball can only be imposed under the most favorable circumstances, that is, between perfectly flat plates which turn slowly and move but little. In car journals, where the distribution of pressure is not uniform and the motion rapid and continuous, the safe working limit is considered to be only 70 pounds per ball. In bicycles, the load to be carried is so trifling, that a single row of balls is ample when properly adjusted, but when the bearings are carelessly fitted or loosely thrown together, it is probable that the load on one wheel is frequently carried on a single pair of balls.

IF ALL SIZES

of balls were similar in texture, there is no doubt that the load per ball should vary as the square of the diameter, but it begins to appear that small balls can be more thoroughly and perfectly hardened than large ones and that they will carry more than their proportion of load. The same may be said of the bushings, the hardness of which is the measure of the durability of the bearing, because it is generally inferior to that of the ball.

HEIGHT OF CRANK CENTRE.

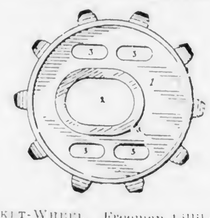
There is another matter I should like to see discussed in your columns and that is the proper height of crank centre above the ground. I notice a great many cranks are hung so low that if crowded to the curb they would certainly strike it, and I have even heard complaints from riders whose pedals strike the ground whenever they turn a sharp corner. It seems to me that in coming down from the old high wheeler, the safety has been lowered beyond all reason. It is well known that a high machine wavers less in its course than a low one for the same reason that a long stick is more easily balanced on end than a short one. There is no longer any danger of taking a header and the higher the seat the better the view of the road ahead. Of course a low seat favors mounting and dismounting, but that seems like a small matter compared with the advantages of being a little higher up in the world.

I selected my machine with that point in view and would not part with it for any of the squatty improvements I have seen. The crank centre is 15 inches high and an inch or two more would be no disadvantage in my opinion.

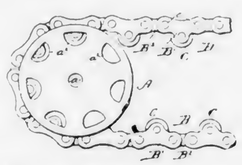
WILFRED LEWIS.

Philadelphia, Feb. 14.

SOME NOVELTIES.



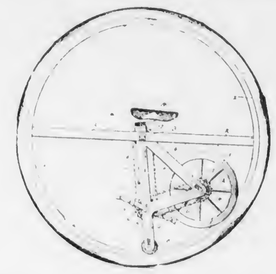
SPROCKET-WHEEL. Freeman Lillibridge, El Paso, Tex.; Emma Julia Lillibridge administratrix of said Freeman Lillibridge, deceased. A sprocket wheel having a rim, sprocket teeth thereon, a web, elongated openings through the web and an elongated opening about its centre and extending therefrom toward the rim of the wheel.



DRIVE-CHAIN. Leverett W. Loomis, Carrollton, Ill.

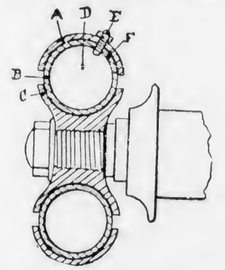


PNEUMATIC TIRE. David P. Sims, Lincoln, Neb. In combination with a metallic rim and air inlet valve of a pneumatic tire, comprising a protecting band or strip made up of associated links which are attached to a fabric strip so as to hold the links in close engagement with each other longitudinally and laterally, the flat chain or protecting band so constructed being embedded in the rubber of the tire as shown.



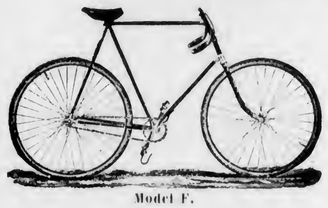
UNIVERSITY. Fabian H. Armistead, Roanoke, assignor of one-fourth to H. T. Parrish, S. J. Kennedy, A. M. Cassel and George Richardson, Farmville, Va. In a unicycle, the combination with the main wheel, the spokes, the axle, and a sprocket wheel mounted thereon, of a bearing frame at each side of the axle, said bearing frames being of substantially triangular shape and provided at their lower angles with extension-arms (5) having bearings, the shaft (7) mounted in the lower bearings of the triangular frame and provided with cranks, the sprocket wheel (8) arranged upon said shaft, the chain (16) connecting the sprocket wheel (8) with the sprocket wheel of the axle.

A New Anti-Vibration System.



MR. J. H. BUMSTEAD, of Poulton-le-Fylde, has invented and patented a new anti-vibration system for cycles, which may be said to be the adaptation of the pneumatic principle to the rubber interceptor bearing of the type used on the Matchless ten years since. The illustration appended shows the arrangement in section. The wheel pin, in place of being a fixture direct to the frame, carries a socket, around which fits a pneumatic tube. This tube in its turn is enclosed in a case, which forms the attachment to or is combined with the frame; the wheels are, therefore, attached to the frame without metallic connection, the frame resting upon the wheels through the medium of a cushion of compressed air. In the illustration, A shows the outer cover, which partially encircles the tube, B shows the air tube. At this point a space is left sufficient to allow the requisite movement and to break the metallic connection. C is the grooved end or socket, attached to the axle into which the inflated tube fits. D is the space occupied by the compressed air. E is the valve for inflation, and F the air tube again. — *Cyclist.*

TRIANGLE WHEELS. '94



Model F.

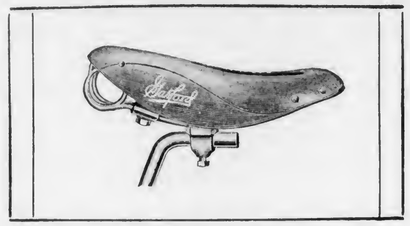
...Strong...
....Light....
..Graceful..

Good Men RIDE Good Wheels.

Write for Catalogue.

The PEERLESS MFG. CO., Cleveland, Ohio.

Garford Saddles



STYLE E 4.

▲▲▲ 1894 ▲▲▲

NOW READY FOR DELIVERY. Our line is the largest made and we can suit every rider.

GARFORD MFG. CO., ELYRIA, OHIO.

SELLING AGENTS,
R. B. McMULLEN & CO.,
CHICAGO ILL.

BICYCLE AGENTS and REPAIRERS.



If you have not already obtained a sample of our

Corduroy Handle...

we would be pleased to mail you one on application to the . . . . .

National Cycle Co.,

FITCHBURG, MASS., U.S.A.

Our '94 Cycle Catalogue may be had for the asking.
Sample pair Handles by mail, 50 cts.

WOOD RIM TIRE CEMENT.

Used for cementing pneumatic tires to wooden rims.

Easily Applied and Quick Drying.

.... but the best of all ....

It Does Not Require Any Heat.

Sample bottle, with directions for using, 50 cents. Discount to the trade. It is absolutely impossible for a tire to creep either on a wood or metal rim if this CEMENT is used.

WOOD RIMS, Either built up, or in one piece, for all .... make tires. ....

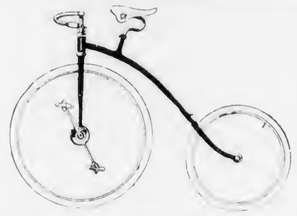
Also a full line of bicycle hardware and sundries, including frames, hubs, chain, spokes, nipples, saddles, pedals, tool bags, grips, enamel, cements, repair kits, lamps, steel balls, forgings, etc., etc.

SEND FOR OUR '94 CATALOGUE.

ELASTIC TIP CO.,

370 Atlantic Avenue, Boston, Mass. | 152-154 Lake Street, Chicago, Ill. | 14 Fremont Street, San Francisco, Cal.





A New Front Driver.

THE machine illustrated above was built by Fred Dudley, of Boston, from special designs furnished by F. A. Wade, of Cambridgeport, Mass. The wheels are 31x26 inches, the front one geared to 68, on an improved style of Bronchogear with detachable hub flange. The back bone and rear forks are oval, the front forks being the same as on the old ordinary. The rims are of wood with 1 3-4 inch tires, single tangent spokes; wheel base 37 1-2 inches, and weight but 32 pounds. The extended wheel base, it is claimed, corrects the "jumping" motion entirely, while the goose neck saddle post yields a greater amount of elasticity, the other details all being carefully considered with a view to improving the riding qualities of the machine.

A Correction.

THE chain adjustment described in our issue of Feb. 16th as a French invention, has been in use on the Sunol bicycle for a year and a half, having been patented by the McIntosh-Huntington Company in 1892.

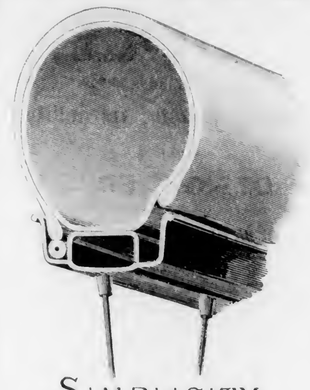
Are You Riding a Cushion

or Solid Tire Safety, if so why not have Pneumatic Tires put on? Luburg's Factories, 321, 323, 325 No. 8th street, Philadelphia, will cut down your wheels and put new rims on with the latest improved, inner tube pneumatic tires for $14. They make a specialty of general repair work and have one of the best equipped shops in the country.

Wilson-Myers' New York Store.

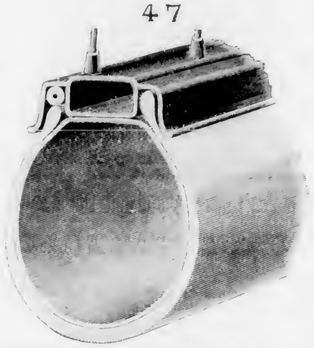
THE Wilson-Myers Company, of New York, has rented 6 Warren street, on the same side as Pope's and nearer Broadway, and will occupy the store after May 1.

THE illustrations below represent in cross section the top and bottom of a tire. The top one the top of a wheel; the bottom one the bottom of the wheel bearing

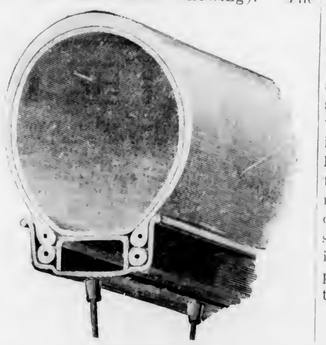


SIMPLICITY

47



on the ground. On one side of the rim the cover is shown *secured* by the rubber cord filling the space between the edges of the cover and the bottom of the gutters of the rim. It will be seen in looking at the other side of the rim, the cover cannot be put on or taken off while the rubber cord occupies space in the rim. Both sides of the tire are held in the rim in same manner (see illustration following). The



SIMPLICITY 47.
Holds World's Records in competition for 24 hours and 88 hours. Madison Square Garden.

rubber cord simply fills space—there is no strain of any kind upon it requiring strength. The diameter or circumference of the edges of the cover being less than the diameter or circumference of the outside edges of the rim, the cover cannot be removed from the rim while the cord is in the rim: the cord is put in place after the cover is put on and must be removed before the cover can be taken off; can be done in ten seconds—no tools required.

Lightning repair. Anywhere, anytime, by man, woman or child. A new principle. Independent of inflation. A geometrical problem solved. Inner diameter increased. No mechanical fastening. No cement. No lacing. No barking of the fingers. Light, strong, secure, safe, simple. A perfect valve. Road Tires weigh only four pounds per pair, including air tubes. The centre table in the rim forms a bearing for the air chamber, which protects it from contact with the spoke heads. It also forms the grooves or gutters on the sides of the rim, which prevent the edges of the cover moving sideways; consequently the tire will not rock or roll.

The bearings of a high grade cycle ought to stand several seasons' wear. Fitted with Simplicity 17 Detachable tires an 1892 or 1893 cycle practically becomes an 1894 cycle. For the purpose of introducing the tire I will rebuild old wheels and mount them with Simplicity 17 at a moderate charge. Rubber parts manufactured by the Manhattan Rubber Mfg. Co., 61 Cortlandt street, New York. ELLIOTT BURRIS, 64 Cortlandt street, New York



Tillinghast Combination Tire.

THIS is something new, being a cemented tire combining the advantages of the hose pipe and inner tube styles. It can be repaired from the outside in the same manner as the single tube tire and in case of a large cut the cover can be opened opposite the injury on the rim side and the air tube repaired, as in the case of an ordinary inner tube tire, the cover then being laced. The air tube can be easily detached from the cover when so desired but will not loosen by use and the tires contract on the rim when inflated, owing to the spirally wound threads composing the inner fabric. The value is simple and positive and no tools are required to detach it.

A PETITION has been circulated in Franklin Mass., asking for a law that bicycles should be provided with a continuous alarm.



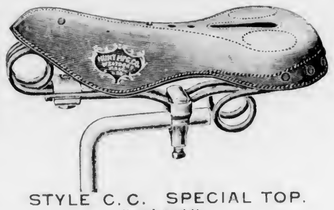
STYLE N. N. SPECIAL TOP.
Track Racer. Weight 12 oz.

....HUNT.... SADDLES

Are Unsurpassed for

Comfort, Beauty, Durability.

and are



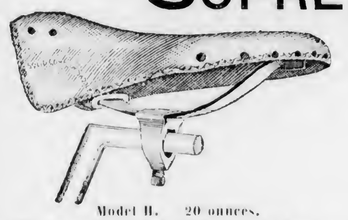
STYLE C. C. SPECIAL TOP.
Road Saddle.

UNEQUALLED IN DESIGN, FINISH AND MATERIAL.

U. S. Sales Agents. R. B. McMullen & Co., Chicago, Ill., and Springfield, Mass. N. Y. Depot, John S. Leng's Son & Co.

SUPREMELY EXCELLENT

ARE ALL THE



Model H. 20 ounces.

"SOLID COMFORT" SADDLES

Send for our new Catalogue.

Curtis=Child Manufacturing Co., PHILADELPHIA, PENN.

Mention BICYCLING WORLD.

A. O. VERY CYCLE CO., BOSTON, MASS., NEW ENGLAND AGENTS.



Armor in these Tires, sure.

You don't have to pull out the tack to ride home, because the tack don't go in.

Herkimer, N. Y., Feb. 20, '94.

P. T. A. Co.: Gave the Armor a good test to-day, rode several times the length of one of our store-rooms over tacks and failed to puncture the air tube. It's what you say.
T. A. BARRY.

Redkey, Ind., Feb. 19, '94.

P. T. Armor Co.: To-day made a rigid test with your armor, and it does just what you say. It is sure death to punctures.
CUTLIP & BARNELL.

Hagerstown, Md., Feb. 8, '94.

Punctureless Tire Armor Co.: I rode from Martinsburg, W. Va., here, 20 miles, on the head of a clout nail in my rear tire, and did not puncture my air tube. You can't get through the Armor.
L. EDWARD EVANS.

Many, many hundred pairs of Punctureless Armor sold since the New York Show into every State and Territory of the United States under our guarantee that they were puncture-less in riding, and but one set returned; the rider had pumped his tire stone hard was the reason he punctured. Size 2. Price $3 per pair any size safety wheels. Circulars sent.

PUNCTURELESS TIRE ARMOR CO., - - HAGERSTOWN, M. D.

NOTE: FOR SALE under a mortgage on March 13, 1894. The Surbridge Mf'g Co.'s plant. This is a rare chance to secure a most complete plant and factory, capable of building over 3000 high grade bicycles per season; abundance of American labor, skilled, to be had of the best and cheapest kind; never a strike. You can build machines as cheap here as in England. We can furnish all information.



THE N.G.L. TIRES

Are New, Good, Light—Neat, Good Looking—Nifty Gold Lined—New England's Glorious Leaders—No Game Losers—Nimble, Gamey, Lucky—Noble, Grand, Lofty—They Never Get Lame—Never Get Lifeless—Never Get Loose—Never Get Leaky—Never Get Limpy—Never Grieve Ladies—Never Give Lumbago—They are ridden by Nine Great Leaders—Nine-teen Grand Lords—Ninety Graceful Ladies and Numberless Good Lads who Never Get Loony—In handling they require No Great Labor and No Grimy Lacing—Their record is Notorious Good Luck—No Goals Lost—Never Got Left.

Fitted to Wooden or Steel Rims by all makers of high grade wheels. Circulars free.

The Boston Woven Hose & Rubber Co.,

Winthrop Sq., BOSTON, MASS.

Swamped!

OUR special offer to ship a sample steel saddle, model "C," for one dollar, to any reader of your paper, contin u s to test our capacity.

We have had so many more orders than we can immediately ship that we ask you to say that each order will be acknowledged the day it is received, and will be shipped in regular rotation with as little delay as possible.

CURTIS-CHILD MFG. CO.,
Makers of "Solid Comfort" saddles.

Of Course He Is.

I AM receiving orders from all States in the Union for rebuilding old wheels and mounting with Simplicity 17, detachable rims, as result of my advertisement in BICYCLING WORLD. ELLIOTT BURRIS.

Bought the Toledo Co.'s Plant.

JOHN S. MELLINK has purchased the plant and stock of the Toledo Bicycle Company, of Toledo, Ohio, for $15,100, of Receiver Terry. The terms of the sale are one-third in cash and the balance in 90 days, with proper security. A motion to approve the sale was filed by the receiver last week in Common Pleas Court, Toledo. The sale is in accordance with the order of Judge Pugsley, made in Common Pleas Court. John Mellink, the purchaser, was one of the stockholders of the company.

A Valuable Bronze.

IT is well known that the bronze made of nine parts of copper and one of aluminum is of the color of gold and will not tarnish. It is of a tensile strength equal to steel. At this time this metal can be produced in castings for about the same price that crucible steel costs, and the castings can be made very true to pattern. Why do we not use it and save the expense of working forgings to shape? And why do we not use it for the improved artistic effect its color will give?—*Engineering Magazine.*

A Providence Opening.

A NEW Providence, R. I., firm is that of Williams & Munroe, who opened their new cycling agency in that city last Saturday, the attendance of local wheelmen and their friends being very large. Mr. Munroe was formerly with W. G. Rankin & Co.

Beacon Cycle Plant To Start Up.

THE Beacon Cycle plant at Westboro, Mass., which has experienced many vicissitudes under one name and another since its organization six or seven years ago, has changed hands again, the property having been disposed of to E. & H. Dinsmere of New York, and it is said that the works will be put in operation very soon.

The "Spalding."



HIGH Humber pattern frame, thimble construction throughout; extremely rigid; front forks tubular throughout; no forgings; wheels 28-inch, with either direct unbreakable, suspension or tangent spokes; tires either 1 3-4 inch Palmer in wood rims, or G. & J. in metal rims; dust-proof pedals; Spalding saddle, scorcher type; weight, 27 pounds. Price $125.

The "Spalding" and "Credenda" line for 1894 will consist of six models, ranging in price from $65 to $125, high grade throughout, and constructed in the very best manner and of the best material obtainable, by the Lamb Mfg. Co., Chicopee Falls, A. G. Spalding & Bros., special agents.

In the new production, the "Spalding," a strictly high grade, up-to-date light weight road wheel, its many points of excellence will recommend it as a light, strong, serviceable, easy-running mount, qualifying it as specially built for light riders on good roads. It is a light wheel, weighing 27 pounds, but is intended to carry any rider over any road, and if given such intelligent usage as a fine piece of workmanship merits, it will prove itself an ideal mount and worthy of its name, "Spalding," which name, as is well known, stands only for the best, in whatever sense it is used. Palmer tires in wood rims will be the regular equipment, but G. & J. tires in metal rims will be supplied when desired.

The old reliable "Credendas" are too well known to require comment. Their record is their recommendation. In addition to the "Pacer" and "Consort," the "Credenda" line will embrace three models, the "Credenda Roadster," a high grade machine at a moderate price, $85 – high grade throughout and fitted with the best of tires that the market affords, viz.: Palmer or G. & J., at the option of the purchaser. Two 26-inch wheels have also been added to the line, called the "Credenda Pacer, Junior," and "Credenda Consort, Junior." They are reduced *facsimiles* of their originals, strictly high grade throughout, and as good as it is possible to make. Prices $65.

SECRETARIES OF BICYCLE CLUBS

Valuable information of inestimable benefit can be obtained by sending your Club address to M. B. HIRSH & BROS., Philadelphia.

Chinnock Tire Co. Incorporated.

IN Madison, N. J., last week was incorporated the Chinnock Pneumatic Tire Company, with offices on 9 and 11 West Broadway, New York City. The officers of the company are George H. Chinnock, president; Edward H. Alcott, vice-president and general manager; Abram Lent Smith, treasurer and secretary. The capital stock of the company ($250,000) has all been subscribed for except $10,000, which will be held as treasury stock. All kinds of high grade tires will be made, but their specialty will be the Chinnock pneumatic clincher bicycle and sulky tire, which is of the inner tube variety, and so constructed that it cannot creep in the rim, and even if punctured and deflated, is still serviceable by reason of the manner in which it is clinched to the rim, which is of the crescent shape, of 22 gauge steel, with folded clincher edges, and the four clamping arrangements.

A Great Work.

THE Bancroft Company, Auditorium Building, Chicago, are engaged in a work deserving of more than passing notice. It is the reproduction in book form in the highest style of art, of the entire Exposition. In "The Book of the Fair," as the work is called, the great panorama will move from the past to the present, in logical and historical order. The reader will observe how the foundations upon which previous fairs were built gradually broadened, and like some magical plant he will see the unfolding of the ideas which are at the base of the Columbian Exposition. Having introduced this latest and greatest of the World's fairs, the book will trace its evolution in all details, will show how it was built, and who were its chief founders, and then picture it not only in its general but in its special features. In the evolution of the broad foundation upon which the fair is established, in the creation of the fair itself, and in the presentation of the gorgeous and the bewildering spectacle which is now before us, the pencil of the artist and the pen of the author will be complementary, each assisting the other.

THE Stars and Stripes were run up on the flag-staff of the new eight-story factory of the Gormully & Jeffery Mfg. Co., on Washington's Birthday, upon which day the factory was completed and first occupied.

SINCE the advent of the Rambler Triplet, which has been well received amongst wheelmen throughout the country, the Gormully & Jeffery Mfg. Co. have had considerable call for a tandem. They will put one on the market within a few weeks, which will weigh 50 pounds, and will list at $200. The machine will be suitable for use by either a lady and gentlemen, the lady occupying the front seat, or by two male riders.

B. H. DIVINE, formerly manager of the A. G. Spalding & Bros. branch stores at 347 Lenox avenue and 1771 Broadway, New York City, has entered into business for himself at 1775 Broadway, where he will handle a full line of Spaldings and Credendas.

Dissolution of the Bidwell Co.

SUPERIOR COURT OF THE CITY OF NEW York.—In the matter of the voluntary dissolution of the George R. Bidwell Cycle Company.

To all whom it may concern:

Notice is hereby given that I have been appointed, by the Superior Court of the City of New York, receiver of the George R. Bidwell Cycle Company, and of all the property and effects of said corporation, and that I have duly qualified as such receiver; and I do hereby require:

1. All persons indebted to said corporation to render an account to me, at my office, No. 45 William street, in the City of New York, on or before the 3rd day of April, 1894, of all debts and sums of money owing by them respectively, to said corporation, and to pay the same to me.

2. All persons having in their possession any property or effects of said corporation to deliver the same to me, at my said office, on or before said 3rd day of April, 1894.

3. All creditors of said corporation to deliver their respective accounts and demands to me, at my said office, on or before said 3rd day of April, 1894.

4. All persons holding any open or subsisting contract with said corporation to present the same, in writing and in detail, to me, at my said office, on or before said 3rd day of April, 1894.

Dated Feb. 20th, 1894.

THERON G. STRONG,
Receiver, &c., of George R. Bidwell Cycle Company.

CHARLES F. MATHEWSON,
Attorney for Receiver,
45 William street, New York City.

... THE ...

Temple Special.

Newest and Best Model.



Bicycle agents in the New England States should write Ralph Temple Cycle Works. The Temple Special is a light weight strictly high grade safety built on the very best lines.

A Temple Special was shipped to A. B. Mohler, the principal dealer in Mexico.

RALPH TEMPLE CYCLE WORKS.

158 22d Street, CHICAGO.

THE GUARANTEE AND ACCIDENT LLOYDS

Offers the best Accident ... ... Insurance Covering injuries from bicycling. You want it.

FRED E. KEAY, Agt., 82 Devonshire St., Room 29. Boston.

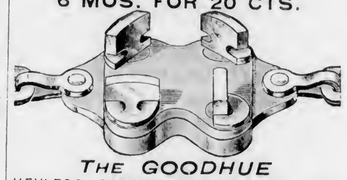
SOMETHING FOR NOTHING.

The REFEREE, six months FREE, to one person in every State. On the first Thursday after the date of this publication, the first applicant in each State, for a sample copy of the Referee (enclosing ten cents for same) taken from the first mail of the day, will receive the paper six months, gratis. Winners' names will appear in the Referee the following week.

The Referee.

The best bicycle paper.

6 MOS. FOR 20 CTS.



THE GOODHUE

KEYLESS COMBINATION BICYCLE LOCK

is the latest and best. It costs One Dollar.

The REFEREE will give you one with every six months' subscription, $1.20, or two with every 12 months' subscription and 25 cents—$2.25 in all.

Every agent should have a sample. Strong, simple and effectual. 1,000 different combinations.

The Referee is the best bicycle paper. Read it. Advertise in it.

The Referee Bearborn Street. ..... CHICAGO.

COLUMBIA Bicycle, Model 32, A1 condition; almost new; highest offer takes it; or will exchange. Address, W. WILLS, 551 E. 155th street, New York City.



The ... Tourist For 1894

Owing to a late start this year our output is limited. We want a few agents, however, especially in the vicinity of New York City, and can offer them the best road wheel in the market.

The TOURIST is Popular; its mechanical perfection is well known, this year's machine is **Greatly Improved Over all Previous Models.** and will be a great seller.

A few improvements are: True diamond frame in two heights, narrow tread, dust-proof bearings, wooden rims, etc.

TOURIST ROADSTER, guaranteed for all kinds of road use: weight, with brake, 28 lbs., Price $115.00
" " " " " weight, without brake, 26 lbs., 115.00
TOURIST RACER, weight, 20 pounds, ... 130.00

WRITE FOR CATALOGUE.

JULIAN R. TINKHAM, PRESIDENT,

BIDWELL-TINKHAM CYCLE CO., - 306-310 West 59th St., New York City.

NEW catalogues to hand are those of the Buffalo Wheel Company of Buffalo, N. Y., describing in detail the well-known Niagara line of bicycles which they are manufacturing, and that of the Eagle Bicycle Mfg. Co. of Torrington, Ct., setting forth the merits of the Eagle wheels.

THE National Bicycle Company, of Pittsfield, Mass., with L. L. Atwood as president and W. H. Sheridan as manager, is soon to open a large store. They will carry a full line of standard wheels and conduct a fully equipped repair shop.

MR. GEORGE SEYMOUR, late of the Coventry Machinists' Co., and so well known to the Swift riders, has taken the Boston agency of the Waltham cycles. He also carries a large stock of Swift parts, and will be able to supply parts and do repairing to all Swift wheels. His number is 69 Berkeley street.

Through Cars to New Orleans.

AMONG the many important improvements in the Baltimore and Ohio Railroad train service is the addition of through Pullman Sleeping Cars from New York to New Orleans, via Philadelphia Baltimore, Washington, and the famous Shenandoah Valley route, passing through Roanoke, Knoxville, Chattanooga and Birmingham. The train leaves New York daily at 5.00 P. M.; Philadelphia, 12th and Market Sts., 7.32 P. M. and 24th and Chestnut Sts., 7.38 P. M., reaching Roanoke at 7.50 A.M.; Knoxville, 3.52 P. M.; Chattanooga, 8.00 P. M.; Birmingham, 11.13 A. M., and New Orleans, 12.45 P. M.

This train is very handsomely appointed, being vestibuled throughout, and has Dining Car service New York to Chattanooga. At Washington a Pullman Sleeping Car, which runs through to Memphis, is added to the train.

All trains of Baltimore and Ohio Railroad leave New York from station foot of Liberty street.

NEW YORK, Oct. 24, 1891.

Messrs. Adams & Sons Co.

Gentlemen: Adams' Pepsin Tutti Frutti is the best gum to be used by all cyclists and athletes, as it supplies saliva while racing and keeps the stomach in good order.

ALF ROHR.

Improved Service to Cincinnati and St. Louis.

THE Baltimore & Ohio Southwestern Limited, leaving New York at 9.00 A. M., and the fast Express leaving at 7.30 P. M. for Cincinnati and St. Louis, are now equipped with a complete Dining Car service, built expressly for these trains by the Pullman Company. Pullman Dining Cars are also attached to Royal Blue Line trains leaving New York at 9.00 and 11.30 A. M., and 5.00 P. M. for Baltimore and Washington.

Elwell European Bicycle Tour.

LEAVES New York early in June for France, Switzerland, Germany and Holland. For membership (limited to twenty) address F. A. Elwell, Portland, Maine.

The Southwestern Limited

VIA THE BIG FOUR ROUTE TO ALL WESTERN POINTS. "THE FINEST TRAIN IN AMERICA."

"I have traveled thousands of miles," remarked a commercial traveler, "and in every conceivable manner; but never have I found a more perfect service than that offered by the Southwestern Limited, via the Big Four."

This is the universal edict in regard to this beautiful train.

Every day in the year it runs solid to Columbus, Springfield, Dayton, Cincinnati, Indianapolis and St. Louis, with the finest equipment in modern railway structure. Composed of Wagner Sleeping Cars, Library, Smoking and Cafe Car, Elegant Coaches and New Dining Cars, it provides every feature of comfort and luxury.

When you go West take the Big Four.

E. O. McCORMICK, Pass'r. Traffic Mgr. D. B. MARTIN, Gen'l. Pass'r. and Ticket Agt.

CINCINNATI, OHIO.

NEW YORK, Oct. 24, 1891.

Messrs. Adams & Sons Co.

Gentlemen: Your Pepsin Tutti Frutti was used by me in the six days' International Bicycle Tournament with the best of results as, it kept my stomach and throat in perfect order.

Truly yours,
CHAS. W. ASHINGER.

National L. A. W. Meet at Denver, Col.

WHILE it is true that the Racing Board of the L. A. W. have not decided as yet the date on which the National League Meet will be held at Denver, as per instructions at the National Assembly at Louisville; it is true that the West Shore R. R. have already decided that they will leave nothing undone to care for the interests of the wheelmen and their friends who desire to attend the meet above referred to.

The West Shore R. R., in conjunction with its connections, the Fitchburg R. R. from Boston, the Nickel Plate R. R. from Buffalo and the Rock Island Route from Chicago, will run through sleeping cars and dining cars for the accommodation of all wheelmen who anticipate attending this meeting.



Scorcher Grip

The ONLY Bag for Touring.

Light and Waterproof.

Price $2 & $2.50, to order $3.

Agents send for Catalogue.

DETACHABLE CLEAT CO., Bedford St., Boston, Mass.

The HY-LO (TRADE MARK) INSTANTANEOUS CHANGEABLE GEAR

Strong. Simple. Durable.

POSITIVE. LIGHT.

Applicable to all chain bicycles, new or old, men's or women's.

Catalogue.

LOUIS ROSENFELD & CO.,

56 BEAVER ST. NEW YORK.



The Billings' Bicycle Wrench.

Adopted by the Pope Mfg. Co., and pronounced by them the Best Bicycle Wrench in the Market.

The BILLINGS & SPENCER CO., HARTFORD CONN.

The Best Oiler in the World is the

"PERFECT" POCKET OILER



One-Half Size.

This oiler does not leak. Regulates supply of oil. It has won every test in competition with other oilers. Used by the leading makers of high grade wheels. Be sure to get a "PERFECT." Price 25 cts. each.

"STAR" OILER.

Second to none but the "Perfect."



One-half Size.

15 cents each.

Oiler Holders, Pump Holders, 25 cts. each.

CUSHMAN & DENISON, 172 9th Ave., N.Y.



WILSON'S

WONDERFUL NICKEL AND ENAMEL

PRESERVER.

Will Polish Nickel and Enamel. Prevent Nickel and Steel from Rusting.

DIRECTIONS.

Shake well before using. Saturate a piece of cotton-flannel with the solution, rub lightly, and finish with a clean, dry piece of cloth.

The solution leaves a fine coating, preventing the air from penetrating the nickel.

The solution is to be applied on good nickel. If such is the case, and done carefully, you will not be obliged to have the pedals or cranks renickeled.

If the nickel has already begun to peel off, the solution should be applied at once; by so doing it will prevent the rust from going any farther.

This solution is the best thing in the known world to prevent nickel from rusting and restoring the enamel. I make no claim to remove rust.

MANUFACTURED BY
JOHN W. WILSON, 14-15 Tremont Row, Boston, Mass., U. S. A.

PRICE 50 CENTS.

FOR SALE EVERYWHERE.

SCORCHER $2



LIGHTEST, NEATEST, MOST COMFORTABLE SHOE MADE. Send for Catalogue of Sundries.

DETACHABLE CLEAT CO., Boston, Mass.



$5

LIGHT. EASY TO READ. 5000 ON HAND READY FOR DELIVERY.

NOVELTY **CYCLOMETERS** SHEDD'S

ACCURATE. DURABLE. WARRANTED.

Wm. L. Pettet, Brooklyn, N. Y., Jan. 29, 1894, writes: Recording Instrument Co. Gentlemen—Last season my son and I each, with great satisfaction, used your Novelty's on 30-inch wheels. This season will try your Shedd's; please send two for 28-inch Columbia.

RECORDING INSTRUMENT Co., 602 CHAMBER OF COMMERCE, BOSTON, MASS.

Will be sent prepaid on receipt of price. *Electrotypes furnished for catalogues.*



$6

"HOT STUFF."
BICYCLE CHAIN LUBRICANT.
PRICE 25¢. L.N. SWIFT, PROVINCETOWN, MASS.

PATENT APPLIED FOR.

THE LEADER FOR '94.
Records will drop if you use

Hot Stuff Chain Lubricant

A. O. Very Cycle Co. writes: We find this a first-class chain lubricant giving good satisfaction, and it is the best thing we have taken hold of in this line. If you want a perfect lubricant just give it a trial.
Put up in sticks 4 inches long. Price, 25 cts. For sale by all dealers or by

L. N. SWIFT, - - - PROVINCETOWN, MASS.

HILLIARD CYCLOMETERS FOR 1894.

HILLIARD No. 1.



Registers 1,000 miles and repeats
PRICE $7.50.

Chicago, Ill., January 3, 1894.

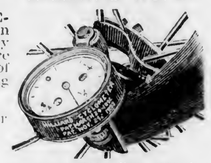
Hilliard Cyclometer Co., 1220 Filbert St., Philadelphia, Pa.

Gentlemen:—It may interest you to know that the HILLIARD CYCLOMETER has been used as a test of its wearing qualities on a wheel we have been running by electric motor in our show window. This wheel has been run nearly 25,000 miles, and we have used nearly all of the known cyclometers on it, and are pleased to say that the HILLIARD 1893 model has given the best satisfaction of any we have tried. The result is we shall make it a leader in cyclometers during the season of 1894. Yours truly,

GORMULLY & JEFFERY MFG. CO.,
John O. Blake, Manager

Liberal Discounts to the Trade. Send for Circular.

HILLIARD No. 2.



Registers 100 miles. Can be set back to zero.
PRICE $5.00.

HILLIARD CYCLOMETER CO., 1220 Filbert St., Philadelphia.

Did You Speak?

NO, THE PHOENIX SPOKE

Is what we want to write about.

A Piano wire spoke, which by a scientific application of brains, is rendered so hard that threads must be rolled and not cut, still so tough that two spokes in a wheel will bear the weight of a 180 pound man.

WE WANT YOUR BUSINESS. In order to get it we are building the best bicycle that experience, money and the highest mechanical skill can produce. Thoroughbred every inch of it, and cannot fail to please the most critical rider. We mean what we say and back it up by a written guarantee with every wheel.

Other points:—Narrow tread; deep frame; dust-proof bearings; saddle, handle bar and pedals to suit rider. New Catalogue ready.

New York and New England Agents write

Eastern Branch **STOVER BICYCLE MFG. CO.,**

575 AND 577 MADISON AVE., NEW YORK CITY.

DAISEY
Trouser Guard.

Neat, cheap, positive in action, no slipping off.
Dealers.—It is a a great seller.



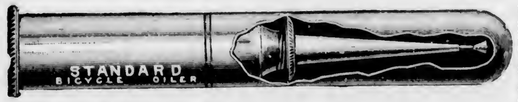
Actual size.



Price 10 cts.

DETACHABLE CLEAT CO.,
Bedford Street - - Boston, Mass.

"THERE ARE OTHERS" BUT NONE LIKE
The STANDARD BICYCLE OILER.



Guaranteed not to leak. This oiler is far superior to any now in use among bicyclists. The act of pressing the protruding wire plunger against object to be oiled releases one drop of oil at a time. Handsomely nickel plated and is guaranteed to be free from waste, coagulation and leakage. Send 25 cts. for sample and illustrated catalogue of sundries. Have you seen the Bridgeport Cyclometer, price $3.50. Sold by all dealers.

THE BRIDGEPORT GUN IMPLEMENT CO., Broadway and Thomas St., New York.

FOR SALE OR EXCHANGE.

In this department the prices are 20 cts. per line, 7 words per line, 12 lines per inch.

Stamps will NOT be taken in payment. Cash, check, money order, or postal note must accompany order, or no insertion.

$95 BUYS a Model 4 Rambler, good as new; has been slightly used; enamel blue and orange; satisfaction guaranteed. Terms $5 with order and balance C. O. D. with privilege to examine. H. G. KINGINGER, Lock box 23, Nazareth, Pa.

$15 REWARD will be paid for information leading to the return of Hartford safety No. 5154. F. W. STETSON, 10 Gray's Hall, Cambridge Mass.

BICYCLES.

Knight Racer, 18 lbs.; a winner	$160.00
Knight Special, 22 lbs.; very fast	150.00
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A strictly up to date line; full ball, pneumatic tires, diamond frame, long head, fine Steering, gear, pedals and tires to suit. Repairing. Solids converted to Pneumatics, $18. Second-hand and shop soiled 1-5 of new price.

KNIGHT CYCLE CO.,
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4-INCH Refracting Telescope, equatorially mounted. Made by "Allen." Cost $250. Four eye pieces—250, 300, 350, 400. A bargain. GEO. W. BUGBEE, 84 Glenham street, Providence, R. I.

WANTED—First-class nickel plater for bicycle work in an Eastern factory; must be a sober man and able to give references. Address, "X. 167," Bi. World, Boston, Mass.

WE WANT YOU to distribute circulars, samples, etc., in your locality for our new line of big advertising. Every person needed. CASH PAID. No canvassing. Enclose stamp. DISTRIBUTING BUREAU, P.O. Box 1925, New York City.

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SPAULDING MACHINE SCREW CO.
WM. H. CROSBY, Manager.
Buffalo, N. Y.

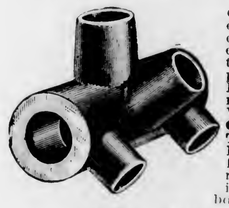
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118, 120, 122 & 124 So. Main St., Providence, R.I.
Manufacturer and Importer.

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in Bicycles and Bicycle Sundries who will send me his name and address before March 15 can have his name in the

U. S. Bicycle Trade Directory

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This is the Hump that holds the pants for men who ride Bicycles.

Price 15c.

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RUBBER CEMENT
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The Latest L. A. W. Badge

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Any bicycle dealer will order you one. We have L. A. W. badges from 25c. up. Discount to dealers.

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FOR
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THE ONLY CHAIN LUBRICANT THAT GATHERS NO DUST EASILY APPLIED PROTECTS THE CHAIN FROM RUST DUST MUD & WEAR
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FOR SALE BY ALL CYCLE DEALERS.

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Manufacturers of

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Of all styles and grade for Safety Bicycles, Sulkies, Carriages, etc.

All the Standard Tires,

With rims of all kinds. Send in your orders. We will make price right.

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THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.

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New York and Philadelphia,
And all points in Interior Pennsylvania.

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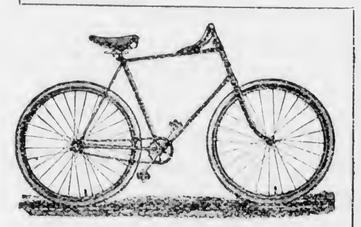
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The Sensation of the Year.

$85 Waverley



Warranted equal to any bicycle made in America, regardless of price.

All the Modern Improvements. **Up to Date in Every Respect.**

5 1-2 inch tread. Straight rear forks. All parts interchangeable. Fitted with the Waverley Clincher Tire made under Gormully & Jeffery's patents by an entirely new and vastly superior process patented by ourselves. Scorcher pattern. 28 inch Scorcher, 28 pounds. Get our catalogue, it will save you money.

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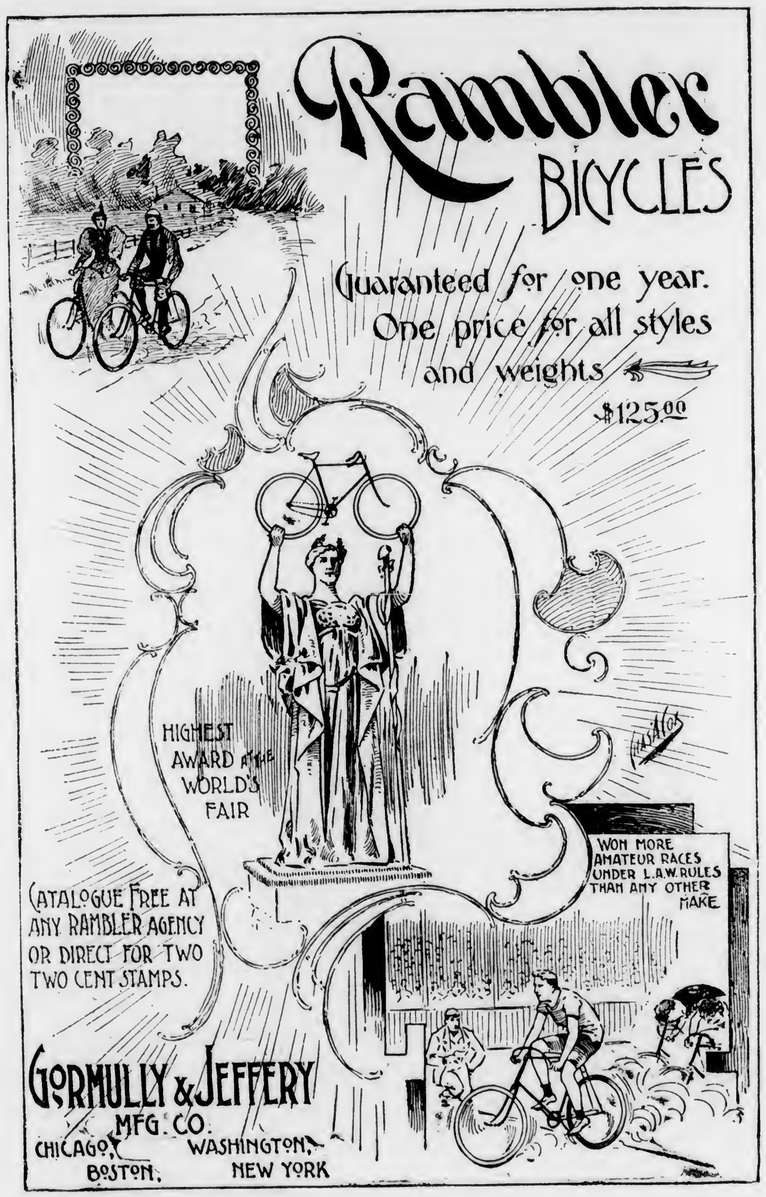
Whitworth Cycles

In the Old and the New World alike the Whitworth is as good at kilometres as it is at miles. On the 12th of August, L. S. Meintjes won the 100 kilometres World's Championship at Chicago, reducing records all the way up and riding, as also was the second man, a Whitworth No. 8. On the 24th of September, Jaap Eden, at Gladbach in Germany, made on a Whitworth, records for 2, 4, and 5 kilos., riding the total distance in 7 mins. On the 8th of September, Houben won the 100 kilometres championship of Belgium, and again on the 11th of October Fournier and Louvet, on a Whitworth tandem, rode 1 kilo. in 1 m. 14 3-5 s., which is exactly at the rate of 30 miles an hr., and it was but the second time they had mounted the machine. Any type of machine, any country, any distance! It is indeed true that we know something of the design of speed cycles.

&

THE METRICAL SYSTEM.

The WHITWORTH CYCLE CO. Ltd.,
644 AND 646 BROADWAY, NEW YORK.



THE
BICYCLING WORLD

Published Every Friday
BY
THE WHEELMAN CO.

Incorporated under the Laws of Massachusetts.

167 OLIVER STREET,
BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

TO OUR ADVERTISERS:

Copy for new advertisements must be handed in by Tuesday morning to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the WHEELMEN Co. All communications should also be addressed to the Company instead of to individuals.

Postage stamps will not be accepted hereafter in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken.

C. W. FOURDRINIER, Manager.

EDITORS:
C. W. FOURDRINIER. H. CROWTHER.

Women's Department conducted by
MRS. MARY SARGENT HOPKINS.

BOSTON, MARCH 9, 1894.

VALE!

"ON motion of Mr. Longstreth, of Philadelphia, it was unanimously voted that the BICYCLING WORLD be made the official organ of the League."

The above is quoted from the report of the first business meeting held at Newport in May, 1880, at which time the League of American Wheelmen was organized. Thus the BICYCLING WORLD had the honor of being the first official organ, a position it held until May, 1883, at which time the *Wheel* of New York secured the contract.

From that time on the organship was transferred once or twice until the League published its own paper for a couple of years.

In March, 1888, the contract was once more awarded to the publishers of the BICYCLING WORLD.

For nine years, therefore, this paper has represented the L. A. W. officially and now the time has come for us to lay aside the heavy responsibilities connected with the organship. We step down and out with feelings not unmixed. Regret at having to sever that close connection which has existed with the League membership, not only as a whole but individually; satisfaction at the relief afforded us in getting rid of a financial burden which had become onerous, to say the least of it. And there is some undoubted advantage in being an independent journal, a free lance, unpledged and untrammelled by any policy except that of being fair and honest in expression of opinion or criticism.

League members will no longer receive the WORLD gratis, but we hope, not alone for "Auld Lang Syne," but for the good that is in us, many of our old friends will be found on our books as independent subscribers.

To leave the subject without an expression of appreciation of the many courtesies shown us by the League officials in our long and close relations with them would be ungenerous. We have made many and firm friends in our acquaintance with these gentlemen, and to the present committee, which had the matter of the League organship in hand, we desire to place on record our appreciation of the fair and business-like manner in which we were treated.

To the League and all connected with it either in its publications or general business we most heartily wish success and prosperity, and it will be our endeavor to aid them in their high aims.

To those members who have so long been our readers and who do not care to continue with us as ordinary subscribers we most cordially and yet regretfully write

Vale!

Our Circulation.

WE have been extremely lucky in selling our paid circulation and we start as an independent paper with the snug number of

9,174.

We do not propose to stop there, hence our PHENOMENAL OFFER AS PER FRONT PAGE. Don't miss it, and remember that THE OFFER CLOSES MARCH 20, NEXT.

Fill out the enclosed subscription blank and send in at once for after March 20 THE PRICE WILL GO UP.

We want agents to secure subscriptions in every town. Write for terms.

IT has been suggested by some ultra and over-zealous eastern enthusiasts that it would be a good idea for the Asbury Park Tri-State Meet to be set for the same day as that selected by Denver. It is to be sincerely hoped that sober second thought will prevent any such exhibition of sectional feeling as this. Denver has been awarded the National Meet for '94 and every loyal member of the League, no matter whether he resides in Jersey or on the Pacific Coast, should do all in his power to encourage the western city.

THE agitation for highway improvement should not be allowed to wane, and the BICYCLING WORLD will hereafter devote more attention to this subject, which is one that cannot fail to commend itself to every wheelman. All of them may not be fond of the dry statistical tables or the engineering formulæ with which technical articles on road making more or less abound, but the news of the march of highway improvement throughout the various sections of the country, and the means employed to bring about these results, cannot fail to touch us all in a tender spot.

Articles of general interest on this subject are invited.

Zimmerman May Go Over to Professionalism.

ARTHUR A. ZIMMERMAN was in New York on Monday and in reply to a question as to whether he intended to turn professional, said:

"It is quite possible that I will race professionally within a few weeks. I am now considering the matter. I have received several liberal offers to leave the amateur ranks, and have been promised half a dozen matches with the leading European professional cyclists. I think that I can make a good deal more money as a professional than as an amateur, and feel confident of holding my own against any of the cash prize riders.

I am now waiting for certain information, and if it is of a favorable nature I will announce my retirement from the amateur ranks. In that event I will accept Johnson's challenge, and race any distance and on any track he names. I will make one stipulation, however, and that is that Johnson will have to bet $10,000 on the result of our meeting."

Johnson Has Something To Say.

MINNEAPOLIS, March 5. John S. Johnson declared to-day that he will not consent to meet A. A. Zimmerman for money, as proposed by Zimmerman.

Johnson will be found with the L. A. W. in Class B, and while he will race Zimmerman for "a suitable prize" and the championship of the world, he will not race for money.

G. & J. vs. Bretz & Curtis.

JUDGE DALLAS, in the United States Court at Philadelphia, last Friday, overruled the demurrer presented by the defendant in the action of the Gormully & Jeffrey Manufacturing Company of Chicago against Jacob S. Bretz and George E. Curtis and the Bretz & Curtis Manufacturing Company of Philadelphia, for alleged infringement on a patented improvement in the manufacture of bicycles. The defendants were given leave to present an answer within thirty days, etc.



FROM now on until July the slogan will be "Pike's Peak or Bust!"
Perhaps both.

AND still the wail ascendeth of those who opposed Class B with tooth and nail, and—refusing to see the handwriting on the wall—got left!

CAN any one tell me what "Honi soiqui male pense" means?
As a heading in one of last week's cycling papers it does not appear to be a distinct success.

CHICAGO and Louisville each appear to be slated for representation on the Racing Board. Who the Chicago man will be is at present a matter for mere conjecture, but it is whispered that our friend Colonel W. W. Watts would not refuse to hold up Louisville's end if he were asked.
I don't know of a better man.

THE possibilities of the bicycle as a thief-taker have been frequently alluded to, and in some instances have been demonstrated by practical test. One of these took place in Boston last Sunday and a 240 pound policeman who figured in the chase is now a firm believer in the theory that our municipal government should see to it that the entire police force are equipped with wheels.

THE Kent County Fair Society of Grand Rapids, Michigan, is going to have a tournament during the fair week this summer which they propose to make a big feature of the fair, the cash to be expended for the prizes to be a liberal sum.
It is respectfully recommended, however, that the prizes which were won last fall be first forthcoming, as otherwise there may possibly be a small attendance of racing men. It is said, though, that the Kent County Committee propose to have the prizes to be raced for exhibited in front of the grand stand before the races are called.

IF there are any men living who deserve to be made an example of, and refused reinstatement in the L. A. W. for all time to come, it is those riders who, in the face of all warnings and with full knowledge of what they were doing, deliberately threw off all allegiance to the League of American Wheelmen and cast their fortunes with a professional organization for what there was in it. They were, admittedly, "out for the stuff!" Let us hope they are satisfied. With the courage of their convictions they "tried the experiment," and are now sadder but wiser men.
Like many others of us they find that repentance comes too late.

"WILL Zimmy race for cash" is one of the burning questions of the hour, for it is stated that in a letter received by Austin Crooks from Wheeler, who is now in France, the latter gave space to the information that A. A. would announce his retirement from the amateur ranks within a month, joining the professional colony in France; and the New York *Herald*, of last Saturday, says:

When asked yesterday if it was true that he intended to become a professional, Zimmerman said that he had the matter under consideration and would decide within two days.

And yet, despite this most excellent authority, I venture to doubt the fact. Unless I am very, very much mistaken, Arthur A. Zimmerman will be one of the bright and particular lights of the Class B stellar firmament.

TWO-SPEED gears, in theory, are wonderfully good things to have attached to one's bicycle. After using the high gear down hill or on a level road, the advantages of the low gear become very apparent against the wind or up a steep grade; but unfortunately the practical results do not always pan out. The trouble with so many of the two-speed gears hitherto placed before the experimental public has been that they were either too heavy and clumsy or too complicated and weak; and although the improvements made last season in some of these devices were very marked they yet did not yield a satisfactory solution of the problem.
But there have been several two-speed gears brought out for the first time this season, and one or two of these are said to be thoroughly practical and reliable.

A LONG-SUFFERING public, that had earnestly desired a final settlement of the "color line" and which had hoped that a final decision of the question had been reached, finds itself once more confronted with a problem that, like Banquo's ghost, "will not down!"
The line was strictly drawn at Louisville prohibiting the future entrance into the League of any more colored persons; but what of those who are already members?
There are not a very large number it is true, but still they are there, and it is puzzling the minds of the League legislators as to what the status of these members is. Can the act of the Assembly at Louisville be made retroactive? Or can renewal be refused to the present colored member when he sends in his application to rejoin the L. A. W. during the renewal season?
I pause for a reply.

SEVERAL writers have been discussing the existence of "life" in a machine at certain periods of its—well, travels. One authority is of the belief that this unaccountable "life" is only present during the first blush of a machine's youth, and in order to permanently secure a lively mount a rider would require to purchase a new one about once a month, says the *Scottish Cyclist*. In our ignorance, we have always attributed the presence of this "life" to the perfection of the bearings, and the correctness with which the machine was "set" or fitted to the rider. Our delusion has extended beyond this, for when we have experienced an apparent stiffness in the running of our mount, and have been unable to trace this to want of lubrication or defective adjustment, we have come to the conclusion that, although we might not feel it, we were physically out of gear. But, of course, this is all a mistake, and we can now understand the term, "high-mettled steeds." In purchasing a machine in future, we will be careful to inquire if the tubes are lithe and nimble, the hubs frisky, the bottom bracket high-spirited, and the cranks good at turning somersaults.

WHAT a lucky thing it is that people don't all think alike here in these our mortal mansions!
Ever since I was induced to give space to Irv Wilhelm's free advertising scheme of that "Model E Racer" my conscience has been troubling me greatly, for I well knew how many objurgations would be showered on my devoted head by those individuals who are always on the lookout for something for nothing, and some of whom, I verily believe, expected to receive a full-fledged bicycle in response to a plain, every-day postal card; and so it is with much pleasure that I acknowledge some consolatory letters which take the proper view of the case, as thus:

NUMBER 1.

Dear Ariel—I notice the letter signed "New Jersey" referring to the Wilhelm "E Racer." Will you kindly observe that I was one of the badly sold, and not only that but I helped (unconsciously, of course) to sell several of my friends, and I must say that it was a good sell all around. I think "New Jersey" is a little thin-skinned in the matter, to allow his ire to get the best of him, and if he could appreciate a good joke he would be congratulating himself on the fact that there was that goodly three thousand with him in the same boat. You see the whole matter is in this shape: Myself and three thousand others spent one cent and expected to get a miniature bicycle worth two or three hundred times the original investment, and we all got our money's worth, for I use my "*crystal eraser*" every day and like it very well. I'd wish you through the columns of your paper would give Messrs. Wilhelm & Co. my thanks, and if I was in need of a wheel I would be tempted to give them a trial. Wishing you a prosperous year, and in hope of another "sell" in your columns, I am Yours truly,
ONE OF THE "SOLD".
Pittsburg, March 1, 1891.

NUMBER 2.

Dear Ariel—"It may be all right" for *one* New Jersey man to be so obtuse as to fail to appreciate the joke—even if it was a *flat* and *all around* one. Did he expect a "working model" to be one in which he could see the wheels go round without pushing?
On the other hand, I, for one, think that W. H. Wilhelm's little joke is one of the most ingenious advertisements that has appeared in "In this cold year of hustle and push,
When a bird in the hand is worth two in the bush,"
and will do more than any amount of press work to fix the name of the "Model E Racer" in the minds of wheelmen, who will never forget that one wheel after seeing a "model."
"NEW JERSEY" SECOND.
Newark, N. J., Feb. 27, 1891.

Verily he who can take an innocent joke is a man of perspicacity!

DESPITE the fact that the wooden rim has now been on the market for a year, the question as to its reliability is not yet settled. Of course there is but one opinion as to its value as an element of lightness in the bicycle, but although some of the manufacturers do not hesitate to say that the wheels will stand up under any hard usage, there are still a great number who decline to commit themselves in the way of a guarantee. And yet there can be no question but that wood rims made of carefully selected stock, and properly constructed, will stand hard road use. We have the experience of the past year to demonstrate the truth of this statement, but the trouble is, that the making of wood rims is a mushroom growth, sprung upon overnight, as it were, and the exceptional demand for this new addition to the equipment of the bicycle has induced many concerns to go into the furnishing of wood rims who know nothing whatever about the conditions and kind of service which they will be put to.
Of course it goes without saying that a rim made of inferior wood, or with defective and poorly fitting joints, is a thousand times worse than the average steel rim, but on the other hand it is also equally certain that a wood rim can be, and is, made that fulfills all the requirements; and it is the maker's own fault if he does not get the proper kind. In this, as in all else connected with bicycle construction, cheap parts are a delusion and a snare.

Ariel

'Twould be of Interest.

A NEWBURG (N. Y.) man offers a valuable medal for a five-mile race, on a four-lap track, skating on opposite sides, between Joe Donoghue and John S. Johnson. Donoghue is willing to race, and it remains to hear from Johnson.

One Hundred Miles in Zero Weather.

DALLAS, TEX., Feb. 22. The Young Men's Christian Association Wheelmen's race, fourteen entries, came off to-day to Van Alstyne and return, the cyclometers registering 110 miles.
The first prize, a silver water service, was won by J. B. Cave, who crossed the line at 5.45 P. M. Time 12.41.
The second prize, a $25 time medal, was won by Edgar Boren in 11.54
Boren was handicapped two hours. A stiff norther was blowing, and at the start the mercury registered 15 degrees above zero.



Those Oblivious Bicyclists.

HE—"Yes, it is charming weather. It is difficult to believe that any one could be unhappy on such a divine day as this."

Johnson Will Ride in Class B.

MR. T. W. ECK, the manager and trainer of J. S. Johnson, writes that both he and Johnson are firm believers in Class B, and that Johnson will ride under that class.

Colored Riders Hold an Indignation Meeting.

A MEETING of the colored wheelmen of Boston and vicinity was held under the auspices of the Riverside Cycle Club last week to discuss the action of the L. A. W. in debarring the colored man from membership.
The testimony of ten or twelve colored L. A. W. members was taken as to their feelings concerning the insertion of the word "white" in the League Constitution. Letters were also read by the Secretary from various other colored League members throughout the State, all of them expressing extreme indignation.
The club commended Representative Robert T. Teamoh for the resolution presented by him to the Massachusetts Legislature deprecating the discrimination on the part of the League.

The Ubiquitous Cycle.

[*This appeared in the Bicycling World of Feb. 23d, but in the electrotyping of the illustrated plate the lettering became obscured.*]

It circles the globe with its winding track,
It binds it in bands of steel,
Through favoring winds or the tempest's rack
This ever-revolving wheel.

Though the winds blow high, or the winds blow low,
Though the storm blasts rave and reel,
It spins along, now fast, now slow,
The circulatory wheel.

From the coasts where the wild Atlantic pours
Its waves on the cyclers' land,
To the ocean wastes where the albatross soars
O'er the far Pacific strands;

By the silent waters of inland lakes,
From the East to the Golden Gate;
Where the shimmering light of the Day-God breaks
On the peaks of the Silver State;

Mid Arctic snows; under Indian skies;
Where Ceylon's soft zephyrs steal;
Past the solemn Sphynx with its stony eyes,
Flies ever the turning wheel.

And wherever the human pulse beats strong,
The cycler's joy to feel,
Shall be sung to the world the wondrous song,
The song of the whirling wheel.

ARIEL.

Springfield's Tourney.

THE Springfield Bicycle Club has begun the arrangements for its annual tournament which will be held on Hampden Park Sept. 11, 12 and 13. The committee chairmen are as follows:
Racing, George M. Hendee; Press, W. O. Cohen; Advertising, H. A. Jordan; Prize, F. M. Coe; Tickets, Charles E. Newell; Transportation, W. H. Gault and H. E. Cook; Grand stand, J. D. Law; Police, F. H. Weston; Reception, J. W. Drown. D. E. Miller was chosen general manager of the tournament.

25-Mile Road Race on the Coast.

THE second annual 25-mile handicap road race of the California Associated Cycle Clubs was won by A. P. Swain in 1.21.20, Emil Ulbrecht of Chicago winning time prize as noted in the WORLD of last week, in 1.20.17 2-5, finishing seventh. The other six men came in as below:
H. V. Ready, second; time 1.24.36. W. A. Tyrrell, third; time 1.20.36. J. A. Howard, fourth; time 1.21.16. Oscar Osen, fifth; time 1.21.13 3-5. C. S. Wells, sixth; time 1.20.27 2-5.

Grab it quick! Between now and March 20 you can get the Bicycling World for 25 cents yearly subscription. After that date the price will advance. As the Bicycling World will no longer be sent to you free, take advantage of the ridiculously low rate while it lasts!

"Our personal liking for a correctly constructed bicycle, prompts us to do our work well."

—Union Catalogue.



A good reputation in the past is a better recommendation than sworn promises for the future.



UNION BICYCLES

Have EARNED their reputation by meritorious performances and they will hold their position by excellence alone.

Send two cents to us for the most beautiful catalogue ever issued.

UNION CYCLE MFG. CO.,

BRANCHES
Philadelphia. Chicago.

239 Columbus Avenue, BOSTON, MASS.

The STERLING.

☞ Built like a watch.

☞ Sound as a dollar.

☞ The lightest and easiest running.

☞ Strong as—because made all of—steel.

☞ Requiring the least repairs.

☞ The wheel you ought to be riding.

"New Departure," free.
"The Cyclist's Litany," free.

Sterling Cycle Works,

236, 238 and 240 Carroll Ave.,
Chicago.

New York Agents,
L. C. JANDORF & CO.,
116-118 W. 125th St.



There's the girl who's stuck on fencing,
And the girl who's just commencing
To be somewhat interested in the art of self-defence;
There's the girl who's good at riding,
And the girl who takes to striding
Over leagues of dale and mountain with energy intense;

There's the girl who worships rowing,
And the one who's fond of showing
A marksmanship astounding in a person of her sex;
There's the girl who's always ready,
With a nerve both true and steady,
When woeful dangers threaten or difficulties vex;

And this one's always wheeling,
When summer days are stealing
Across the dim horizon of the season's ebb and flow;

And throughout the pleasant weather
They're always seen together,
This fair vision and her cycle, as they wander to and fro;

But despite the manly carriage
And the open scorn of marriage
Which these independent ladies seem to think so very nice,
You may perhaps have noted
That they're very seldom quoted
As having lost completely their inherent fear of mice!



For Novices.

SAFETY riders in their novitiate have often a difficulty in getting into the saddle properly and catching the revolving pedals. Here is a simple and effective plan to get over the difficulty. Stand behind your machine and place it so that the right pedal is *towards* you. Then place the left foot on the step, holding the handle-bar firmly and push off the machine—giving it a fairly good impetus—with right foot, and, after one or two hops, vault quietly into the saddle, and catch the pedal with the right foot. The moment the right foot is on the pedal lift the left foot off the step, and secure corresponding pedal. Don't lift the *left* foot off step until the *right* foot has secured a grip. For a beginner, the security and simplicity of this plan is that, if your right foot misses the pedal, you can reach to the ground with the right foot (through the left being still on the step), and then make a fresh attempt.—*Scottish Cyclist.*

Breach of Promise Suit.

THE evidence in the famous case for breach of promise, in the Massachusetts Bicycle Club, was heard before Judge Abbot Bassett in the mock trial Wednesday evening. An attempt was made to have the case heard in private, but his honor declined to shield the defendant, and ordered the case tried in open court. That able, witty and eloquent chairman of the special committee on League publications, Mr. Sterling Elliott, appeared as the attorney for the prosecution, while W. S. Campbell was counsel for the defendant.

As a Thief Catcher.

Thomas W. Cleary was on Sudbury street about noon Sunday, and, following him in a mysterious way, was a young fellow, 18 years of age. The latter, having caught up with Cleary, sprang at him, robbed him of $20 and ran in the direction of Scollay square. Upon the other side of Sudbury street was a 210-pound police officer, who started after the thief. The robber ducked down into Brattle street and along into Dock square, with the officer and a swelling crowd behind him, trying to catch up. At Washington street a man on a bicycle was riding along, and, seeing that he might be of some assistance, offered the use of his wheel to the panting policeman, who, being evidently practised in its use, accepted it, mounted and started again after the robber, who now had a good handicap.

The officer swooped down Washington street, gaining rapidly on the thief, until at Franklin street, he had gone but a few yards when the police officer overtook and captured him.

All this happened in staid old Boston.

Another Carolina Track.

THE Bicycle Track Association, of Columbia, S. C., has secured a site for the track and base ball park on the Boulevard beyond the park pavilion erected by the city council last summer. The track has been surveyed and the work of grading will begin next week. The track will be elliptical in shape and one-fourth mile in circuit.

Rink Races at Harrisburg.

A LARGE audience assembled at the skating rink at Harrisburg, Pa., last week to witness the races under the auspices of the Susquehanna Wheel Club.

Summary: One half mile tandem against time, Dawson Fornwald and J. T. Isenberg, time 2.05; one mile open won by Jas. Cline in 4.01. The five mile race between Dawson Fornwald and A. S. Meixell for a purse of $100 was won by the latter in 15.30.

They Don't Pay Up.

TOLEDO, Ohio, recently levied a wheel tax on all bicycles and other vehicles, but so far only 1056 bicycle licenses and 2914 vehicle licenses have been issued, whereas the city authorities claim that this is but a small proportion of the number used. What to do about it is the question.

Down South.

AT Orlando, Florida, on Washington's Birthday, a number of races were held at the County Fair, the South Florida championship one mile being won by R. D. Johnson. On February 24th the State championship two mile was won by Adams of Jacksonville. Time 5.32.

25 cents a year! As the BICYCLING WORLD will be no longer sent to League members free we make, for a limited time, the above special offer. See front page. Subscription Agents wanted everywhere. After March 20 the subscription price will advance!

... Does YOUR Store ...

Ever Look Like This?



It is Bound to Follow if You Handle

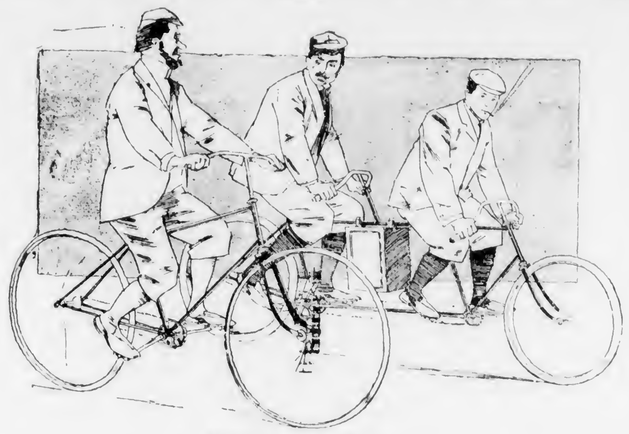
The Liberty

America's Representative Bicycle

Responsible Agents Wanted Everywhere.

WILSON-MYERS CO., Makers,

New York, U. S. A.



Temperance A-Wheel—1.

TEETOTAL PARTY—"I'm an abstainer, myself! I trust you gentlemen never enter a public house?"

TAN-DEMONS—"Public house!—Od's, brakes and cranks! Never."

Dunlop Company Sues.

A BILL of complaint has been filed in the United States circuit court by the American Dunlop Tire Company, of Jersey City, against the Erie Rubber Company, of Erie, Pa., charging an infringement of letters patent on a pneumatic tire, known as the Keystone detachable tire. The tire was invented by Alex. T. Brown and Geo. F. Tillman, of Syracuse, N. Y. Tillman sold his interest to W. L. Smith, after the letters patent had been granted, and it again changed hands two or three times. The plaintiffs ask for an injunction to restrain the defendant company from further infringement.

St. Louis' Clubs Organize.

DELEGATES from all of the cycling clubs in St. Louis met recently at the St. Louis Cycling Club and organized the Associated Cycling Clubs of St. Louis. Those present were: Robert Holm, South Sides; Louis Coburn and J. W. Coburn, Wanderers; Chester Stith and A. U. Zeise, Carondelets; W. S. Brown, Y. M. C. A.; C. C. Hildebrand and H. J. Stegemann, Pastimes; W. P. Laing and D. W. Robert, Cycling Club.

The association elected the following officers: President, D. W. Robert; vice presidents, Chester Stith, Walter Brown and Louis Coburn; secretary, H. J. Stegemann; treasurer, L. W. Conklin.

The meeting was characterized by harmony throughout, something entirely novel among St. Louis cyclists.

Denver's Dates Fixed.

DENVER, Col., March 6. *(Special.)* The National Meet will be held here August 27th to September 1st.

Record Breaking in Japan.

NO sooner does cycling appear to have grown in favor in Japan than record-making makes headway. The record bicycle time between Osaka and Nara and back, a distance of some 112 miles, is 10.18. Two cyclists—Messrs. Shepherd and Hughes—recently tried to lower this, but were unsuccessful.

Lambton's Funeral.

THE American mail steamer Alameda, which arrived at Sydney on Jan 8th., brought the body of the late H. H. Lambton, who died at Chicago, on December 1, of gastric fever. The body, which was encased in a lead and wood glazed coffin, was at once removed to his father's (Mr. S. H. Lambton) house at Burwood, where the funeral was held.

The Ice Was Too Thin.

CHARLES H. DENNISON, a retired merchant of Brooklyn, N. Y., attempted to cross Prospect Park lake last Saturday evening on a bicycle. He had gone about two-thirds of the way when the ice broke under him, and he fell into the water, which reached up to his chin.

His cries for assistance were heard by Park Policeman Peacock, who threw a plank towards Mr. Dennison and rescued him. His wife was notified and sent him a dry suit of clothes.

Too True.

"Sand," 'tis said, one must possess,
And "grit," to gain desire;
In both the cyclist finds distress
And ruin to his tire.

Caught the Wheel but Not the Darkey.

PERCY CREWS and George Leslie were out riding last week on Third street, Louisville, Ky. They stopped at a saloon, for refreshments, and left their wheels on the outside. While they were on the inside, an unknown darkey took Leslie's machine and started out the boulevard with it at a lively clip. As the two men emerged from the place, they missed the wheel. Looking out the street they saw the negro with the missing machine. Crews mounted his own wheel and had an exciting chase with the thief for some distance before the wheel was recovered. The darkey abandoned the stolen machine and made good his escape through the fields.

An English Tilting Saddle.

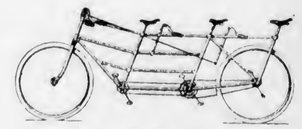
JOHN HOWES, of Cambridge, England, has invented a new seat-pillar for ladies' bicycles. This is very simple in construction, having the top hinged to the pillar by a simple knuckle joint, working stiffly in its bearings. When the lady requires to mount, the saddle may be tilted up to an angle of about forty-five degrees. The lady can then arrange her dress upon it before mounting, and when she raises her weight on the pedal and gets the machine in motion she slides easily into the saddle, and her weight causes it to assume its normal position; it is then locked by the weight of the rider.

To Delight Sterling Elliott's Heart.

A FULL nickeled tandem, with hickory wheels, is being displayed in Sidney B. Bowman's show windows, New York City. It was built for J. Charles Appleby of the Hudson County Wheelmen, Jersey City.

Our Apologies.

THE adjustable handle bar illustrated in our issue of Feb. 23 as a French invention, was the one patented by Mr. F. H. Bolte, of the Telegram Cycle Mfg. Co., of Milwaukee.



A French Triplet.

Grab it quick! Between now and March 20 you can get the Bicycling World for 25 cents yearly subscription. After that date the price will advance. As the Bicycling World will no longer be sent to you free, take advantage of the ridiculously low rate while it lasts!.

UP TO DATE!

REMINGTON CYCLES



9 PATTERNS FOR '94.

PRICES:

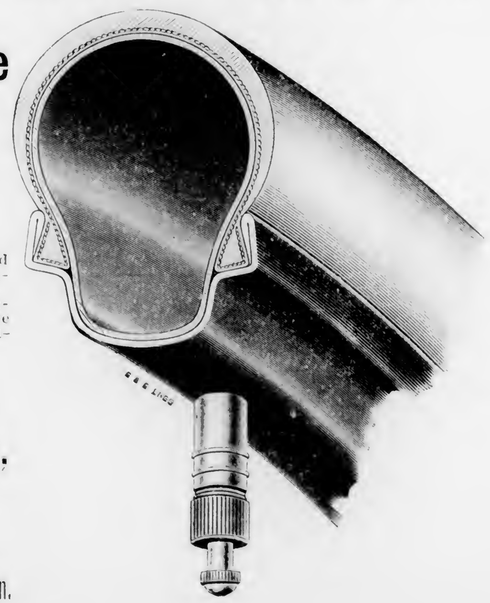
$100 .. to .. $135.

POPULAR WEIGHTS:

20 to 40 Pounds.

Wheels fitted with Bartlett "Clincher" or Palmer Tires

The Bartlett "Clincher" Tire



THE : BARTLETT : PATENTS

Cover the principle of Fastening the Tire to the Rim by Pneumatic Pressure.

The word "Clincher," as applied to Tires, is a duly registered Trade Mark, and any one using it in this connection does so unlawfully.

Any one making, selling or using, without authority, Tires employing the principle covered by the Bartlett Patents, or using the registered Trade Mark "Clincher" unlawfully, will be held accountable by actions of law.

◀◀ ◀◀ ◀◀ ◀◀

REMINGTON ARMS CO.,

315 Broadway, NEW YORK.

Manufacturers of

Remington Celebrated Fire Arms, of World-Wide Reputation.

THE AUTOFLATOR.

An Instrument Devised to Supplant the Common Pump.

MR. W. D. WANSBROUGH, works manager to Messrs. Robey & Co., of Lincoln, the famous agricultural engineers, has invented an article for use on pneumatic-tired vehicles, which he aptly describes as an Autoflator. The title carries the explanation of the object of the contrivance. The construction and mode of action may be briefly stated thus:—A small air pump of special construction is affixed to the rim of the wheel, near the usual inlet valve, to which it is connected by a small pipe with union. The reciprocating action of the plunger is obtained by force of gravity alone. Taking advantage of the unusual case of the

PUMP REVOLVING ABOUT THE CENTRE OF MOTION,

a weight in the form of a ring encircling the hub is attached by a light connecting rod to the plunger. The ring, by its continual effort to maintain itself at the lowest position, effects the required motion of the plunger, as the pump travels round with the wheel. The ring is hung loosely upon the hub, the difference between the diameter of the latter and the bore of the leather-lined ring representing the stroke of the pump. There are no side flanges or guides to keep the ring central and upright. The connecting rod being fitted to the plunger by a ball joint, the ring falls about anyhow when the machine is at rest. When in motion the ring keeps upright and central, just as the rider does.

THERE ARE ONLY TWO PRINCIPAL PARTS,

viz., the pump and the ring, and the only part actually fixed to the machine is the small screwed nipple or fixture, soldered or brazed to the rim. A union joint at the bottom of the pump connects to this. One of these nipples is intended to be fixed to each wheel, and the pump and ring can then be changed over in less than five minutes. The apparatus can be applied to any machine in an hour or less. There is nothing about the Autoflator which by giving way or sticking fast can damage the machine or cause a breakdown. The apparatus is dust-proof. The air drawn in by the pump is filtered, and the plunger is cleaned and lubricated at each stroke by passing through a box at the head of the pump fitted with greasy sponge.

THE WEIGHT OF THE PARTS

attached to the rim, *i. e.*, the pump, pressure gauge, and connecting pipe, is under five ounces. The weight of the central ring, with its connecting rod, is about 20 ounces—total, 25 ounces, from which should, in fairness, be subtracted the weight of the ordinary inflator usually carried, now no longer required. The Autoflator must undoubtedly consume power, but it is difficult to detect it. If the wheel be lifted and spun round by hand, it continues to revolve (pumping) for a considerable time. The pump can be readily adjusted, so as to always cease pumping at any given pressure desired. *Scottish Cyclist.*

Racing Board News.

MR. WM. SCHNELL, Lincoln, Neb., is hereby suspended pending an investigation of his amateur status.

The Racing Rules will not be ready for distribution before the middle of April. Applicants for same will please take notice.

SANCTIONS GRANTED.

May 30—Rome Cyclers, Rome, N. Y.

May 30—Utica Cycling Club, Utica N. Y.

May 30—New Jersey Athletic Club, Bergen Point, N. J.

June 23—Kings County Wheelmen, Brooklyn, N. Y.

June 16—Elizabeth A. C. Cyclers, Elizabeth, N. J.

July 4—Tourist Cycle Club, Paterson, N. J.

July 4—South Orange Field Club, South Orange, N. J.

July 1—Watertown Cyclers, Watertown, N. Y.

July 7—Riverside Wheelmen, New York City.

July 1—New Jersey A. C., Bergen Point, N. J.

Sept. 3—New Jersey A. C., Bergen Point, N. J.

May 30—Associated Cycling Clubs of Boston, Waltham, Mass.

Sept. 11, 12, 13—Springfield Bicycle Club, Springfield, Mass.

July 1—Malden Bicycle Club, Waltham, Mass.

May 30—Bay State Bicycle Club, Worcester, Mass.

May 30—Thos. R. Varick, Manchester, N. H.

Feb. 22—Fresno Athletic Club, Fresno, Cal.

May 30—Bay City Wheelmen, San Francisco, Cal.

July 4—Oak Leaf Wheelmen, Stockton, Cal.

July 1—Acme Athletic Club, Oakland, Cal.

Sept. 10—Garden City Cyclers, San Jose, Cal.

Oct. 1—Olympic Club Wheelmen, San Francisco, Cal.

May 1—Dixon Driving Park Assn, Dixon Cal.

H. E. RAYMOND,
Chairman.

Over In Jersey.

THE Crescent Wheelmen, of Plainfield N. J., have leased for five years eleven acres of the Deacon Wooden estate on Randolph road near Park avenue, and are laying out a bicycle track, a base-ball diamond and general athletic grounds.

25 cents a year! As the BICYCLING WORLD will be no longer sent to League members free, we make, for a limited time, the above special offer. See front page. Subscription Agents wanted everywhere. After March 20 the subscription price will advance!

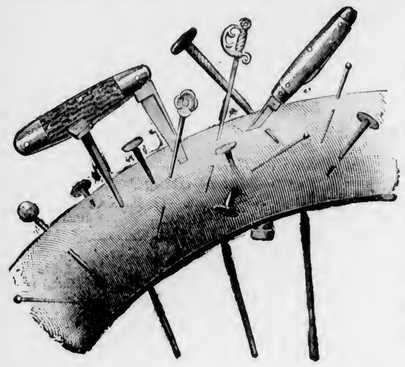


Temperance A-Wheel—II.

"——Never—we carry *ours* with us! Say, Alf., will you have a drop more before I put it away?"—*Cycling.*

THE

Self-Sealing Air Tube



Is so constructed that when punctured by a pin, nail or tack the hole made ther by closes and no air escapes, enabling the rider "to proceed on his way rejoicing," and does not necessitate his establishing a rubber factory and repair shop in a nearby fence corner, while a half-hour is consumed in repairing a puncture.

No unvulcanized rubber is used, therefore its self-closing feature will be permanent. Supplied separately, or with our Tires.

We also make tires, and challenge comparison as to weight, strength and resiliency. Road tire weighs 3 3-4 pounds. Light road tire 2 3-4 pounds. Save two to three pounds over any other make. Send for description.

New York Tire Co.,

97 Bank Street, New York.

WHAT RIDER CAN SHOW BETTER MILEAGE?

Come, Gentlemen, Expose Your Hands

"Just to show that there is no frost."

MORGAN & WRIGHT

Announce the following Awards:

For greatest mileage on one set of M. & W. Tires during 1893—rider having made his own repairs:

1st Prize. Cost value, $100. A. A. Hansen, St. Paul, Minn., 8,114 miles on a Fowler, 30 pounds.

2nd Prize. Overcoat, $45. W. R. Englemire, Rockford, Ill., 7,957 miles on an Ormonde, 37 pounds.

3rd Prize. One set M. & W. Tires. J. W. E. Kinkead, Chicago, 4,953 1-2 miles on an Imperial, 35 pounds.

For most meritorious single ride, distance, weather and character of roads to count:

1st Prize. Cost value, $50. H. H. Wylie, Chicago, New York to Chicago, 1,028 miles on a Sterling, 27 pounds.

2nd Prize. Cost value, $25. A. A. Hansen, St. Paul, Minn., 224 miles in 20:10 on a Fowler, 30 pounds.

3rd Prize. One set M. & W. Tires. P. Von Boeckman, Austin, Tex., Chicago to Austin, Tex., 1,300 miles on a Fowler Light Roadster.

For best time in a 10-mile road race, prize cost value $25.

Wm. Bainbridge, Chicago, time 27 min. 54 sec.

For best time in a 25-mile road race, prize cost value $25.

Frank Waller, Indianapolis, Ind., time 1 hr. 6 min. 10 sec.

Above awards made by a committee selected from members of The Century Road Club of America.

AGAIN WE REPEAT FACTS AND FIGURES. AGAIN WE SAY DEDUCE YOUR OWN INFERENCES.

Will be pleased to send you an interesting and instructive catalogue, containing a guarantee as "is a guarantee."

MORGAN & WRIGHT, 331-339 West Lake St., CHICAGO, ILL

His Understudy.

It was awhile ago, when E. B. Turner, or "The Doctor" as he is even better known to cycling men, was not quite so versed in cycle lore as he is to-day, that he started out with George Grossmith on the front of his first "Humber" tandem. The coachman had been instructed to oil the machine, and had carried out his instructions, not only to the letter, but to the hand-brake. All went well until the top of Wimbledon Hill, when the Doctor, having all the faith of the ignorant in the retarding power of his brake, desired the little comedian to put up his feet, put up his own likewise, and let go. A trifle farther on Turner thought some brake *was* advisable, but the harder he grasped the lever the faster went the tandem. By sheer luck they got down safely, and Turner managed to get his pedals before they took the narrow railway bridge.



"How delightful!" said Grossmith, as soon as the wind would let the words out of his mouth, "I never thought cycling could be so jolly."

"Oh! very jolly," replied Turner, "but do you know what I was thinking of all the way down that hill."

"No," said the actor.

"Well, I was wondering what kind of a hash your understudy would make of *The Lord High Executioner* to-night," returned the Doctor.

Grossmith's enthusiasm vanished, and he even suggested walking down the next dip. The coachman knows better now.

—*Bi. News.*

Mind Your Fingers.

An accident which occurred at the Rudge Cycle Co.'s Works, Coventry, this week, should serve as a warning to riders when cleaning their machines. One of the machine examiners at the factory was spinning a back wheel to see if it revolved freely, and by some means or other got his finger between the chain and the chain pulley. The top joint of his finger was instantly removed. Very few realize the force of a wheel which is being rapidly revolved, and although we have not heard of many serious accidents, not a few men have damaged themselves more or less seriously in this way.—*Bi. News.*



When the season of spring approaches, and there lurks in the aircurrents, that peculiar indecision which is quite as likely to give us a snow blizzard as a rain storm, I have come to look to certain correspondents of the cycling press for the weather forecast.

To-day, for instance, I read of "tender violets peeping forth," and "the crocus, holding up its waxen cup to greet the sun." Hardly two hours elapsed ere a snow storm was upon us; and to-night, the sweet little lonesome hamlet of Brushville is a foot beneath the snow—"beautiful snow!"

SO WOULD MANY OF US.

I, too, would like to go smelling about in damp places where the violets are wont to come easiest or go poking among the matted leaves for a first sight of the tulip's tender topknot, but I fear to precipitate another snow storm.

ANOTHER HARBINGER

of the spring blizzard is the cycle drummer. Two of this genus have been stalled here this week. One of them was a study. He had a flow of conversation, which, for intonation and pertinacity, forcibly reminded me of an early flock of crow black-birds.

In the matter of personal adornment, too, he was geared way up. He carried a very stylish English hand bag, a sole leather dress-suit case and a pair of "sticks" with enormous mountings of gold and silver.

I should think it would take a strong constitution to stand the strain of such a flow of gab all day and to attend to the social and society obligations, which I infer are incumbent upon the cycle drummer from this one's accouterments in the way of hand baggage.

THE RED PLUSH BOX.

And yet, while I know it is not exactly businesslike to be such a sport I feel: sort of proprietorship in the rig. It is like the dozen paper collars in a red plush box. You pay for the box and may as well take it away from the haberdasher's.

After the same reasoning I feel a right in remonstrating when Willie Smashem often breaks his wheel "while going along on the level road."

THE OUTLOOK.

I am fearing that this coming season will be a sorry one for the rural cycler. It seems probable that he will have time enough in which to go forth and study nature, but his wheel will have gone to the grocer and to the butcher.

The small cycle dealer is likely to be pinched. A few days since I learned by direct word from an agent in a village of fewer than six hundred people, that he had, on the first of January, $2,000 out on instalment wheels, and with the prospect of shut-downs in the manufacturing of the village there is a blue aspect hanging about.

In connection with this, I am wondering if this small cycle agent has not been loaning money to some one gratis. He has certainly made business for the manufacturer; and if he and hundreds of other agents in the manufacturing villages and cities fail to send in orders, how is the great spring rush that we are reading so much about in the cycling journals, going to be realized? ARTHUR ALLEN DEAN.

He Did.

Diogenes returned to earth,
Wisely philosophized;
Of honest men he found no dearth—
He advertised!

—*Printers' Ink.*

See front page! Note that the extraordinary offer holds good only until March 20th. Subscription Agents wanted in every town in the country.



A NOVEL AND EXCITING METHOD OF GATHERING OSTRICH PLUMES.

The Lightest Racing Tire in the World—How They Beat Uncle Sam.

"ARE you interested very much in this question of how light pneumatic tires can be built?" asked J. A. Barnes of me recently when I ran across him in the train bound from Trenton to New York. I told him that the whole idea of cycling, and the construction and equipment of wheels now seemed to have settled down to a single question of how light they could be made, and that so long as such a condition of affairs existed, naturally I was interested in knowing just how much the weight of the tire could be reduced.

"Well, I'm in the tire business to give the people what they want, even when they want what is not good for them, so as soon as I found that with many riders it was purely a question of weight, not worth, when it came to choosing a tire, I determined for my own satisfaction to see just what I could do in the way of lightness. The result of my labors is the 'Imponderal' pneumatic, which is lighter than air—yes, my boy, lighter than air."

Then Mr. Barnes smiled and looked at me out the corner of his eye, evidently expecting me to succumb under the shock. But I did not. I have grown used to strange tales in this tire game and bore up remarkably well, even under this very strange one.

"It's a fact, my boy. You know I would not tell you anything that was not true, don't you?"

I am afraid my assent to this question was not very forcible, for my companion went at once to proving the truth of his claims for that wonderfully light tire of his.

"I mailed you a sample of the Imponderals just before I got aboard the train. I am sorry now that I did not bring them with me, because I am afraid you kind of doubt what I am telling you about this tire."

Now that gentleman was an advertiser in my paper. What was I to do? Tell him I did not believe in the existence of any such tire or make out that I did and let him go away with the idea that I was a greenhorn, simply because I hailed from Philadelphia? Ah! an excellent idea comes to me. How, I ask him, do the post office people know what to charge you for postage, if the Imponderal tire is, as you claim, lighter than air?

"Why, my boy," answered Barnes, with a kind of commiserating look, "that's one of the greatest advantages of the Imponderal. The post office people pay me. I got eight cents from them this very morning for that set of tires I mailed you."

They were coming pretty strong, I didn't like to dodge, and I didn't want to be downed, breath and energy enough to make one more effort, by asking the tire maker from Trenton if the government didn't object to such a peculiar way of conducting its business.

"Well, they did kick a little at first," answered my companion. "They say it is something new and likely to be rather expensive when I begin shipping a thousand pair of tires per day, as I expect to when my new factory is completed. But what could they do? The whole thing is clear as mud, by their own rules. If I send a package which weighs a pound more than nothing, I pay at the rate of a half-cent for each of the sixteen ounces, don't I?"

I nodded an assent.

"In other words they get eight cents of my money, so, of course, if a package weighs, like those tires do, a pound less than nothing I am entitled to eight cents, am I not?"

I never answered. I was in a trance and couldn't reply. When I came to I was in Jersey City, and my companion had left me. I wonder if the gentleman from Trenton wasn't taking a mean advantage of Quaker innocence?—*Sporting Life.*

Eastern Rubber Mfg. Co.'s Tires

... ARE THE ...

Best in the World.

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Manufacturers, Jobbers, Retailers and Repair Men should send us their names at once for our

NEW LOW PRICE-LIST

ON

CLIMAX,

REX ROAD

..... and .....

CYCLONE TIRES.

Your name is valuable to us, but unlike some other manufacturers, we will not send you a cheap chromo in return, but prices that will save and make you money. You have not seen them. . .

▸▸ ▸▸ ▸▸

—ADDRESS—

EASTERN RUBBER MFG. CO.,

TRENTON, N. J.

TELEMACHUS TALKS

IT seems like the irony of fate to have a correspondent upbraid BICYCLING WORLD for the tendency of the American press to give but little space to such practical topics as the choice and care of machines, and to hold up the English press as a model in this respect. The complaint is a well-grounded one, but in no American paper is this class of articles given as much attention as in BICYCLING WORLD, and it seems rather queer that it should be singled out for remark.

We old riders are but too prone to forget that we were once novices, and as such in pressing need of information upon a thousand subjects. Every year sees a new class of just such riders appear on the scene, and it is only too difficult to give them the information they need, as they rarely join the League or get the cycle papers until after they have been riding some time. For that reason they are, as a rule, thankful for every bit of advice that comes in their way.

In the days of the ordinary, or even of the solid-tired safety, it was a physical impossibility for new riders to ride where and at the same pace the veterans did, and any attempt to do so ended in discomfiture. Now, however, the combination of light safety and pneumatic tire enables the tyro to maintain a fairly good pace in company with the expert, and to get into the habit of riding at the same gait that the experienced rider takes without much exertion. But not having the same command over his machine, and being decidedly inferior in resources, the slightest obstruction or out-of-the-way occurrence is apt to disconcert him, and when a thing of this sort happens he usually saves himself at the expense of his wheel. In short, the novice imagines that he can ride the same weight wheel, cover the same amount of ground, and venture in whatever dangerous places the veteran of years does. As a natural consequence, things go wrong, and while the rider is sometimes sensible enough to blame himself, yet the usual course is to blame the wheel, the road, or anything else that first suggests itself.

A few months later wisdom takes the place of over-confidence, and the first few weeks are looked back to with wonder. It is, therefore, during this early period that instruction is so sadly needed, and it is just then that it is seldom received. For that reason a reform in this respect is desirable, and if there were more practical riders—men who understand their machines as well as ride them, on the staffs of the various cycling papers there would be considerably more of this class of literature.

Perhaps we would not enjoy cycling half so much as we do if there was not the ceaseless change about it that there is. The patterns of one year look strange the next, and are entirely out of style the third year, while the light roadster of one year becomes the full roadster of the next. Tires, saddles and even clothes are pursued by the same fate, and to be up with the times one must change with the times. It costs money to do this, but a surprisingly large number of riders seem to take the expense as a matter of course, and never to hesitate at changing every other year, if not every year.

What specifications does it take to make up the average road wheel of '94? What is the weight, the tires, and the general equipment? In the cities, where good roads abound, and the wheelmen are progressive, its weight will be found to be nearer 25 than 30 pounds, and in selecting



The Pneumatic Rider Up To Date.

its equipment the question of weight will be found to be of the first importance. Some men will insist upon making weight the sole arbitrator of disputes as to the best equipment, and take the lightest they can get; others will use more judgment and take a road tire instead of risking a racing or semi-racing tire.

Upon two points there seems to be unanimity of opinion—the saddle and the pedals. With one accord the makers have set about reducing the weight of these articles so as to bring them to their proper relation to the remainder of the wheel. Many "scorcher" saddles have been used in the past, but the old hammock saddles (synonomous with luxurious comfort) have held their own with the class which abhors the name of scorcher. The present year, however, sees the hammock saddle, with springs fore and aft, become practically obsolete, and obtainable, as a rule upon special request only. In pedals there is observable a general movement in the direction of lighter rubber ones, this object being attained in a great measure by a lessening of the quantity of rubber in the blocks. The big and heavy but comfortable and vibration-destroying rubber pedals which went hand-in-hand (or foot-in-foot) with the hammock saddles, are passing away—one might almost say have passed away.

Any wheel of over thirty pounds' weight is hardly considered light. It has become the full roadster, the wheel upon which are placed beginners, "Jonahs" and heavy weights. It is guaranteed to stand any kind of riding, and is lubbood utterly not only by the "fast brigade" but by the humble followers of that section. The light roadster, under whatever name it may go, must scale twenty-five pounds, or thereabouts, and even be under this weight to suit the purposes of the fastidious rider. And the most wonderful part of it all is that it will stand up all right under ragged majority of the riders; the rear sometimes would knock a stone crusher to pieces.

No one will profit more by the decrease in weights and the reduction in price than the ladies, and if the number who ride wheels is not much increased this year it will be very strange. With plenty of regular stock wheels weighing around thirty pounds, and even lighter ones to be procured if desired, the handicap under which the gentler sex has labored since the invention of the first cycle is removed. They will be able this year to cycle with an ease and comfort hitherto unknown, and this fact can scarcely fail to give an impetus to that branch of the sport that will be of undoubted benefit to it.

Many persons are of the opinion that the '93 pattern wheels have reached a stage of perfection hard to surpass, in the face of which makers will be obliged to forego the idea of further improvement. With this opinion I do not agree, but believe, on the contrary, that the movement has only begun. Owing to the drop frame, and the guards and brake necessary for a woman's wheel, it will always be as heavy, or perhaps a trifle heavier than the similar man's wheel, but there is no reason whatever why there should be such a difference as there always has been and is yet.

If a man weighing 150 or 160 pounds can ride a wheel weighing 25 pounds, or even under, and drive it over all kinds of roads at high speed, and give it the hardest kind of usage in every way, it stands to reason that a woman's wheel can be built 20 or 25 per cent. lighter in every particular except the front half of the frame. The wheels should be made smaller and lighter in every way, as should the frame with

See front page! Note that the extraordinary offer holds good only until March 20th. Subscription Agents wanted in every town in the country.



Let us send you a copy of this catalogue. It tells all about the **DUNLOP TIRE,** and especially its new features for 1894.

A postal will do the business.

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AMERICAN DUNLOP TIRE CO.,

504=506 West 14th St., New York.

the exception noted, while the fittings and equipments should be of the lightest and daintiest possible description, so as to be in keeping with the wheel and rider.

If a 28-inch wheel is the proper size for a man (and this seems to be pretty generally acknowledged this year), there can be no reason under the sun why a woman's wheel should be larger than 26 inch. This reduction in size improves the wheel in every way. It makes a material saving of weight in the rims and tires, gives an appropriately small and dainty appearance to the whole machine, and permits the use of a smaller, lighter and neater set of dress, chain and mud guards.

I know of two ladies who are having wheels built on these lines, one with 26 and 28-inch wheels and the other with two 26-inch wheels. The former has a wonderfully strong and stiff double-tube curved frame, so designed that the crank hanger comes between the two tubes in such a position that it is as high as the upper tube. The other wheel has a straight lower tube and the upper one curved towards the lower one, almost touching it just below its centre. It, too, has the crank hanger between the two tubes, and is designed with the idea of giving the greatest possible room for the rider. The first wheel will weigh about 28 pounds, complete with guards and brake, steel rims and full roadster clincher tire, while the other is expected to scale two or three pounds less with the same equipment. Stripped of guards and brake, and fitted with wood rims and light tires this wheel would come very close to 20 pounds, and yet it is designed to carry a lady weighing 180 pounds.

The matter of guards for these wheels is receiving attention now, and causing considerable perplexity. An effort is being made to get wood mud guards, on which would be put cord dress guards, and this combination undoubtedly has many advantages. TELEMACHUS.

The Cyclist Year Book.

THIS admirable publication for 1894 has just reached us. The work is in the usual excellent style in which it has appeared for many years past, and with its tables of records and trade information it is indispensable to every person who is desirous of keeping thoroughly posted.

Stall Held An Opening.

AMONG the list of houses who held an opening on Washington's Birthday in this city, we neglected to mention the well-known establishment of W. W. Stall, and the latter states that if any one asks for him to tell them "that he is still fighting and means to get there if the walking holds good." At Mr. Stall's store the Clevelands are well represented.

Stop my Paper!

AFTER you get angry and stop your paper just poke your finger into water, pull it out, and look for the hole. Then you will know how sadly you are missed. A man who thinks a paper cannot thrive without his support ought to go off and stay a while. When he comes back half his friends will not know he has gone, and the other half will not care a cent, while the world at large kept no account of his movement. You will find things that you cannot endorse in every paper. Even the Bible is rather plain, and hits some hard raps. If you were to get mad and burn your Bible, the hundreds of presses would still go on printing it, and when you stop your paper and call the editor names, the paper will still be published, and, what is more, you will read it on the sly.—*The Cycle.*



Porridge and Pace.

Drawn from life in Coventry.

BLANK, who believes in whole-meal porridge as a speed-producing food, grinds it all himself per home trainer.—[FACT.]

Cycle Infantry Drill Regulations.

THIS is the title of a little book prepared by Brigadier-General Albert Ordway, U. S. A., and issued by the Pope Mfg. Co., giving full regulations for cycle infantry drills, including visual and whistle signals and bugle calls, the whole being neatly bound in cloth. They have also issued a pamphlet entitled "The Bicycle in the Army" which includes letters from foreign war departments, opinions of military men and editorial opinions, the whole being a summarized digest of the arguments in favor of the bicycle for military use.

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25 cents a year! As the BICYCLING WORLD will be no longer sent to League members free, we make, for a limited time, the above special offer. See front page. Subscription Agents wanted everywhere. After March 20 the subscription price will advance!

FIXTURES

MAY.

1.—Dixon, Cal., Dixon Driving Park Association.
30.—Rome, N. Y., Rome Cyclers.
30.—Utica, N. Y., Utica Cycling Club.
30.—Bergen Point, N. J., New Jersey Athletic Club.
30.—Waltham, Mass., Associated Cycling Clubs of Boston.
30.—Worcester, Mass., Bay State Bi. Club.
30.—Manchester, N. H., Thos. R. Varick.
30.—San Francisco, Cal., Bay City Wheelmen.

JUNE.

16. Elizabeth, N. J., Elizabeth A. C. Cyclers.
23.—Brooklyn, N. Y., Kings County Wheelmen.

JULY.

4. Paterson, N. J., Tourist Cycle Club.
4. South Orange, N. J., South Orange Field Club.
4.—Watertown, N. Y., Watertown Cyclers.
4.—Bergen Point, N. J., New Jersey A. C.
4.—Waltham, Mass., Malden Bi. Club.
4.—Stockton, Cal., Oak Leaf Wheelmen.
4.—Oakland, Cal., Aeme Athletic Club.
7.—New York city, Riverside Wheelmen.

SEPTEMBER.

3.—Bergen Point, N. J., New Jersey A. C.
10.—San Jose, Cal., Garden City Cyclers.
11, 12, 13.—Springfield, Mass., Springfield Bi Club.

OCTOBER.

1.—San Francisco, Cal., Olympic Club Wheelmen.

Rochester will have a Show.

C. J. CONOLLY, the well-known Rochester dealer, has decided to hold an individual cycle show during the next week, from March 12 to 17 inclusive, exhibiting samples of one of the largest lines in the country, including the Rambler, Warwick, Monarch, Majestic, Falcon, Syracuse, Eagle, Humber, Queen City, Crawford, Stearns and Raleigh. A stringed orchestra will be in attendance to furnish music every afternoon and evening, and in addition Mr. Conolly will pay traveling expenses of every agent who purchases either at wholesale or retail from within 50 miles of Rochester.

The Lu-Mi-Num Foundry.

THE St. Louis Refrigerator and Wooden Gutter Company have just completed and opened their new foundry, which is one of the most scientific and perfect plants ever put up for a similar purpose. It contains six furnaces with all equipments and is capable of turning out 40 complete sets of aluminum parts each day, which can be increased to 50 or more sets by running overtime. The completion of this factory is of great convenience to them, as it will render it possible for them to do still better work by having their entire product made under their own supervision.



'94 NEW MAIL.

27 AND 30 LBS.



$115 AND $125.

OFFERED AS THE

Handsomest and Finest STRICTLY HIGH GRADE in the Market Today!

Men's, Ladies' and Youth's patterns. Also best line medium price wheels, $25 to $75.
Our 1894 Catalogue just out. Free at agencies or mailed for two two-cent stamps. Surely see it!
——Manufacturers——

WM. READ & SONS, 107 Washington St., Boston.

ESTABLISHED 1826.



Recent Highway Legislation.

THAT the agitation in favor of good roads has already justified itself in practical results is shown in the first bulletin issued by the office of road inquiry that was established last year in connection with the national department of agriculture. This office of road inquiry, which itself is an outcome of this agitation, was directed by statute to inquire as to the systems of road management throughout the United States, to make investigations as to the best methods of road making, to prepare publications on the subject suitable for distribution, and to assist the agricultural colleges and experiment stations in disseminating information on the subject. * * * The question of good roads is, indeed, a matter of national importance, and possibly the time may come when a more direct activity on the part of the national goverment would be desirable. But the business of the road inquiry office is indicated by its name; it does not go beyond the work of inquiry and of placing the results of that work at the service of the general public.

OF GREAT VALUE.

And this kind of work in itself is of very great value. The office is made a centre of information as to road improvement work, and thus becomes the most convenient medium for placing available knowledge on the subject at the free disposition of all who may desire it. * * * It is significant that the movement for road improvement has already caused the adoption of new road laws in fourteen States. This legislation is more or less radical in character and nearly all the other States are reported to be moving in the same direction. Nearly all the laws given were passed last year, so that there has been no time to record any results.

In New Jersey, however, which was the pioneer in this work, the new laws date from 1888 to 1892, and the results have been remarkably satisfactory. It is interesting to the friends of road improvement to look over and compare the laws of the various States, as here compiled, and note the way in which the problem is approached in different parts of the Union.

The States which have enacted laws on the subject in the period under consideration are California, Indiana, Massachusetts, Michigan, Missouri, New Hampshire, New Jersey, New York, North Dakota, Oregon, Tennessee, Vermont, Washington and Wisconsin. There are only three exceptions to the rule that all this legislation was enacted in 1893; that of New Jersey, already mentioned; Vermont, which took action in 1892, and Washington, one of whose laws was enacted in 1890, and the other two last year.

One of the most elaborate of these laws is that of Massachusetts establishing the State highway commission, with its extensive advisory functions as to the construction of good roads, and providing for the establishment and construction of State highways, contingent upon legislative appropriations. No other State has made like provision for the gathering and dissemination of knowledge as to the best means of road construction.

The laws of New Jersey

ARE MODELS OF THEIR KIND.

They facilitate the construction of both local and county roads and provide that when the owners of two-thirds of the lands fronting on any public road agree to pay one-tenth of the cost of improvement the county authorities shall cause such improvements to be made. State aid was provided for in 1892 by legislation authorizing one-third of the cost of county road improvements to be paid for from the State treasury to the extent of $75,000 a year. A wise provision of the New Jersey legislation is that requiring all road taxes to be paid in money, experience everywhere having shown that a leading cause of bad roads was the practice of permiting farmers to work out their road taxes. The example of New Jersey in this respect was followed by New York last year, and by Wisconsin also, to the extent of providing that all road taxes shall be paid in money except in townships that specifically vote to retain the labor system. * * *

Toll roads disappeared from Massachusetts more than a generation ago, and are here regarded as belonging to the era of the stage coach; they are still common in many parts of the West, and Missouri's new county option road law provides that county courts may establish toll gates upon roads that have been suitably improved. Oregon's new county road law, on the other hand, requires all roads built under its provisions to be free of toll. Washington's new road laws are remarkably elaborate, and demand that improved roads shall be constructed in a very thorough and substantial manner, according to good engineering principles.

In this first road inquiry bulletin are also included several recommendations as to highway construction and legislation made by commissions and other bodies in Illinois, Maryland and Pennsylvania.—*Boston Herald.*

See front page! Note that the extraordinary offer holds good only until March 20th. Subscription Agents wanted in every town in the country.



Among the Clubs.

THE first concert of the Lowell (Mass.) Cycle Club was given in Odd Fellows' Opera House, East Weymouth, last week. The contributing talent included Mrs. Thomas P. Lovell, soprano; Mr. Thomas E. Clifford, baritone; Mr. Willis Nowell, violinist; Miss Nora Burpee, reader; Mr. Charles Dennee, pianist, and Sig. A. Rotoli, accompanist.

AN audience of about fifty listened to an interesting talk by Dr. Clark on his European bicycle tour, given last week at the Massasoit Cycle Club's rooms, Springfield, Mass. The party were gone six weeks and during the time covered 1000 miles on wheels. The talk was enlivened by the relation of many incidents connected with the trip.

THE Dedham (Mass.) Cycle Club are arranging for a series of road races to be held on April 19. There will be a ten mile handicap, two mile scratch and a one mile scratch race. The two mile and one mile open to Dedham only while the two mile will be for the championship of Dedham. In the evening will be a grand lantern parade followed by a ball.

AT the Alpha Wheelmen's home in Philadelphia last week the entertainment committee presented a novel and unique entertainment, consisting of several burlesque and fancy dancing events. An auction sale of various articles followed, which lasted until after midnight. Last Friday night a hard times smoker was held, and a lengthy programme filled up the evening's entertainment.

THE Bay City Wheelmen, of San Francisco, Cal., have secured a new club house at 441 Golden Gate avenue. The main rooms are on the first floor, and consist of two splendid lounging-rooms, with billiard-room connecting, and card room and office and a spacious hall. The lower floor contains wheel and locker rooms, training quarters and quarters for the janitor. The upper floors are occupied as sleeping apartments by members of the club.

A SMOKER was held at the club house of the Queens County Wheelmen at Richmond Hill, N. Y., last Saturday. The entertainment commenced with a mock breach of promise suit. The plaintiff, Clara Dusendolfer (Chas. E. Berton) was represented by J. W. Magee, and defendant, Algernon Fitzhoodle (Fred Bosclan), was defended by Wm. C. Pettit. The trial was held before Judge W. W. W. Roberts. The remainder of the evening was spent in singing and music.

LAST week an auction party was given by the Alpha Wheelmen, of Philadelphia, which, in point of attendance and enjoyment, far exceeded the most sanguine expectations of the amusement committee, who had charge of the affair. After the auction had been concluded, dancing was indulged in, followed by a musical and literary entertainment and refreshments. One of the features of the latter part of the programme was the excellent music provided by the West Philadelphia Glee Club.

Why They Stay Sold

You May Know If You Want To.

The most remarkable book of Testimonials ever issued is now ready for gratuitous distribution. It will interest every wheelman or would-be wheelman in America, and may be had from all Premier agencies on application, or by sending postal card to

Premier Cycle Co., 34-36-38 Watts Street, ... New York.

Here's What You Want FOR THE .... BOYS and GIRLS ....

The only clean-cut, up to the man's, boy's wheel ever produced in 24-inch and 26-inch. Also ladies' and gents' wheels equal to any make and at prices which they can afford.

Send for Catalog. Agents wanted to represent the FALCON Line.



Price $100.
Gent's road wheel. Weight, 32 lbs.



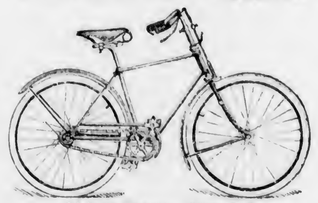
26-inch Junior. Price $65.
Youth's diamond frame. Weight, 28 lbs.



Falconess. Price $100.
Ladies wheel. Weight, 35 lbs.



Combination Junior. 26-inch. Price $65.
Combination Boys' and Girls' wheel.
Weight, 33 lbs.



24-inch Junior. Price $50.
Youth's diamond frame. Weight, 28 lbs.



Combination Junior. 24-inch. Price $50.
Combination Boy's and Girl's wheel.
Weight, 33 lbs.

THE YOST MFG. COMPANY, - - TOLEDO, O.



Women's Department.

Conducted by MRS. MARY SARGENT HOPKINS, to whom all communications should be addressed.

A Picture

Of an Irish lady cyclist lies before me. She is clad in the much-talked-of "Rational Dress," and is thus described by the *Irish Cyclist:*

"Quiet, refined and ladylike, she impresses all with whom she is brought in contact, and she is evidently actuated by enthusiasm for the cause and not from the love of cheap notoriety."

The picture of the lady certainly bears out this description. Mrs. H. L. Clark (this is the lady's name) wears a beautifully fitted coat with a flaring skirt about to the knees. Linen shirt bosom, collar and cuffs, a four-in-hand tie, tourist hat, in which is stuck a dainty wing, quite full knickerbockers which come below the knee and are met by leggings. The lady is neatly shod and gloved. Her position is erect and easy, and altogether she looks the lady she evidently is; besides she is slender in figure, attractive in feature and comparatively young. She certainly owes her attractiveness more to these last named qualities than to the fact of her appearing in the "Rational Dress."

* * * *

I do not know what riding in England or Ireland may mean, as to a question of comfort, on warm days, but this I *do* know; no *rational* woman would think she could be comfortable in such a suit as this, during two-thirds of *our* riding season. Or if she did think so, she would soon find out her mistake. There is no such thing as exchanging this coat for the ever comfortable-on-a-hot-day shirt waist, and I would defy any one to ride in those closely fitting leggings and knickerbockers, and not feel a greater sense of confinement about the legs, from the knees down, to say nothing of the heat producing qualities of the leggings. A pair of India silk knickerbockers, met by elastic ribbed stockings, which can fit tight without confinement (as no legging can) over which a satin lined skirt can be worn, not so long as to be dangerous or troublesome (and such a skirt is a possibility notwithstanding the howls for emancipation) is far more comfortable, and sightly, and does not rob a woman of her womanliness.

In discussing this question with a lady the other day, she enquired if there was any necessity for such an innovation, and that is just where the whole thing hinges. Is there any necessity for such a radical departure in dress in order to ride a wheel?

Because an improperly made skirt is worn, and the rider comes to grief, must we condemn all skirts? It would be just as sensible to discard all hats because one happened to be big enough to fall down over one's nose. There are skirts and skirts. Mind, I am not arguing this question on the score of modesty. I should like it to be under-stood by my readers once for all that I do not belong to the ranks of either the "prudes or grannies." Neither do I raise my voice against this discarding of the skirt because Nature has been particularly unkind to me. I should probably look as well as the average woman in "Rational Dress." By this I do not mean jacket, pants, and cap. Venus herself couldn't stand that kind of treatment, but I have not yet seen the necessity for knickerbockers, and I have wheeled in season and out for many years.

* * * *

I think even if I did see this necessity I should agree with the *Irish Cyclist*, which I quote again: "We do not recommend Irish ladies to adopt it (the costume) at once, and such action would do irreparable harm to the cause. Cycling for ladies is fighting its way in Ireland (and in many localities in this country also). As it is, many who ride do so with the strongest disapproval of their friends and relatives, and we know for a fact that the introduction of rational dress would render it absolutely necessary for many to give up the pastime altogether from the action of their friends, while *great numbers of possible recruits would be prevented from starting.*"

The italics are my own, but that sentence embodies one of the greatest objections against this style of dress.

The *Irish Cyclist* goes on to say, "Were lady cyclists ten times as numerous and were they of one mind we would urge them to put Mrs. Grundy at defiance and wait no longer. They are not strong enough and they are not of one mind. On the score of expediency we therefore advise them to wait till the movement has taken a firmer hold elsewhere."

This is very good advice and while we are taking it, in all probability some bright mind will evolve just the thing and we shall all fall to wondering why it was not thought of before.

* * * *

I have very encouraging words to record from women with whom I have been talking recently, who belong to the class that has been rather apathetic about accepting the sport. It has struck in amongst them, and as "a little leaven leaveneth the whole lump" so one wheelwoman with her newly acquired enthusiasm will make many riders.

* * * *

It will not be long now before we can again mount our wheels and this spring will see a greatly increased number of recruits. Wheels are cheaper and are to be found in greater variety.

* * * *

A little incident comes to my mind which I will relate for the benefit of my middle aged readers, who are hesitating because they think that they are too old to ride a wheel, no matter how much they may wish to.

Last season I was riding with a little party through the main street of a suburban city. As two gentlemen who were walking passed us one was heard to remark, "There goes the prettiest woman I ever saw on a wheel!" The rider to whom he referred was a middle aged matron, with a grown family and not at all dependent on youth for her attractiveness. But her position was erect and her dress was that of a lady, dark, well-fitting and neat in every particular. Her gait was not of the "scorcher" variety. Her air was that of a lady in search of pleasure which she had found, and her enjoyment was attested by a bright eye and rosy color. There were silver threads in her hair, but no straggling lock betrayed a careless arrangement, no fuss, no feathers, simply a lady on a wheel, riding as she should and dressed suitably. I wonder if the same remark would have been made had she been wearing bloomers and riding bent over her handle bar at a fifteen miles an hour gait?

Minnie Winder

Racers at their Best from 18 to 25.

AT what age is the average racing man at his best? Dr. Favari, of Bernareggio, fixes the *ultima Thule* of a successful racing man's age at thirty. Although there may be many exceptions—Terront and Medinger, for instance, are not far off forty—the doctor thinks that most men put in their best work between the ages of eighteen and twenty-four. A cycle race, he points out, is something more than a mere exertion of bodily strength. It is an effort in which the muscular system, the organs of respiration and circulation, as well as the moral force of the rider, are strained to their utmost limits. The full development of a man's moral and physical activity generally begins at about the age of eighteen or twenty. From twenty-five to thirty a stationary period ensues, and after thirty a gradual decline is, in most cases, to be expected. We should feel inclined to fix the date of development a little later than Dr. Favari puts it, but, due allowance being made for the sunnier skies under which the doctor writes, no doubt his conclusions, in the main, are just.—*Bi. News.*

See front page! Note that the extraordinary offer holds good only until March 20th. Subscription Agents wanted in every town in the country.

THE HUESTIS
PATENT DETACHABLE TIRE.

Do you wish a tire that does not creep? That is resilient and fast? That can be attached or detached in one minute?

One which is made of first-class material and made by a concern who has had years' of experience manufacturing Pneumatic Tires, and whose guarantee does guarantee? If so

Buy the Huestis Detachable Tire.

Adopted by the majority of makers of high-grade wheels. Demand it of your local dealer.

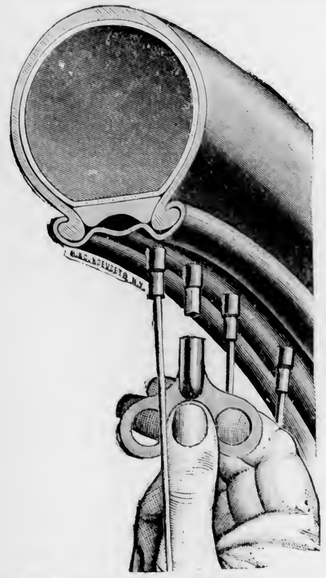
TO WHOM IT MAY CONCERN:

This is to certify that we are prepared to give a guarantee to all users of the "HUESTIS" tire to absolutely protect them against any loss, cost or damage arising from suits entered by rival manufacturers on the grounds of infringement of patent.

THE NEWTON RUBBER WORKS,

Manufacturers of all kinds of Rubber Bicycle Goods and Sole Manufacturers of the "HEUSTIS" Tire.

35 FEDERAL STREET AND 178 DEVONSHIRE STREET, - BOSTON, MASS.



☞ Remember "GEE WHIZ" on special wood rim, best wood rim tire.

TURN THE KEY.

.....WE DO THE REST.

Spring is at the Door.

▸ ▸ ▸ ▸ ▸

Birds will soon be chirping, buds be starting, grass be springing, and you will soon be getting out the dear-loved wheel to put it in order for the season's fun. Oil it up, let it shine with the sun, inspect the tire, and then remember what we are about to say.

While your wheel has been laid up for the winter, we have not been neglectful of your interests.

Capital and ingenuity we have brought to bear upon the solution of the tire problem and we have *found* the solution. The New York Key Tire, combining in an unequaled degree the desired *simplicity, lightness, strength* and *resiliency*.

"TURN THE KEY" and the edges of the outer cover are locked tight against the rim. To examine or repair the inner tube, "*turn the key*" the other way, and the cover is detached. It can be done in a jiffy. There is absolutely nothing to get out of order.

The corrugated rim gives *strength* and *lightness*, the inner tube being all above the rim gives *resiliency*, the key principle gives *simplicity*, we give our *guarantee*, and the combination of all these gives the NEW YORK KEY TIRE, the tire you want to ride and recommend this summer.

Yours very truly,

New York Belting & Packing Co., Ltd.

SEND FOR BOOKLET.

NEW YORK BELTING & PACKING CO. LTD

PIONEERS AND LEADERS. 15 PARK ROW, NEW YORK.



Among the Clubs.

MR. R. G. BETTS has been in New Orleans since the Louisville meeting visiting old friends and relations.

W. W. TAXIS will ride his first race since his reinstatement, in all probability, at the meet to be held at Charleston, S. C., early in April.

EDDIE MCDOWELL, of Philadelphia, and Dawson Fornwald, of Harrisburg, Pa., have signed articles and posted forfeits to race on March 14 for $100 a side.

THE gymnasium of the Century Wheelmen, of Philadelphia, will be enriched by the addition of a hand ball court. A tournament to last a week will be started soon.

THE fourth annual dinner of the Somerville Cycle Club will be held at Young's in this city, March 21. There will be a reception by the president and vice-president, followed by the dinner.

THE West Philadelphia Cyclers gave one of the largest smokers and musical entertainments they have yet held last week at their club house, Preston and Brown streets. The building was handsomely decorated.

THE American Wheelmen and Cycle Trade Gazette was incorporated last week in Albany, with a capital stock of $3,000. The incorporators were H. L. Saltonstall, W. J. Morgan and Frank E. Hipple.

THE Quaker City Wheelmen of Philadelphia, are organizing a debating club which, judging by the interest taken in the discussions at the regular meetings, the organizers are led to believe will be a success.

A NUMBER of Annapolis, Md., bicyclists have organized a club which will be known as the "Capital Cycle Club." The club starts with a membership of 22. The State colors, orange and black, were selected as the colors of the club.

THE pool tournament at the Time Wheelmen of Philadelphia, which has been in progress for the past month, was finished last week, Charles McCracken winning first prize and Louis Grubb taking second. For third place there were three players tied.

AT San Bernardino, Cal., on Washington's Birthday, there were a number of cycle events, the quarter-mile dash being won by J. Metter in 31 seconds; one mile race won by M. Thompson in 3 11 and the three mile handicap won by B. Weller, time 10.10.

THE Elwell European party will cross the Atlantic on the Spaarndam, the finest steamer of the Royal Netherlands line. Members of the party will have a good opportunity to visit the World's Fair at Antwerp, as Rotterdam, where the tour ends, is but a short distance from that city.

A Question of Ethics.

I HAVE seen not a few editorial sighs of late, mourning for the good old days of chivalry when every rider of a wheel was almost sure to be a gentleman; and with them a lament to the effect that nowadays he was more than half likely to be a chump. Now pardon my plain speaking for the sake of my being a rather old boy among you—are you complaining gentlemen of doing your duty in the matter? If not, are you willing to do your duty in the matter? Or are you just singing out like the laborer in the fable, praying to Hercules instead of using your own broad shoulders? The evidence points a little toward the latter theory, else why this rapid spread of chumpism? Even in the days of sheet-steel dress-coats, there were ruffians to wear them. And even in those days, the power of their betters kept them in rough order. Can you not keep your own when every third one among you belongs to some club or other? What are you afraid of? Right has been sacrificed to expediency before now I admit; but it is also quite as true that it generally brings with it its own punishment. If you are content to shrug your shoulders and adopt expediencies, why, then be equally silent when the results in the way of laws and public sentiment begin to have their innings. No geniuses has yet devised a method by which he could have his cake and eat it too.

DON'T ALL SPEAK AT ONCE!

How many of you clubmen would have moral backbone enough to rise and propose that a member should be suspended for a certain time for ungentlemanly conduct likely to bring disgrace upon the club? How many would vote for it, even with Australian ballots? How many would instinctively, and not reflectively, aid a guardian of the peace in upholding the law of the land against a lawbreaking wheelman? This is not a monarchy. The guardian is your servant, doing what you have paid him to do. Why should you not be willing to assist him when he needs it, in doing your work? You pay him because you want the work done. What does it matter to you whether you help do it or not, provided that it is done, and done well? Finally, how many clubs are there willing to discuss this between now and wheeling time, and strengthen their by-laws by a law that shall enforce good conduct—and swear to uphold those laws?

Last season a certain club in Massachusetts went out to ride. They did ride, and rode over or into a lady on the sidewalk. It is not material as an argument that but one man did this. The collision is enough of a fact. The next fact is that the individual rode on without stopping to assist his victim or even to see if she was hurt. By so doing he became a criminal. Fact number three is that no attempt was made by the members of that club to stop the fellow while an investigation could be held, although there were enough of them on hand to do it, and no member has denied that there were plenty of witnesses. Instead they rode on. They may have assisted her themselves or not—on this I am not informed although the tenor of the reports would indicate that they did not. In any case, by thus permitting an assault and making no effort to retain the man they by implication became endorsers of the action and the public so considered it.

Why did they do this?

THE PUBLIC INDIGNATION

became so great that they were impelled to publish an explanation in their defence.

What was it?

That the man was not a member of the club but the friend of one of the members, who had joined them on the ride! Ye gods! what earthly difference did this make, beyond if anything, making it the more needful to them to uphold their own good names as honest men by showing by instant action that such conduct was entirely foreign to their daily life? They, and only they could pursue him with the swiftness needful to arrest. That they did not do so is warrant enough to impel any self-respecting club of gentlemen or ladies to decline to associate with the members then present. When a man sees a woman assaulted he has a duty to perform, then and there; if it is on American soil it ought not to be necessary to explain what that duty is. This is not France.

Eight years ago a woman in trouble would not have hesitated a moment to appeal for aid to any passing wheelman. Would she now? And yet, there are more than enough muscular gentlemen among you to evolve a better state of things during the present summer. It can be done best by concerted action. It can be done easily by every clubman being kept to the honor-mark, not to disgrace the uniform he wears, until the wayfarer shall once more begin to look upon him as by evidence of that uniform—a gentleman.

I have been so proud of my wheeling friends that I hate to have to give up their manly standing in the eye of the world that looks at us always so critically. That is why, at the risk of offending, I have ventured to write this.

My father once shouted to me when we were pulling at a rope in an emergency, "Never mind if you can't pull more than a pound; *pull that pound!*" We got the result wanted. Now, brothers, I've pulled my pound. It is your turn next, and most of you weigh more.

How many pounds will *you* pull?

J. PARKE STREET.

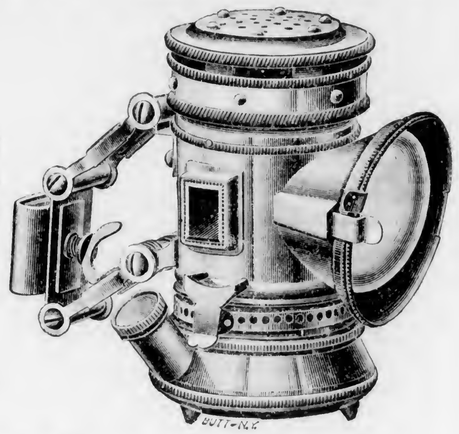
25 cents a year! As the BICYCLING WORLD will be no longer sent to League members free, we make, for a limited time, the above special offer. See front page. Subscription Agents wanted everywhere. After March 20 the subscription price will advance!

THE SEARCH LIGHT

An Illuminator, not simply a Signal.

IT BURNS KEROSENE

IT BURNS 10 HOURS



(No Special Oil required any more.)

Will not jar out. Always cool, and wick does not char.

The central draft principle: perfect in construction: handsome in appearance. A circular tells all about it. Send name and address and mention "Bicycling World."

BRIDGEPORT BRASS CO., Bridgeport, Ct.

19 MURRAY STREET, NEW YORK.

FLIES · LIKE · A · BIRD.

The SYRACUSE.

To Sell a SYRACUSE is to Make a Friend.

To Ride a SYRACUSE is to Ride the BEST.

Riding Begets Love.

The increasing familiarity of the rider with the requirements of a high-grade bicycle is proven beyond a doubt by the increasing demand for the Syracuse. With every line drawn taut, and all sails set in a spanking breeze of popular favor, the Syracuse launches its '94 models upon the sea of certain success and added glory, ready to spin to win with a dash and a vigor not to be misunderstood.



Syracuse Empire.

Exclusive Territory. Agents Wanted Everywhere.

SYRACUSE CYCLE CO., SYRACUSE, N. Y.

A. F. Shapleigh Hardware Co.,

Sole Agents for the SOUTHWEST. ST. LOUIS, MO.



Weekly Bulletin

or business changes among the bicycle and kindred concerns throughout the United States.

Vancouver, B. C.—Universal Tire Tightening Machine Co., branch store opened.

Brockton, Mass.—H. A. Keith (late with A. G. Spalding & Bros.), general sporting goods. Will open new store.

Madison, N. J.—The Chimnock Pneumatic Tire Company, Incorporated. Capital stock $250,000; manufacturing and dealing in patent pneumatic clincher tires.

Glen Rock, Pa.—Incorporated. Capital stock $75,000; manufacturing articles of commerce from metal and wood; may take up bicycle goods.

Philadelphia, Pa.—Acme Meter Manufacturing Company. Incorporated. Capital stock $50,000; manufacturing gas meters, fixtures and bicycle specialties.

Chicago, Ill.—Sharpneck Mfg. Co. Incorporated. Capital stock $100,000; E. L. Sharpneck and others incorporators. Will manufacture mechanical devices, including bicycle parts.

Columbia, Mo.—N. D. Robuli, Hardware and Bicycles. Succeeded by Tandy Bros.

Geneva, Neb.—E. L. McFayden & Co., hardware and bicycles. Succeeded by Fonda Bros.

Scottsville, Kansas.—N. J. Chapman, hardware; new store; will handle bicycles.

Sac City, Mo.—Mitchell & Perry, hardware and bicycles. Succeeded by Perry and Six.

Edmund, Oklahoma.—S. P. Snyder & Son, hardware and bicycles; partnership dissolved, S. P. Snyder continuing.

Lathrop, Mo.—A. E. Staples & Son, hardware and bicycles. Succeeded by Dudfield Bros.

A Host of Witnesses.

THIS is the title of a small pamphlet which the Union Cycle Mfg. Co. are issuing, containing testimonials in regard to the merits of the Union from all parts of the country, from Maine to California, the writers expressing their appreciation of the machine in no uncertain words.

Warwicks in Springfield.

THE A. O. Very Company, of Boston, has taken the store No. 95 Worthington street, Springfield, Mass., and this will be headquarters for the Warwick wheels. In addition to the the Warwicks they will carry the Eclipse and Raleigh wheels. W. H. Lafferty will be local manager.

Will Handle the Sterling.

A NEW firm just opening in Cincinnati are Gray & Johnston. As Mr. Gray is so well and favorably known, having been connected with the trade in Cincinnati for some time, and Mr. Johnston is a popular rider and clubman, they start out with brilliant prospects.

Their selection of the Sterling as their leader, for which they have placed a large order, is an indication that they will cater to high grade trade. We wish them abundant success.

A Lewiston Agency.

THE Maine Bicycle Company is the title of a new corporation with a capital stock of $10,000 formed in Lewiston, Me., last week. The company intends to establish agencies in all the principal cities of the State.

Puncturelss Armor Co. Incorporated.

A $50,000 stock company was organized last Saturday in Hagerstown, Md., under the name of the Punctureless Tire Armor Company. Besides making and selling tire armors, the company will go extensively into other pursuits allied to the bicycle business.

Spalding's New Move.

A. G. SPALDING & BROS., having purchased the retail business of Peck & Snyder of 126, 128 and 130 Nassau street, will consolidate their entire New York business in this store, together with the adjoining store at 15 and 17 Beekman street, which has been recently leased by them. This move gives them the largest athletic goods store in the world.

Their Tenth Anniversary.

WHITTEN & POLLARD, the well-known agents of Lynn, Mass., held their annual opening on the evening of Washington's Birthday, upwards of a thousand visitors being received and treated to refreshments. It was the tenth anniversary of the establishment of the concern.

Handsome folio souvenirs were presented each visitor, the frontispiece being pretty and attractive.

Wilson-Myers Branch Out.

As briefly announced last week, the Wilson-Myers Company's New York office and wholesale salesroom will be shortly removed to No. 4 Warren street, adjoining the corner of Broadway. Their retail establishment at No. 1786 Broadway will be continued under the care of one of their old and trusted employees, Mr. S. T. Moen, while Mr. Alec Schwalbach, who has heretofore managed this particular branch of their business, will have charge of their store and riding academy at Nos. 1217, 1219 and 1221 Bedford avenue, Brooklyn. This building has been known as Avon Hall. Mr. Schwalbach will cater to the wishes of the trade in Brooklyn, and also have general supervision of the Long Island business.

The Liberties should boom more than ever now in Gotham and its environs.

Grab it quick! Between now and March 20 you can get the Bicycling World for 25 cents yearly subscription. After that date the price will advance. As the Bicycling World will no longer be sent to you free, take advantage of the ridiculously low rate while it lasts!

Are Cheap Tires Cheap?

THIS is a question many cyclists answer with recollections of sad experiences, and all Dealers and Cycle Makers answer with an emphatic, positive no;—and so can several tire makers yet inferior, poorer tires than any made in 1893 are being sold for many 1894 wheels. Cycle makers, tempted with low prices, arguing they have had to drop their prices, continue to deceive themselves, and are led into purchases of tires of which they know but little, but hope will turn out all right. Dealers feel they must buy low-priced tires because cyclists will only pay about so much for changing tires, and they cannot make a living profit on better ones. The question, therefore,—are cheap tires cheap—is one that interests cyclists most, for they pay for what they use, while cycle makers and dealers, chancing their reputation, frequently buy what they can sell at greatest profit. A tire has a value according to the merit of construction and the durable quality of the materials of which it is made; the cost of the materials and the putting of the materials together, plus a legitimate profit for the maker, constitute the value of the tire; below that one cannot go, and live; above that is prevented by legitimate, intelligent competition. Cyclists should acquaint themselves with the principle of construction and as nearly as possible with the materials of which tires are made if they wish to obtain greatest value when they purchase.

They should not be influenced by elaborately displayed advertisements, exaggerated statements of sales, picturesque figures, slang wit or low prices; but study carefully practical worth for the purposes intended. The prime consideration should be durability of wear and facility of repair in case of puncture, and price after. Simplicity 47 possesses all the qualities which cyclists are seeking; resilience, speed, as little weight as is consistent with safety, and durability, together with simple method of detaching, ease of repair and positive repairable qualities anywhere, any time, by man, woman or child. It is not the lowest price tire offered for 1894; but because of the long and severe tests of strain and wear through which it has been put, it is claimed to be at least as cheap as any tire in the world. Those cyclists who have seen it and examined the principle of its construction, immediately settle upon it as the most desirable yet produced. Not any one to whom it has been shown in England, France or America can find any faults in its principle, or can criticise the materials of which it is made. Can this be said of any other tire? Those who have not seen it should do so before purchasing 1894 cycles, or ordering a change of tires on their old wheels. Cyclists or cycle dealers who desire new tires mounted on old wheels can have the the change made at a moderate charge if they will remove the old wheels from the frame of the cycle, strip off the old tires and send the wheel by express to Elliott Burris, 64 Cortlandt street, New York. He will rebuild the wheels, using blue steel piano wire spokes, and mount them with Simplicity 47 tires. As the reputation and popularity of the tire will be largely influenced by the making up of the wheels, every one may feel assured the work will be done by skilled mechanics, in the most careful manner. Descriptive circulars and price lists mailed to all asking for same.

THE TRIBUNE.

... The Best Wheel in the World ...



Are You an Agent? Do You Sell Bicycles?

CUT THIS OUT!

Fill in the blank and mail it to us and we will send you a copy of our new catalogue, and quote the best discount we could allow you as an agent.

AGENCY APPLICATION BLANK.

NAME

ADDRESS

AGE OCCUPATION

Give names of two responsible parties as reference.

THE BLACK MFG. CO.,

ERIE, PA.

You Simply Can't

GET AWAY FROM THE FACT THAT

THE Fowler

GIVES THE

RESULTS

THAT EVERY AGENT WANTS.

THAT EVERY RIDER WANTS.

RESULTS Good Results Not Hair-Splitting Theories, are what count.

... WE SELL ...

The Fowler,

The one that gives Results—the thing the Agent and Rider wants. Write us.

Installments Carried for Responsible Agents.

B. B. Emery & Co.

40 Columbus Avenue,

BOSTON, = = MASS.

New England Agents.

Mention BICYCLING WORLD.

Changed Their Name.

THE Schwalbach Cycle Company, of Brooklyn, N. Y., having obtained permission of the Supreme Court, on and after March 1 assumed the corporate name of the Brooklyn Cycle Company.

To Build Two-Speed Gears.

PLANS are being arranged for the organization of a company in Mansfield, O., to manufacture the Lippy double-gear arrangement for bicycles, for which a patent has recently been issued.

Tip for Hard Riders.

THOSE who ride centuries should put themselves in communication with Elliott Burris, of 61 Cortlandt street, New York City. He has a special offer to make them with regard to Simplicity 47 tires, which, he avers, will leave them free from apprehension of puncture or mishap on the road.

Of Interest to the Trade.

ELLIOTT BURRIS, 61 Cortlandt street, New York, has a word of interest and value on the subject of tires, and rebuilding old wheels and mounting with new tires, for every cycle dealer in the United States. Write him and identify yourself by card on letter head for Mr. Burris is a "protectionist" of trade interests.

A New York Opening.

THE Bidwell-Tinkham Cycle Co., 306-310 West 59th street, held their spring opening on last Saturday afternoon and evening, showing their own line of wheels, the Tourists, together with those which they are handling as agents for New York city. The spacious show rooms were thronged until late at night.

Peck & Snyder Retire from Retail Trade.

FOLLOWING the purchase of their retail business by A. G. Spalding & Bros., Peck & Snyder will retire from the retail athletic goods business in New York city and devote their entire attention to their increasing manufacturing business of the Peck & Snyder ice and roller skates, athletic goods and novelties. Peck & Snyder have extended their manufacturing business by the purchase of a large factory in Newark, and will in future use the store on the corner of Beekman and Nassau streets for their New York office.

25 cents a year! As the BICYCLING WORLD will be no longer sent to League members free, we make, for a limited time, the above special offer. See front page. Subscription Agents wanted everywhere. After March 20 the subscription price will advance!

IN FIFTEEN MONTHS

... The Cry is Heard ...

"As Good As the FOWLER"

As days grow into week, weeks into months, months into years, the cry will be heard from every side

"As good as the FOWLER"

It's Bound to Come!

The Results—

Good Results—

.... The ....

Fowlers Give

WILL BRING IT.

Watch It Come!

Get our Honest Catalog. Your name on a postal to us brings it.

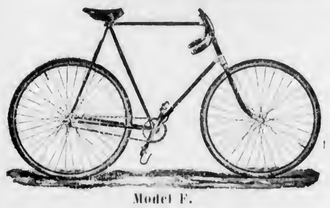
Hill Cycle Mfg. Co.

142-148 W. Washington St.,

Chicago.

Mention BICYCLING WORLD.

TRIANGLE WHEELS. '94



Model F.

...Strong...
....Light....
..Graceful..

Good Men RIDE Good Wheels.

Write for Catalogue.

The PEERLESS MFG. CO., Cleveland, Ohio.

FRED F. DUDLEY, AGENT FOR BOSTON.

Use.. BICYLINE

FOR YOUR CHAINS

If you want to be a record breaker. Nothing like it. Reduces friction and lubricates chain perfectly. Will keep your chain from rusting through the winter.

NOTICE TO THE TRADE.



Send for new discount sheet for '94, now ready.

To parties contemplating issuing a Catalogue for '94, we will furnish one of our electrotypes of

"Bicyline Trade Mark"

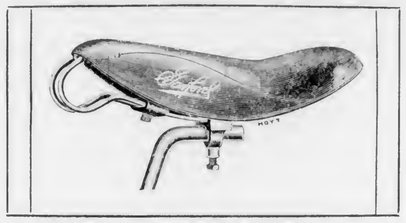
Free on application. Awaiting a prompt response we remain,
Yours respectfully,
Adam Cook's Sons.

MANUFACTURED BY

A. COOK'S SONS, 313 West St., New York City.

Directions sent with each box. Price, 25 cts. One box delivered to any part of the United States, 30 cts.

Garford Saddles



STYLE F.

▲▲▲ 1894 ▲▲▲

NOW READY FOR DELIVERY. Our line is the largest made and we can suit every rider.

GARFORD MFG. CO., ELYRIA, OHIO.

SELLING AGENTS,
R. B. McMULLEN & CO.,
CHICAGO ILL.

WOOD RIM TIRE CEMENT.

Used for cementing pneumatic tires to wooden rims.

Easily Applied and Quick Drying.

.... but the best of all ....

It Does Not Require Any Heat.

Sample bottle, with directions for using, 50 cents. Discount to the trade. It is absolutely impossible for a tire to creep either on a wood or metal rim if this CEMENT is used.

WOOD RIMS, Either built up, or in one piece, for all .... make tires. ....

Also a full line of bicycle hardware and sundries, including frames, hubs, chain, spokes, nipples, saddles, pedals, tool bags, grips, enamel, cements, repair kits, Limps, steel balls, forgings, etc., etc.

SEND FOR OUR '94 CATALOGUE.

ELASTIC TIP CO.,

370 Atlantic Avenue, Boston, Mass. 152-154 Lake Street, Chicago, Ill. 14 Fremont Street, San Francisco, Cal.

WALTER BAKER & CO.



COCOA and CHOCOLATE

Highest Awards
(Medals and Diplomas)
World's Columbian Exposition.

On the following articles, namely:

BREAKFAST COCOA,
PREMIUM No. 1 CHOCOLATE,
GERMAN SWEET CHOCOLATE,
VANILLA CHOCOLATE,
COCOA BUTTER,

For "purity of material," "excellent flavor," and "uniform even composition."

SOLD BY GROCERS EVERYWHERE.

WALTER BAKER & CO., DORCHESTER, MASS.

The proof of the pudding is not in the eating or the chewing of the string, but in the digesting.

THE WESTON Fork Cyclometer FOR '94

Will prove its worth to you by a trial. Kindly bear in mind it is the only instrument of its class on the market that registers

Ten Thousand Miles,

and will consequently keep your season's mileage without the aid of note book or pencil. If your dealer hasn't got it send direct to

FRANK C. WESTON,
Bangor, - - Maine.

Another Wood Rim Factory.

KLAHR & HUBER, of Hamburg, Pa., who have lately invented and constructed new machinery for the manufacture of wooden bicycle rims, have perfected every detail in the process of manufacture. About 75 rims can be made and finished per day with the present capacity, and this will be increased as the demand requires, to several hundred per day.

Another New York House To Sell Bicycles.

THE well-known firm of W. C. Hodgkins & Co., 300 Broadway, New York City, have decided to open a new department for the sale of sporting goods and bicycles. W. H. Webster will assume charge of that branch of the business. A line of popular wheels will be carried.

THE Kirby Cycle Company, of Chattanooga, Tenn., held an opening last week.

A. H. PARKER has been elected vice-president and manager of the League Cycle Company, Hartford, Conn. Their factory is running two sets of employees day and night.

RALPH TEMPLE writes that the BICYCLING WORLD brings him many answers through which business is done. The Temple Special is a very fine light wheel and merits its title of "Special."

FURTHER catalogues coming in are those of the Grand Rapids Cycle Co., of Grand Rapids, Mich., describing their line of "Clippers;" the Warman-Schrub Cycle House, Chicago, with the "Cataract" cycles, and Singer & Co., Boston, Singer cycles.

THE American Sporting Goods Co., of St. Louis, Mo., are anxious to secure the agency for a strictly high grade wheel for St. Louis and Missouri. They have exclusive control of a bicycle and athletic track through their manager, Mr John C. Meyers. Beside the bicycle branch store they have in St. Louis they are establishing one in East St. Louis, Ill.

Improved Service to Cincinnati and St. Louis.

THE Baltimore & Ohio Southwestern Limited, leaving New York at 9.00 A. M., and the fast Express leaving at 7.30 P. M. for Cincinnati and St. Louis, are now equipped with a complete Dining Car service, built expressly for these trains by the Pullman Company. Pullman Dining Cars are also attached to Royal Blue Line trains leaving New York at 9.00 and 11.30 A. M., and 5.00 P. M. for Baltimore and Washington.



ATHLETIC
Bicycle
... and ...
BATHING
Suits.

Exclusive Styles in
SWEATERS

Send Stamp for CATALOGUE A.

THE HOLMES CO.,
100 Kingston Street, Boston, Mass.

WHO WANTS A BEAUTIFUL PICTURE?

Entitled "A Fair Sample."

Send us 5 cts. in stamps and we will gi. you 100, the value of your trouble.

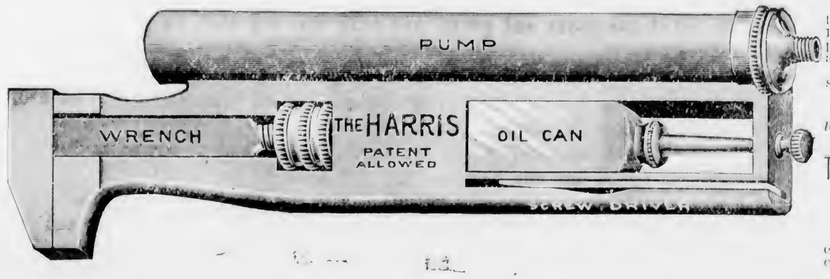


... THE ...
Temple Special

Newest and Best Model.

RALPH TEMPLE CYCLE WORKS,
158 22d Street, CHICAGO.

Attention, Cyclists. The Harris Combination Wrench.



A new novelty and practical combination tool for 1894. Wrench, oil can, pump and screw-driver all combined in one.

Made of drop forged steel, case hardened.

Weight, ten (10) oz.

Electrotypes for Catalogues on application.

The Harris Mfg. Co.
381 Main St.,
BUFFALO, N. Y.

Send for descriptive circular and mention BICYCLING WORLD.

WHEELMEN ATTENTION!

Before purchasing your new mount, examine the '94 models of the

Lovell Diamond Cycles.

You will find in their six new models just what you want. In WEIGHT, STRENGTH and IMPROVEMENTS they lead. Send for catalogue to

JOHN P. LOVELL ARMS CO., (Mention BICYCLING WORLD.) Boston, Mass.

ARIEL BICYCLES

Are the American Standard.

ARIEL LIGHT ROADSTER.
ARIEL ROADSTER.
ARIEL RACER.
ARIEL TITANIA.

WE ARE the only American makers who build a geared ordinary, or who fit metalic gear cases.

Send for Art Catalog and "Reasons Why."

ARIEL CYCLE MFG. COMPANY, = = GOSHEN, IND.

DON'T FORGET

that we will be on the market with as complete and fine an assortment of

BICYCLES

in 1894 as can be found anywhere. Send us your name and address for Catalogue and trade Discounts.

* * *

D. SNITJER.

Cable Address, "Snitjer." ST. LOUIS, MO.

To Agents—We beg leave to make our little bow to you in 1894, and while we do not hold the record for the fastest mile, or any medals from the World's Fair (as we did not exhibit), neither is our machine worth its weight in gold, nor are we builders of the only high grade bicycle in the world, but we do build one style and grade, and only one, and that is the finest that money and skill can produce.

We do not care at what price they list. We claim as high grade as any and are ready to back up our assertion. Our Columbus No. 7, with steel rims, weighs but 28 lbs., and lists at $90, and with wood rims and road racing tires, 25 lbs., $100.

We have made this from the finest material money can buy, and wish you to write us for prices and territory. Remember we build but one machine, the Columbus No. 7.

COLUMBUS BICYCLE CO., Columbus, Ohio.

Chas. Hanauer & Bro., Cincinnati, O., agents for southwestern Ohio, northern Kentucky and southeastern Indiana.

Catalogue and Art Calendar

AGENTS WANTED.

FREE on Application.



SPECIAL FEATURES:

Wood Rims.
High, Medium and Low Frames.
Narrow Tread.
Mud and Dress Guard of White Ash.
Perry Chain.

McKee & Harrington,

LYNDHURST, N. J.

WESTERN AGENTS,
SIMMONS HARDWARE CO., St. Louis, Mo.

The DAISY BELL is all the Rage.

There is a flower within my heart,
Daisy, Daisy,
Planted one day by a glancing dart,
Planted by Daisy Bell.
Whether she loves me or loves me not,
Sometimes it's hard to tell;
Yet I am longing to share the lot
Of beautiful Daisy Bell.

CHORUS:

Daisy, Daisy,
Give me an answer, do,
I'm half crazy,
All for the love of you,
It wont be a stylish marriage,
I can't afford a carriage,
But you'll look sweet
On the front seat
Of a bicycle built for two.



85 Cts

The Daisy Bell.

We will go tandem as man and wife,
Daisy, Daisy,
Pedaling away down the road of life,
I and my Daisy Bell.
When the road's dark we can both despise
P'liceman and lamps as well.
There are bright lights in the dazzling eyes
Of beautiful Daisy Bell.

CHORUS.

I will stand by you in wheel or woe,
Daisy, Daisy,
You'll be the bell which I'll ring, you know,
Sweet little Daisy Bell.
You'll take the lead in each trip we take,
Then if I don't do well,
I'll permit you to use the brake,
My beautiful Daisy Bell.

(Copyrighted.) CHORUS.

Cyclists, you are in it for 1894. Our new and improved Bell we will send to any part of the United States, express charges prepaid by us for 85 cts. We do not make any toy, penny-catchers or half-breed bells. We do not play with the public. We always lead in mechanical ideas. We do not follow after or play with other's brains. We manufacture strictly first-class, legitimate goods. Our aim is to give value received. They are the products of skilled craftsmen. Simplicity, durability, ingenuity and beauty in design and finish are all embodied in them. We give more for your money than any other bell manufacturer in this country. This Bell is 2 1-2 inches in diameter over all outside measurement, and fits all machines. These Bells have no working parts exposed to tear garments with or to break. By buying direct of the manufacturer you save all profits and get a first-class bell for less than one-half a retailer would charge you for it.

Lightest in weight, and the **only one that can be warranted not to rattle or break at top or bottom**, or **clamp posts not to pull out** of any **first-class bell on the market.** They give the **long electrical ring with no winding**, are **fully warranted** and **thoroughly nickel-plated.** They have the **most perfect bell lever leverage** for the **thumb** to operate of any bell; they do not **strain the thumb joint nor cause swellings as some do.** They are the **only bell having a patented adjustable bell lever**, so that any degree of tension can be obtained. Beware of those who sell bells for profits instead of merits, by urging upon you an inferior article. **Insist upon having the DAISY BELL.** Its popularity is known in this country and Europe. Many testimonials have we received from the admirers of it. Any imperfections in our bells will be made good at our factory free of expense. In no case will we take postage stamps or personal checks. Remittances must be made by postal note, money order or express company's money order. **A special net price will be made to Clubs when ordering from one dozen and upwards.** Such orders must have the endorsement of President, Secretary or Treasurer of Club, accompanied by a cashier's check. Address all orders,

"EUREKA" DOOR BELL CO., - - No. 8 Medford Street, (Boston proper) Boston, Mass.

Medford St. runs parallel with Haverhill and Beverly Sts., from Causeway into Charlestown Sts., near Union Station.



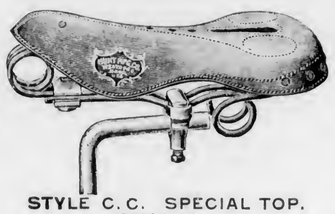
STYLE N. N. SPECIAL TOP.
Track Racer. Weight 12 oz.

....HUNT.... SADDLES

Are Unsurpassed for

Comfort, Beauty, Durability,

and are



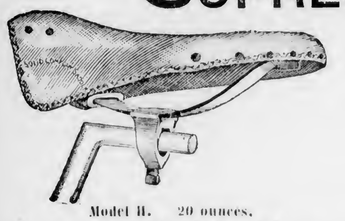
STYLE C. C. SPECIAL TOP.
Road Saddle.

UNEQUALLED IN DESIGN, FINISH AND MATERIAL.

U. S. Sales Agents, R. B. McMullen & Co., Chicago, Ill., and Springfield, Mass. N. Y. Depot, John S. Leng's Son & Co.

SUPREMELY EXCELLENT

—ARE ALL THE—



Model H. 20 ounces.

"SOLID COMFORT" SADDLES

Curtis-Child Manufacturing Co.,

Send for our new Catalogue.

PHILADELPHIA, PENN.

Mention Bicycling World.

A. O. VERY CYCLE CO., BOSTON, MASS., NEW ENGLAND AGENTS.



Armor in these Tires, sure.

GET THE HIDDEN TREASURE.

Herkimer, N. Y., Feb. 20, '94.

P. T. A. Co.: Gave the Armor a good test to-day, rode several times the length of one of our store-rooms over tacks and failed to puncture the air tube. It's what you say.

T. A. BARRY.

Redkey, Ind., Feb. 19, '94.

P. T. Armor Co.: To-day made a rigid test with your armor, and it does just what you say. It is sure death to punctures.

CULTICE & BARNELL.

Hagerstown, Md., Feb. 8, '94.

Punctureless Tire Armor Co.: I rode from Martinsburg (W. Va.) here 20 miles, on the head of a clout nail in my rear tire, and did not puncture my air tube. You can't get through the Armor.

L. EDWARD EVANS.

Many, many hundred pairs of Punctureless Armor sold since the New York Show into every State and Territory of the United States under our guarantee that they were punctureless in riding, and had but one set returned; the rider had pumped his tire stone hard was the reason so punctured. See? Price $4 per pair any size safety wheels. Circulars sent.

PUNCTURELESS TIRE ARMOR CO., - - HAGERSTOWN, M. D.

NOTE: FOR SALE under a mortgage on March 13, 1894. The Surbridge M'f'g Co.'s plant. This is a rare chance to secure a most complete plant and factory, capable of building over 3000 high grade bicycles per season; abundance of American labor, skilled, to be had of the best and cheapest kind; never a strike. You can build machines as cheap here as in England. We can furnish all information.



THE N.G.L. TIRES

Are New, Good, Light—Neat, Good Looking, Nifty Gold Lined—New England's Glorious Leaders—No Game Losers—Nimble, Gamey, Lucky—Noble, Grand, Lofty. They Never Get Lame—Never Get Lifeless—Never Get Loose—Never Get Leaky—Never Get Lumpy—Never Grieve Ladies—Never Give Lumbago—They are ridden by Nine Great Leaders—Nineteen Grand Lords—Ninety Graceful Ladies and Numberless Good Lads who Never Get Loony—in handling they require No Great Labor and No Gringy Lacing. Their record is Notorious Good Luck—No Goods Lost—Never Got Left.

Fitted to Wooden or Steel Rims by all makers of high grade wheels. Circulars free.

The Boston Woven Hose & Rubber Co.,

WINTHROP SQ., BOSTON, MASS.

205 LAKE ST., CHICAGO, ILL.

National L. A. W. Meet at Denver, Col.

WHILE it is true that the Racing Board of the L. A. W. have not decided as yet the date on which the National League Meet will be held at Denver, as per instructions at the National Assembly at Louisville; it is true that the West Shore R. R. have already decided that they will leave nothing undone to care for the interests of the wheelmen and their friends who desire to attend the meet above referred to.

The West Shore R. R., in conjunction with its connections, the Fitchburg R. R. from Boston, the Nickel Plate R. R. from Buffalo, and the Rock Island Route from Chicago, will run through sleeping cars and dining cars for the accommodation of all wheelmen who anticipate attending this meeting.

"PERFECT" POCKET OILER.



Price 25 cents each.

ABSOLUTELY UNRIVALLED.

"STAR" Oilers 15cts. each.
Oiler or Pump Holders 25 cents each.

CUSHMAN & DENISON,
172 9th Avenue, New York.

SCORCHER



$2

LIGHTEST, NEATEST, MOST COMFORTABLE SHOE MADE. Send for Catalogue of Sundries.

DETACHABLE CLEAT CO., Boston, Mass.

DEALERS

have you seen the

Bay State Adjustable Bundle and Luggage Carrier?

It's the most PRACTICAL carrier in use. Every wheelman wants it. Sells on sight. Living discounts to the trade. Sample by mail, $1.00. H. F. Dresler, 62 Meridian St., Malden, Mass.

Through Cars to New Orleans.

AMONG the many important improvements in the Baltimore and Ohio Railroad train service is the addition of through Pullman Sleeping Cars from New York to New Orleans, via Philadelphia, Baltimore, Washington, and the famous Shenandoah Valley route, passing through Roanoke, Knoxville, Chattanooga and Birmingham. The train leaves New York daily at 5.00 P. M.; Philadelphia, 12th and Market Sts., 7.22 P. M. and 24th and Chestnut Sts., 7.38 P. M., reaching Roanoke at 7.50 A. M.; Knoxville, 3.52 P. M.; Chattanooga, 8.00 P. M.; Birmingham, 11.13 A. M., and New Orleans, 12.45 P. M.

This train is very handsomely appointed, being vestibuled throughout, and has Dining Car service New York to Chattanooga. At Washington a Pullman Sleeping Car, which runs through to Memphis, is added to the train.

All trains of Baltimore and Ohio Railroad leave New York from station foot of Liberty street.

Elwell European Bicycle Tour.

LEAVES New York early in June for France, Switzerland, Germany and Holland. For membership (limited to twenty) address F. A. Elwell, Portland, Maine.

The Southwestern Limited

VIA THE BIG FOUR ROUTE TO ALL WESTERN POINTS. "THE FINEST TRAIN IN AMERICA."

"I have traveled thousands of miles," remarked a commercial traveler, "and in every conceivable manner; but never have I found a more perfect service than that offered by the Southwestern Limited, via The Big Four."

This is the universal echo in regard to this beautiful train.

Every day in the year it runs solid to Columbus, Springfield, Dayton, Cincinnati, Indianapolis and St. Louis, with the finest equipment in modern railway structure. Composed of Wagner Sleeping Cars, Library, Smoking and Cafe Car, Elegant Coaches and New Dining Cars, it provides every feature of comfort and luxury.

When you go West take the Big Four.

E. O. McCORMICK, Pass'r. Traffic Mgr.
D. B. MARTIN, Gen'l. Pass'r. and Ticket Agt.

CINCINNATI, OHIO.



WILSON'S
WONDERFUL NICKEL AND ENAMEL
PRESERVER.

Will Polish Nickel and Enamel. Prevent Nickel and Steel from Rusting.

DIRECTIONS.

Shake well before using. Saturate a piece of cotton flannel with the solution, rub lightly, and finish with a clean, dry piece of cloth.

The solution leaves a fine coating, preventing the air from penetrating the nickel.

The solution is to be applied on good nickel. If such is the case, and done carefully, you will not be obliged to have the pedals or cranks renickeled.

If the nickel has already begun to peel off, the solution should be applied at once; by so doing it will prevent the rust from going any farther.

This solution is the best thing in the known world to prevent nickel from rusting and restoring the enamel. I make no claim to remove rust.

MANUFACTURED BY
JOHN W. WILSON, 14-15 Tremont Row, Boston, Mass., U. S. A.

PRICE 50 CENTS.

FOR SALE EVERYWHERE.



Scorcher Grip

The ONLY Bag for Touring.

Light and Waterproof.

Price $2 & $2.50, to order $3.

Agents send for Catalogue.

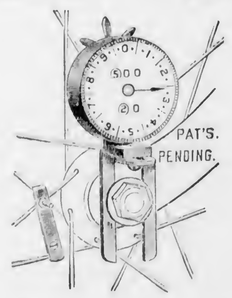
DETACHABLE CLEAT CO., Bedford St., Boston, Mass.

Crown Cyclometer

—MADE BY—

BOSTON METER CO.,

22 Chapman Place, - - Boston, Mass.



Thoroughly tested, small and compact, weighing two and one half ounces only. Registers to one thousand miles, then commences again at zero. PRICE $6.00.

Can be changed from one size to another, without additional expense.

Electrotypes for catalogues upon application

The H-Y-L-O TRADE MARK INSTANTANEOUS CHANGEABLE GEAR

Strong. Simple. Durable.

POSITIVE. LIGHT.

Applicable to all chain bicycles, new or old, men's or women's. Catalogue.

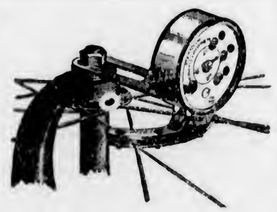
LOUIS ROSENFELD & CO.,
56 BEAVER ST. NEW YORK.

BRIDGEPORT CYCLOMETER

$3.50

FOR DELIVERY APRIL 1ST.

Registers 1,000 miles accurately and repeats, or can be set back to zero at any time. Perfectly noiseless, dust proof and waterproof. Nothing to get out of order and can be adjusted to any wheel. A high grade cyclometer within the reach of every bicyclist. PRICE $3.50. Made in two sizes, viz. for 28 inch and 30 inch wheels. Send for catalog of sundries. Sold by all bicycle dealers.



The Bridgeport Gun Implement Co.,
Broadway and Thomas St., - - - New York.



$5

LIGHT. EASY TO READ. 5000 ON HAND READY FOR DELIVERY.

NOVELTY **CYCLOMETERS** SHEDD'S

ACCURATE. DURABLE. WARRANTED.

Wm. L. Pettet, Brooklyn, N. Y., Jan. 29, 1894, writes: Recording Instrument Co. Gentlemen – Last season my son and I each, with great satisfaction, used your Novelty's on 30-inch wheels. This season will try your Shedd's; please send two for 28-inch Columbia.

RECORDING INSTRUMENT CO., 602 CHAMBER OF COMMERCE, BOSTON, MASS.

Will be sent prepaid on receipt of price. *Electrotypes furnished for catalogues.*



$6

"HOT STUFF."
BICYCLE CHAIN LUBRICANT.
PRICE 25¢. L. N. SWIFT, PROVINCETOWN, MASS.

THE LEADER FOR '94.
Records will drop it you use

Hot Stuff Chain Lubricant

PATENT APPLIED FOR.

A. O. Very Cycle Co. write: We find this a first-class chain lubricant giving good satisfaction, and it is the best thing we have taken hold of in this line. If you want a perfect lubricant just give it a trial.

Put up in sticks 1 inches long. Price, 25 cts. For sale by all dealers or by

L. N. SWIFT, - - - PROVINCETOWN, MASS.

HILLIARD CYCLOMETERS FOR 1894.

HILLIARD No. 1.



Registers 1,000 miles and repeats.
PRICE $7.50.

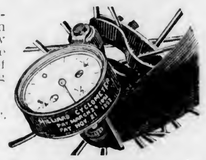
Chicago, Ill., January 3, 1894.

Hilliard Cyclometer Co., 1220 Filbert St., Philadelphia, Pa.

Gentlemen:—It may interest you to know that the HILLIARD CYCLOMETER has been used as a test of its wearing qualities on a wheel we have been running by electric motor in our show window. This wheel has been run nearly 25,000 miles, and we have used nearly all of the known cyclometers on it, and are pleased to say that the HILLIARD 1893 model has given the best satisfaction of any we have tried. The result is we shall make it a leader in cyclometers during the season of 1894. Yours truly,

GORMULLY & JEFFERY MFG. CO.,
John O. Blake, Manager.

HILLIARD No. 2.



Registers 100 miles. Can be set back to zero.
PRICE $5.00.

Liberal Discounts to the Trade. Send for Circular.

HILLIARD CYCLOMETER CO., 1220 Filbert St., Philadelphia.

GOODS WELL BOUGHT ARE HALF SOLD.

YOU CANNOT MAKE A MISTAKE IN BUYING A

A good wheel made by a good house.

PHOENIX

Rigid yet elastic, Strong yet light.

Rigorous attention paid to details of finish, make; a wheel which claims the instant attention of agents and riders who know what good work is.

The appearance of the wheel convinces even a new rider that the most exact and conscientious care has been exercised throughout. In looking at a fine painting we may not be able to tell why it is fine, yet we may instinctively feel the excellence of the work before us. So it is with the Phoenix. Every agents who buys a "Phoenix" has at the same time engaged a salesman. The wheel speaks for itself.



Our Weights { Racer, 20–22 lbs. / Road Wheels, 25–27–30 lbs.

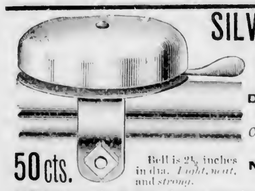
Our Frames, 22–24–26 inches.

Our Crank, light, beautifully finished, will not bend or break.

Our Spokes, stand tensile strain of 1,200 pounds.

Catalogues free.

Eastern Branch **STOVER BICYCLE MFG. CO.,** 575-577 Madison Ave., NEW YORK CITY



SILVER ECHO

Double Action, *Continuous* Ring, Nice Tone.

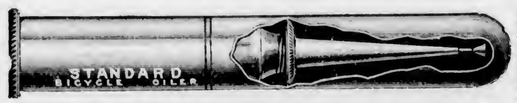
50 cts. Bell is 2¾ inches in dia. *Light, neat, and strong.*

BEST Seller on the Market. Agents send for Catalogue.

DETACHABLE CLEAT CO. BEDFORD ST. BOSTON, MASS.

"THERE ARE OTHERS" BUT NONE LIKE

The STANDARD BICYCLE OILER.



Guaranteed not to leak. This oiler is far superior to any now in use among bicyclists. The act of pressing the protruding wire plunger against object to be oiled releases one drop of oil at a time. Handsomely nickel plated and is guaranteed to be free from waste, coagulation and leakage. Send 25 cts. for sample and illustrated catalogue of sundries. Have you seen the Bridgeport Cyclometer, price $3.50. Sold by all dealers.

THE BRIDGEPORT GUN IMPLEMENT CO., Broadway and Thomas St., New York.

FOR SALE OR EXCHANGE.

In this department the prices are 20 cts. per line, 7 words per line, 12 lines per inch.

Stamps will NOT be taken in payment. Cash, check, money order, or postal note must accompany order, or no insertion.

VICTOR FLYER—Pneumatic; $75.00; fine condition; three gears. K. P. DRYSDALE, Peoria, Ill. Also a 39x24 Pony Star cheap.

NOTICE—For $2.50 to guarantee charges I will express, subject to examination, The White Roadster, ladies' or gentlemen's style, weight 32 lbs.; equal to any $100 machine; my price $61. Also a few nearly new Relay Columbias, $85; Victor Flyers, $75. Write for prices on sundries. A. B. WHITE, Fort Wayne, Ind.

$2.50 BUYS a pneumatic tire bicycle watch charm; gold plated. By mail, delivery guaranteed. DURYEA JEWELRY CO., 194 Broadway, New York City.

THE KNIGHT SCORCHER

Means Light, Strong and Easy Running.

The KNIGHT ROADSTER carries any man on any roads. Jobs in second-hands. Ordinaries $5, 24-inch safeties $5 and $10. 30-inch safeties $15. 28-inch pneumatics $25. Racing safeties $50. Special list and catalogue free.

KNIGHT CYCLE CO.,
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4-INCH Refractng Telescope, equatorially mounted. Made by "Allen." Cost $250. Four eye pieces—250, 300, 350, 400. A bargain. GEO. W. BUGBEE, 84 Glenham street, Providence, R. I.

WANTED—First-class nickel plater for bicycle work in an Eastern factory; must be a sober man and able to give references. Address, "X. 167," Bi. World, Boston, Mass.

WHEELMEN—CANOEISTS—A fine camera, suitable size, for sale. Particulars, C. W. GASKILL, 2530 North 17th street, Philadelphia, Pa.

100 BICYCLES AT AUCTION—On Tuesday, March 13th, at No. 1110 Chestnut street, Philadelphia, will be sold without reserve, 100 bicycles by Thos. Birch's Sons. Sales of bicycles held every Tuesday. Consignments solicited.

$80 Buys '93 Rambler, Model 4, weight 30 lbs., fine condition; injured knee cause for selling. CHAS. BLAIS, 365 Washington St., Boston, Mass.

NOTICE.

We are the purchasers of the entire NIAGARA MACHINE CO. equipment, and are prepared to execute promptly orders for pedals, balls, coasters, lugs, tees and other cycle fittings. Correspondence is solicited.

Yours truly,
SPAULDING MACHINE SCREW CO.
Wm. H. Crosby, Manager.
Buffalo, N. Y.

TOURIST $2.



Medium Weight.
Flexible Sole.
Dongola Leather.

Send for Cat. of Sundries.

DETACHABLE CLEAT CO., Boston, Mass.

SPORTING RECORDS.

"The Champion Pocket Sporting Manual."

A neat and complete pocket manual of all athletic sports. Bicycling, Prize Ring, Turf, Base Ball, Field and Track Athletics, etc. Signed by the leading authorities. Cloth, 10 cents; leather, 25 cents. Address **F. K. Lanpher & Co., 48 and 50 Summer St., Boston, Mass.** Mail orders promptly attended to.

For Baseball and Footballists. Athletes, Cyclists, Horseback Riders, Boxers and Oarsmen's use.

ANTI-STIFF.

Price, 20c. & 35c. Per Box.



Trainer's Size, $1.00.

STRENGTHENS THE MUSCLES.

E. FOUGERA & CO., Agents U. S.
30 N. William St., New York.

Durant Normal School

.... OF ....

PHYSICAL EDUCATION

FOR WOMEN.

The Durant Gymnasium (B. Y. W. C. A.) offers unequalled facilities. Nine instructors, besides special lecturers. For further particulars address

HOPE W. NAREY, Director,
Berkeley St., cor. of Appleton, Boston.



AGENTS $75 A WEEK AT HOME, using or selling **PRACTICAL PLATING DYNAMO.** Themodern method, used in all factories to plate new goods. Plates gold, silver, nickel, etc., on watches, jewelry, table-ware, bicycles and all metal goods; fine outfits for agents; different sizes; always ready; no battery; no toy; no experience; no limit to plating needed; a great money maker.

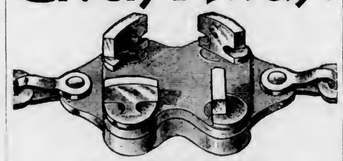
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Six Months, $1.20, lock included.

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Our premiums include a Trip to Europe, trip to 'Frisco, high grade bicycles, $500 in cash.

One thousand subscribers have been added to our list since Jan. 1st. Sample copy on application.

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334 DEARBORN ST., - CHICAGO.

THE BOSTON WOOD RIM CO.
509 TREMONT ST
BOSTON
MASS.

[Patented Nov. 21, 1893.]

MAKERS OF
LAMINATED AND PLAIN
WOOD BICYCLE RIMS
FOR THE TRADE.



KALAMAZOO TROUSER GUARD

KALAMAZOO CYCLE CO., KALAMAZOO, MICH.

This is the Hump that holds the pants for men who ride Bicycles.



Price 15c.

THE **GUARANTEE AND ACCIDENT LLOYDS**

Offers the best **Accident ... ... Insurance** Covering injuries from bicycling. You want it.

FRED E. KEAY, Agt.,
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Room 29. Boston.

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RUBBER CEMENT

HAS NO EQUAL.

The best cement in the world for repairing pneumatic tires.

Furnished in tubes or in bulk in any quantity desired.

These tubes are put up in neat and attractive cases containing one dozen tubes each.

None genuine unless it contains our Trade Mark Red Cross.

Send for catalogue and electro of specialties. MANUFACTURED BY

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SPECIAL.

In this Department, 25 cents a line. ☞*Cash must accompany the order.*

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The Official Design in Solid gold
Send for Catalogue to
C.H.Lamson,203 Middle St.,Portland,Me.
The original inventor and maker.





The Latest L. A. W. Badge

Official Pneumatic Tire.

Solid Gold, - - $3.50
Gold Plate, - - 1.25

Any bicycle dealer will order you one. We have L. A. W. badges from 25c. up.
Discount to dealers.

DURYEA JEWELRY CO.,
194 Broadway, - - New York City.

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MAKER OF
PRIZE MEDALS
CLUB PINS
DESIGNS ON APPLICATION
3 WINTER ST.
BOSTON MASS



FOR SALE BY ALL
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I. A. WESTON & CO.,
JAMESVILLE, N. Y.,
Manufacturers of
Pneumatic and Cushion Wheels

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☞ Weight reduced to 4 1-2 oz.
Reliable, Durable, Warranted.
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1817 RIDGE AVE.,
PHILADELPHIA, PENN.

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The New York, Chicago & St. Louis R.R.

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PALACE BUFFET SLEEPERS. ✠ SUPERB DINING CARS.

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Quickest Route to the West

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THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest and Northwest.

FAST EXPRESS TRAINS

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Boston, Philadelphia,
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9 PATTERNS FOR '94.

PRICES:
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.. to ..
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POPULAR WEIGHTS:
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Wheels fitted with Bartlett "Clincher" or Palmer Tires

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Cover the principle of Fastening the Tire to the Rim by Pneumatic Pressure.

The word "Clincher," as applied to Tires, is a duly registered Trade Mark, and any one using it in this connection does so unlawfully.

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◂◂ ◂◂ ◂◂ ◂◂

REMINGTON ARMS CO.,

315 Broadway, NEW YORK.

Manufacturers of

Remington Celebrated Fire Arms, of World-Wide Reputation.

THOU STRUCKEST THE "TEN PENNY," OH PROPHET.



From a Christmas issue of 1891 we clip the above sketch, which bears the ear marks of prophetic vision.

Old Father Time kindly drags off a relic of the past—the "rag and glue" tire—while with the advent of 1892, young and brim full of push and progress, dawns the day of detachable, quick repair and reliable Pneumatics. The "G. & J.," the "sun" which is to dispel the dark distrust of air tires.

Has the Prophecy Materialized?

WHAT DO YOU THINK ABOUT IT?

What was your idea of pneumatics in 1891? And in 1894?
The "G. & J." has been adopted by a majority of American makers.
Was fitted to wheels of 20 out of 33 exhibitors at the Cycle Show.
Later five more of them fell in line with the procession.
At the English Cycle Show 25 makers had wheels fitted with the "G. & J."
Is a prime favorite in England, Austria, Germany, Italy, India, Japan,
Canada, Australia, Hiawaii and South America.
Is supplied when ordered by any maker or dealer.
Costs a little more than others—but they prefer to sell "the best."
Is the model for innumerable infringing "poor imitations."
Has become "almost universal" in its use.
Has remained practically unchanged from 1891 to 1894.

WHEN YOU ORDER YOUR NEW MOUNT

INSIST UPON THE GENUINE "G. & J." TIRES. YOU'LL GET THEM.

SEND STAMP FOR "G. & J. TIRE MANUAL."

GORMULLY & JEFFERY MFG. CO.,

CHICAGO. BOSTON. WASHINGTON. NEW YORK. COVENTRY, ENGLAND.

THE

BICYCLING WORLD

Published Every Friday

BY

THE WHEELMAN CO.

Incorporated under the Laws of Massachusetts.

167 OLIVER STREET,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

TO OUR ADVERTISERS:

All checks and postals for advertising or subscriptions must be made to the order of the WHEELMAN CO. All communications should also be addressed to the Company instead of to individuals.

Postage stamps will not be accepted hereafter in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken.

C. W. FOURDRINIER, Manager.

EDITORS:

C. W. FOURDRINIER. H. CROWTHER.

BOSTON, APRIL 13, 1894.

ON another page in our news columns, we refer to the unfortunate condition of affairs which exists between the publishers of the L. A. W. Bulletin and the Post Office. This condition of things is due entirely to the lack of knowledge of the members of the National Assembly as to the difficulty which the publishers of the Bulletin would encounter on entering, as second class mail matter, any publication which has a compulsory circulation. Notwithstanding the earnest efforts of Mr. Elliott and others, who undoubtedly were aware of the complications which would arise with the Post Office department, if the Bulletin subscriptions were made compulsory, the National Assembly saw fit to vote that every member should be compelled to pay the extra fifty cents before he could be accorded membership or renewal. Had we been consulted in this matter we believe that we could have instructed the National Assembly, or the Executive Committee, of the snag on to which they undoubtedly would run in case the publishers of the Bulletin attempted to enter the paper in the way they have. We have every reason to be well posted on the methods of the Post Office department and we could have told them certain things which might have caused them to avoid the difficulties in which they are now hopelessly involved. The whole trouble lies in the fact that the Bulletin has not a reasonable number of paid subscribers. Had this been shown there would have been no difficulty, so far as that was concerned, although the fact that the publishers of the League organ were not paid anything for the issuance of same, might have led to complications which would have resulted in the refusal of the Post Office to admit the paper at second class mail rates.

It has been stated that the Executive Committee propose to change the Constitution so that the subscription to the Bulletin be made optional. So far as we have been able to learn the Executive Committee have taken no action which in any way contemplates usurping the powers which belong exclusively to the National Assembly, and the contemplated revision of the Constitution by the Executive Committee, as reported in the press generally, can have no foundation. We admit that desperate conditions sometimes warrant desperate means, and while in making the change the Executive Committee might voice the desires of the National Assembly and the League membership at large, the power is not theirs, and never can be, until the Constitution is changed so as to permit it. The Constitution bearing on this question reads:

Art. IV, Sect. 1. The general supervision and executive powers of the League shall be vested in the Executive and Finance Committee, but said committee shall not involve the League in any new and unusual business without the authority of the National Assembly. Said committe shall enforce all rules, regulations and orders made by the National Assembly and carry out the provisions of the *Constitution and By-Laws, but shall not have any power of legislators* (it.s being vested solely in the National Assembly.) * * *

IT is going to be a difficult thing to bring the members up to the point where they will be willing to pay out fifty cents extra for the official organ and not get value received. The members at Louisville were especially earnest in their championship of raising the dues because it was stated it was necessary that the official organ be improved, and now members find that the dues have been raised and that no equivalent is given, it will not surprise us if the League books on the first of July show a decrease in members of at least 50 per cent. In speaking thus frankly of this matter, we desire to say that we believe that the Executive Committee did honestly what they considered to be for the best interests of the League, and though this honesty of purpose is undoubted, subsequent facts have proved the action not to have been a wise one. It is a delicate subject for the editors of this paper to touch upon, without being charged with jealousy and pique, but we can sincerely say, that, in view of the changed conditions in our own circulation since we dropped the official organ, we would not, under the present conditions, consider the matter of taking it on again. We believe as an independent paper we can do better.

WHILE on the subject of the League contract, we desire to say one thing as to the disposition of the fifty cents which was voted at Louisville to be devoted to the improvement of the League Bulletin. It was undoubtedly the wish of the meeting that this amount of money should be put into the organ so as to improve it and make it more acceptable to members than has been possible in the past, and we believe that even at this late day it would be advisable for the Executive Committee to hand over to the Bearings people the fifty cents per year, so that not only would they then be receiving a certain sum, which would do away with the possibilities of further complications with the Post Office, which may arise from their not receiving any remuneration, but it would enable that concern to produce a paper which would be a credit to the League, and a means of increasing its membership. As it is, there is no disguising the fact that there is widespread dissatisfaction with the appearance of the new Bulletin, and this dissatisfaction alone will tend to greatly retard the growth of the League, as well as prevent many thousands of members from renewing, who otherwise would if the official organ were satisfactory.

FROM the uncertainty and rather dubious outlook of a month ago, a careful canvass of the cycle trade shows a wonderfully changed condition of affairs, and on every hand we hear the most encouraging reports as to the sales the manufacturers and dealers are making. This change is especially noticeable in contrast with the condition of things earlier in the season. For a time it certainly did look very blue and the manufacturers and dealers alike looked through azure colored glasses at the prospects for the coming season. Now this is all changed and every dealer and manufacturer is driven to the utmost to supply the demand which has suddenly sprung up. It does not seem to be a sporadic burst but on the other hand this most encouraging condition seems to bear evidence of being one which will prove to be permanent. We have reached the turning point, and we are honestly of the opinion that the trade of '91 will be such as to encourage every one connected therewith to feel that the hard times is a thing of the past. We rejoice that the indications are so bright and that the trade is likely to have as prosperous a year's business as they have ever experienced.

ZIMMERMAN steps out of the amateur ranks, and we must say that professionalism assumes a decidedly attractive appearance when the joining of the same means a pleasant little sum of $10,000 for a season's racing, to say nothing of the prizes which incidentally go to the win-

ner of the different events. It goes without saying that Zimmerman is far and away above all whom he is likely to meet in the professional ranks, and unless Tyler and Sanger are tempted by similar offers to go over, Zimmerman will have a clean sweep, unless the handicappers are too hard on him. It will seem strange to visit race tracks without Zimmerman as a drawing card. We are sorry he has left us, but we cannot blame him in view of the tempting offers he has received.

OUR SUPPLEMENT

For April 27th Issue.

IN our issue of April 27th we shall issue a half-tone supplement showing the members of the first European cycle touring party which ever went from this country abroad. Not only will this half-tone be extremely interesting, as representing the members of that celebrated party, who were for years familiarly known as the "fortunate five," but it will also be interesting from the fact that the picture was taken in front of Shakespeare's cottage at Stratford-on-Avon. The picture gives an excellent view of the cottage, and it is so large as to give the details of one of the most interesting historical buildings in Old England. One of the curious and interesting features in this cartoon will be the picture of the first amateur who ever forfeited his amateur status in America. Accompanying the cut will be a description of the tour taken from the note book of one of the participants. This article will also be well illustrated and will be made exceedingly interesting. The half tone supplement will be appreciated by every one who is interested in early cycling history. Single copies can be secured at ten cents a number, and those wishing a supply had better send in their order at once, as it undoubtedly will be exhausted at an early date.

League Organ Stopped

By Post Office.

THE trouble between the Bearings Company and the post office culminated the other day by the officials positively refusing to admit the Bulletin to the post office at second-class rates, until the publishers had complied with the laws. There was a great deal of difficulty in the first instance in getting it through, but on condition that the law be complied with it was stated that the post office officials would allow the Bulletin to go through the mails for sixty days at second-class rates, at the end of which time, unless the law had been complied with, it would be stopped. The action of the post office is more hasty than we believed it would be, in view of the statement that sixty days' grace had been given. On receiving the news, the editors of the BICYCLING WORLD at once wired Messrs. Luscomb, Willison and Van Sicklen, asking for particulars. There has been no reply to our inquiry; by telephone we communicated with Mr. Perkins and he stated he had nothing to say in regard to the matter. Secretary Bassett was decidedly non-committal, but he admitted that there were complications, and, that furthermore, he expected to be ordered to Chicago at once; the Secretary is at this present writing in New York in consultation with Mr. Luscomb. It is very evident that there is trouble and the news which we have received that the Bulletin has been stopped is authentic. The causes of the trouble are, so far as we understand, in the first place that the subscription is not optional; again, that the publishers of the official organ are not receiving money in payment for subscriptions.

We append herewith the only reply we received to our telegrams asking for information: "Bassett can give particulars. Thanks for kind attention. Bearings Publishing Co."

Litigation.

EDITOR BICYCLING WORLD: We notice the card issued by the St. Louis Refrigerator and Wooden Gutter Company, but over the signature of an employee. Evidently this is done for the purpose of squirming out of it later on.

In answer to part of same we enclose the affidavit of our president. They state: "This ($1000) note comes due April 1st. This probably explains in a measure why these suits are being brought at this time."

STATE OF MISSOURI, } ss
CITY OF ST. LOUIS. }

Frank G. Stark makes oath and says that he is the president of the Carbo Alumina Metal Company, and has been such ever since its organization. That the St. Louis Refrigerator and Wooden Gutter Company does not now hold, nor did it ever hold, the note of the Carbo Alumina Metal Company for the sum of four thousand dollars, or for any other sum whatever. FRANK G. STARK.

Subscribed and sworn to before me, this 3d day of April, 1894.

..... My commission expires May 25, 1897.
SEAL. H. H. BUFORD,
Notary Public,
City of St. Louis, Mo.

St. Louis, April 3, 1894.

The Elliott-Potter Controversy.

EDITOR BICYCLING WORLD: Replying to your inquiry as to the reported unpleasantness between myself and Isaac B. Potter of New York, I will have to say that while there was some ground for the report, the unpleasantness has not yet taken a very malignant form. The facts are as follows:

When I went to New York to remove the "Good Roads" property to Boston, I found among other things a couple of well-worn rugs. Mr. Potter and Mr. Van Sicklen were in the office, and referring to the rugs I said to Mr. Potter, "What will you give for those two rugs?" He replied without hesitation, "forty cents apiece." I told him that he could have them, and he produced a dollar bill and asked me to give him sixty cents which I thoughtlessly did. He then asked me if that made us all square. Suspecting some lawyer's trick, I guardedly answered, "Yes, so far as the rugs are concerned." The laugh which came over Mr. Van Sicklen reminded me that in making the change I had only taken pay for one rug instead of two; but the matter was left, and the men who were packing the goods instructed to leave the rugs as they were the property of Mr. Potter.

I was working there until 11 o'clock, when I left to take the midnight train. After leaving, the expressman rolled up the rugs and they were shipped with the other stuff to Boston. Wishing to do Mr. Potter justice, I wrote him that I had credited him on the "Good Roads" books with forty cents, and that I had also received the rugs and asked him to remit ten cents additional and receive "Good Roads" for one year. This Mr. Potter did, and his subscription was duly entered.

So far as I am concerned, I have no ill-feeling toward Mr. Potter. There has passed between us, however, some more or less interesting correspondence, some of it being illustrated by original sketches, and these will appear in the April number of "Good Roads," for which you should subscribe at once if you want to get the first issue.

The price is only 50 cents per year to League members. $1.00 to others. Single copies, 10 cents.

Address 12 Pearl street, Room 13. Boston, Mass.

Yours very respectfully,
STERLING ELLIOTT,
Managing Editor.

Colonel Pope Entertains.

COLONEL A. A. Pope entertained a party of gentlemen this week, Thursday, by a trip to his big bicycle factory at Hartford. The party was made up of a number of Boston's representative business men, and as his guests it is needless to say they were royally entertained. A special train of vestibule cars was chartered. The colonel and his guests left Boston in the morning, allowing sufficient time to thoroughly inspect the interesting processes of the manufacture of the various parts of the highest grade of wheel. Dinner was served at Hartford. A dining car was attached to the train on the return trip, and lunch was served en route. The party arrived home shortly after 9.30 o'clock in the evening.

Oh My ! !

"THE new L. A. W. Bulletin is inferior to the old, both in general appearance and contents," says the Times Star of Cincinnati. * * * "The members have certainly got the worst of it in the new deal. The publishers will take good care not to make the Bulletin too attractive, and thus remove any incentive to subscribe for their Bearings. They seem to think any color is good enough for the covers of their publications, as long as it is green.

No Light.

Dear girl, when through the night you glide,
No lantern's rays you need.
The ordinances of the law
You're not required to heed.

Your brilliant eyes light up the gloom
In all the boulevard's din.
The older folk get out your way,
And young men they step in.

—*Cycling.*



WHAT has become of the flying start? It is about time for it to begin its little annual plea for recognition again.

IT is curious how a large business will sometimes develop from the most trivial things. Many a small article, so insignificant apparently as to be beneath the notice of men of commercial affairs, when taken hold of and pushed by people of energy and grit has proven to be a veritable bonanza.

There is now preparing one of these surprises for the general public. Within the near future an article will be put upon the American market whose possibilities are so promising that the stock of the new venture is being subscribed for and taken up among a number of people who have gotten in on the inside, and among the names of some of these stockholders will be recognized names that are more than familiar to wheelmen.

The new idea may not revolutionize the bicycle, but it will, at all events, make a strong bid for public favor. And I think it will get it.

AS an instance of the rapid strides the cycling industry is making throughout the country may be mentioned the firm of W. H. Wilhelm & Co., of Reading, Pa.

Ten years ago they were large builders of special machinery required for the wool hat industry, of which Reading is a large centre. The bicycle was then just beginning to make its way into that locality, although it was about five years before that it had been first introduced to the city by Bert and Fred Owen, who came up from Washington with their bicycles (and fearfully and wonderfully made they were, too), and who, attired in tight-fitting uniforms, with long white leggings and infinitesimal polo caps perched upon their heads, used to cavort around Penn Square, to the amazement and edification of literally thousands of spectators who used to throng the square every evening to witness the wonderful doings. Then a few took up the new sport by degrees, among them Irv Wilhelm, who, athletic and powerful, naturally gravitated into racing and soon became one of the country's leading racing men on the Star machine. Of course he became an agent (we all did in those days) and, with his mechanical training, it was but a step from this to a repair shop, which gradually outgrew the parent industry, until now the machine business is high and dry, and Wilhelm's shop is famous for its bicycles alone.

And yet the pioneers of cycling were laughed at for their enthusiasm ten years ago—yes, and a good bit later than that!

IF the Harlem, N. Y., congregation, who took action against their pastor, the Rev. George H. Miller, for being "too giddy and youthful in his conduct," said "giddiness" consisting in the awful crime of "flying around the streets on his bicycle," can only make him comprehend to the full the enormity of his offence, they will have conferred a service upon the people as will entitle them to be classed among public benefactors.

It is, indeed, bad enough that all the world and his wife should be inoculated with the reprehensible cycling fever; "the cloth" must be kept free from it at all hazards, even if our clergy break down under the strain of mental overwork without any outdoor recreation to lighten it.

Come off the bicycle!

IS the L. A. W. missing its opportunity? Faith! It would seem so. Here is Dr. Morgan, "an old soldier of General Sherman's corps," who last Sunday, at a "special service" held in Philadelphia in aid of Coxey's army, getting up and giving it as his opinion that what the grand army of the commonweal needed was not sympathy or alms but co-operation, and that the people owed it to themselves and to the public to co-operate with the League of American Wheelmen, and "Mr. Pope, of Boston, the great advocate for better roads."

As a "common wheel" the bicycle *should* form a bond of union between the cyclists and the tra— army.



A Bicycle Meet.

AND so the Occident is disturbed, is it? and there are wars and rumors of wars?

A Cleveland dispatch to a Philadelphia paper last Saturday is authority for the statement that "All is not smooth sailing within the ranks of the League of American Wheelmen." (Bless his dear innocent heart! did he ever know of any big family like ours where there was not an occasional jar?), and that "it is confidently predicted that it will result in a sectional split of the League within the next year," etc., etc.

There is no doubt some feeling over various little matters in League affairs, but not more than usually obtain after a new election of officers, and it is to be regretted, for the general good of the organization, as well as for the maintenance of those pleasant relations between the workers for the cause, that some of the gentlemen who feel themselves aggrieved do not arrive at a mutual understanding quietly and without a publicairing of their troubles, for once the latter get into print they are sure to be distorted as well as greatly magnified, and then the breach is only widened, to say nothing of the harm done the League through the certain effect upon the rank and file as well as the public at large.

OF exceeding interest to the business world or to the cycling and athletically inclined end of it, to be more exact was the news that the Overman Wheel Company was going into the manufacture of athletic and sporting goods, and now that fuller details are forthcoming the interest is in nowise lessened. The company have leased a large building which was formerly used as a schoolhouse, adjoining the Victor factory, for the purpose of starting the new industry, and President Overman states, that they will gradually work into the manufacture of everything in that class of goods.

What effect the new move will have remains to be seen, but it is certain that the field is a large and constantly growing one which should afford business for a number of concerns.

SO those addresses are really to be published, are they? Nothing slow about Chicago!

BEER BASSETT is holding down his end of the editorial song in great shape. Why didn't he do it before?

BUT those ads. have come out from among the "official news," if you will notice. Wonder who did it?

A Wheelman's Death.

FRED TURNER of Cleveland, Ohio, died of heart disease while riding a wheel last week.

The League in Michigan.

IT is safe to predict, says the Detroit Tribune, that not over 500 members of the Michigan Division will renew this year. Up to the date of the Louisville meeting there were 1159 members in that division.

Object to the Wheel.

ONE of the reasons the trustees of a church in New York give for desiring to have their pastor tender his resignation is that he rides a bicycle. At last accounts the dominie was still head of the church.

Will Have to Pay Toll.

THE representatives of the turnpike companies, at Reading, Pa., have decided that hereafter bicyclists traveling over the highways controlled by them should pay toll at the rate of one cent per mile.

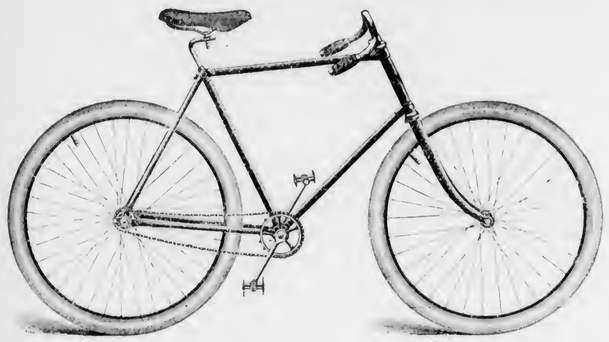
Bicycle Boats.

MR. H. B. OGDEN, of Brooklyn, is constructing several bicycle boats for which he claims simplicity and success. The boats that are now building are to be fitted with both the "single" and "double" machines. Those for the former are to be 18 feet long and those intended for the latter 25 feet long. The machines are dropped through the bottom of the boat ten inches into a hollow fin keel of sheet brass, so that the saddles are about even with the deck. The machines act as ballast, and having bulkheads it is held that the boats cannot sink. The machine turns a small propeller. The boats may be built for any number of riders.

Next week we shall print an interesting illustrated article on Allen and Sachtleben's Round the World Tour.

UNIONS for SPEED

"There are more things in Heaven and Earth, friend,
Than are dreamt of in your philosophy."



... For Instance ...

The remarkable STRENGTH of Union Bicycles

Their reputation for breaking WORLD'S RECORDS.

Their LIGHTNESS, RIGIDITY and GRACEFUL LINES.

Their TOOL STEEL BEARINGS and NARROW TREAD.

Their SUPERB WORKMANSHIP and FINISH

Their DUST EXCLUDING DEVICE—NO GRIT nor GRIND.

Their other fine points you must ride to know.

UNION CYCLE MFG. CO.,

BRANCHES
Philadelphia. Chicago.

239 Columbus Avenue, BOSTON, MASS

The Airtite-Dunlop is given when detachable tires are required. Catalogues free at Agencies; mailed for 2 ct

The STERLING.

☞ Built like a watch.

☞ Sound as a dollar.

☞ The lightest and easiest running.

☞ Strong as—because made all of—steel.

☞ Requiring the least repairs.

☞ The wheel you ought to be riding.

"New Departure," free.
"The Cyclist's Litany," free.

Sterling Cycle Works,

236, 238 and 240 Carroll Ave.,
Chicago.

New York Agents,
L. C. JANDORF & CO.,
116-118 W. 125th St.

Racing Board Matters.

THE list of handicappers appointed to date are given below. District No. 5 has yet to be filled and will be announced next week.

The members of Racing Board, proper addresses, and States assigned to each are also given below. Applications for sanctions should now be sent to the member in charge of the State where meet is to be held.

The sanction issued for Sept. 6th in National Circuit should read Waltham Bicycle Track Ass'n. instead of Park Track Ass'n.

SANCTIONS GRANTED.

June 23—South End Wheelmen, Philadelphia, Pa.
April 21—University of Pa., Philadelphia, Pa.
Sept. 1 Ramblers Cycle Club, Wallingford, Conn.
April 19 Jas. Thorn, Milford, Mass.
June 16—Waltham Bicycle Club, Waltham, Mass.
Sept. 6—The Waltham Bicycle Park Ass'n., Waltham, Mass.
Sept. 8 Bay State Bicycle Club, Worcester, Mass.
June 26 Arrow Cycle Club, DuBois, Pa.
June 21 Arrow Cycle Club, DuBois, Pa.
May 30 Neshaming Falls Co., Neshaming, Pa.
May 30, 31; June 1 Southern California Division, National City, Cal.
May 1 The Foresters, Fresno, Cal.
May 30 Fresno Ath. Club, Fresno, Cal.
May 30 Reliance Athletic Club, Alameda, Cal.
June 28 Young Men's Christian Assn., Auburn, N. Y.
May 30—Kanawecola Bi. Club, Elmira, N. Y.
May 4—College of City of New York, New York City, N. Y.
July 21—Orange Ath. Club Cyclers, East Orange, N. J.
Aug. 10, 11 Asbury Park Ath. Ass'n., Asbury Park, N. J.
July 4 Hudson Bicycle Club, Hudson, N. Y.
April 26—Trinity School, Berkeley Oval, N. Y.

MEMBERS OF THE NATIONAL RACING BOARD.

H. E. Raymond, Chairman, 236 Flatbush avenue, Brooklyn, N. Y.
G. D. Gideon, Eldredge & Co., Philadelphia, Pa.
H. W. Robinson, 89 State street, Boston, Mass.
L. C. Jacquish, 1612 Ashland Block, Chicago, Ill.
E. H. Croninger, 153 West 5th street, Cincinnati, Ohio.

Members of the Board have had assigned them the following territory:

DISTRICT A.—Mr. Raymond, in charge of New York and New Jersey.

DISTRICT B.—Mr. Robinson in charge of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island and Connecticut.

DISTRICT C.—Mr. Gideon in charge of Pennsylvania, Maryland, Delaware, District of Columbia, West Virginia, Virginia, North and South Carolina.

DISTRICT D.—Mr. L. C. Jacquish in charge of Illinois, Wisconsin, Iowa, Minnesota, Michigan, Dakota, Nebraska, Idaho, Arizona, Wyoming, Nevada, Missouri, Kansas, New Mexico and Indian Territory.

DISTRICT E.—Mr. E. H. Croninger in charge of Kentucky, Tennessee, Mississippi, Alabama, Georgia, Florida, Arkansas, Louisiana, Texas, Ohio and Indiana.

SPECIAL STATES.

Under the direction of Mr. Raymond, the following States will be governed by:

CALIFORNIA—R. A. Smyth, care Wells, Fargo & Co., San Francisco, Cal.

COLORADO. C. H. Hilton, Jr., 1758 Stout street, Denver, Col.

MONTANA.—H. G. Duerfeldt, Helena, Mont.

OREGON.—C. H. Howe, 61 Third street, Portland, Ore.

UTAH.—C. A. Envise, 11 West 2d street, Salt Lake City, Utah.

WASHINGTON. W. A. Van Epps, Olympia, Washington.

Note.—Applications for sanctions should be sent to the above name, as in charge of the State in which the races are to be held.

OFFICIAL HANDICAPPERS.

DISTRICT No. 1. New England States.
1. Hy. Goodman, Drawer 9, Hartford, Conn.
2. J. C. Kerrison, Boston Herald, Boston, Mass.

DISTRICT No. 2. New York and New Jersey.
1. F. P. Prial, Box 441, New York City.
2. A. C. Batchelder, Buffalo Courier, Buffalo, N. Y.

DISTRICT No. 3. Pennsylvania, Maryland, Delaware, District of Columbia, Virginia, North and South Carolina.
1. A. G. Powell, 833 Arch street, Philadelphia, Pa.
2. C. S. Merriam, B. & O. Central Building, Baltimore, Md.
3. T. F. Myler, Central Stock Yards, Pittsburg, Pa.
4. I. J. Corby, care Atmar & Co., Charleston, S. C.

DISTRICT No. 4. Tennessee, Kentucky, Alabama, Georgia, and Florida.
1. C. J. Sherer, 211 Main street, Memphis, Tenn.
2. M. J. Flack, 333 E. Walnut street, Louisville, Ky.
3. W. E. Grady, P. O. Box 141, Savannah, Ga.
1. A. McCeod, Birmingham, Ala.
6. O. P. Rollins, 38 Laura street, Jacksonville, Fla.

DISTRICT No. 6. Missouri, Kansas, and Indian Territory.
1. E. N. Sanders, 1331 Washington avenue, St. Louis, Mo.
2. Wm. Taylor, Topeka, Kan.
3. E. P. Moriarity, 705 Wall street, Kansas City, Mo.

DISTRICT No. 7. Ohio and West Virginia.
1. M. W. Bliss, Jr., 16 West Gay street, Columbus, Ohio.

DISTRICT No. 8. Indiana, Illinois, Michigan and Wisconsin.
1. S. A. Miles, 334 Dearborn street, Chicago, Ill.
2. L. Wainwright, Indianapolis, Ind.
3. A. M. Pattt, care C. M. & St. P. R. R., West Milwaukee, Wis.
4. E. M. Newman, 906 Insurance Exchange Building, Chicago, Ill.
5. Louis Schimmel, care Perkins Hotel, Detroit, Mich.

DISTRICT No. 9. Minnesota, North Dakota, South Dakota, Montana and Wyoming.
1. S. F. Heath, 703 Nicollet avenue, Minneapolis, Minn.
2. D. J. Wait, Helena, Mont.

DISTRICT No. 10. Nebraska, Iowa and New Mexico.
1. J. L. Livessy, 2808 Capitol avenue, Omaha, Neb.
2. F. B. Thrall, Ottumwa, Iowa.

DISTRICT No. 11. Idaho, Utah, Arizona and Colorado.
1. J. W. Neill, Salt Lake City, Utah.
2. B. W. Cole, 221 Santa Fe avenue, Pueblo, Col.
3. C. A. Lindsay, 910 20th avenue, Denver, Col.

DISTRICT No. 12.—Oregon and Washington.
1. F. S. Pierce, 808 Water street, Portland, Ore.
2. R. Glen, Spokane, Wash.

DISTRICT No. 13.—California and Nevada.
1. F. D. Elwell, 216 Bush street, San Francisco, Cal.
2. H. C. F. Smith, Los Angeles, Cal.

President Luscomb's Appointments.

PRESIDENT Charles H. Luscomb, of the League of American Wheelmen, has announced the following committee appointments:

RACING BOARD Howard E. Raymond, of Brooklyn, Chairman; George D. Gideon, Philadelphia; Henry W. Robinson, Boston; E. Croninger, Covington, Ky.; L. Jaquish, Chicago, Ill.

TRANSPORTATION COMMITTEE P. W. Hervy and M. C. Roach, New York City; Albert Mott, Baltimore, Md.; John O. Blake, Chicago, Ill.; W. M. Brewster, St. Joseph, Mo.; James McGuire, Denver, Col., and J. S. Thayer, Los Angeles, Cal.

RULES AND REGULATIONS W. W. Watts, Louisville, Ky., Chairman; John J. Van Nort, Scranton, Pa., and Philip Westlake, Bridgeport, Conn.

RIGHTS AND PRIVILEGES Charles F. Cossum, Poughkeepsie, N. Y., Chairman; Herbert W. Knight, Newark, N. J., and George R. Prout, Sandusky, Ohio.

MEMBERSHIP COMMITTEE Howard L. Perkins, Providence, R. I., Chairman; M. A. High, Cincinnati, Ohio; G. P. French, Washington.

IMPROVEMENT OF HIGHWAYS Sterling Elliott, Boston, Chairman; W. A. Connelly, Danville, Ill.; Charles R. Zacharias, Asbury Park, N. J.; Dr. Leo E. Blackham Dunkirk, N. Y.; Col. Thomas F. Cook, Algona, Iowa; E. S. Barnes, Sedalia, Mo., W. H. Potious, Crawfordville, Ind.

The Road Racing Question Class A Racers Can Compete.

IT has been decided by the officials of the L. A. W. that Class A riders can compete in road races. This settles the question, which has been a source of worriment to the men in the class who want to look for a share of the big road contests this year. At a meeting of the Executive Committee of the League of American Wheelmen in New York a few days ago, the question was brought up by Chairman Raymond of the Racing Board, who said he was at a loss to know what action to take and asked the committee to help him out.

It was finally decided that the League does not recognize road racing and that the new amateur rule will not affect it, and further, that only competition for a cash prize on the road will be noticed.

Taylor and Johnson.

NOW that both Johnson and Taylor are on the same team the probabilities of their meeting in a match race are remote. Contrary to all reports, the arrangements for a race between these parties at Waltham have not been consummated.

The Utica Meet.

THE prizes offered by the Utica Cycling Club for its Decoration Day meet are valued at $4,000. The events include one-mile novice, quarter-mile open, one-mile team race, one-mile tandem, half-mile Central New York handicap and two-mile handicap.

Watch for our supplement of April 27th issue.

The JAMES ....Won Gold Medal...

At New Castle Exhibition again this year.

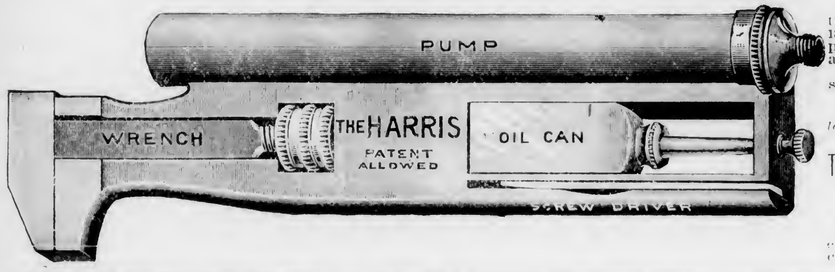
Riders wanted in every town to sell the JAMES.
Special discount given, write for particulars and photo.

WEIGHTS GUARANTEED.

Track Racer, 18 and 20 lbs.
Road Racer, 22, 24 and 26 lbs.

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Sole Importer, U. S. A.
103 Adams Street, CHICAGO.

Attention, Cyclists. The Harris Combination Wrench.



A new novelty and practical combination tool for 1891. Wrench, oil can, pump and screw driver all combined in one.
Made of drop forged steel, case hardened.
Weight, ten (10) oz.
Electrotypes for Catalogues on application.

The Harris Mfg. Co.
381 Main St.,
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Send for descriptive circular and mention BICYCLING WORLD.

WHEELMEN—

Do YOU know that at last there is a good BICYCLE PUMP on the market? . . . .

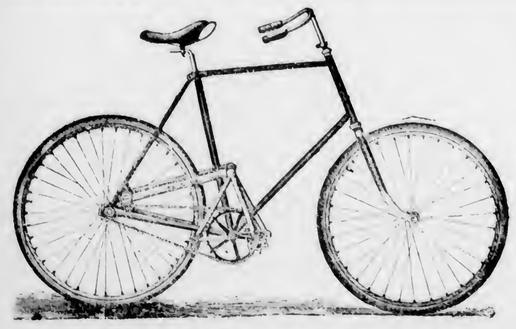
IT IS DOUBLE ACTING. . . . . .
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The Dickens Double Action Pump. Patented.

Ask your local dealer for it. If he cannot supply you we will send it by mail on receipt of price, $1.25.
We also make a double acting foot pump which is acknowledged to be the best pump ever offered for sale.

THE DICKENS MFG. CO.,
1 and 3 Union St., New Brunswick, N. J.



A HIGH GEAR

MEANS EASY RUNNING—

If You Ride a PHILLIPS!

The Wonder of the Cycling World.
The Speed Problem Solved.
Road wheels geared to 80 inches; Racers to 88 2 3 in.
And you ride with less exertion than ever before.
Our descriptive list tells you all about it. Send for one and mention Bicycling World.

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MARTIN ROAD RACE.

Extensive Preparations Are Being Made for This Great Event.

THE third annual 25-mile Martin handicap road race to be run at Buffalo on Decoration Day promises to be a grand event.

Heretofore the first prize was generally valued at about $150, but in the coming race the first man across the tape will receive a prize valued at $400. Five high-grade wheels are already on the list and as many more are expected. A large number of gold watches, diamond rings and the like will also be included. The Pope Mfg. Co., of Boston, Mass., will give a Columbia Racer, valued at $160; Gormully & Jeffery Mfg. Co. of Chicago, Ill., will donate one of their No. 9 Rambler racers, weighing 19 pounds, valued at $125; H. A. Lozier & Co., Cleveland, Ohio, will donate a Cleveland bicycle, valued at $150; the Warwick Cycle Mfg. Co. of Springfield, Mass., will give a Warwick racer, valued at $150; the Eclipse Bicycle Co. of Beaver Falls, Pa., will present one of their Eclipse bicycles, valued at $125; the Eastern Rubber Mfg. Co. of Trenton, N. J., through Mr. J. A. Barnes, the manager of that concern, will give as a prize a handsome gold watch, the value of which has not as yet been received, and E. L. Tompkins of the firm of J. L. Hudson & Co., will give a prize valued at $25. These are only a few of the valuable trophies that will be offered.

The entire list, when completed, will number over fifty prizes. The race will be run over the last year's Martin course. Entry blanks can be obtained from D. H. Lewis, No. 16 Chapin Block, Buffalo.

Linscott Road Race.

FOLLOWING is an official description of the course for the Linscott road race, which is to occur May 5th.

Start at corner of Eastern avenue and Faulkner streets. Eastern avenue, T L; Maplewood street; through Maplewood square; Lebanon street, T L; Forrest street, T L; Main street, T R; Clifton street over railroad bridge, T L; Highland avenue, T R; Elm street, continue on Pleasant and Salem streets to Medford square. In square, take High street to watering trough, T L, and follow car track over hill to West Medford. Beyond depot, take left fork (Medford street) to Arlington. Arlington avenue, across track, T L; Pleasant street, direct by Pleasant and North streets to Quince street, T L; Quince street, direct to Beaver street, T R; Beaver street to Linden street, T L, around elm tree, and return over same course.

T L means turn left; T R means turn right.

Mr. J. M. Linscott, proprietor and founder of the famous Linscott road race, proposes making that of 1891 the greatest road event in the country. His prize list will aggregate over $2,000, including as it does a $300 horse and carriage a house lot, three high-grade bicycles, several gold watches and numerous other things, both useful and ornamental. The course over which it will be run is a record course, it being that on which McDuffy created a world's 25-miles record against time last May. It will be faster if anything, as it has been slightly altered so that three or four turns have been done away with. It has been chain surveyed and found to be correct as to the distance. It will be a handicap and the limit will probably be nine minutes. The officials selected are: Referee, W. H. Morgan of New York; Judges, H. W. Robinson, A. K. Peck, Geo. L. Sullivan, Spencer T. Williams and Thomas R. Barrick; clerk of course, John C. Kerrison; assistants, W. T. Libby, C. P. Percival; Timers, W. S. Atwell, J. T. Nelson, J. E. Savell; scorers, Lee Abraham, Frank Fisher, H. W. McCosland, J. W. McGuire; handicapper, J. C. Kerrison.



The Irvington-Millburn.

ARRANGEMENTS for the Irvington-Millburn road race are well under way. The Race Committee of the Metropolitan Association of Cycling Clubs has decided that it will place time limit medals at 1 hour and twenty minutes this season—a change from 1 hour and 28 minutes of last season. The handicap limit will remain at 12 minutes, and no change has been made in the entrance fee of $2. The entries will close May 16. Isaac B. Potter will act as referee and Francis P. Prial as handicapper. The course will be put in first-class shape and some new records will be looked for. The committee has reconsidered its intention of not holding a bicycle meet this season, and has applied to the Racing Board for a sanction for a tournament on July 28.

Next week we shall print an interesting illustrated article on Allen and Sachtleben's Round the World Tour.

Zimmerman Talks.

CHAMPION ZIMMERMAN laughs at the statements made by other aspirants for cycling honors, says the Associated Press, hinting that if he remains in the amateur ranks he will have to play second fiddle to the other fast men in New York.

"That is very amusing," said the champion. "In view of the fact that last season I suffered from sickness from start to finish."

"I'm not going to make any predictions, but if I should remain in the amateur ranks this year I'll make it warm for some of them. The chances are that my manager has made all the arrangements necessary for me to become a professional, but at times I often feel as though I would like to stay in the amateur ranks for a couple of months just to take some of the conceit out of the youths. Some day a phenomenon will make his appearance and compel all the riders of to-day to take a back seat, but I am not the least bit fearful of the present generation of cyclers. This may savor of egotism, but what can a man do when all hands show an inclination to jump on him?"

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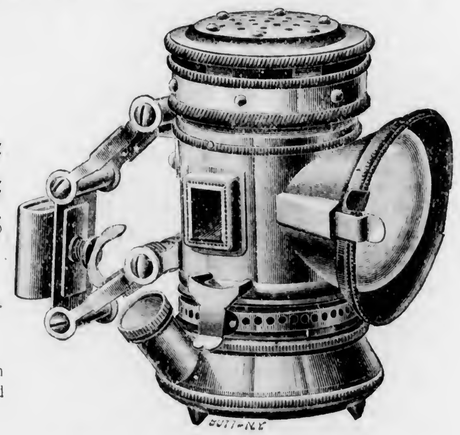
N. B. If YOU are a rider only and not an agent, we have something that will save YOU money. Send us your name and address and mention Bicycling World.

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An Illuminator,
not simply a Signal.

IT BURNS KEROSENE

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(No Special Oil required any more.)

Will not jar out. Always cool, and wick does not char.

The central draft principle: perfect in construction: handsome in appearance. A circular tells all about it. Send name and address and mention "Bicycling World."

BRIDGEPORT BRASS CO., Bridgeport, Ct.

19 MURRAY STREET, NEW YORK.

Charleston Wheelmen's Races.

THE result of the races at Charleston, S. C., are given below. The meet was a grand success and the wheelmen are to be congratulated. Following is the official score:

Mile novice—W. Purse won. Time 1.07.

Quarter-mile race—Baird won. Time 0.36.

Mile handicap—Fitzsimmons won. No time taken.

Half-mile handicap for boys—Sullivan won. Time 1.28.

Mile 3.00 class—Fitzsimmons won. Time 2.53.

Columbia cup, one mile—Fitzsimmons won. Time 2.45 1-2.

Half-mile handicap for telegraph messengers—Sullivan won. Time 1.25.

Half-mile handicap—Johnson won. Time 1.10.

Mile handicap—Baird won. Time 1.50.

The result of the second day's racing was as follows:

One mile handicap—Purse, first; Rivers, second. Time 2.17 3-5.

One mile, visitors only—Conrerat, first; Fitzsimmons, second. Time 2.37 3-5.

Boys, 12 years and under—Linstedt, first; Maguire, second.

One mile, 2.30 class—Wilson, first. Time 2.46.

One mile, 2.50 class—Wilson, first; Purse, second. Time 3.06.

Two mile handicap—Conrerat, first; Welch, second; Johnson, third. Time 5.34.

One mile handicap, Charleston riders—Baird, first; Welch, second; Rivers, third. Time 2.12.

The track record was lowered by Bald, of Buffalo, who made the mile in 2.18, lowering Banker's Thanksgiving Day record by two seconds. Bald was paced by five Charleston riders.

The Canadian Racing Board.

THE Racing Board of the Canadian Wheelmen's Association made some important regulations at their recent meeting.

A fee of fifty cents will be charged for each race on a programme at a meet. Race promoters must guarantee the value of the prizes as advertised. The racing board must appoint referees for each meeting. Riders must be responsible for entry fees, and will be liable to expulsion if they are not paid. Racers for championships must have lived in the country six months. The chairman of the board will have the right to inquire into expenses at any time. Class B riders of the L. A. W. and professional riders of the A. A. C. are barred from riding against members of the association. The following classes were made: quarter mile, 31 seconds; half mile, 35 and 308.; mile, 3m., 2.50, 2.40 and 3.50; 2 miles, 6m., 5.40, 5.20; 5 miles, 15m., 14m., 13m.

California Relay Race.

THE annual 100-mile relay bicycle race of the California Associated Cycling Club, which took place last Sunday, was won by the Garden City of San Jose. The entries were: Garden City Cyclers and the San Jose Road Club, of San Jose; the Acme Club and Reliance Wheelmen, of Oakland, and the Bay City Wheelmen, California Cycling Club and the Olympia Club Wheelmen, of San Francisco.

The Massachusetts Meet.

THE committees having in charge the spring meet of the Massachusetts Division are hard at work. It is probable that an entertainment will be held the evening before the meet, to which all the visiting wheelmen will be welcome. On May 30 a morning run will be held, and then a parade. Last year's parade was the largest ever held in the world. It is hoped that this year's will still hold the palm.

The afternoon will be taken with the races at Waltham. Runs will be made from Boston to the track.

The evening will be given up to a dance or a smoke talk, with an entertainment.

Another Racer for Paris.

J. F. STARBUCK, the speedy long-distance bicycle rider from the West, sailed from New York Saturday to join the colony of American racers in France. Starbuck has been following the races on the other side with great care, and he has come to the conclusion that he stands a good chance to carry off some of the big prizes.

"Sam" See, a friend of Starbuck's, will accompany him and act as trainer, manager, and backer. See thinks that Starbuck, with good handling, can hold his own with some of the cracks who are now winning the purses at the French capital.

Starbuck came into prominence last summer in the Cash Prize League.

The Stearns Team.

THE Stearns racing team will be as follows: John Johnson, Minneapolis; C. M. Murphy, Brooklyn; G. F. Taylor, Ipswich, Mass.; Ray Dawson, Boonton, N. J.; and Charles Callahan, Buffalo.

Murphy, Callahan, and Dawson are now at Savannah, where they are in active training. About a month's work will be indulged in and then they will return North. Johnson is at present at Hot Springs.

A Newspaper's "News."

To show the accuracy of the lay press, who, by the way, give great stress to the fact that they publish cycle news, it is only necessary to state that one of the great metropolitan dailies stated in its issue of April 5th that "The Irvington-Millburn road race at Boston would be a great success." They were only 250 miles out of the way in the location of the race.

New Jersey's Annual Century Run.

THE annual century run of the associated cycling clubs of New Jersey is scheduled to take place on Saturday, June 23, the route being from Newark to Asbury Park. A silk banner will be awarded to the three clubs having the greatest number of survivors, and to the ladies a gold medal will be given.

The Tri-State Meet.

At a meeting of the Asbury Park Wheelmen held Tuesday, it was decided to make arrangements to hold the tri-State meet on the 13th add 14th of July at that place. New Jersey, New York, and Pennsylvania represent the tri-State, and the date selected for the meet augurs much for its success.

A Southern Racing Circuit.

IT is probable that a Southern Racing Circuit will be formed to include Augusta, Macon, Savannah, Columbus and Birmingham, with a possibility of Atlanta and New Orleans also.

Watch for our supplement of April 27th issue.

Winston's New Track.

THE Winston-Salem (Winston, N. C.) Race Track Company are now building a quarter-mile bicycle track on which they propose to hold, next June, the largest and most attractive bicycle meet ever held in that State. It is the intention to make this the best quarter mile track in the South.

The Hanauer Trophy Race.

THE second annual team race for the Hanauer trophy and other prizes will be run on May 30 from Carthage, O., to Springfield and return, twelve miles and a half. The race will be open to the world, teams consisting of three men. The trophy is now held by Crescent Wheelmen of Cincinnati.

Buffalo's New Track.

A LARGE force of men are engaged on the East Side League grounds at Buffalo, preparatory to building the bicycle track. The size of the track has not been decided yet. The supposition is, however, that it will be a quarter-mile board track, well banked at the corners, with the stretches about 14 feet wide.

Connecticut Division.

AT the meeting of the Connecticut Division of the L. A. W. last week it was decided to hold a meet at Pleasure Beach in June. This Division will offer a reward of $10 for the conviction of the person stealing a bicycle from the members o the Division.

St. Louis County Tour.

THE annual cycling tour of the St. Louis Division of the League of American Wheelmen through St. Louis County proved a grand success. W. L. Sachleben, the famous cyclist who rode around the world on a bicycle was the pacemaker. Over 250 wheelmen participated.

Pacific Coast Racing.

THE Pacific Coast record for 10 miles, 31.15, was broken by four men, Halsy, Leavitt, Beckett, and Bernhard, at a recent try out at San Francisco. The race was held to decide which riders should compete in the 100 mile relay race.

The Diamond Meet.

THE Scranton (Pa.) Bicycle Club will hold their twelfth annual race meet at Scranton on Wednesday, July 4th. The meet will be known as the Diamond Meet, $2,000 worth of diamonds being offered as prizes.

Maine Meet.

THE Maine Division of the L. A. W. will probably hold their spring meet at Sanford. The date has not as yet been fixed.

The Great Relay Race.

ALL the States have now agreed to take hold and aid in the relay race from Washington to Denver.

Colorado Meet.

THE Colorado State meet will be held July 3rd and 4th at Colorado Springs.

BUILT UPON HONOR

WARWICK CYCLES

A STEED OF STEEL

Why is it that the Warwick is so popular with all progressive riders? Because **Light Weight is Important**, and the '94 Warwick, with road tires, complete, weighs

... Only 25 Pounds ...

Yet it is fully guaranteed by us in every particular. There are other light wheels in the market, but they are not warranted to be as strong as the heavier machines. With such light wheels you must use special care, but not with the **Light Warwick.**

We guarantee our 25-pound Warwick

Incontestably. It is veritably "a steed of steel," superbly made and good for constant hard service. It is the **easiest running wheel on the market.**

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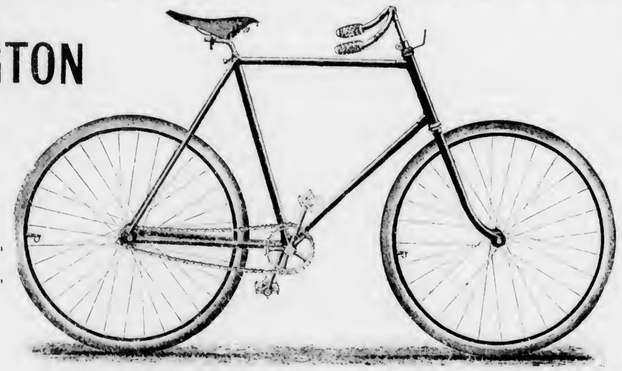
Springfield, Mass.

From Winter to Spring is the edict of Nature.
From the old, rickety velocipede to the modern wheel is the edict of man.

THE **WELLINGTON**

Is the **Latest!**

TWO SIZES.
No. 1. $125; Wt. 28 lbs.
No. 2. $100; Wt. 31 lbs.



Perfect Design.
Light in Weight.
Strong.
Durable.
Elegant Finish.

We want to tell every Rider something of interest to him.
Send for our new Catalogue and mention Bicycling World.

STOKES MFG. Co., Makers,

Western Branch Union Cycle Mfg. Co. CHICAGO, ILL.

The Western Union for '94 is a beauty; read the Union Co.'s ads and learn all about it.

TELEMACHUS' TALKS

IN looking at a cut of the Union safety recently I fell to thinking how ugly it looked with the seat post turned forward, and wondered whether this was merely because it was different from other seat posts. There is, undoubtedly, much to be said in favor of making a perfect triangle out of the rear portion of the frame, and turning the seat post forward. The double purpose is served of getting the rider forward over his work, which is the thing just now, and of bringing the strain of his weight towards the front of the frame, where there is ample support.

Everything depends upon the point of view. In the days of shoe-string tires and small tubes, everything else seemed ugly. Who does not remember how hideous the first pneumatic tires appeared, and yet when our gaze now falls upon one of the erst-while beautiful solid-tired wheels can we see anything to admire in it? It was only a few seasons ago that we got as far back of the crank hanger as we could, and the long wheel base craze was a step half way towards the turning forward of the seat post. Who knows but what we may be on the eve of completing the step, and that a year or two hence we will look askant upon the seat post of to-day.

No more popular and proper action could have been taken by President Luscomb than that whereby he has so summarily deposed Mr. Bresler of Michigan from his office of Chief Consul of Michigan. Without going into the merits of the case, it is sufficient to say that the action of the Assembly in referring the whole matter back to the Michigan members for settlement was the wisest that could have been made. There it should have rested, and the public relieved of the further airing of the dispute. As this was not to be, the next best step was taken, and the most conspicuous offender deprived of his office.

The muddle, and the part taken in it by Mr. A. H. Griffiths, brings to mind the prominent position occupied by that gentleman a few years ago. He was then, in '91, the idol of the Michigan members (or was it only a part of them?), and what he said was law. Under his guidance the annual meet was held in Detroit, on dates when the National championships could not have been run save for a change in the constitution, which was made for the sole purpose of getting the Detroiters out of the hole into which they had walked deliberately.

The Detroit wheelmen seemed to live but in the sunlight of "Griff's" presence. They never tired of singing his praises, and so industrious were they at this that the diet of sweetness palled a bit. Under the combined influence of his own and other people's mistakes "Griff" was overwhelmed in a wave of unpopularity, and disappeared from the view of League members, not to reappear until the present Michigan muddle. He was on hand at Louisville, the same "Griff" as of old, save somewhat more quiet and subdued, as befitted his position as a Chief Consul with a disputed title. He is gifted with very pleasant manners, is a good conversationalist, and deserves a better fate than to be used to further the interests of one of the Michigan factions.

The world has always delighted in strong men, or men who were particularly expert in any bodily exercise, as witness the Sandow fad of the present day. The advent of that gentleman into our world of wheels has been given a great deal of prominence, and his feats upon the wheel are awaited with interest.

Most people who take any interest in athletic affairs, as well as many who do not, will remember Wilson L. Coudon, of North East, Md., who, a few years ago, with Mitchell and Queckenberger, formed the trio of strong men who excelled in such sports as throwing the hammer and putting the shot. All of them large men, in the prime of life, it was a sight worth going miles to see them arrayed in the regulation costume, and in the act of throwing one of their heavy missiles.

Mr. Coudon was as perfect a specimen of the gentleman-amateur as one could wish to see. Engaged in the fire brick business in his country town, he took to hammer throwing as a recreation, putting in his spare time at it, and appearing at the big athletic meetings and astonishing athletic circles. At one time he held nearly all the world's records at hammer-throwing, and some of them are still, I believe, to his credit.

It is known to but few that back in the early eighties Mr. Coudon rode a 56-inch Standard Columbia, and that he was engaged in the sport off and on until the present day. Two or three years ago he purchased a pneumatic-tired Universal Premier safety, which he has been riding ever since, and deriving great pleasure from it. It is a sight to see him traversing the soft and hilly roads of this section, with the wheel carrying not only his 220 pounds avordupois, but 30 or 40 pounds additional in the shape of his boy, perched in front of him in a Child's Carrier.

This year Mr. Coudon proposes to engage in the sport more enthusiastically than ever. He has ordered a lighter wheel, weighing between 30 and 35 pounds, and if it successfully carries the combined weight of himself and boy its makers will have a valuable testimonial of its worth. Having sold wheels in a small way, Mr. Coudon is so much impressed with the bright outlook for the business, now that cheap wheels have appeared, that he proposes to devote to it all the time he can spare from making fire bricks and editing a country newspaper. His name is a household word for miles around his home, and everyone seeks the advice of this modern strong man and successful athlete. This case but illustrates the tendency, noticeable this year, on the part of so many people, to pin their faith to bicycles and their future as the universal vehicle.

Wheelmen are queer creatures, and it is no easy matter to keep up with all their whimsical notions. Cheap wheels are, almost without exception, sold to the new riders; the experienced ones, and particularly club men, will have none of them. Thus many men will prefer a poor wheel that is listed high to a good one that has come down to rock bottom. In the same way, many will steer clear of a good wheel just because it has the reputation of being sold at a cut price, or on long time, and is pointed at in consequence. No one wants to ride a wheel that virtually has a sign on it proclaiming it to be a cheap one, no matter how good it is. Last year a rider of a wheel known at the "20 cents a day wheel" enameled his rims black because in their original color they were known and pointed at as the 29-cent wheel.

Some riders are just the other way. They want the cheapest wheel that money can buy, and never hesitate to say just that and to pride themselves upon their economical dealings. They don't look into the merits of a wheel, but regard its price only: if that is low enough the wheel suits them. They know nothing about the sense of inferiority resulting from riding a cheap wheel which would fill sensitive riders. They believe that the prices of wheels are too high, and want them to come down, no matter whether a lowering of the standard results from the decrease in price or not.

TELEMACHUS.

Next week we shall print an interesting illustrated article on Allen and Sachtleben's Round the World Tour.

Chicago Amazed.

AT last it has come. Just after eight o'clock yesterday morning it made its appearance on Michigan avenue, near the Columbus statue, says the Chicago Tribune, and moved silently and swiftly toward the South. Whence it came and whither it went was a mystery. The early morning pedestrians stared at it in amazement. The boulevard policeman rubbed his eyes so long in astonishment that when he had awakened to the situation the object that had startled him was lost in the distance. Horses shied at it, windows were thrown up, and heads appeared.

What was it? Just a pretty girl astride a safety bicycle. But what made people stare? It wasn't the smiling face. It wasn't the jaunty cap. Here is the secret: that girl wore a pair of the coppiest bloomers imaginable. They were wide and loose from the waist to the knee, and from that point down her limbs were encased in tight-fitting stockings. The entire costume was black.

The Michigan Muddle.

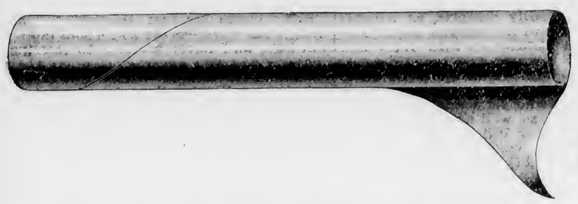
THE state of affairs in the Michigan Division will reach a crisis if the present strain is kept up. A meeting was held last week, and the Detroit Free Press says that Kilkenny cats would lose their feline identity if tossed in among a lot of members of the board of officers of that Division, for the mild looking young men who are supposed to be the legislators for the State are about as wild-eyed when they get fairly under way as any crowd inside a mad-house. Some very harsh language was used at this meeting and at one time it looked as though four-ounce gloves would not even be considered, and that all encounters would be with bare knuckles. Peace was restored by separating the would-be combatants.

Bicycle Mourners.

THE Press Cycling Club of Buffalo did honor to its dead club mate, George O. Schoedler, last Sunday, in a manner that has never been done in that city, and it was an impressive scene when the long line of 100 or more wheelmen, dressed in black and wearing white gloves, and preceded by a standard-bearer carrying a club banner draped in black, followed the earthly remains of the wheelman to the St. Louis Church, where the funeral services were held.

Bicycle Rider Wins a Suit.

JUSTICE WHEELER of Chicago holds that a bicycle rider has as much right of way on public streets as the driver of any vehicle. F. G. Nelson sued the owners of a truck which ran into him while he was riding his bicycle, and has gained a judgment for $50 and costs.



OUR SPECIAL

...Helical...

PREMIERS

Are Fitted with Wood Rims, choice of Tires, weight from 22 to 28 lbs., as ordered, and are fully

Guaranteed for Road Use.

HELICAL RACER, from 19 lbs. up. ROADSTERS, 34—29 1-2 lbs. LADIES, 32—27 1-2 lbs. Standard Price, $125.



Send for Special Trade Prices on LAMPS and BELLS.

Best Goods at Cost Prices.

PREMIER CYCLE CO.,

NEW YORK.

ENTERPRISING AGENTS

Will do well by applying for territory to handle the

LEAGUE CHAINLESS SAFETY



QUICK SALES,

LARGE RETURNS,

And the Strongest Kind of Guarantee!

Our Scorcher 27 lbs,

THE MOST PRACTICAL WHEEL.

THE LEAGUE CYCLE CO., Hartford, Conn.

STEVENS, FREEZE & CO., 93 Court St., Boston, Mass., Agents for Boston and Vicinity.



THE bicycle appears destined to bring about gradual changes, which would be surprising, were the results attained more suddenly. As a minor example, have you noticed how the sweater, which first came into practical use as a bicyclist's novelty, is, in various forms, coming into general use? Not now is their use confined to those who ride, by any means, but extends among all classes of high and low degree. From the drayman and street car employee, with sweaters woven in all the colors of Joseph's coat, and the grocer's assistant in black sweater with a jaunty yellow lace at the throat, to the half-sporty-looking gent who lounges through the morning hour, and the little three-year-old toddler dressed in jerseys, with white sweater, we see them everywhere. In one college town,



at least, I know the sweater, like the camel in the fable, gradually poked its nose from the campus into the recitation rooms, and from there into the dining rooms. It might finally have found its way into the reception hall and chapel, had not an edict appeared, forbidding the wearing of sweaters in the college buildings. So much for the introduction of the comfortable, though homely sweater.

There is one more radical change in raiment which may be effected in the course of a few years, and if so, the bicycle will receive the credit—or blame. I refer to the revival of the use of knee trousers for ordinary "down town" wear. I hardly see how the result can be dodged, when, before many years, every last man of us, and woman too, for that matter, who walks now, will ride a wheel. Not only will man go back to the graceful fashions, silk stockings, and silver buckles of his ancestors, but the inanimate wheel, more potential than all the Doctor Walkers, Susan Bs. and Mrs. Leases in the universe, will eventually emancipate woman from her burden of skirts and overskirts, underskirts and hoopskirts, peplums, paniers and polonaises. Does woman want to be emancipated? Perhaps not—but I opine she will be, in spite of herself.

A wheelman who had been dodging an officer on account of his violation of the bell ordinance, appeared on the street the other day with a five-inch door-bell, weighing about three pounds, on the



front of his wheel, a pull-wire being fastened to the nose of his saddle. By simply turning his knee inwards, he trips the gong at each upward thrust of his leg. When he passes his particular brass-buttoned friend, he turns in both knees.

"An eminent Scottish agricultural engineer" has invented an automatic pump, which keeps your tires filled on the same principles that an injector keeps a boiler supplied with water. Great head! Instead of inflating your tires once a week by a few strokes of a floor pump, it will now be the proper caper to fit one of these young agricultural engines, weight about five pounds, into each of your wheels. It will also be advisable to hire an engineer to take care of them. Great Scot!

THE OLD BLOCK.

Bicycles-Soldiers.

IN Russia an order has been issued for the speedy organization of a bicycle corps. The field infantry, including the guards, will receive at once two wheels each, and in the near future two more. There will eventually be a bicycle company of eight privates and two officers in each regiment.

During the recent trouble in South Carolina certain members of the militia who were stationed at Darlington and who were bicycle riders were formed into a messenger service and carried messages and orders between the different headquarters. The officer in command pressed into service every wheel he could find, and as martial law was in force the owners of wheels were driven to desperation to find some means by which their mounts could be hidden. Several, however, were found and taken for use by the militia.

FROM OUR ROAMING CORRESPONDENT.

Cutting Price in Indianapolis—Whittaker's "Pyrotechnic" Methods and Other Trade Matters.

EDITOR BICYCLING WORLD: There is a merry war in Indianapolis and the prices of wheels are being cut right and left. That is, of some wheels that are being made leaders to the exclusion of the higher grade wheels. The whole matter lays with the putting on the market of the stock of the defunct and burned out Century Cycle Mfg. Co. This company was sold out at sheriff's sale and all the finished wheels, or at least a large proportion of them were bid in to "Horse" Brown, who is now conducting a cut sale in a store on Virginia avenue. The Arrow wheel was a really high-grade machine, and report says cost the manufacturers at the least $100 to build. Now these wheels are crushed on the retail market of the city at a price of $60, and the other dealers, the men who would uphold the trade have no redress but to sit in their stores and watch a steady procession of the now thoroughly despised wheels go by the store, purchased by men who have heretofore been steady customers of theirs.

"WHAT AM I TO DO?"

said one of the dealers the past week, "sit in my store and watch all my trade go by the door. Well, I guess not. I must sell wheels to live and to do so I must meet the prices and that is what I am now doing." At the front door of this dealer stood at the time a Duke machine marked at a very low price. There are 400 of the machines to be sold. This is all that was left over from the fire and failure, and every retail dealer in the city wishes with all his heart that they had all been in the fire and gone to Hades.

At the present time all but two dealers in the city are engaged in the war, Hay & Willetts having joined this week. The latter move was a surprise and has caused a deal of wonder, for heretofore Hay & Willett have been, with H. T. Hearsey & Co., the upholders of prices against all odds. The latter, with the new firm, Clemens & Co., are now the only people that are not lending a hand to the demoralization of the trade in a retail way in the city. The company that is selling the Arrows has but four hundred wheels to be disposed of and at the rate these are going will soon be sold out. If the leaders in the trade would sit still and see the wheels sold out, they would then have the market where they should have it. This might be done in a large city, but Indianapolis is not such a large city but what the retail trade will be greatly injured by this number of wheels going out. At a consultation the past week it was seriously contemplated buying up the entire number of wheels and disposing of them on the market of the State. This would take

SOMETHING LIKE $24,000,

a large amount. But it must be remembered that there is that wealthy manufacturer, C. F. Smith, of the Indiana Bicycle Mfg. Co., who is vitally interested in the trade of his own city, and who should be willing to help out in such an emergency to a large extent.

Hay & Willetts are in a peculiar position with Ribble & Fisher right next door and selling Arrows at the lowest market price which fluctuates always to the lower figures, and they to do nothing but sit

A Popular Toast.

Here is to the Cyclone, more perfect than all,
Without levers or lumps, great or small.
It never originated in a German brain,
As its principle was worked out before he came.

LOW PRICES

AND

Best Mechanical

.... and ....

Cemented Tires

ON EARTH.

Our prices are astonishingly low considering quality.
Send for them and save money to
the manufacturers of

CYCLONE, REX AND CLIMAX.

Eastern Rubber Mfg. Co.,

Trenton, N. J.

there and see all the trade go to the next door. Hearsey says that he will join in the cut under no conditions and that he can sell wheels without slicing the prices in two, and means to do so or close the store. One of the dealers remarked the past week that the city was all split up on the subject of bicycles, and that the people had come to believe that it cost but a song to build a bicycle and that it could be bought for another song. Both Hay & Willetts and H. T. Hearsey & Co. have a large jobbing trade which this cutting of the retail price cannot effect, but some of the smaller dealers that have no other but the retail trade will be the ones to suffer, and suffer they will before the season is over. In the meantime all hats off to the man or men that will uphold the prices, for the glory and the coin will be theirs before the end of another year.

Birdie Munger has been actively engaged in the bicycle business for the past nine years, and has been an active rider since 1879 when he built for himself a novel wheel out of wood. This had 42 inch front wheel and a rear wheel that was 28 inches. The pedals were on the front wheel and the wheel was fitted with pneumatic tires, strange as this may seem. Munger had to have tires for the wheel and fitted it up with gas hose of about an inch in diameter. This was so stiff that the sides were held up by the thickness and the tire made the wheel run better than any other of the wheels that the "Birdie" saw. Munger is still building bicycles, but those of to-day are far different from those of 79.

Stillman G. Whittaker created a first-class impression in Indianapolis with the Providence tires, and incidentally took a number of nice orders. In fact he sold tires to every man he approached.

WHITTAKER'S WAY OF SHOWING

the tire is so distinctively novel that it is worth a brief description. On entering the store he at once gets down to business. It matters not whether the dealer or manufacturer can use any of his tires. He will show his goods whether or no. And he does so. Laying down his grip and opening it, he begins by throwing out a number of sections of the tire that have been broken off in former trials. Then comes the two tires, light and heavy. One of these is taken in hand and thrown to the floor violently but so as to bounce directly into the air from which Whit grabs it without bending his back in the slightest. It is then thrown down again and he rolls it with his foot so as to raise it to his hands again without bending his back. "See, I do not have to bend my back to show you this tire," and then he proceeds to bend his back to blow up a tube. There may be another man in the world who can pump harder and longer than this man but that is very doubtful. At last he begins to get warm under the collar and successively removes his coat and hat which he never again dons until he has secured an order from the man to whom he is talking. This is the truth. Bulbs come and go on his tubes, and the cracks as they burst are like the booming of a cannon. He never stops to rest or speak of anything else but the immediate matter at hand. His tubes are certainly wonders in the rubber building line and excite universal wonder, as does the energetic way in which he shows them. After a 15 minute exhibition of pyrotechnics and a constant flow of talk the ever ready order book comes to hand, the dealer sometimes kicks for a minute but finally succumbs, and is asked to affix his John Hancock to the order and all is over. "I want you to give them a fair trial and order what you want later," says Whit, and he is gone, leaving a pleasant impression and a surety of an order another season of large size anyway and a friend to boot. Whittaker is all right as a salesman and will win his way in the face of anything.



THE good old ordinary has its advantages after all.

"THE MAN THAT BUYS A WHEEL CHEAP is like a man that buys a suit of clothes at a fire sale; he is ashamed to tell his friends what it cost. Am I right?" was the suggestive wording of an ad that appeared in last Sunday's Indianapolis Journal and was suggested to Mr. Hearsey by Birdie Munger when he saw a man ride up on a cheaply purchased machine made by an entirely unknown concern and stand in a dejected way at the curbstone. There was none of that pride which is shown by the average wheelman in his new mount. He knew it had been purchased at a bargain sale and he moreover knew that every body else knew the same thing. His wheel was a common thing and no different from that of a host of others in the same box. Everywhere he went in Indianapolis he could see that particular wheel advertised cheap and he was truly ashamed of his mount. I do not refer to low-priced wheels, which in every case give value received, from reputable and well-known concerns, but I refer to the trash that is thrown on the market, made by the Lord knows who, with a name stuck on it that no one has heard of before, and with a reputation which the less said about the better. Of course there are many medium-priced wheels on the market, which in every instance the rider gets value received from, and in no case do I refer to reputable makers who are selling wheels at a medium price and giving full value.

SPOONER.

Laws and Legislation.

THE Hackensack, N. J., officials have reduced the amount of the fine from $10 to $5, which has been assessed cyclists for neglecting to carry a lantern.

Nine young men in New York City last week were fined $1 each for riding on sidewalks and neglecting to carry bells and lanterns.

Ex-Assistant District Attorney Jerome, of New York City, was arrested last week for riding on the sidewalk. He was discharged.

Six miles an hour is the speed allowed in the streets of Oswego, N. Y.

A Newspaper's Opinion.

LET the bicycle roll on to new conquests over the good roads which it will bring into existence, says the Cleveland Leader. It is a source of health, strength, pleasure of the most wholesome kind, and of long life and happiness. It is friendly to nature. It takes those who love their silent steeds out into the fresh and cheerful country. It brings the charm and peace of the woods and fields more and more into the lives of dwellers in cities and towns. It works good in many ways and evil in few, if any.

At Coasting

The Spalding

Takes First Place

This has been demonstrated in several tests that have been made of late, which proves it's the easiest running Bicycle in the World.

FULLY GUARANTEED BY US AND THAT MEANS SOMETHING

It has more new and novel improvements than any Bicycle made.

MAKERS.
Lamb Manufacturing Company, Chicopee Falls, Mass.
Special Agents, A. G. SPALDING & BROS.
NEW YORK. CHICAGO. PHILADELPHIA.

Bicycle Weighing 2321 Lbs.!



MODEL G.

If you had one, it would push hard . . . .

WOULDN'T IT?

If you had one weighing 21 lbs. less, it would push easier, ...

WOULDN'T IT?

IF YOU HAD ONE WEIGHING 2300 LBS. LESS, IT WOULD RUN EASIER STILL,

WOULDN'T IT?

KEATINGS, Scientifically Built, 21 to 26 lbs.

Send 2-cent stamp for Catalog to the KEATING WHEEL CO., Holyoke, Mass.

Far and Wide

AUGUSTA, Me., will tax bicycles.

CYCLING is booming in Salt Lake City.

HOUSTON, Tex., will hold a meet in June.

MANCHESTER, N. H. will have a new track.

PORT HURON (Mich.) cyclists will build a track.

THE assessors of Lincoln, Neb., will tax wheels.

RICHMOND, Ind. is making a hustle for the Indiana State Meet.

THE Salem (Mass.) Wheelmen are agitating the question of a track.

CLEVELAND'S road race Memorial Day promises to be a great event.

NEW BEDFORD, Mass., is to have a 25 mile road race Memorial Day.

A ROAD race from Chippewa Falls to Eau Claire, Wis., will be held in June.

NELSON GARRETSON, aged 82, of Cape May, N. J., is learning to ride a bicycle.

THE Norwalk (Conn.) Wheelmen will hold their annual ten mile road race June 17.

ON the 12th inst. the Twenty-Second Regiment of New York will hold a two-mile race.

"I NEVER turn out for a 'jay'" said the road hog. "I always do," replied the wheelman moving aside.

ARRANGEMENTS are being made for a series of races to be run off every Saturday afternoon at Chicago.

THE Newton (Mass.) School Committee will erect a structure in which the students can store their bicycles.

ASBURY PARK has a wheelman who is five and one-half years old. He is the pride of the town and is called "Little Zim."

FRANK BEEDLESON, the one-legged rider of Syracuse, has challenged a one-legged rider of Rome for a match on Decoration Day.

"JACK" PRINCE says that he has a contract from the Sport Club of Havana to take half a dozen speedy riders to Cuba next December.

FOR stronger muscle, better health, more enjoyment and better living, I am indebted to bicycle riding.—Rev. E. S. Tingley, Milford, Mass.

THE English High School, Boston, has furnished a room in the basement of the school, so that the pupils who ride can store their bicycles there during school hour

THIEVES who no doubt had the spring cycle fever in their veins to an uncontrollable extent, entered a rear door of Regent and Lynch's hardware store at Stamford, Conn. recently, and, leaving $60 untouched in the money drawer, got away with two cycles. $50. is offered for the return of wheels and men and it is hoped they can be "located."

JOHN MCLAUGHLIN and Fred Seavey, two prominent wheelmen of Waltham, Mass., raced four and one-quarter miles at that place last Saturday. McLaughlin won by about 10 yards.

PARK SUPERINTENDENT THAYER, of Philadelphia, has issued an order prohibiting the riding of bicycles on the north pavement of Girard avenue, from the western end of Girard avenue bridge to Belmont avenue.

I CONSIDER the use of the bicycle a most pleasant, refreshing and health-giving exercise, as well as a very convenient and expeditious means of traveling. Like all riders, I am enthusiastic over the sport.—Hon. W. E. Russell, Gov. of Mass.

THE Salem (Mass.) Gazette is authority for the following: "Grocer Haywood, of Rowley, now covers his grocery route on his bicycle. He says he has eighteen hooks on the machine, so he can carry anything and everything. Monday he was seen on the street with three large five gallon oil cans and a bag of meal on the bicycle.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

YOUR NAME IS VALUABLE
TO US

WE WILL SEND YOU IN EXCHANGE FOR YOUR RESIDENCE ADDRESS SOMETHING OF EQUAL VALUE

MORGAN & WRIGHT
CHICAGO

NEW clubs—at Faribault, Minn., the Faribault Cycle Club; at Newtonville, Mass., the Newtonville Cycle Club.

THE Jerseyville Cycling Club, Jerseyville, Ill., has been organized. The club will hold a race meet in the near future.

THE Washington (D. C.) Road Club will hold a wheelmen's excursion May 23. All the clubs in that vicinity will be invited.

TUESDAY evening, April 17th has been selected as the date for the concert of the Century (Philadelphia) Wheelmen Banjo Club.

THE Passaic Falls (N. J.) Wheelmen have been incorporated. The anniversary reception of the club will be held April 18th.

THE Kings County (Brooklyn) Wheelmen and the Brooklyn Club have finished their pool tournament, the K. C. W. winning.

THE Westchester (N. Y.) County Cycling League will have the first of a series of road races over the Rye-Harrison course on Memorial Day.



Among the Clubs.

CANTON, Ill., has a new club.

BOSTON has a new club, the Junior Cycle.

MANCHESTER, N. H. is to have a new club.

WACO, Texas, swings into line with a club.

A NEW club has been started at Salem, Mass.

THE Johnstown (Pa.) club has reorganized.

A NEW club has been started at London, Ont.

JERSEYVILLE, Ill., wheelmen have organized a club.

MONTGOMERY, Ala., and Waco, Texas, have new clubs.

THE Pansy, is the name of a new club at San Francisco.

THE Wheelmen of Albany, N. Y., have organized a new club.

LAST week the Bridgeport (Conn.) Wheel Club celebrated its 17th anniversary.

THE Victor Cycle Club, Washington, celebrated its first anniversary last week.

THE Lincoln Wheelmen is the name of a new club situated in 85th street, New York.

THE Detroit Wheelmen have planned a tour from that city to Niagara Falls, August 6 to 13.

THE Riverside Cycle Club of Cambridgeport, Mass., celebrated their first anniversary last week.

THE Mahoning Cycling Club of Youngstown Ohio will have a 50-mile road race on Memorial day.

THE fair of the Alpha (Philadelphia) Wheelmen has closed, and a neat sum was added to the treasury.

THE Tremont Cycle Club, Boston, held a "ladies' night last Wednesday, which was a grand success.

THE Cleveland (Ohio) Wheel Club have not as yet settled on the route for their Memorial Day road race.

THE club house of the Lockport (N. Y.) Wheelmen was broken into last week and the cash box stolen.

THE Capital Club of Washington, D. C., defeated the Carleton Club of Brooklyn last week in a game of whist.

THE Union (N. J.) County Roadsters gave a banquet at Rahway, N. J., last week. Over 200 covers were laid.

THE Crescent has been selected by the members of the Carondelet and Stag Cycling Clubs, St. Louis, which recently consolidated as the name of the new organization.

The Cleveland

QUALITY AND QUANTITY.
QUALITY OF QUANTITY.
QUANTITY OF QUALITY.

WE ARE STILL THINKING.

WE HAVE IT

IN OUR WHEELS.
IN OUR FRIENDS.
IN OUR TRADE.

SEND FOR OUR '94 CATALOG.

THIS IS SUCCESS. You can SUCCEED with SUCCESS. Why not SUCCEED by securing the sale of

THE CLEVELAND.

ADDRESS

H. A. LOZIER & CO., Cleveland, Ohio.

BRANCH HOUSES: 337 Broadway, New York. 304 McAllister St., San Francisco, Cal.

THE HUESTIS
PATENT DETACHABLE TIRE.

Do you wish a tire that does not creep? That is resilient and fast? That can be attached or detached in one minute?

One which is made of first-class material and made by a concern who has had years' of experience manufacturing Pneumatic Tires, and whose guarantee does guarantee? If so

Buy the Huestis Detachable Tire.

Adopted by the majority of makers of high-grade wheels. Demand it of your local dealer.

TO WHOM IT MAY CONCERN:

This is to certify that we are prepared to give a guarantee to all users of the "HUESTIS" tire to absolutely protect them against any loss, cost or damage arising from suits entered by rival manufacturers on the grounds of infringement of patent.

THE NEWTON RUBBER WORKS,

Manufacturers of all kinds of Rubber Bicycle Goods and Sole Manufacturers of the "HUESTIS" Tire.

35 FEDERAL STREET AND 178 DEVONSHIRE STREET, - BOSTON, MASS.



The "Average Wheelman."

SOME time since, in arguing the merits of a certain tire, I suggested that perhaps the tire was so complicated that the average wheelman would find cause for befuddlement in the very devices which gave the tire a claim to wide-spread notice.

To this I was answered that: "The average wheelman does not repair his machine or tire he takes it to the repair man, or to the agent of whom it was purchased."

I think that is right, for I know a man here in Brushville who sells a wheel now and then, and his few customers furnish no little amusement during the riding season, by bringing to him their punctures and cut-off valve stems, their "squeaks" and "scrinches," and the thousand and one little ills that bicycle steel and rubber are heir to; and most of which, it is further interesting to note, were caused by that

EXCESS OF CARE

and monkey-wrench, which characterized us all at the beginning of our cycling experiences. Indeed, since I have known the cycle and the cycler I have come to regard the statement of the way the monkey-wrench got its name, to be susceptable of doubt; and think it more likely that the inelegant "*monkey*" synonomous of such slang as "*fiddle*" and kindred expressions of a meddlesome meaning, was the idea in mind when that most useful wrench was named.

A few days ago I happened in at the village drug store and found one of my cycling neighbors anxiously soliciting for "some sort of glue that will stick rubber." The druggist did not have it, but directed the suppliant to the shoe-repairer, a very good advice for the tyro to heed, for there is hardly a rural community that has not its cobbler and the cement used in repairing rubber boots is the same as that used on tires.

After some inquiry I learned from my cycling neighbor that he was in trouble about the valve stem to a new tire that he had just bought. He had desired to shift the old valve to the stem on the new tire, to dispense with an extra pump; and accordingly, had heroically fastened to it with a claw hammer.

BEING A STRONG LAD,

very naturally something gave away, but it was not the valve. Instead, the stem parted from its base.

Now, however, it was an easy matter to cut out the valve from the stem; an operation which had not occurred to our client before this juncture.

But there was the valve in the new tire! That must be removed of course, and the claw hammer, being handy, was again resorted to. To the careful student of cause and effect the result of this second operation is foreseen. To the inestimable disgust of our client this valve stem parted from its base, as did the first.

"That's just the way with me," said our client, as he gave me the story, knowing my heart softened at all such woes; "you see I got that new tire in my hands, the roads were drying up fast and I imagined myself riding the thing in about fifteen minutes."

A new valve stem procured from our village agent was soon cemented to the tube; and a heavy load was lifted from the heart of our client.

But now I will apply this story. A few days later the BI. WORLD came with its special subscription rate of twenty-five cents, and I bethought me it were a good plan to shed a little cycling literature on the Brushville cycling mind. Out I went and in less than half an hour had

FIFTEEN SUBSCRIBERS.

Among these was the name of our friend of the valve and the claw hammer. It is further worthy of note that the only one I had to wrestle with in getting these names was this very one who had had the "little incident" with his tire.

"Why!" said he, "what do I want to take a cycling paper for? I don't read much and you know I do not profess to be posted on cycling matters."

"That's just it. Now only last week you paid fifty cents for a valve stem that you might have gotten for nothing if you had only been posted. You would have known that 'glue' is not used to stick rubber, and further, that rubber cement can be bought of the cobbler."

"Last winter you rode forty miles on the side of a railway; when, if you had been posted, through this paper that I am boneing you to subscribe for, you would have known there is such a thing extant as a road book; and if you had used good taste you would have come around and borrowed mine—that's what its for."

"Man alive! just because you take a cycling paper, everybody isn't going to call you a crack-a-jack racer and I'll guarantee you won't be elected to the presidency of the game of L. A. W. politics till some of your modesty wears off, and you forget how to ride. Very few in the game of L. A. W. politics know how to ride a bicycle."

Gentle reader: our client was withered. He subscribed. ARTHUR ALLEN DEAN.

Spring Race Meet

OF THE

Associated
Cycling Clubs

Of BOSTON and VICINITY.

To be held in conjunction with the Massachusetts Division Spring Meet at

WALTHAM, MAY 30.

GOOD PRIZES. GOOD RACING.

Entries to A. K. PECK, 259 Washington St., Boston, Mass.

Philadelphia Notes.

THE kick raised by the Denver men over the proposed tri-state meet resulted a few days ago in a mutual decision by Chief Consuls Holmes and Boyle to abandon the meet which it was proposed should be given by New Jersey and Pennsylvania in place of the original schemes given up on account of the withdrawal of New York.

It is certainly unfortunate that the westerners should have raised such a hue and cry regarding the matter for the meet was in no way intended to detract from the interest felt in the Denver meet and would hardly have had the slightest effect upon the attendance at the latter. The great majority of the easterners who visit Denver will spend some little time there, regarding their trip in the light of a regular summer vacation while the Asbury Park two days gathering, would have been little more than a short outing.

A new scheme has however been launched in the form of a tri-state relay road race on a new plan. It is proposed that the New York, New Jersey and Pennsylvania Divisions join in the project, each State having six representatives, three of whom are to be Class A, and three Class B men. The course proposed is 150 miles long, starting from New York and taking in Newark, Paterson, Morristown, Rahway, Princeton, Trenton, Bristol and finishing in Philadelphia.

It is proposed that a representative of the Class A men from each State start and cover a certain number of miles, scoring points for their respective teams in the order of finishing. A team of Class B men, made up in the same way, then take up the ride, scoring in a like manner at the end of the distance covered by that relay, relays of men from the two classes alternating each other to the finish. The New York Times has offered to donate a team trophy to the winning team in each class and to give valuable gold medals to the individual members of the winning teams.

The race is to be held on June 2nd and in as much as there may be some difficulty in securing enough Class B men in each State, it is suggested that each be allowed to induce outside men in this class to represent them.

Chairman Raymond and President Luscomb representing New York, Chief Consul Holmes representing New Jersey and Messrs. Allen and Dimon of Philadelphia have promised to arrange for the teams to represent their respective States.

* * * *

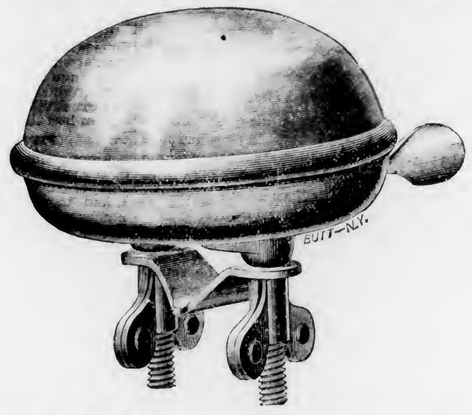
The outcome of the present difficulties of the Tioga Athletic Association is being watched with a great deal of attention by those interested in racing locally and in general, for should the track be given up, Philadelphia racing interests would be in a bad way. It is not probable however that this will take place, but that the track will be continued, though a remarkably vigorous kick is being made by those who invested in the stock of the association two or three years ago. The latter claim that in applying for a charter for the new Tioga Cricket Club and in disbanding the old association, the officers of the latter treated them with no consideration whatever and sacrificed their interests without even consulting them.

Under the judgment note given to the Wm. M. Lloyd Lumber Co, on account of the money owed for the erection of the club-house and stand, the latter were sold last week at sheriff's sale for the nominal sum of $270, the Lloyd Company being the purchasers. It is now proposed that the newly formed club shall lease the track and gradually pay off the old indebtedness

SPECIAL NOTICE TO WHEELMEN.

The "Bridgeport" Double Stroke.

We will,
for a limited time,
in order to introduce this
First-Class BICYCLE BELL
. . . to Wheelmen . . . .
send one to any part
of the U. S. A. upon
receipt of **$1.00.**



BRIDGEPORT BRASS CO., Bridgeport, Ct.

SOMETHING FOR NOTHING!



The SYRACUSE.
The Best Wheel for the Price Ever Built—and a Seller!

We don't give you that, but we DO give you something handsome and unique in the SOUVENIR CATALOGUE LINE, if you will drop us a postal card and mention BICYCLING WORLD.

SYRACUSE CYCLE CO.,

SYRACUSE, N. Y.

Agents Wanted Everywhere.

thus "starting fresh." This is most desirable for the club members, but by the operation, those holding the stock, including the A. C. C. which has $1,000 worth, are completely wiped out. Inasmuch as the A. C. C. and a majority of the other larger stockholders, invested in the stock solely for the purpose of having a good track in Philadelphia, it is not improbable that they could have been induced to endorse the change but to keep the matter as secret as possible until the charter had been applied for, was a sharp trick not generally regarded with favor. The injunction against granting the charter, asked for by Dr. Wm. Cooper on the grounds that the whole change is a conspiracy to prevent him from obtaining the damages awarded some time ago on account of injuries received by his son through the breaking of a stand, is not likely to seriously interfere with the plan as it can probably be proven that the judgment note was given to the Lloyd Company before the verdict was obtained.

* * * *

William W. Taxis has entered an application for admission to the Century Wheelmen. Taxis is now in active training and with little doubt will ride this year in considerably faster time than ever before.

Mrs. Neta Jean Boardman Gives a Lecture.

A GOOD-LOOKING young woman, her cheeks glowing with the color imparted by vigorous health and dressed in a rather unconventional costume, made up of short coat and trousers, occupied the platform of Association Hall, Fulton and Bond streets, Brooklyn, Sunday afternoon, says the New York World. She was Neta Jean Boardman, and her audience had gathered to hear her short talk on "Cycling for Women; Its Relations to Health, Dress and Recreation." The proceeds of the lecture were devoted to the benefit of the Brooklyn Free Kindergarten.

Mrs. Boardman is an enthusiastic cyclist. With her wheel she has travelled over hundreds of miles of shady country roads, enjoying the scenery and drinking in health with every breath. She rides her wheel in the city as well, and often takes a morning spin through Central or Prospect Park.

The second part of the programme included a talk on "Costumes for Cycling," in which Mrs. Boardman appeared in her improved and artistic cyclestrienne suit.

On the stage with the speaker were models of the various kinds of safety wheels, the "roadster," the racing wheel and the neat and attractive wheel made for women's use. There was also an exhibit of hygiene underwear and bicycle toggery of great interest to wheelmen and wheelwomen.

"There are many ladies who imagine," Mrs. Boardman said, in beginning her talk, "that cycling is difficult. This is a great mistake. There are many evils which must be avoided if cycling is to be enjoyed, such evils as low saddles, ill-fitting underclothes and corsets. There are many who think that cycling is not ladylike, and that no nice woman rides a wheel. What a mistake! Cycling will make every woman strong. Physical culture will not do that. Cycling will give you health and beauty. The good, clear air outdoors will give you a clear and pretty complexion. The world needs not strong women but healthy women, and cycling offers health to all."

Watch for our supplement of April 27th issue.

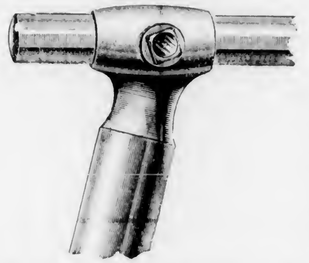


Shelby Steel Tube Co.

MR. B. J. WILLIAMS, who has been Secretary and Treasurer of the Shelby Steel Tube Co., Shelby, Ohio, since the organization of the company, has severed his connection with that concern and will hereafter devote all his attention to the banking business.

During March the Shelby Steel Tube Co. shipped over 350,000 feet of their tubing.

Lovell's Saddle Post.



THE above is a cut of the sliding saddle post used only on the Lovell Diamond Cycles 1894. By use of the set screw on the side of post, the bar on which saddle is clamped can be readily adjusted by sliding forward or back, to suit any position the rider may prefer over his pedals.

This saddle post is the only one of this style on the market at the present time, and is one of the many great improvements on the Lovell Diamond Cycles. Before purchasing your new mount send for illustrated catalogue, free to all, of the Lovell Diamond Cycles to John P. Lovell Arms Co., Boston, Mass. Their line has more improvements than any wheels placed on the market this season. Agents wanted in all unoccupied territory.

A New Brooklyn Store.

THE Wilson-Myers Co. have established headquarters in Brooklyn, N. Y., at 1217 Bedford avenue, where everything in their line is shown.

A. O. Very Co. to the Front.

A. O. VERY CO. formally opened their branch store at Springfield, Saturday evening. In conjunction with this they gave a big lantern parade, in which the various wheelmen and wheelwomen participated. Lanterns were furnished free to all riders making application, and prizes were given for the handsomest decorations carried by a lady, for the handsomest decorations carried by a gentleman, and for the greatest number of lanterns carried by any rider.

Are Cheap Tires Cheap?

THIS is a question many cyclists answer with recollections of sad experiences, and all Dealers and Cycle Makers answer with an emphatic, positive no; and so can several tire makers yet inferior, poorer tires than any made in 1893 are being sold for many 1894 wheels. Cycle makers, tempted with low prices, arguing they have had to drop their prices, continue to deceive themselves, and are led into purchases of tires of which they know but little, but hope will turn out all right. Dealers feel they must buy low-priced tires because cyclists will only pay about so much for changing tires, and they cannot make a living profit on better ones. The question, therefore, are cheap tires cheap is one that interests cyclists most, for they pay for what they use, while cycle makers and dealers, chancing their reputation, frequently buy what they can sell at greatest profit. A tire has a value according to the merit of construction and the durable quality of the materials of which it is made; the cost of the materials and the putting of the materials together, plus a legitimate profit for the maker, constitute the value of the tire; below that one cannot go, and live; above that is prevented by legitimate, intelligent competition. Cyclists should acquaint themselves with the principle of construction and as nearly as possible with the materials of which tires are made if they wish to obtain greatest value when they purchase.

They should not be influenced by elaborately displayed advertisements, exaggerated statements of sales, picturesque figures, slang wit or low prices; but study carefully practical worth or the purposes intended. The prime consideration should be durability of wear and facility of repair in case of puncture, and price after. Simplicity 17 possesses all the qualities which cyclists are seeking; resilience, speed, as little weight as is consistent with safety, and durability, together with simple method of detaching, ease of repair and positive repairable qualities anywhere, any time, by man, woman or child. It is not the lowest price tire offered for 1894; but because of the long and severe tests of strain and wear through which it has been put, it is claimed to be at least as cheap as any tire in the world. Those cyclists who have seen it and examined the principle of its construction, immediately settle upon it as the most desirable ye produced. Not any one to whom it has been shown in England, France or America can find any faults in its principle, or can criticise the materials of which it is made. Can this be said of any other tire? Those who have not seen it should do so before purchasing 1894 cycles, or ordering a change of tires on their old wheels. Cyclists or cycle dealers who desire new tires mounted on old wheels can have the the change made at a moderate charge if they will remove the old wheels from the frame of the cycle, strip off the old tires and send the wheel by express to Elliott Burris, 64 Cortlandt street, New York. He will rebuild the wheels, using blue steel piano wire spokes, and mount them with Simplicity 17 tires. As the reputation and popularity of the tire will be largely influenced by the making up of the wheels, every one may feel assured the work will be done by skilled mechanics, in the most careful manner. Descriptive circulars and price lists mailed to all asking for same.

WOOD RIM TIRE CEMENT.

Used for cementing pneumatic tires to wooden rims.

Easily Applied and Quick Drying.

.... but the best of all ....

It Does Not Require Any Heat.

Sample bottle, with directions for using, 50 cents. Discount to the trade. It is absolutely impossible for a tire to creep either on a wood or metal rim if this CEMENT is used.

WOOD RIMS, Either built up, or in one piece, for all .... make tires. ....

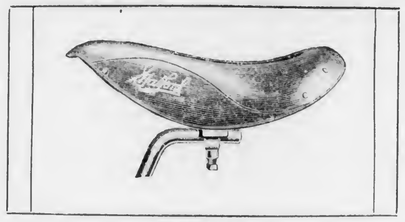
Also a full line of bicycle hardware and sundries, including frames, hubs, chain, spokes, nipples, saddles, pedals, tool bags, grips, enamel, cements, repair kits, lamps, steel balls, forgings, etc., etc.

SEND FOR OUR '94 CATALOGUE.

ELASTIC TIP CO.,

70 Atlantic Avenue, Boston, Mass. | 152-154 Lake Street, Chicago, Ill. | 11 Fremont Street, San Francisco, Cal.

Garford Saddles



STYLE M.

▲▲▲ 1894 ▲▲▲

NOW READY FOR DELIVERY. Our line is the largest made and we can suit every rider.

GARFORD MFG. CO., ELYRIA, OHIO.

SELLING AGENTS,
R. B. McMULLEN & CO.,
CHICAGO ILL.

WHEELS

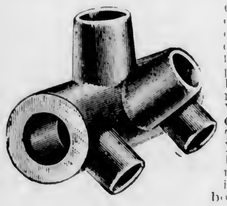
For Bicycles and Sulkies.

Wheels of all grades for Safety Bicycles, Hubs, Spokes, Nipples, Rims. Tires of all kinds.

Large and small manufacturers and dealers' supplies.

I. A. WESTON & CO.,
JAMESVILLE, N. Y..

Bicycle Manufacturers and Repairers



Can obtain everything required in Bicycle construction and repair, including Bown's & Perry's goods, Weldless and Credenda Tubes, Rims, Forksides and Forgings, both rough and finished, at rock bottom prices, of

W. W. WHITTEN

118, 120, 122 & 124 So. Main St., Providence, R.I.
Manufacturer and Importer.

BICYCLE RACE.

First Prize, $200 in Cash or Diamonds.
Second " 100 " " " "
Third " 50 " " " "

To become a contestant for the above prizes it is necessary to purchase one of our Cyclometers.

The above prizes will be given to the bicycle riders covering the greatest number of miles, (as recorded by one of our Cyclometers) for the season of 1894, ending Nov. 30th, 1894.

Each contestant must send to the Company's P. O. address, once each month, the number of miles he has ridden that month, and the reading of the Cyclometer at that time.

Failure to send this report each month, will disqualify the contestant.

Any attempt at fraud will cause immediate disqualification.

For this year the number of contestants will be limited to 500.

PRIZES FOR THE SEASON OF 1895.

Beginning Dec. 1st, 1894, ending Nov. 30th, 1895.

First Prize, - - - $500 in Cash or Diamonds.
Second " - - - 250 " " "
Third " - - - 100 " " "

Conditions are the same as those for 1894.

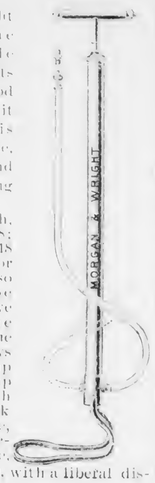
PRICE OF CYCLOMETER $10.00,
Sent prepaid on receipt of price.

Gustin Cyclometer Co., Boston, Mass.

M. & W. Floor Pump.

THE Morgan & Wright Floor Pump is the cheapest high-grade large pump made. Its low price and good qualities have made it very popular. It is strong and well made, of fine nickle finish, and a few strokes sufficing to inflate a tire.

Dimensions—Length, 17 inches; diameter, 7-8; rubber connection, 18 inches. The nipple for attaching to valve is so made that it can be screwed into the valve without twisting the rubber. The dotted line in the illustration shows the foot of the pump folded up. This pump is furnished with both inlet and outlet check valve, folding foot piece, universal tire connection, solid metal handle, and the price is $1.50, with a liberal discount to the trade.



Simplicity 47.

THE president of one of the largest cycle manufacturing companies making high grade wheels, in a recent letter to Mr. Burris writes: "I am well satisfied your tire is a good one and am gratified when we receive orders specifying Simplicity 47. A good tire and a good wheel should always go together. We have often to furnish tires which are demanded by our agents or the cyclists who purchase of them; otherwise I should be inclined to use your tire exclusively, because I am convinced greater satisfaction will be given all who purchase our wheels fitted with Simplicity 47."

A Chance for the Right Man.

THE Union Cycle Mfg. Co. are on the lookout for the proper man to take the position in their factory, as superintendent. The right man will be able to secure a fine position, and we advise all those who would like to apply to do so at once, addressing the Union Cycle Mfg. Co., 230 Columbus avenue, Boston.

All Stock Subscribed.

THE Punctureless Tire Armor Co., have sold all the stock they care to, and have notified clubs to that effect. The business of this concern is increasing rapidly. The great worth of their armor is being appreciated by riders.

Lovell's Up-Town Store.

MESSRS. WELLMAN & BROWN have established themselves on Columbus avenue and represent exclusively the Lovell Diamond safeties. This new firm took possession of its new quarters last Saturday and are now in full working order to receive orders and deliver machines of the Lovell pattern. We wish them success, and we have no doubt they will attain it, in representing this wide-awake firm right up on Bicycle Row.

One Thousand Men At Work.

THE big factories of the Overman Wheel Co., at Chicopee Falls are veritable hives of industry these days. Orders have been crowding in upon them so thickly that one addition after another to the working force has taked place, until now there are a thousand men employed and the shops are being run day and night. The coming engagement of the O. W. Co. in the manufacture of sporting goods will still further quicken the pulse of business in the thriving little town of Chicopee Falls.

Strauss Joins the Newton Rubber Works.

MR. A. STRAUSS, so long identified with the tire industry of the country through his connection with the New York Belting & Packing Co., and who left that company a year ago, has become connected with the Newton Rubber Works of Newton Upper Falls, Mass., he having accepted the position of manager. The company has just removed its Boston office to the factory at Newton Upper Falls for greater facility and dispatch in carrying on their business.

CHARLES ROTHE,
—EXPERT—
Purchasing Agent

Of any Bicycle in the market. Second hand wheels at rock bottom prices. Call and have this new system explained.

OPEN EVENINGS.

220 Columbus Avenue, - BOSTON, MASS.



ATHLETIC
Bicycle
... and ...
BATHING
Suits.

Exclusive Styles in
SWEATERS

Send Stamp for CATALOGUE A.

THE HOLMES CO.,
100 Kingston Street, Boston, Mass

Millholland Tube Co.

THIS is the name of a new concern in the bicycle business of the country, which has just begun getting down to active business. It is located at Reading, Pa., (a city which is rapidly coming to the front in the cycle industry) and is the result of the energy and forethought of Mr. Harry Millholland, who was formerly a mechinical engineer with the Pennsylvania R. R. Co., at Altoona, Pa. Mr. Millholland spent several months abroad studying the various processes of tube manufacturing and since starting his new works at Reading has devised several important improvements in the work. They are intending to make only the highest quality of tubing.

THE Premier Cycle Co. has authorized its numerous agents to sell 1894 Helical Roadsters and ladies' wheels at the standard price, $125. The company is selling large numbers of these staunch and reliable patterns and is working overtime to fill its orders for the special Helicals, running from 19 to 26 pounds. They turn out a guaranteed road Premier of marvelous stiffness at 22 pounds weight.

THE PRESSURE CYCLE BELL.

LATEST AND ....BEST....



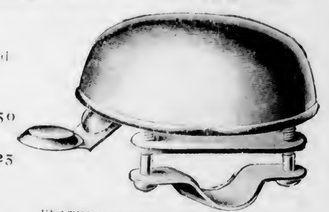
Nos. 1 and 2.
Outside View in Use.

No lever to scratch the hand.
No lever to catch the coat sleeve.
No lever to break if machine falls.
Made of pure gong metal and handsomely finished in nickel.

No. 1—8 1-2 oz., diam. 2 3-4 in.,
Price, postpaid, $1.50
No. 2—5 1-2 oz., diam. 2 1-4 in.,
Price, postpaid, $1.25

Liberal inducements to dealers.

THE CYCLE SUPPLY CO.,
HARTFORD, CONN.



FEATHERWEIGHT.—Pure Gong Metal, Beaded Edge, Mechanism all on inside. Weight, 2 1-2 oz. Price, postpaid, 75 cts.

WHEELMEN ATTENTION!

Before purchasing your new mount, examine the '94 models of the

Lovell Diamond Cycles.

You will find in their six new models just what you want. In WEIGHT, STRENGTH and IMPROVEMENTS they lead. Send for catalogue to

JOHN P. LOVELL ARMS CO., Mention Bicycling World. **Boston, Mass.**

"Mine eye hath well examined it in all its parts, and finds them perfect, Richard."—King John.

22 POUNDS

Of Steel and Rubber

For USE,

NOT DISPLAY.

ARIEL CYCLES

ARIEL LIGHT ROADSTER.

ARIEL ROADSTER.

ARIEL RACER.

ARIEL TITANIA.

If you will send us your name and address, and mention "Bicycling World," we will mail you our new work of art, "Knights of the Ninth and Nineteenth Centuries."

ARIEL CYCLE MFG. COMPANY, - - GOSHEN, IND.

.. To ..

Agents.

We have not, like some of our elder brethern, any of our '93 production on the market, in the hands of large jobbers, so dealers purchasing Bicycles of us will not have their throats cut by the market being flooded with COLUMBUS No. 7's at reduced list price.

Remember, our 28-pound wheel for $90 and our 25-pound one for $100. We want good agents. We do not deal with jobbers.

Write us for territory and discounts and save the jobbers' profit. We have the equal of any Bicycle made regardless of price. If you do not believe it order sample and see.

Very truly yours,

The COLUMBUS BICYCLE COMPANY,

COLUMBUS, OHIO.

YOU ARE LOOKING FOR THE BEST WHEEL

FOR YOUR MONEY. HERE IT IS.

$100.00 LIGHT, STRONG AND HANDSOME. **$100.00**

Send your address and let us tell you about it, and the $85 wheel as well.
Mention BICYCLING WORLD.

W. G. SCHACK, - - - BUFFALO, N. Y.

THE Quaker City Wheelmen of Philadelphi. propose giving a handicap club road race on May 5th.

A NEW club has been organized at Philadelphia under the name of the Nicetown Cyclers with headquarters at 1811 Germantown avenue.

THE Montclair (N. J.) Wheelmen gave an enjoyable smoker on Friday evening. The attendance was large, and the entertainment of the best.

THE Time Wheelmen of Philadelphia kept open house one evening last week. A number of the lady members acted on the entertainment committee.

A BICYCLE club has been formed among policemen connected with the Second precinct, Jersey City. Poughkeepsie, N. Y., also has a policemen's cycling club.

THE Ansonia (Conn.) Wheelmen will have two divisions in its runs—one for leisurely riders and one for scorchers. The first will be started an hour or two before the latter.

THE fair of the Alpha (Philadelphia) Wheelmen was a great success. The club house during the fair was the scene of great attraction, and was taxed to its utmost capacity.

A FORMAL sanction received for the A. C. C., Philadelphia race meet next fall, includes a special permission to hold one event in which the value of the first prize shall be over $150.

A BANQUET will be tendered the bowling team of the Brooklyn Bicycle Club on April 27 by the Brooklyn club, in honor of the team winning the first prize in the Wheelmen's League.

THE Keating Wheel Co., of Holyoke, Mass., will soon increase its force of employees and manufacture a woman's wheel.

A. D. FERRIS, of South Norwalk, Conn., has opened a branch agency at O. D. Newman's, No. 22 North Main street, Norwalk. He handles the Wheelman's Registration Co.'s goods.

The Elwell European Bicycle Tour

STARTS from New York early in June. France, Switzerland, Germany and Holland. Address F. A. ELWELL, Portland, Me.

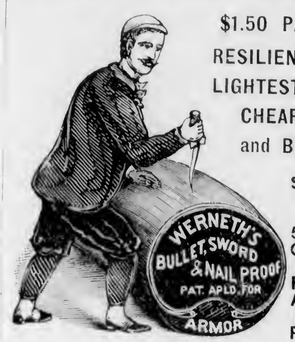
SPENCER WILLIAMS has been reelected President of the Malden (Mass.) Club.

THE South End Wheelmen, Philadelphia, will give a "smoker" at their club house next Friday evening. On June 23 the club will hold the first race meet of the season in this city at the Tioga track, unless the present legal troubles of the Tioga Association should interfere with having the track in proper condition.

MAY 6 will be the 13th anniversary of the Springfield (Mass.) Bicycle Club, and the event will be celebrated with a banquet on the following evening. Among the guests to be invited will be the local members of the Legislature and W. R. McClintock and George A. Perkins of the State Road Commission. After the banquet the subject of "Good Roads" will be discussed.

THE annual supper of the Century Wheelmen, Philadelphia, to be held on Wednesday evening at the Hotel Metropole, promises to be an unusually brilliant affair. Among those who will respond to toasts are Charles H. Luscomb, President of the L. A. W.; Chairman Raymond, of the Racing Board; Dr. J. Wm. White; Albert Mott, Chief Consul of the Maryland Division; Horace S. Fogel, of the Ledger; and Professor Edwin J. Houstin.

PUNCTURE PROOF BANDS



$1.50 PAIR. RESILIENT, LIGHTEST, CHEAPEST and BEST.

$1.50 PAIR $1.50 PAIR

Can be used on any inside tube tire. Anybody can put them in. No trouble.
Sent by mail anywhere on receipt of $1.50.

F. J. WERNETH CO.,

806 Druid Hill Avenue, - Baltimore, Md.

Care Clerk 5.

All Records Beaten.

OUR GRAND SPECIAL WATCH OFFER.

$35.00 LADIES' OR GENT'S VALUABLE SOLID FINISHED WATCH ABSOLUTELY FREE



Our paper has met with such gratifying support that we have decided **TO SEND TO EACH ONE** of the first five persons who cut out this announcement and send it to us with **26 cents**, (postage stamps, postal note or money order), for 6 months' subscription to HOMES AND HEARTHS, a handsome **SOLID GOLD FINISHED WATCH, (either Ladies' or Gents'), ABSOLUTELY FREE.** Our previous premium offers of books, flower seeds, etc., have given the greatest satisfaction, but we know that this offer of an elegant watch free will meet with prompt and universal favor, and there is no reason why **YOU**, reader, should not secure this handsome present, by cutting this offer out and sending it to us at once with your subscription and 26 cents, as stated above. Specify whether you wish gent's or ladies' size, and **also state whether you will act as agent for the sale of the watch to others when you have received yours.** HOMES AND HEARTHS is an attractive 16-page monthly, with original illustrations; absorbing original stories; special departments for FASHIONS and HOME DECORATIONS; best selected matter; FIRESIDE FUN; a perfect mine.

FREE! **GET A CINCH** on that watch by sending your subscription at once! Address

HOMES AND HEARTHS PUB. CO., 21 PARK ROW, NEW YORK.

Handsome. Easy Running. Light.

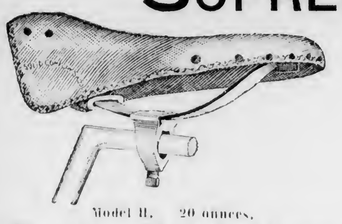
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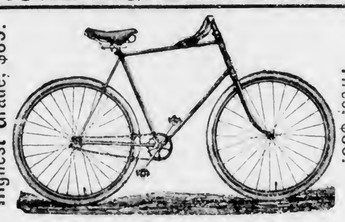
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This offer will close April 20th. After that date the regular price of 50 cts. will be maintained. These clips are made of best tempered spring steel and are warranted not to break; we will replace them if they do.

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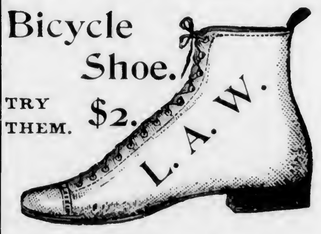
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DIRECTIONS.

Shake well before using. Saturate a piece of cotton flannel with the solution, rub lightly, and finish with a clean, dry piece of cloth.

The solution leaves a fine coating, preventing the air from penetrating the nickel.

The solution is to be applied on good nickel. If such is the case, and done carefully, you will not be obliged to have the pedals or cranks re-nickeled.

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HILLIARD No. 1.



Registers 1,000 miles and repeats.
PRICE $7.50.

Chicago, Ill., January 3, 1894.

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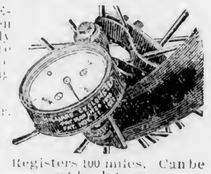
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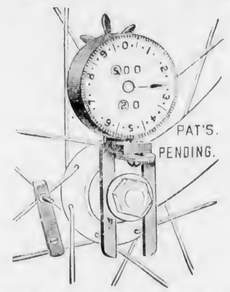


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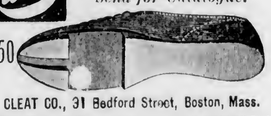


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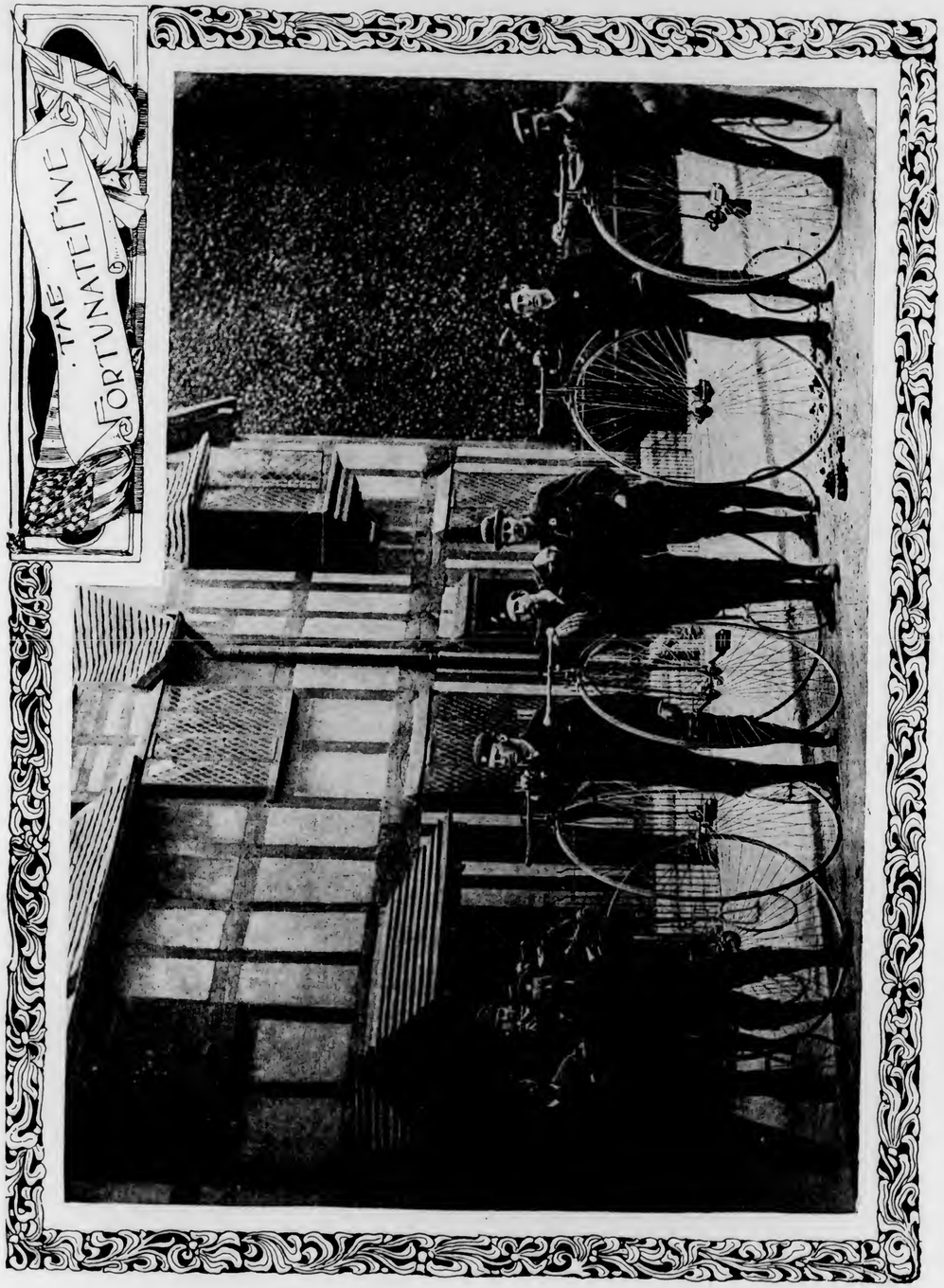
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Our testimonials will convince you.
Riding them is a pleasure.
Keeping our **Guarantee good** is known to all Riders.

Buy your wheel from the makers.
It will save you money.
Catalogues free on application.
You can have an agency if you wish it.
Can you **talk** Bicycles?
Live agents wanted everywhere.
Every inducement offered.

What Riders Say of the "New York" Wheel.

Nashville, Vt., March 27, 1894.

New York Cycle Co.

Gentlemen: I bought a "New York," model C, of your agent in Burlington last year and have ridden it 2,500 miles over rough roads and it is as good to-day as it was the day I got it. I never saw a wheel run so easy as it does, and I can say from experience that it is a first-class wheel. It never gave me the least mite of trouble.

Yours truly, CURTISS H. NASH.

Westchester, Pa., Oct. 2, 1893.

New York Cycle Co.

Dear Sirs:—I think the "New York" wheel is as good as any wheel on the market. I have just returned from a 500-mile trip and the wheel stood all the racket O. K. while my partner was riding a $150 wheel which broke down several times. He even had to have his back wheel straightened at Emmetsburgh, Md. While going over the mountains I could ride where he could not for fear of his wheel not being able to stand the strain. I have just examined all the bearings and they are all as good to-day as they were the day they were put on. In fact, I am "stuck on" the "New York" wheel.

Yours very truly, H. B. FREEMAN.

ADDRESS DEPARTMENT No. 25.

NEW YORK CYCLE CO.

Mention BICYCLING WORLD. 155 West 23rd Street, NEW YORK.

UNTIL MAY 15, 1894, WE WILL OFFER

1000 .... OF THE 1000

Highest Grade Bicycles

Just received from factory, and fully guaranteed at the

LOWEST FIGURE

Ever asked for wheels of similar grade. This price is too low to quote in this advertisement, and as these wheels will be sold only to **RIDERS** and in small quantities, if you are in the market for a new wheel it will pay you to send 2-cent stamp for catalogue and direct prices. Preference will be given to "Bi. World" readers.

CHAS. J. GODFREY,

11 Warren Street — New York City.

THE TIMES, LOUISVILLE, MO!



THE BIGGEST MAN ON THE BIGGEST WHEEL.

Mr Tom Lane, whose picture is given herewith, is admittedly the largest active wheelman in Louisville to-day. He is six feet five inches tall and weighs 240 pounds. Incredible as it sounds, Mr. Lane's machine, used constantly on street and road, weighs just twenty-nine pounds. It is a Rambler, built to order, and, like its rider, is the tallest in its class in the city. The stretch or reach from the saddle to the pedal at its lowest point is forty-four inches. Mr. Lane is an all-around athlete, and was for several years the champion weight-lifter of the city. He has been a wheelman about ten years, his first mount being what was called a Kangaroo. He then rode a "Star," and when the safety came into existence he adopted it. He has taken many pleasant tours through the State. Mr. Lane is an inspector for the Water Company, and uses his wheel constantly in his business.

THE
BICYCLING WORLD

Published Every Friday
BY
THE WHEELMAN CO.
Incorporated under Laws of Massachusetts.
167 OLIVER STREET,
BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Postage stamps will not be accepted hereafter in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken. All checks to order of Wheelman Co.

C. W. FOURDRINIER, Manager.

EDITORS:
C. W. FOURDRINIER. H. CROWTHER.

BOSTON, MAY 4, 1891.

League Members, Attention!

Bi. World 50. Cents Per Year.

Under the late rulings of the Post Office authorities the BULLETIN can be mailed REGULARLY EACH WEEK only to BONA FIDE subscribers.

Now you require a weekly paper. What therefore could be better suited to your wants than the BICYCLING WORLD, a paper identified with your interests for years? Now to meet this want we make the following attractive offer: To all League Members who send in their subscriptions before June 1st., we will mail the paper for ONE YEAR for the low figure of FIFTY CENTS!

You cannot afford to be without a weekly cycling journal. Can you match this offer, for a paper of this class, improved, up-to-date, reliable and dignified, anywhere?

Let us hear from you.

THE WHEELMAN CO.
167 Oliver St., Boston.

POSTSCRIPT.

League members who have during the past month paid ONE DOLLAR subscription we will give choice of the following three offers:

First, Extend the time of subscription to BI. WORLD one year Or

Second, Send copy "Zimmerman on Training." Or

Third, Send "GOOD ROADS" for one year.

Take you choice.

Fill out this blank, and enclose 50 cents (not postage stamps) for one year's subscription to BICYCLING WORLD:

Name

Address

EDITOR ELLIOTT ought to feel pleased at the complimentary notices he is receiving from the Press and from individuals as to the success of the first issue of Good Roads. Not only are the expressions of commendation generous, but the more practical endorsement of subscriptions pouring into his office are evidence of the favor with which the magazine is received by the public at large. The permanency of Good Roads is assured, and we congratulate the League and Mr. Elliott on the evident favor the rejuvenated magazine has attained.

THE New York Athletic Club has decided not to recognize Class B amateurs, and their cycling team will be made up of Class A men only.—*N. Y. Exchange.*

It would not be a bad idea for the New York Athletic Club to get someone to post it on the L. A. W. amateur rule. The latter provides that the Class A amateur shall not receive one cent as compensation for riding in any way, shape or form; not even expenses being receivable from his club.

If the N. Y. A. C. wishes to have a cycling team sporting the winged foot upon the path this season they will be Class B men or none, unless, indeed, the organization is content to be represented by the slow brigade—and this has never been known to be the case heretofore.

CAN the handicapper of a race meet legally refuse to place a contestant at the time of the races, the latter's name being omitted from the published handicaps, provided the latter can show proof that his entry was properly made and received and that the omission of his name was due to error or neglect on the part of the receiver of the entries to forward it to the handicapper for action? We think not; for otherwise, through accident or design, a racing man might journey afar only to find himself compelled to act the part of the spectator instead of the participant in a race—a most manifest injustice.

The official handicapper of New York and New Jersey, Mr. F. P. Prial, last week gave notice that hereafter he would handicap no men on the track, and while in the main the rule is a good one, it has its exceptions (as above, for instance) and we mistake the Racing Board's sense of justice very much indeed if it could not be successfully appealed from. Of course in all such cases the burden of proof would be upon the entrant.

THE Wheel of last week complains bitterly of the action of the Executive Committee in forbidding the officers of the League to furnish official news to the outside press before it had appeared in the official organ. As an independent paper the WORLD will always endeavor to secure the official news at the earliest possible moment, and even at an earlier time than the Bulletin will be able to print it. We cannot, however, in justice, or with consistency join in the outcry made by the Wheel. One of the chief objections that the WORLD had was that official news was furnished to other papers at the same time, or even before, it was furnished to us, at the time we were the official organ. We think the official organ should be the one favored in this matter, and that the criticisms of the Wheel are not just or reasonable. We shall, however, make every endeavor to secure this news, and if it can be done we shall give our readers the benefit, but we commend the Executive Committee in their attitude in this matter because it is that we insisted upon them assuming so long as the WORLD was the organ. For us to take any other position would be inconsistent and absurd.

WHEN the BICYCLING WORLD, a fortnight since, first called the attention of the trade to the price-cutting which was being inaugurated in some parts of the country, it trusted that prompt and vigorous action on the part of those most interested would check the evil, but this does not appear to have been the case.

That the situation has lately increased in gravity no careful observer can deny. Already the first effects of the evil are showing themselves in a slackening of the orders that had, under the stimulus of an unexpectedly active spring trade, kept the

factories taxed to their utmost to supply the demand, and it is very sure that unless something is done, and that right quickly, we are going to see a brisk business fall away to dullness.

Now the BICYCLING WORLD does not seek to pose as an alarmist; it deprecates the necessity for publicly calling attention to this unfortunate condition of affairs; but it is only a blind ignorance or a self-willed obstinacy which will persistently refuse to recognize a theory that has developed into a condition, and it was with a view of doing what it could to stem this ebb tide that the opinions of such of the manufacturers as could be secured within a few days were obtained for publication; and if this publicity shall result in a clearer knowledge on the part of the general trade that these manufacturers mean to maintain their prices at all hazards, together with the great influence which such assurance must necessarily exert, our efforts shall not have been in vain.

A number of firms express themselves briefly to the effect that they would maintain list prices, among them H. A. Lozier & Co., Eagle Bicycle Mfg. Co., Hickory Wheel Co., Hartford Cycle Co., League Cycle Co., and Wm. Read & Sons. The most strongly accentuated statements come from Messrs. Pope, Overman, the Gormully & Jeffery Manufacturing Company and the Union Cycle Manufacturing Company.

Gormully & Jeffery Mfg. Co.: "Rambler price list will positively be maintained during '94 as in previous years."

Union Cycle Mfg. Co.: "You may rest assured that the price of the Union wheels will not be reduced, neither will the average rate of discount be increased."

Said Colonel Pope: "The cutting of prices is one of the logical results of the effort on the part of some of the trade to list a cheaper machine at the same price as those which have long since identified themselves in the minds of the public as the standard of value, and in being sold at a reduced price they are simply finding their own level. But the list prices on Columbias will be maintained throughout the year, in accordance with our fixed policy, which will never be deviated from."

And President A. H. Overman closes the argument no less emphatically and significantly: "When we announced the prices of machines for 1894, it was coupled with the statement that that would be the price for Victors for three hundred and sixty-five days. That statement stands. And if, at any time in the future, an exigency should arise which would compel a universal reduction, every purchaser of a Victor bicycle, who had bought prior to that time, during the year, would immediately receive our check for a cash allowance equivalent to the rebate in prices."

Greater by far than either Trade Association or general agreement is the moral effect of such utterances.

Our European Correspondent.

DURING the coming summer racing interests in Europe will be very large. We have therefore made arrangements with Mr. William Reid to represent us and keep us thoroughly posted on all racing matters not only on the Continent but in England. Mr. Reid sailed for Europe last week.

? ? ? ?

EDITOR BICYCLING WORLD—Pardon my troubling you, but can you inform me as to whether the L. A. W. now has an official paper. If so, is it to be monthly or semi-annually? It seems to me as though I had read of some change that was to be, but as I have had no paper for several weeks I may have dreamed it.

Yours for good health and good roads.
L. A. W. 30091.

Chicago, 4-24-'94.

[This is too much for us. We cannot answer. ED.]

Kentucky to the Front.

HARDIN COUNTY, KY., has a surplus of $108,000 in its treasury, and the officials in charge have appropriated it for the construction of good roads.

Met Coxey.

OVER 250 Washington wheelmen met Coxey's "Army" on its arrival at the suburbs of that city last Sunday. They headed the procession.

The Youngest Cycling Editor.

MR. PERCY LOVELL, editor of Loose Spokes, honored the BICYCLING WORLD office with a visit last Wednesday. Mr. Lovell is the youngest cycle editor in the world, being 17 years old, but he has the energy and business ability of men ten years his senior.

Zimmerman in Paris.

THE American champion, Arthur A. Zimmerman, arrived at Paris, April 25, in good health. On the arrival of the steamer at Southampton, England, Zimmerman was received by a delegation of English cyclers, who had arranged a banquet in his honor. He, however, declined and hastened to Paris.

A Narrow Escape.

A CYCLIST in New York last week probably received a fright from which he will recover but slowly. It was all through a mistake, but if it had not been for the fleetness of the man on the wheel doubtless some damage would have been done by the hot-headed people. It seems that an insane man had badly cut his hands by breaking windows, and when he ran into the street with blood streaming from his hands, a crowd of the proportions of which New York is noted, soon gathered. Nobody knew what was the matter, as is usual. A bicyclist happened to pass and at once some rattle-brained person in the crowd raised the cry that the man had been injured by the rider. Immediately a rush was made for the man on the wheel, but with nature's instinct he was soon out of harm's way. Threats of lynching were made. All of this goes to show how irresponsible crowds are.



THIS is the day of probation for the wooden rim.

THERE is a fault in the advertisement when the remarks occasioned by it indicate that tired feeling.

ADVERTISING is expensive, but it often happens that the advertising that is not done costs more than that which is.

FROM present indications the expense bills for the next National Assembly will be very much smaller than the last.

THERE is a chance that we shall hear more of the Cash Prize League if that American trip of Zimmerman and the pros. materializes this Fall.

CHAIRMAN Raymond appears to have a truer idea of the advertising value of keeping the L. A. W. before the public through the columns of the press than some other people.

THE new light roadster safeties, of this spring's vintage, are daisies—with a big D! Lucky the man who finds himself the happy owner of one. Strength and lightness together form a delightful combination.

THE annual crop of race meet items is beginning to be harvested. Where the poor cycling editor is going to find room for them all in his columns that divinity which is capable of condensing ten inches into one alone can tell.

"THESE are the best looking sporting men I have ever seen," said an officer on the pier. "They don't look like sports at all, they look like gentlemen."—*N. Y. Times.*

This, *apropos* of the cyclists who had assembled to see Zimmy off. How honored we should all feel!

MR. PARKER H. SERCOMBE is out with an article on "Cycle Riding as an Exercise."

If Mr. Sercombe could only be induced to give away his secret for obtaining free advertising (written up under the caption of say, "How I Worked the Cycle Press") it would be of great interest to the trade and to the trade papers.

WILL the editor of Cycling Life kindly inform me what call he has to give expert testimony on the subject of devices for wheel women, designed to prevent inconvenient flapping of the skirt when the zephers grow frisky? It seems to me that the bachelors are trenching on dangerous ground when they tackle the subject of feminine apparel. Miles, Goodman, Lewis and myself are supposed to be posted, but what the deuce do Prial, Egan, Barrett, Morgan or Berger know about the matter?

ARTHUR PECK waxes enthusiastic in last Monday's issue of the Post and thus discourses on the subject of the old Bay State:

If the wheelmen of Massachusetts do not already know it, they should acquaint themselves with the fact that Massachusetts is the model division of the entire body; not only that, but in the words of our illustrious Chief Consul, George A. Perkins, "It is one-sixth of the entire L. A. W. membership, by gorry!"

Come now, Perkins, own up; what did it cost you?

IT is to be feared that the Honorable Mr. Coxey and his army of peripatetic wanderers are being deceived by Messieurs Frank Williams and Joseph Hamblen, "two Boston wheelmen," who, so the newspaper dispatch announces "met the party and assured Coxey that there would be 2000 Boston wheelmen in Washington on May 1."

Up to the time of this paper's going to press I have failed to hear anything definite in regard to the exodus of these 2000 Boston cyclists. Cyclists are not Coxeyites, thank goodness!

WILLIAM J. FLEMING, one time captain of the Century Wheelmen of Philadelphia, whose name became famous to the cycling world in the days of the ordinary, through his repeated tours and the largest mileage ever credited to that type of a machine, has just returned from Florida where he has been spending the winter. He will again take to cycling, says a Philadelphia paper, astride a wheel of a more lowly nature this season, and his company will be a welcome addition to his many friends.

The "old guard" will all remember Billy Fleming.

GLASGOW'S police censorship of modern art has at length raised a genuine storm. A few days ago a firm of fine art dealers exhibited in their window six mezzotints of well-known pictures by the best English artists, which were received with such reprobation that they had to be withdrawn, and now the modest Glasgow people have received another awful shock. A venerable citizen, just returned from Paris, was horrified to find in the shop windows of the Scottish city cycling dress for women similar to that which he found fast French women wearing and in a local paper he exhorts the women of Scotland to beware of these devilish accouterments, which, he declares, were designed by Satan to lower the moral tone of women.

He finds some prototypes in other places besides Glasgow.

THE Hickory Wheel Co., of South Framingham, Mass., established what they believe to be a record in renting wheels, on "Patriots" Day, April 19th, the new Massachusetts holiday. On that date the company rented for the entire day, thirty-two Hickory safeties.

These were returned the following morning in such condition that the entire expense in putting the machines in perfect order amounted to 65 cents, being the cost of one broken pedal shaft, the breaking of which the user of the machine gladly paid for claiming that same was due to gross negligence on his part. This is but one illustration of the value of Hickories as machines for renting, or, as Sterling Elliott would say, for all the uses to which a bicycle can be put, including its abuse.

AS interesting a series of reminiscences as have appeared for a long time were those entitled "A Page of History," which Bi. News has been printing, and in which details were given of the famous matches between Jon Keith-Falconer, Cortis, John Keen, Fred Cooper, Walter Phillips, and others, whose names were household words to the wheelmen of '78 and '79, and e'en though the time for the two mile scratch race between Keith-Falconer, Cortis, Keen and Cooper at Cambridge, in May, 1879, was 5.36 3-5, the mile being done in 2.47 2-5, it will not do to sneer a those figures. They were wonderful for their day and led Bicycling Times of May 29, 1879, to observe "That it was within the power of any one to cover a mile in 2m. 47s. without a flying start, or two miles in 5m. 36s. We were certainly not prepared to believe," and that sentiment was very widely shared. Yet now 1.50 is the mark.

One of the curious features of these races was the fact that Keith-Falconer and Cortis were the leading amateur cracks, while Keen and Phillips were professionals, and it was in order to settle the much-disputed question of supremacy on the path that the governing body of that day, the B. U., gave its sanction to a match between the two classes. All of which *might* form a precedent for a match race between Zimmerman and the new luminary of the amateur path which the season of '94 is expected to develop, in case all parties were willing. One thing is sure: Such a contest would draw the largest gate of the year.

ARIEL.

Executive Committee Meet in Boston.

PRESIDENT LUSCOMB and Vice President Willison dashed into Boston Friday night, spent a few hours in the office of Good Roads and the office of the Secretary, and skipped back to their homes on Saturday afternoon. Their first visit was to the office of the editor of Good Roads, Mr. Sterling Elliott. The object was to make themselves familiar with the workings of the office under the new management, to investigate what had been done, and what Mr. Elliott expected to do. The visit was of short duration and proved of the utmost satisfaction to the members of the Executive Committee, all of whom were on hand. Then a visit was made to the office of the Secretary of the League, where the members of the committee were shown the routine workings of the office, and also gathered data for the financial statement which will be forthcoming later on.

The visit of the committee was principally to inform itself on the routine workings of the publishing of Good Roads and the workings of the Secretary's office, and no action was taken except to secure data, as above indicated.

The matter of the Bulletin and the trouble with the post office authorities was, of course, discussed. It was found that there was still some hitch, and that the Bearings Company had not yet received from Washington the permit to enter any portion of the Bulletin at second-class rates.

From the above we should infer that our report last week from Chicago was even more favorable than the circumstances admitted of. We had supposed that the Bulletin had been permitted to enter at second-class mail rates up to the number of bona fide subscribers which they had last week we stated that the Bulletin had, according to our estimate, 1500 bona fide subscribers. In justice to the Bulletin it is but fair to say that they had at that time something over 2300. As we always like to be just and correct in our statements we desire to make this correction so that the advertisers in the Bulletin will be able to comfort their souls by knowing they have at least 800 more paid subscribers than we reported last week.

Annual Century Run.

PLEASED indeed are we to announce that the annual century run from Newark, N. J., to Philadelphia will not be abandoned.

The Century Wheelmen of Philadelphia will not enter the competition for prizes this year, but will send its usual batch of riders. Heretofore the Century Wheelmen have had a sort of monopoly as regards the prizes, and it is thought that their withdrawal will stimulate the interest of the other clubs and there promises to be a warm rivalry for the three prizes which are to be awarded to the club having the largest number of survivors.

Checks will be given the riders and they must deposit them at different points on the route.

Royalty at Races.

ONE of the prizes given at the recent cycle races at Oporto was a silk handkerchief, embroidered by the Queen of Portugal, who herself presented it to the happy winner.

The King of Italy presided at the Rome cycle races recently, and gave the principal prize, which he presented with many compliments to the winner, Amadeo Alajmo, the son of one of his secretaries.

UNIONS for Durability

PRICE, $125.00



DID YOU ever compare the workmanship of the UNION with that of other bicycles and notice the vast difference in the quality of work in its favor? You need not be a mechanic to notice it; it is a fact that stares you in the face.

THE

UNION Q. T.

will continue the reputation of its predecessors as the

Most Reliable Roadster

ever constructed. Its features are lightness, great strength, smoothness of running, narrow tread, compactness and excellence of finish. If you are looking for these points, you will find them on the UNION Q. T.

UNION CYCLE MFG. CO.,

BRANCHES
Philadelphia. Chicago.

239 Columbus Avenue, BOSTON, MASS.

The Airlite-Dunlop is given when Detachable Tires are required. Catalogue free at Agencies; mailed for 2 cents.

Keep One  on the Crimson Rims!

The One Hundred Dollar Syracuse is a Bird—It Flies!

Want to Know about the Best Wheel for the Money Ever Built? Send us your name and address and mention Bicycling World.

SYRACUSE CYCLE CO., - Syracuse, N. Y.



Coming Races.

THE events for the club races of the Harlem Wheelmen, New York, which are to take place over the Westchester course on May 26 are as follows: One mile novice, one mile safety handicap, two mile safety handicap, five mile safety handicap, and ten mile scratch, for the club's annual championship.

J. S. Johnson, Taylor, Murphy, Callahan, Dawson, Hyslop and J. J. Newson, of Nashville, Tenn., will be at the race meet at Charleston, S. C., May 12th.

The Lake View Wheelmen of Rochester, N. Y., are making elaborate preparations for their tournament June 13th. Prizes to the value of $5,000 will be distributed.

The University of Pennsylvania proposes, on June 5th., to have a mile relay race with Princeton, and if it can be arranged, a four mile bicycle race with the team of any organization in Class A.

The Pinnacle Club, Boston, will hold its races May 5.

The Racine-Milwaukee race will be held July 21st.

The fourth annual Forest Park road race will be held at St. Louis, June 2. The distance will be 17 1-2 miles. Over 30 prizes will be offered.

Preparations are going actively on for the Diamond meet at Scranton, Pa., July 4th. The half-mile track will be in fine condition and the entertainment of visiting cyclists will leave nothing desired.

The Rollstone Club, Fitchburg, Mass., have secured the Fitchburg Park for their tournament July 4th.

The Pittsburg Press will run another road race this month from Wheeling, W. Va., to Pittsburg. Later road races will be run from Cleveland and Buffalo to Pittsburg.

The Potomac Wheelmen, Washington, on May 15, will compete for the club's championship medal, kindly donated by one of its popular members, Mr. George B. Weiss, which is known as the Weiss medal.

The races at Atlanta, Ga., promise to be of more than local interest, as it is possible Johnson will give an exhibition.

Racing in Europe.

A RACE will be run from Lyons to Paris and back, the middle of July, a distance of 500 miles, with $1000 in prizes.

Wheeler is recovering his form and will soon be heard from.

There appears to be no end to the races which it is proposed to run in France.

The international race at Herne Hill, May 5, is attracting great attention on the other side.

On Sept. 1 a road race from Paris to St. Malo, 265 miles, will be run. The first prize is $600, second $200, third $120, and fourth $80.

The latest thing in tracks comes from Nottingham, England. It is proposed to have a wood cycling and running track on iron girders, to cost $10,000.

Owing to the white cement of the Buffalo track, Paris, affecting the eyesight of the riders, it has been decided to paint the surface green.

Wheeler and Crooks, the Americans, are to go for the tandem record at Paris soon.

A relay race from Berlin to Vienna is being arranged by a Leipsic wheel club. The race may be extended to Rome.

On Sunday, April 18th, in the international race at Paris, Edwards finished first, beating Harris and Wheeler. In the quarter-mile race Farman won with Wheeler fourth.

The French cycling papers state that Wheeler has been sick and is not in condition, and the results of the races in which he has taken part cannot be taken as showing his prowess.

In the consolation race, 10,000 metres, April 19, Fossier defeated Wheeler.

In a race, 333.33 meters, against time at Paris, April 12, Wheeler and Medinger each made 250 and divided the first prize.



A CELEBRATED SCORCHER

In the quarter-mile race (402 meters, 25 centimeters) at the Buffalo track, Paris, Wheeler won the third heat, but in the final he did not get a place. The race was won by Farman; Barnes second, Harris third.

On the same day a splendid race of 10,000 meters was run. There were 15 entries, but four withdrew before the race was finished. Wheeler put up a magnificent race and won second place, being beaten by Fossier by three lengths. Time 16.32 1-5.

At the Midwinter Fair.

DIRNBERGER and Bliss will arrive here in a few days, says the San Francisco Examiner, and will probably appear for the first time this year on Olympic Day, May 5. Chairman Raymond, of the National Racing Board, has telegraphed that Dirnberger and Bliss will be allowed to ride on that date in Class A, as they have not yet been declared Class B amateurs by the board.

Tyler and Sanger are expected there shortly.

Many of the bicyclists who had proposd to enter for the wheeling contests at the Fair grounds on May 5 have changed their minds, says the San Francisco Bulletin. They say that if the managers think well enough to refuse them permission to train at the grounds they can think well enough to do without entries for the events announced.

Iowa State Meet.

THE dates of the annual meet of the Iowa Division of the L. A. W., to be held at Oskaloosa, has been changed to July 4 and 5, instead of the 3d and 4th of that month.

Kentucky's State Meet.

KENTUCKY'S State meet will be held June 15 and 16 at Owensboro. Twenty-one races will be run. The steamer excursion in connection with the meet will be interesting.

Worcester's Races.

THE Memorial Day races of the Bay State Club, Worcester, Mass., are causing great interest. The festivities of the night before will include a lantern parade in which it is expected 1500 riders will take part, and a smoker after the parade.

College Races.

ELLIOTT, the Harvard racer, rode two miles against time, in 5m. 7s. last Saturday, breaking the college record 24. Through a mistake an L. A. W. sanction was not received and a race was not run.

At the spring handicap games of the University of Pennsylvania, at Philadelphia Saturday, the two mile race was won by J. A. Wyborn (75 yards). Time 5m. 27s.

At the Berkeley Athletic Association games, Berkeley Oval, Saturday last, Bayne won the one mile race. Time 3m. 22s.

AT the Trinity School athletic games at Berkeley Oval, last Thursday, I. A. Powell won the one mile race. Time 2m. 54 1-5s., lowering the school record 5 3-5s. T. D. Downing was badly hurt by falling.

Massachusetts Meet.

THE programme for the spring meet of the Massachusetts Division is as follows:

Headquarters for the afternoon and evening of May 29 will be at the Grand Hotel, Columbus avenue. Open at 1 o'clock, and will be kept open till midnight. Souvenir badges may be obtained at that time, also tickets to the Waltham races at half price, 25 cents each.

MAY 30.

7 A. M.—Opening of the headquarters at Machinery Hall, Mechanics Building. Refreshments will be served at this hour.

8 A. M.—Runs through the suburbs under the command of Arthur W. Robinson, chairman of the Touring Committee.

10 A. M.—Parade, starting from Hotel Oxford, Huntington avenue.

11.30. Photograph of the parade in Copley Square.

1 P. M.—Run to the Waltham Bicycle Park to the races.

2 P. M.—Races at Waltham.

8 P. M.—Grand ball at Mechanics Hall. Admission will be free to L. A. W. members and their lady friends. Tickets to all others, $2.00 each.

Three prizes will be offered for the L. A. W. clubs having the largest number of men in line in the parade, and two for the best appearance of the L. A. W. clubs in line.

It is estimated that fully 3500 wheelmen will be in the parade.

LAPOVER

But end inner tube

WHIPPET IMPROVED

(Cemented to Rim)

Has it this season.

More Flexible Cover, too.

AN OLD FRIEND WITH A NEW PACE.

A LACER AND A RACER.

DROP IT!

How it Bounds!



It's Full of Life So is the

NEW YORK BELTING & PACKING CO. LTD

PIONEERS AND LEADERS. 15 PARK ROW, N. Y.

Complimentary Dinner to Col. Pope.

IN gracious recognition of the courteous hospitality extended by Col. Pope lately in a trip on a special train to Hartford to visit the works of the Pope Mfg. Co., the guests on that occasion gave the Colonel a dinner at the Algonquin Club last Monday. Among those present were: Gen. Charles H. Taylor, who presided, John C. Paige, John Shepard, Henry D. Hyde, Robert Treat Paine, John C. Wyman, Maj. George F. Merrill, M. F. Dickinson, Gen. Augustus P. Martin, Wm. A. Redding, of New York, Edward C. Hodges, Albert D. Chandler, Col. Sidney Hedges, and other representative men in business and the professions.

The affair was a most enjoyable one and in answer to the chairman's welcome Col. Pope spoke as follows:

Mr. Chairman and friends—I thank you for your enthusiastic and generous reception and for your flattering and complimentary introduction, though I find such an ovation somewhat embarassing. I am indebted to You, sir, and to others here, for many kind things so often said of me. It is pleasant to be remembered by one's friends and still more gratifying to feel that you are appreciated by them.

In an hour like this one forgets the forty years of struggle for success, years that include contact with poverty, repeated disappointments, opposition met where encouragement was expected, and all the failures that come to make up one's progress in life.

During the hard campaigns of the war we used to keep our courage up by the thought that if we lived through to the end, we should be amply rewarded when we returned to the old Bay State and marching up State street received the cheers and applause of a grateful people. An oft repeated saying of the boys was: "We will make this all right when we get back to Boston Common."

But this was not to be. That noble band of soldiers, survivors of my regiment, who left the State in 1862 to faithfully serve their country, received no greeting on their return and were not even permitted to pass within the city limits. The war was over; we came as far as Readville, camped there for a few days, and were then mustered out and scattered to our homes without one cheer of welcome. Such cheers of welcome as I receive here would have gladdened the hearts of the veterans of the old 35th and made them feel that their sacrifices had been appreciated.

One evening Edward Everett was unexpectedly summoned to meet a large audience of his fellow-citizens in Faneuil Hall. As he appeared at the top of those winding stairs which lead to the platform, he was greeted with such overwhelming applause that everything else in progress gave way that he might at once be heard. It was some minutes, however, before he could proceed, so great was the enthusiasm. When at last quiet was restored, he said: "I must be something more than human to receive such a welcome as this without deep emotion."

Those words of his express my feelings tonight. This hearty and cordial greeting seems to be an endorsement of my career that repays me for all the trial and disappointment through which I passed in my earlier years, and from the bottom of my heart I sincerely thank you.

This is the third great event of my manhood life. The first was when as a boy of twenty-one I had the honor of leading my regiment into Petersburg. The second, when the Massachusetts commandery of the M. O. L. L. U. S., composed of men thought worthy to be commanders in the war for the Union, did me the great honor to elect me their commander.

The third is to-night, when you, my friends, representative men of Boston, honor me so much by giving me this dinner and glorious reception. Any one might well feel proud of such a demonstration of friendship and respect. In the days and years to come, this will indeed be a delightful remembrance as well as an added incentive for me to still more faithfully follow the motto which I keep on my desk:

"I will wish to do good to all men,
I will do good to many men,
I will do wilful injury to no man."

Laws and Legislation.

THREE riders in England were recently arrested for neglecting to ring their bells when passing a standing horse. What do you think of this, American wheelmen?

Asbury Park has an ordinance preventing bicycle riding on the sidewalks in the daytime and anywhere in the streets at night without a light or bell attached. The penalty for violating the latter regulations is $5 fine.

A Worcester, Mass., rider was told last week by a policeman to cease riding his wheel on the sidewalk. He refused and was taken into custody.

Chester, Pa., wheelmen must carry a lantern and bell.

Two Rochester, N. Y., wheelmen were arrested last week for riding on sidewalks.

The wheelmen of North Attleboro, Mass., have requested the city authorities to enforce the law against fast riding.

Santa Ana, Cal., has an ordinance to the effect that riders must always pass to the right when meeting teams in the road and must turn out, at least 100 feet before the meeting. If the roads are bad or for other reasons the rider cannot turn out of the way he must dismount and hold his weed while the team passes. The riders must also provide their wheels with bells to use during the day, which shall be rung three times when approaching a team, and they also must supply their wheels with lanterns if used at night.

We Protect Your Wheel

FROM THEFT

For the sum of $2 the first year and $1 a year thereafter. If your wheel is stolen we will furnish you with one to use, and if we fail to recover, we will give you a wheel conforming in every particular to the one stolen, without any charge.

Agents wanted in every city, town and club in the United States.

Wheelmen's Registration Co.,

[INCORPORATED.]

18 Boylston Building, Boston, Mass.

Southern Races.

THE races at Augusta, Ga., last week resulted as follows:

One mile novice—Won by G. S. Lombard. Time 2.45.

Half mile open—Won by Quinn. Time 1.09.

One mile—Won by C. R. House. Time 2.57.

Quarter mile—Won by Beall. Time .31 1-5.

One mile, open—Won by Wilson. Time 3.07.

One mile, visitors'—Won by Wilson. Time 2.39.

Three mile, handicap—Won by Beall. Time 8.25.

Consolation—Won by Bunting. Time .45 2-5.

A Union Run.

A UNION run of all organized cycling clubs in Chicago and vicinity will be held over the Chicago road race course Sunday morning, May 6, under the auspices of the Associated Cycling Clubs of Chicago. Prizes will be given to the clubs having the largest number of riders.

Too Much Water.

THE spring is here; likewise the dust
And e'en the sprinkling cart;
The cyclist now doth hope and trust
They'll both full soon depart.

Races at Albany.

AT the Tenth Battalion athletic meet, held at the Armory, Albany, N. Y., last week, the one mile safety bicycle handicap was won with ease by M. J. Higgins, Albany Bicycle Club, in 2.10.

In the two mile safety bicycle race, handicap, Higgins again surprised every one by easily winning in 5.33 1-4.

At Denver.

THE Denver wheelmen are still undecided as to the location of the track for the National meet, although it is probable the Broadway athletic park will be selected. If this site is selected a one-third mile cinder track will be built, and a grand stand to seat 8000 people.

The wheelmen of that city will soon ask the city authorities to begin the improvement of streets, which will be necessary, particularly in the outer districts, to put them in smooth condition for the bicycles at the meet.

Across the Continent.

Two riders of Mansfield, Ohio, A. T. Reynolds and C. R. Coulter, have started on a ride to San Francisco.

Defeats Three Horses.

JOHN PRINCE, the professional bicyclist, defeated three horses in a twenty mile race at Columbia, S. C., last Friday, the horses being relayed every mile. Prince won by eight feet, his time being 61.42. The race was for $250 a side. Prince's last quarter was made in 38 seconds.

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Cures all chafing and raw surfaces. Infallible. Sample by mail, ten cents.

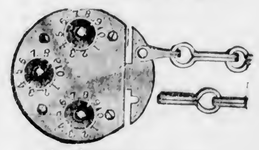
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Combination Bicycle Lock

ON THE MARKET.



Cut showing Lock Open.

No Key Required.

999 Different Combinations.

Exact size of a half-dollar. Every Lock Guaranteed to work perfectly.

Price, finished in nickel, with chain, postpaid,

$1.00.

Discounts to dealers on application.

The Cycle Supply Co.,

HARTFORD, CONN.

Bicycle Slaughter!

1500 —— JUST BOUGHT —— 1500

Of the best make in this country, new and with the best pneumatic tires, 1894 models, and never sold less than $100, and in most cases $125. We give the choice of lamp and bells with same, and will close them out at

... $60 EACH ...

No use to buy cheap and second-grade machines when you can get these. Also

500 — Second-hand Safeties — 500

Of last year's make, used slightly and sold new at $150 all last year, at **$35 to $45 each.** All in absolutely perfect condition; also Boy's or Girl's pneumatic safeties, 24-inch at **$17.50 each.** N. B.—Dealers can have a hack at these bicycles if they'll buy in quantities.

Mention BICYCLING WORLD when writing.

NEW YORK'S LARGEST JOBBERS,

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In fine weather ARE NOT IN FOR REPAIRS



ROAD RACER, SPECIAL, PRICE $125.

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And have improvements which all other machines lack. . . . . .

New Hub, Bottom Bracket and Rear Fork.

Send for catalogue and mention BICYCLING WORLD.

RELAY MFG. CO.

LTD.,

READING, PA.



Bossism.

I HAVE never been able to appreciate the loftiness of purpose that has seemed to pervade nearly all discussion of the amateur and his relations to the existing rules which govern amateur racing. It all reminds me of some very zealous camp-meeting exhorter showing up the wickedness of the world in general and calling his hearers to better ways.

We find the L. A. W., by virtue of its being big enough and not through any ethical right, telling every racing man in the United States, of however high or low degree, it matters not, what he shall ride for, how he shall ride, what clothing he may wear and its color, what he may not do with any prize he is fortunate enough to win, how far from home he may roam and so on without end, and all this, mind you, because the L. A. W. is boss.

Is this not true? And what right has any organization to assume control of the actions of individuals who do not belong to it?

Here, for instance, are the Brushville Wheel Whirlers; they want a little time on the fair grounds tomorrow afternoon with just enough admission fee to pay the small incidental expense of working the track, printing and the like.

We can't have the scrub because of the rules of the L. A. W. And yet none of those who would participate or have anything to do with the races, belong to this most potent body.

So far as the L. A. W. governs amateur racing, it is a big monopoly, trampling upon private rights. I do not say that I altogether object to such high-handed bossism; but I do maintain that if the L. A. W. has any moral right to tell a man how he shall dispose of his stock-in-trade speed, that man has equal right to tell the L. A. W. to find how he does it. All this talk of "purity" and "what once constituted an amateur" is but twaddle. The game is as good on one side as on the other; and it is a poor fool of a combination of manufacturer and rider that can't keep even with the game.

"If that be treason, make the most of it!"

RURAL EXCITEMENT.

I presume a great many of our city friends often wonder how we pass the time here in the country, so far as the cycling side of our existence is concerned.

We have plenty of excitement as the following gossip will reveal. And be it known, these tales are true:

A young rider possessed a crock which he wished to have pneumaticised. Accordingly he purchased of one agent a pair of tires. To another agent he went with an order to build his wheels anew, using the proper rims for the air tires. When our young rider got to the assembly room with his parts, he found the front forks of his frame were quite too narrow to admit of that freedom which is essential between front forks and fat air tires.

And what did our young rider do?

Why he just arose to the occasion. He took an old, dull, half round file, and filed right into the hollow fork sides, to make room for the tire. He filed and filed and filed, till he became weary, and had gnawed nearly half through the fork. At this point he packed the wheel off to the repair man, with instructions to "file the forks out till the wheel cleared in good shape."

UNSOPHISTICATED.

Another case lies between a young cobbler of the village and a somewhat younger farmer lad who lives three miles out. It is in this wise: The repairer of shoes owned —this was in the spring of '92 —a rather heavy, solid-tire safety. The cobbler bethought him of pneumatic tires. He wrote some letters; and after a season of waiting in impatience, a pair of rims and tires were delivered to our leather worker. The old wheels were taken down and the spokes cut to the new length required. Next the spokes were flattened at the hub end, with a hammer, and a head bent over with pincers. These spokes were put in direct, as our cobbler had "forgotten how the tangent ones went." The wheels were put up fairly true after considerable labor. All this was done with no other tools than a hammer, pincers, cut-nippers and an iron weight—all found on the cobbler's bench. Another wheel, too, was metamorphosed by the same artisan. They weighed about 53 pounds and were geared consequent upon cutting down from 30 inch to about 50.

Oh! They were hummers. But the funniest part is that they stood the racket, the spokes never giving trouble in any way. One of them was sold within a few months for sixty good dollars, cash; and the other, which was the cobbler's choice property —well, it is here that our farmer lad comes in.

This farmer boy was all right; but his search for knowledge at the village high school had not embraced cycling art. On one of his excursions to "the city" this lad purchased at second-hand a high grade, 29-pound wheel with clincher tires. After getting it home and using it a few days it went wrong in one of the cones. As he was riding down the street he met our cobbler, who asked him how he would trade. This was a casual remark and meant no more with the man of shoes





than most people's weather talk. But not so with the farmer lad. In a few days he came around to see the shoemaker about trading.

And as I am a pure amateur! that boy traded his high grade, 29-pound, up-to-date wheel for the old 53-pound, hosepipe crock. ARTHUR ALLEN DEAN.

Stevens and the Fakirs.

LONDON, April 30, 1894. — Thomas Stevens, who rode around the world on a bicycle and on horseback through Russia, is soon expected home from India. In a private letter to a friend in London he says he has been investigating the mysteries of the Mahatmas, and that by the aid of his camera and other means he has discovered the secret of those miracles of the fakirs which have puzzled the world ever since Marco Polo told of the wonderful things done by the magicians of Kubali Kahn. According to tradition and the repeated tales of travellers, the Togi or fakirs of India have secret knowledge of certain forces of nature by which they can produce phenomena as inexplicable to western science as the miracles of the Bible. Mr. Stevens has put these Oriental modern miracles to a practical test and claims to have secured some remarkable results. He hopes to return to America during the ensuing summer.

Caught at Last.

CLIFTON TALBERT, eighteen years old, of Laurel, Md., has for the past three months been defrauding Washington dealers of wheels, by presenting forged checks or riding off with wheels while trying them. He was recently apprehended and held for the action of the Grand Jury.

Dogs and Cyclists.

RESIDENTS of the Back Bay District, of Boston, are excited over the wholesale poisoning of valuable dogs owned by them. Some persons accuse cyclists of being the poisoners as they are annoyed by the dogs in this district.

This district abounds with dogs and it is not an uncommon sight to see riders dismounted by the canines.

Young Thieves.

FOUR thieves of an average age of nine years were arrested at Cambridge, Mass., last Thursday, charged with entering Moseley's bicycle store. They took lanterns, whistles, etc. One lantern was sold for ten cents.

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To the Retail Trade Only.

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CENTRAL CYCLE MFG. CO.,

200 So. Meridian St., INDIANAPOLIS, IND.

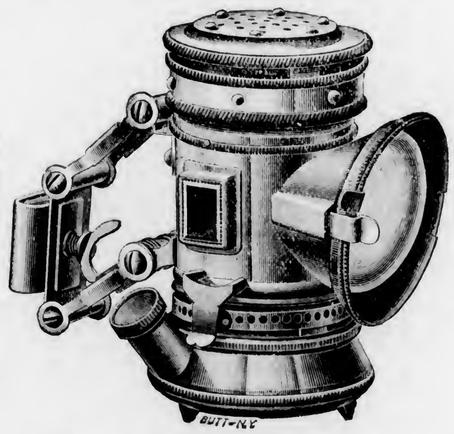
N. B. If YOU are a rider only and not an agent, we have something that will save YOU money. Send us your name and address and mention Bicycling World.

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IT BURNS 10 HOURS



(No Special Oil required any more.)

Will not jar out. Always cool, and wick does not char.

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CARL JONES, who will run against the time record for the Washington-Baltimore run, is getting into shape to make the attempt in the near future.

PUCK OS WHEELS, although but a little over one year old, is rapidly making a name for itself among the bicycle clubs of the metropolis. The club now has 50 members. This is certainly a very good showing, when it is considered that the membership is limited to the employees of Puck. This club makes a feature of Sunday road runs.

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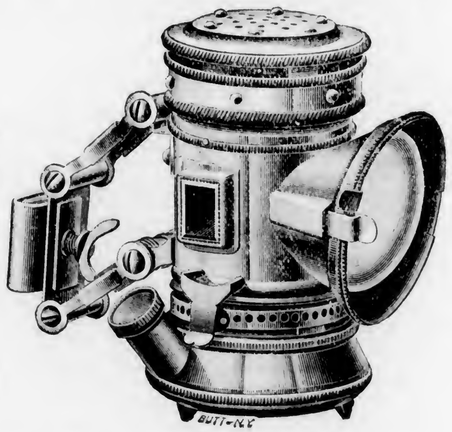
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A WHEELMAN at Lynn, Mass., was run down by an electric car last week and the wheel completely demolished. The rider escaped injury.

FRED J. SMITH won a 100 yards dash last week at Hartford, in which a number of employees of the Hartford Cycle Company started.

CARL JONES, who will run against the time record for the Washington-Baltimore run, is getting into shape to make the attempt in the near future.

PUCK ON WHEELS, although but a little over one year old, is rapidly making a name for itself among the bicycle guns of the metropolis. The club now has 40 members. This is certainly a very good showing, when it is considered that the membership is limited to the employees of Puck. This club makes a feature of Sunday road runs.

The Cleveland

QUALITY AND QUANTITY.
QUALITY OF QUANTITY.
QUANTITY OF QUALITY.

WE ARE STILL THINKING.

WE HAVE IT

IN OUR WHEELS.
IN OUR FRIENDS.
IN OUR TRADE.

SEND FOR OUR '94 CATALOG.

THIS IS SUCCESS. You can SUCCEED with SUCCESS. Why not SUCCEED by securing the sale of

THE CLEVELAND.

ADDRESS

H. A. LOZIER & CO., Cleveland, Ohio.

BRANCH HOUSES: 337 Broadway, New York. 301 McAllister St., San Francisco, Cal.

From Winter to Spring is the edict of Nature.
From the old, rickety velocipede to the modern wheel is the edict of man.

THE **WELLINGTON**

Is the **Latest!**

TWO SIZES.
No. 1. $125; Wt. 28 lbs.
No. 2. $100; Wt. 31 lbs.



Perfect Design.
Light in Weight.
Strong.
Durable.
Elegant Finish.

We want to tell every Rider something of interest to him.
Send for our new Catalogue and mention Bicycling World.

STOKES MFG. CO., Makers,

Western Branch Union Cycle Mfg. Co. CHICAGO, ILL.

The Western Union for '94 is a beauty; read the Union Co.'s ads and learn all about it.



A SUGGESTION FROM VOGUE.

TELEMACHUS TALKS.

To a person who intends to purchase a wheel the most perplexing thing is the choice of a tire. This is true not only of those who invest in their first wheel, but also of those who are already riders and know, or should know, something about wheels and tires. The selection of the wheel is a small matter compared with the tires. There are plenty of good wheels, and all are so nearly alike in design that one cannot go far wrong if quality and reputation are fully considered.

There are three kinds of tires now on the market, all possessing decided advantages, but all having faults. The double tube family is at present largely in the ascendent, and is divided into two branches; those with readily detachable outer covers being termed the clincher type, the others having the inner tube removable either through a slit in the cover or a hole in the rim. The most important members of the clincher family are the G. & J. and the Dunlop; the former hooking to the rim by an overhanging edge, and the latter depending on wires for its fastening. If a puncture or leak appears in either it is but the work of a few moments to slip the cover off and expose the inner tube. If the leak is a large one it will soon be perceived, and a small patch of rubber placed over it will render it as good as new. A small leak is harder to find, and necessitates the use of water, bubbles showing as soon as the inflated tube is put into it. A leak at the valve stem is the most difficult to repair, as the joint must be made absolutely airtight—not an easy matter for a novice.

The defects of the clincher tires are seldom dwelt upon by the makers, but they are not hard to find. A puncture from a nail, tack or similar substance is a very simple matter, and can be repaired in five minutes. The smaller the leak, however, the harder it is to find and repair, and these cause the most annoyance. Care must be used to see that the tube is placed in the rim properly, and not pinched by the outer cover. Even more attention must be given to seeing that the cover is clinched or seated in the rim, as otherwise it will blow out. A good rider will rarely have a puncture on such a tire, but there is no assurance that it will not puncture at the most inconvenient time.

The laced tires, such as the Morgan & Wright, and the "manhole" tire, used by the Victor people, are both cemented to the rim. The tubes are not joined at the ends, but are butted and over-lap each other in the cover. To stop a leak a cord is tied to the valve end and the tube pulled through the hole in the rim or the lacing in the cover, when it can be readily patched. There is much to be said in favor of these tires, as there is no danger of blow-outs, tube-pinching and other ills incident to the clincher. The ease of repair with the laced tire is not so great, but as the tube is taken out entirely there is no danger of repairing one puncture and overlooking another. On the other hand, the tubes are liable to stick in the cover and break in half in the effort to get them out. The cause of the puncture may remain in the cover and make a fresh one as soon as the tube is put in again. With the M. & W. tires the work is not half done when the tube is repaired; it must be replaced, re-laced and the tire put on and some substitute for cement found to make the tire stay in its place. With both types the cement in the rim is liable to become dead, and the valve stem may be sheered off before it is noticed that the tire is creeping.

The third member of the great tire family is the single tube or hosepipe, as it is usually termed. Theoretically it is, perhaps, the most perfect of all, but in actual use it does not quite live up to this reputation. Putting aside the question of its resiliency as compared with double tube tires, it can be said that no tire will give as much satisfaction as long as nothing goes wrong with it. It is the nearest approach to the old solid or cushion tire, and as long as it is firmly cemented to the rim, and is not punctured, it gives no trouble at all. It is the tire for the man who knows nothing about repairing tires, and does not want to learn. It will hold its air longer, and require less attention than anything else yet put on the market. These are its practical advantages, and in theory it has others not less alluring. The system of repair as described by a salesman is simplicity itself, and perfect as well. All one has to do is to find the puncture, on the rare occasions when one occurs, and take out of the repair kit the different instruments necessary for the work to be done. There is no taking of the tire off the rim; no taking out the inner tube; no putting of tube or tire in water, or none of the other things which cause annoyance with other tires. All that is necessary is to put a plug or band of rubber in the orifice, accompanied by plenty of rubber cement, tie a piece of tire tape around the tire and ride on, rejoicing in the fact that one rides a hosepipe instead of a double tube.

The reverse side of the picture is not shown. No mention is made of the weary hunt for the puncture, or punctures, which is sometimes necessary; of the dismay caused by the knowledge of the fact that the plug leaks, or that some of the old ones have blown out; of the fact that the nail or tack may penetrate the other side of the tire necessitating the taking off of the tire; that there may be a thousand small leaks, any one of which may be the main puncture; that the tire is liable to creep and cut off the valve stem—the only remedy for which has been a new tire, although it is said that a way of repairing this has been found, which should make this tire even more valuable.

When we remember all the mishaps that may, and do, happen to pneumatic tires, we can but believe that perfection is yet a considerable distance off. There is plenty of work for the tire inventor, and the one who brings out a tire that does not need to be repaired will reap a fortune.

Some one has said that the best way to get rid of a bad law was to enforce it. Many things which are all right in theory fail to stand the test of use. Last year certain makes of wheels were put out without mud guards, and many buyers objected to them on that account, although they had altogether discarded those appendages on their former mounts, and would not have used them on the new ones. The last year's light wheels were nearly all put out without brakes, and a much bigger kick went up about them. Many dealers lost sales of these machines simply because they could not fit brakes to them.

Heeding the demand, prominent makers this year fit brakes. As the front wheel brake is both complicated and heavy, two concerns put out for the first time light detachable front wheel brakes. Many riders are pleased with them, and take them away on their new wheels, only to strip them off in a short time. Others want them taken off before they take the machine away from the store, although when they could not get a brake they were convinced of its necessity. There are some men, of course, who would not ride



A SUGGESTION FROM VOGUE.

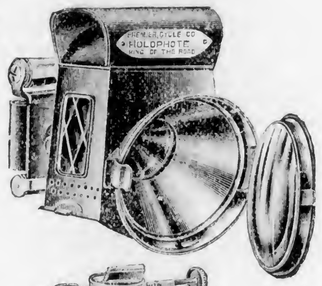
GREAT SALE OF LAMPS!!

Owing to the Enormous Demand for

....HELICAL PREMIER CYCLES....

We have decided to close out our splendid line of Genuine Joseph Lucas and Son,

"KING OF THE ROAD" LAMPS.



And will forward to all applicants upon receipt of money order for $2.75

A Genuine "King of the Road." Regular Price, $5.50.

$5.50 FOR $2.75.

Other Lucas Lamps, $1.75 to $5.00, all half price. Send for Special List of Lamps, Bells, Cyclorns, Cyclometers—Free.



PREMIER CYCLE CO.,

34, 36 and 38 Watts Street, New York.

ENTERPRISING AGENTS

Will do well by applying for territory to handle the

LEAGUE CHAINLESS SAFETY



QUICK SALES,
LARGE RETURNS,
And the Strongest Kind of Guarantee!

Our Scorcher 27 lbs.

THE MOST PRACTICAL WHEEL.

THE LEAGUE CYCLE CO., Hartford, Conn.

STEVENS, FREEZE & CO., 93 Court St., Boston, Mass., Agents for Boston and Vicinity.

without a brake, but they are in the minority. Much the greater number of wheelmen eschew brakes utterly, in spite of the fact that they are inclined to resent their disappearance from even the light wheels.

It is very curious that while nearly everyone recommends the use of brakes, yet so few follow the advice. Very often it will be that the very one who is most strongly convinced of the necessity of having machines equipped with brakes will be without one. As a rule, it is those who know the least about riding who are most impressed with their advantage. People who do not ride at all are of the opinion that they can be clapped on with the suddenness of those of a locomotive, with equal effectiveness, and that riders without them are as helpless as a boat without a rudder. Just the contrary is the case, as the sudden application of a brake when going at a good rate of speed is almost certain to cause damage to either machine or tire, while a good rider can get out of the way or, if need be, stop his wheel by back-pedalling, almost if not quite as quickly as by applying a brake. Besides this, the action of a spoon brake is decidedly harmful to the pneumatic tire, and its use is discouraged by all interested in the preservation of tires. It is there, perhaps, that we can find one of the best reasons for the disappearance of the brake, as the rider who ruins one tire by a too free use of the brake is not apt to repeat it.

As to mud guards, they are with us a thing of the past. It would be hard to find a locality where there are not more than two dozen mud-guardless riders to one thus equipped. The new wheels are almost without exception, coming out without a sign of a guard, and so accustomed have we become to their absence that we have even gotten over the grumbling stage. It cannot be said that any bad results follow from their abandonment. It is disagreeable, to be sure, to be caught in a shower, or to run across muddy roads, and get plentifully bespattered with mud, but that does not often happen. When it does we grow a little, but the thought of providing ourselves with guards never enters our heads.

TELEMACHUS.

A Boy Bicycle Builder.

IF all the boys who tease their fathers to buy "safeties" for them would show as much ingenuity as did a little colored boy down in Georgia, many a stern parental heart would doubtless be melted. A travelling salesman for the Pope Mfg. Co. discovered in Georgia a short time ago a machine built entirely by a boy, and he succeeded in effecting an exchange of a new factory wheel for it, and the ingenious affair is now on exhibition in Boston. Having seen the case with which his more fortunate white brethren sped along on their pneumatics, the youngster was filled with a burning desire to try it himself. Failing in the funds with which to buy a wheel, he proceeded to make one. Two old carriage wheels, parts of a gate, sundry nails, bolts and bits of junk entered into the construction of this machine, but the greatest inventive genius was manifested in his gearing. Three iron cog-wheels were at last adjusted so that some degree of smoothness and power could be got out of them, and then the wheel was complete. Its weight is about eighty pounds. We give a cut of the machine, and our readers can see what a wonderfully made machine it is.

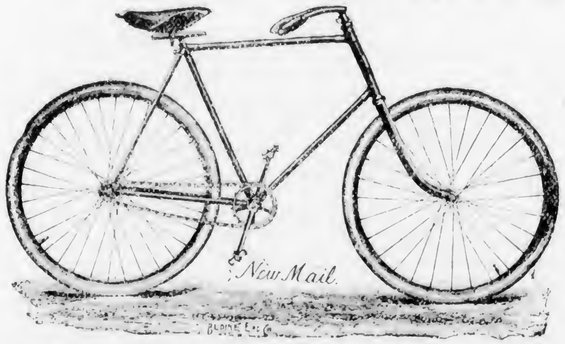


IT is to be regretted that embarassments have overtaken the Park Avenue Wheelmen of Philadelphia. The trouble was the old one of members not paying their dues, and consequently bills remained unpaid. The President of the club, O. S. Bunnell, purchased the entire club fittings on a judgment procured by him. There will be an immediate reorganization and removal of the club to less expensive quarters. This club had a reputation both at home and abroad, second to no club in the country. They were hustlers, and they yellow and black colors of the club were prominent at every gathering of cyclers. They were always to the front in all sorts of social, racing and fun making affairs when away from home. There, the latchstring of their magnificently furnished clubhouse was always out, and every wheelman who honored the club with a call, on passing through the city, was given a royal welcome and made to feel himself entirely at home.

....WHY? Is the....

NEW MAIL

....Selling So Largely....



Because it is the

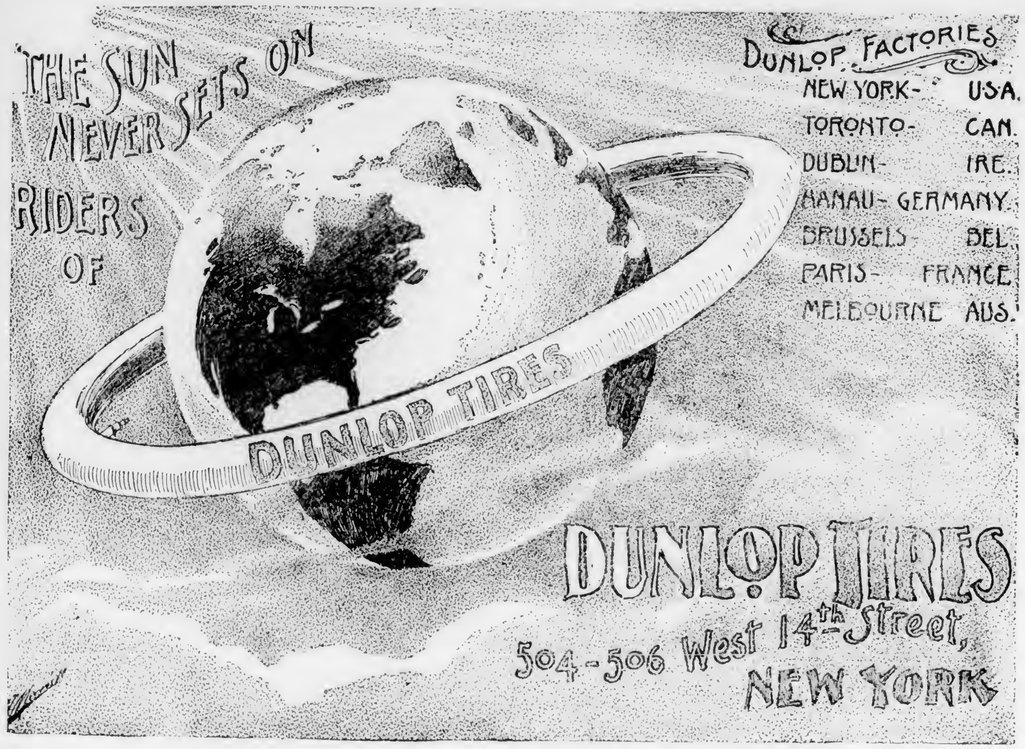
Finest High Grade In the Market This Year.

Also the '93 NEW MAILS at $75.00 are *BARGAINS.*

NOT A BROKEN FRAME LAST YEAR.

Send for our Second Hand List.

WM. READ & SONS, 107 Washington St., Boston.



WE HAVE CAPTURED AUSTRALIA.

On February 17, 1894, EVERY AUSTRALIAN RECORD from Half-Mile upward, was beaten by Messrs. Turner, McCombe, Scharp, Broadbent, and White, all on

DUNLOP TIRES

And the Australian Long-distance Record (Adelaide to Melbourne) has just been beaten by no less than 18 hours, 8 1-2 minutes, by Snell on DUNLOP TIRES: total time, 3 days, 5 hours, 42 minutes.

Keep Your Eye on that NEW Dunlop Racing Tire.
It will be heard from all over the World.

American Dunlop Tire Company,

504-506 WEST FOURTEENTH STREET, NEW YORK.



WARWICK CASTLE.

THE FORTUNATE FIVE.

Being a Veracious and Interesting Account of How Five Americans Invaded England Awheel — What They Did and what They Saw.

(Concluded.)

Next morning we rode on to Alton, famous for its ales, and we visited the Crowley brewery one sees so much advertised is England, and in the enormous vaults sampled some of the old ale. We stopped at Alresford for lunch and had about finished when we were joined by some members of the Winchester and County Cycle Club who had ridden out to meet us. The vice-president, Captain J. C. Moore, whom we afterwards learned was quite a distinguished man, ex-mayor of Winchester, an old Crimean and Indian military officer, etc., rode a Salvo tricycle and with the others escorted us to Winchester, where we were again entertained at dinner and spent a few hours sight-seeing and inspecting the cathedral.

Our next night's stopping place was Southampton, and here it was determined to change our plan and put in a day on the Isle of Wight. None regretted the change, as it was one of the most interesting and delightful days of the trip. The roads were for the most part fine as to surface, but in many places so steep that we could neither ride up or down. The road, as it skirts along the sea side with the high cliffs towering above and the blue sea dancing in the sunlight far beneath, is one never to be forgotten.

We covered about thirty-five miles on the island, cutting across from Cowes and then around by the seaside to Ryde, where we took a steamer to Portsmouth.

We put in a morning amongst the dock yards and shipping of Portsmouth and other interesting features of the city. From here we rode to Arundel where there is a fine castle and next day to that famous watering place, Brighton, where we enjoyed the usual round of pleasures.

Here the party broke, Weston and myself being the only ones to ride back to London, making a two days' trip of it. At London we were again all present, and on July 5 were banqueted at Anderton's, and thus ended the tour of the "Fortunate Five."

The great charm of England, to the tourist fresh from the New World, is its rural beauty, the result of hundreds of years of cultivation, and yet this cultivation has rather helped nature than destroyed it. In the average Englishman's make-up there is a wonderful appreciation and inate love of nature. He naturally abhors the city and in fact it is only those who are compelled to that abide within the city gates.

The tourist awheel sees on every hand this evidence of love for nature; even in the slums of the vast cities he sees, if he wanders that way, this evidence in the presence of pots of flowers struggling for existence in the windows of the humblest houses, while in the country the cottager who has not a neatly kept little flower garden and who does not have his windows filled with gorgeous blooms is an exception. It is the most beautiful rural country in Europe, a veritable garden for nature has been cherished and not destroyed by the hand of man.

The illustrations given this week include a view of a small portion of a building which I spoke of in last week's issue, i. e., Warwick Castle. This castle is probably the most magnificent in all England and is one of the most ancient. The oldest portions of this regal pile were built in the thirteenth and fourteenth centuries, and the castle contains a collection of ancient and modern art works unexcelled. In 1871 unfortunately a part of the castle was destroyed by fire and the loss of valuable articles of art was incalculable. The damaged building was, however, restored as nearly like the original as it was possible to make it and the visitor would not know that fire had ever ravaged the splendid pile were he not told of it.

As a specimen of the picturesque "timbered buildings" so common in ancient England, is a fine half-tone of a house on High street, Shrewsbury. The picture of Steephill Cove, Isle of Wight, is a good specimen of the many quaint little fishing villages one finds on the British coast.

This account I know is meagre, but space forbids my going much into details. The route can be picked out on any map of England, and subsequent tours convince me that the itinerary was well chosen. All of the party, I am sure, have the pleasantest recollections of the treatment we received at the hands of our English friends.

"LONDON W."



HOUSE ON HIGH STREET, SHREWSBURY.



STEEPHILL COVE, ISLE OF WIGHT.

At Coasting

The Spalding

Takes First Place

BALTIMORE, MD., April 2, 1894.

MESSRS. E. D. LOANE, JR. CO., 25 W. Baltimore St., Baltimore, Md.

I have the pleasure to inform you that upon receipt of my "Spalding" Bicycle, I gave it a thorough trial in a preliminary way, and feel convinced that it is one of the easiest running machines I have ever ridden. In the presence of a number of gentlemen of the Maryland Bicycle Club, I coasted about 150 yards further than has ever before been done on any make of machine, much to the surprise of myself and the gentlemen present. Had the distance been but an inch or two beyond the mark, I would have attributed it to a finer adjustment of the bearings; the excess, however, being so great, conclusively demonstrates that the new angle of cone construction is vastly superior to that used by any wheel heretofore ridden by me.

Yours truly, (Signed) REUS W. APPLEGARTH,
Chairman Rights and Privileges Committee, Maryland Division, L. A. W.

WHICH PROVES IT'S THE EASIEST RUNNING BICYCLE IN THE WORLD.

MAKERS.
Lamb Manufacturing Company, Chicopee Falls, Mass.
Special Agents, A. G. SPALDING & BROS.
NEW YORK. CHICAGO. PHILADELPHIA.

Bicycle Weighing 2321 Lbs.!



MODEL G.

If you had one, it would push hard . . . .

WOULDN'T IT?

222

If you had one weighing 21 lbs. less, it would push easier. . . . .

WOULDN'T IT?

IF YOU HAD ONE WEIGHING 2300 LBS. LESS, IT WOULD RUN EASIER STILL,

WOULDN'T IT?

KEATINGS, Scientifically Built, **21 to 26 lbs.**

Send 2-cent stamp for Catalog to the KEATING WHEEL CO., HOLYOKE, MASS.

FIXTURES.

MAY.

5—Malden, Mass., Linscott road race.
12—Saugus, Mass., race meet, J. W. McDuffee.
19—Wilmington, Del., race meet, Wilmington W. C.
26—New York, Intercollegiate I. C. A. A.
26—Cortland, N. Y., Wheel Club race meet
30—New Bedford, Mass., 25 mile road race, Hoyland Smith.
30—Danbury, Conn., Altair C. C. race meet.
30—Boston, Mass., Division spring meet.
30—Neshaming, Pa., Falls C. C. race meet.
30—Fresno, Cal., A. C. race meet.
30—Elmira, N. Y., race meet, Kanaweola B. C.
30—Rome, N. Y., race meet, Rome Cyclers.
30—Utica, N. Y., race meet, Utica C. C.
30—Bergen Point, N. J., race meet N. J. A. C.
30—Waltham, Mass., race meet, A. C. C. of Boston.
30—Worcester, Mass., race meet, Bay State B. C.
30—Manchester, N. H., race meet, Thos. R. Varick.
30—San Francisco, Cal., race meet, Bay City W.
30—Irvington Millburn, N. J., road race, 25 miles, M. A. C. C. of N. Y.
30—Buffalo, N. Y., road race, 25 miles, H. C. Martin.
30—Asbury Park, N. J., race meet, Asbury Park W.
30—Auburn, N. Y., race meet, Auburn Cyclers.
30—Rahway, N. J., race meet, Union County Roadsters.
30—Boonton, N. J., race meet, Boonton A. C.
30—Baltimore, Md., race meet, Clifton W.
30—Cincinnati, grand road race, C. Hauauer & Bro.
30—Cleveland, O., race meet, Cleveland W. C.
30—Jamestown, N. Y., race meet, Prandergast W.
30—Detroit, Mich., race meet, Diamond Wheelmen.
30—Winona, Minn., race meet, Cycle Track Ass'n.
30—Quincy, Ill., race meet, Quincy B. C.
30—Youngstown, O., race meet, Mahoning C. C.
30—Atlantic City, N. J., race meet.
30-31—National City, Cal., Southern Cal. Div meet.

JUNE.

2—Plainfield, N. J., race meet, Crescent W.
2—Rondville, N. Y., N. Y. race meet.
12-17, Cincinnati to Owensboro, boat excursion, Ky. Div.
13—Louisville, Ky., road race, Martin and Dressing.
15—Elizabeth N. J., race meet, E. A. C. C.
18—Waltham, Mass., race meet, Waltham C. C.
15-16—Owensboro, Ky., Kentucky Div. meet, Owensboro C.
18-19—Bridgeport, Connecticut Div. meet.
20-21—DuBois, Pa., race meet, Arrow C. C.
23—Philadelphia race meet, South End Wheelmen.
23—Newark to Asbury Park, century run, A. C. C. of N. J.
26—Auburn, N. Y., race meet, Y. M. C. A.
30—Brooklyn, N. Y., race meet, King County Wheelmen.

The Modern Argonaut.

"Oh, 'tis gold, not glory, I'm after now,"
He said as he sailed away:
"And the French are the suckers for me, I trow:
Just now they are built that way!"

BICYCLING WORLD Oldest and Best

"Knickerbockers" not "Bloomers."

EDITOR BICYCLING WORLD: May I not appeal to you to correct, in the BICYCLING WORLD, the occasional use of the word "bloomer" for "knickerbocker." No one knows better than you that the latter is a well established name, used generally among athletes here and abroad. It has the dignity of a respectable and serious acceptation, while "bloomers" was never so considered, and has generally been used in ridicule of a few enthusiastic women who, without influence and without any special cause, vainly attempted to introduce a very ugly costume. The bloomer dress by no means corresponds with the neat and becoming rational dress of women cyclists. It has no knickerbockers as now made, no such gaiters and no such jacket or hat. The rational dress is much needed and is specially adapted to its purpose. The "bloomer" costume was hideous and uncalled for.

The name "bloomer" was used in derision and tends directly to discourage women from wearing the rational dress. While good and refined women do wear the latter, they are sensitive to every word of discouragement or ridicule, and "bloomer" is one of the popular vulgarisms which we would do well to drop in favor of the legitimate words knickerbockers—meaning loose, short breeches, and knee breeches meaning tight fitting, short breeches. C. E.

Spring Race Meet.
OF THE
Associated Cycling Clubs
Of BOSTON and VICINITY.
To be held in conjunction with the Massachusetts Division Spring Meet at
WALTHAM, MAY 30.
GOOD PRIZES. GOOD RACING.
Entries to A. K. PECK, 259 Washington St., Boston, Mass.

Seamless Tube Inventor Dead.

REINHARD MANNESMANN, SR., the great iron manufacturer of Remscheid, Prussia, died on Friday.

With his son he invented and manufactured the machine by which seamless tubes are rolled from solid blocks of metal without the use of mandrels.

The Stearns Team.

CALLAHAN and Murphy of the Stearns team left Savannah, Ga., Friday, for Syracuse, N. Y., where the finishing touches to their training will be put on. The other members of the team will report at Syracuse within a few days.

Bicycles Soldiers.

A BICYCLE corps is being organized among the members of the Eleventh Separate Co., Mount Vernon, N. Y.

A Texas Race.

IN the twenty mile road race at Fort Worth, Texas, last Saturday, W. B. Takabery won. Time 1.20.

BICYCLING WORLD Largest Paid Circulation

The Tri-State Relay.

THE Tri-State relay race, will be held June 2 from New York City to Philadelphia. The prizes which will be awarded by the New York Times are of such a character as will warrant the entry of the eighteen fastest road riders in that locality. The start is to be from the office of the New York Times on Park Row, and the men will finish at the Philadelphia base ball grounds. The wheelmen of Pennsylvania, New York and New Jersey will each be represented by a team of six men, and the relays will be twenty-five miles.

The total distance is about 150 miles. The distance from the New York Times Building to Philadelphia Ball Park is about ninty miles, but by covering the paths proposed, the racers will have to ride an additional sixty miles.

The arrangements for the race are in the hands of the Atlanta Wheelmen, of Newark, N. J. The route will be:

Leaving the New York Times Building the riders will cross Barclay street ferry and go direct to Newark. Then they will travel in a northwesterly direction, touching at Belleville, Paterson and Boonton. Here the course will be changed, and the riders will go down to Morristown and Springfield. A long run to Plainfield and back to Elizabeth will follow, after which the route will be through Rahway, Round Brook, New Brunswick, Princeton, Trenton, and Bristol, and thence straight to Broad street and Philadelphia Ball Park.

The race will be purely a relay event between the States and the team making the largest number of points will be declared the winner.

The Dual Senses.

"DOES cycling strengthen hearing and eyesight?" was the topic broached at an impromptu cyclic debate recently, says Cycling. It could hardly be called a debate, however, for the whole of the assembly were in the affirmative. Doubtless night riding, when the cycler's ears and eyes have to be constantly on the alert, is mainly responsible for the improvement of these organs. His trained eyes and ears are able to distinguish objects and hear sounds long before those of the average pedestrian, and he is able to locate the position of a lumbering cart with the instinct born of long practice.

Cookery Receipts.

BAKED CYCLIST—Procure one biped, one cycle, and a few score miles of rough road; sprinkle in a large handful of hills; stir round with some new road metal; beat up all together with a strong head-wind, and flavor to taste with pacemakers compounded 9-10 zeal and 1-10 discretion. When the biped and the road have got thoroughly mixed, and the former evinces or desires to take up the whole of the latter, he is done. Add quickly some essence of "chuck," and pick him out with a wooden spoon.

ROAST CYCLIST—Follow out the above recipe, and sprinkle in a good handful of contemptuous fellow-cyclists when done. —*Cycle.*

"Imperial Wheels"



Are you interested?
Ask about them, don't wait too long.
Ask now.

THERE ARE FEW, IF ANY, WHICH EQUAL

The "IMPERIAL."

What makes them popular all the way from Maine to California.

First—The best material.
Second—Correct design.
Third—Careful observation as to needed improvements.
Fourth—Adoption of all practical improvements.
Fifth—The best obtainable skill in construction.

These things combined make **Strength, Beauty, Durability.**

"Imperials" possess all these qualities.

AMES & FROST COMPANY. BLACKHAWK ST. and CHERRY AVE., CHICAGO, ILL.

Mention Bicycling World.

THE HUESTIS
PATENT DETACHABLE TIRE.

Do you wish a tire that does not creep? That is resilient and fast? That can be attached or detached in one minute?

One which is made of first-class material and made by a concern who has had years' of experience manufacturing Pneumatic Tires, and whose guarantee does guarantee? If so

Buy the Huestis Detachable Tire.

Adopted by the majority of makers of high-grade wheels. Demand it of your local dealer.

TO WHOM IT MAY CONCERN:

This is to certify that we are prepared to give a guarantee to all users of the "HUESTIS" tire to absolutely protect them against any loss, cost or damage arising from suits entered by rival manufacturers on the grounds of infringement of patent.

THE NEWTON RUBBER WORKS,

Manufacturers of all kinds of Rubber Bicycle Goods and Sole Manufacturers of the "HEUSTIS" Tire.

MAIN OFFICE AND WORKS, - - - NEWTON UPPER FALLS, MASS.

TRADE BITES

Weekly Trade Bulletin

Of new incorporations and business changes among the bicycle, sporting goods and kindred trades throughout the United States.

MILWAUKEE, WIS.—Reitzner & Richard Cycle Co., not incorporated, dissolution reported.

HAMLET, N. Y.—Frank Scott, bicycles, new store opened.

OMAHA, NEB.—Cort & Cottrell Hardware Co., purchased business of Hunchbaugh & Co., 1405 Douglas street. This company is incorporated with capital stock of $10,000. Will handle bicycles.

PALM BRANCH, DADE CO., FLA.—W. H. Parkin, formerly of Cleveland, Ohio, will open hardware store and handle cycle supplies and bicycles. He wishes correspondence from manufacturers.

BUFFALO, N. Y.—R. T. Palmer, 31 Otis Place, is putting on the market a new patent trouser guard for bicyclists.

WASHINGTON, D. C.—The Palais Royal, A. Lisner, proprietor, adding athletic goods and will handle bicycles.

FRESNO, CAL.—Dexter & Banta, bicycles, dissolution reported.

NORWICH, CONN.—Tompkins & Murphy, bicycles and hardware, J. F. Tompkins reported to have placed on record warranty deed to real estate.

NORWALK, CONN.—H. D. Walcott, bicycles, gone out of business.

TRENTON, N. J.—Consolidated Rubber Co., commenced the manufacture of bicycle tires.

NEW YORK, N. Y.—N. Y. Tire Co. opening new store at 23 Warren street.

READING, PA.—Millholland Tube Co., preparing to manufacture highest quality of tubing. The manager of this company is Harry Millholland, formerly mechanical engineer Pennsylvania Railroad Co.

AKRON, OHIO.—Diamond Rubber Co., incorporated by Frank Reilsnider and others; capital stock $50,000, will manufacture pneumatic tires, etc.

NEW CARLISLE, OHIO.—Isaac Ulery, hardware and bicycles, real estate mortgage of $533, canceled.

NEW WESTMINSTER, B. C.—Campbell & Anderson, hardware and bicycles, A. O. Campbell reported to have placed chattel mortgage for $1,000 on record.

WASHINGTON, D. C.—J. E. Buckingham, Jr., & Co., opening new bicycle store on 12th street. Will handle the Cleveland and other wheels, and cycling specialties.

PORTLAND, ORE.—Northwest Gun and Bicycle Co., incorporated by F. A. Haiser, Harry Beal and Geo. W. Haiser. Capital stock $10,000.

SHEPHERDSTOWN, W. VA.—R. G. Surbridge, of Hagerstown, Md., is equipping plant to manufacture bicycles.

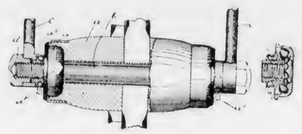
The Yellow Fellow.

THE Stearns is surely making a mark. Last week, at Dallas, Tex., they won; also at Birmingham, Ala., and Dedham, Mass.

A New Idea.

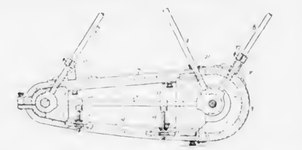
THE Economy Bicycle Club, of Elmira, N. Y., starts off this week with 150 members. Each rider is to have a new wheel and they will all be purchased from the same manufacturer.

Illustrated Novelties.



BALL-BEARING.—Sterling Elliott, assignor to the Hickory Wheel Company.

Claim.—A ball bearing for wheels comprising a ball-receiving cup, and ball-retaining plate having oil passages terminating back of the balls, substantially as described.



GEAR-CASE FOR BICYCLES.—Alfred M. Moore, Malden, Mass., assignor to the Williams & Moore Manufacturing Company, Portland, Me.

Claim.—A gear-case for bicycles composed of a plurality of parts having adjustable connections so that said case may be shortened or lengthened to provide for variations in distance between two revolubble wheels, substantially as explained.



PEDAL FOR CRANK-POWERS.—Andrew J. Hoyt, Philadelphia, Pa.

Claim.—The combination of the crank, the pedal having a front foot rest in advance of the pedal pin, a yielding rear foot rest, and means for preventing the forward rotation of said pedal on the pedal pin, substantially as described.



SPOKE ATTACHMENT FOR VEHICLE-WHEELS.—Louis Rastetter, Fort Wayne, Ind.

Claim.—A spoke attachment for vehicle wheels comprising a concave washer 2 having a beveled perimeter and provided with a perforated hemispherical socket as described adapted to form a nipple-head seat, the said washer being adapted to conform to the contour of the grooved periphery of the rim, all substantially as set forth and described.

To the Rider's Taste.

THE Premier Cycle Company announce that as their trade is largely with experienced and critical riders who hold opinions of their own on the subject of their mounts, the company is prepared to supply Helical Premiers with 28 inch or 30 inch front wheels, handle bars any shape, wood rims, choice of tires and saddles, and choice of gears. All 1891 patterns are fitted with Perry's tangent hubs, piano wire spokes, and patent pen-bushed chains. The company is turning out a track racer at 18 1-2 pounds actual, and a guaranteed road wheel at 21 pounds, all on, which is a marvel of rigidity and easy running.

Class A and Class B,

and tourists, are all equally interested in the greatest of strides made in the improvement in cycles in 1893. Fred J. Osmond, the great English champion, writes, "it has no equal." Mr. Lewis Stroud, the fifty-mile champion of England, says of it, "I have carefully observed and examinsd all on the market and I unhesitatingly adopt it and recommend my friends to do the same."

In the six-day race at Madison Square Garden, N. Y., held last December, there were eighteen competitors, only one of whom used this wonderful improvement, because it was then comparatively unknown among racing men. He broke the twenty-four-hour record in competition, riding 402 miles, and made world's records for 81 and 88 hours, and although he entered the race with scarcely any training or preparation, secured second place at the finish, yet in the great eight-day race in Paris, which began March 11, the same rider, foolishly using another make of tires, although he had made careful preparation and was well trained, could not hold the pace with his competitors and was obliged to retire from the race at the end of the first six hours.

Cyclists who make long tours, century riders, wheelmen who enter road races, and racing men of Class A and Class B will do well to have their cycles mounted for the coming season with Simplicity 47. Manufacturers of high-grade cycles will put Simplicity 47 on new wheels when ordered by cyclists; because of the materials used in its construction, it costs fully twenty per cent. more to make than any other tire on the market. Some cycle manufacturers will, therefore, charge more than their regular catalogue price, but cyclists who have ridden the tires and used them consider it cheap at the difference in cost. Many have found a medium-grade cycle with a good tire to be far more satisfactory than a high-grade cycle with a poor tire.

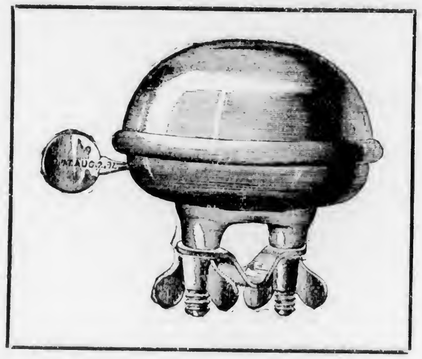
Simplicity 47 is not held in the rim by cement, nor by any mechanical fastening, nor by inflation. Accident or force can not wrench it off the rim, yet it can be removed by a child in less time than is required to describe the principle of the tire, and requires no tools to operate it. Mr. Elliott Burris, of 64 Cortlandt street, N. Y., for the purpose of introducing the tire generally among cyclists, is offering to rebuild old wheels and mount them with Simplicity 47 tires at a moderate charge.

The tires are being manufactured by the Manhattan Rubber Mfg. Co., 64 Cortlandt street, N. Y., whose reputation for fine goods of durable quality ranks with the best rubber manufacturers of the world. The method of attaching and detaching is explained and illustrated in circulars, which will be sent on application made to Mr. Burris or the Manhattan Rubber Mfg. Co. A pair of road tires weighs four pounds; road racing tires weigh three pounds per pair. All dealers in cycles should have Simplicity 47 tires in stock that the demand from cyclists may be met promptly. Live agents are wanted in every city and town.

SPECIAL NOTICE TO WHEELMEN.

The "Bridgeport" Double Stroke.

We will,
for a limited time,
in order to introduce this
First-Class BICYCLE BELL
. . . to Wheelmen . . . .
send one to any part
of the U.S.A. upon
receipt of **$1.00.**



BRIDGEPORT BRASS CO., Bridgeport, Ct.

THE PHOENIX

TO enjoy bicycling you must ride not alone an ELEGANT, but also a SAFE wheel. A broken frame is unknown to PHOENIX riders. Not the least of the pleasures of cycling lies in having a wheel that is recognized by every onlooker as being "HIGH CLASS." PHOENIX riders have the assurance that their mount is beyond criticism — the easy graceful lines of the frame, the elegant finish, that "thoroughbred air" that speaks of money, time and care used in designing and building — in fact, a wheel built without regard to expense and having in view only the absolute determination to please the rider.

Some Things You Can Do on a PHOENIX....

Fasten one end of its crank in a vise; put a giant crank-bender on the other end and the weight of a man of 175 pounds on the end of the crank-bender and you CANNOT draw the crank out of line nor break it, though untempered and soft to the file.

Again, lay on the floor the front wheel of our racer (weighing two pounds complete with tire) and let three men, aggregate weight of 600 to 700 pounds, stand directly on the spokes and you cannot find a bent or distorted spoke when the wheel is released from the weight.

Again, tap the bar of the frame with a pencil; it will give a clear, bell-like note showing that by our method of re-enforcement the vibrations travel all through the frame and do not stop at the head and crank hanger, thereby causing crystallization and in time destruction of the frame.

Our weights are from 20 to 22 pounds for Racers, 26 to 29 pounds for Road Wheels, and our prices range from $125 to $150.

A postal card will bring you Catalogue and any information wanted, but we would like you to call when we will take pleasure in showing the details of construction.

Mention "BICYCLING WORLD."

Eastern Branch

STOVER BICYCLE MFG. CO.,
575-577 Madison Avenue, New York City.



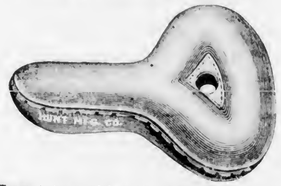
ATHLETIC
Bicycle
... and ...
BATHING
Suits.

Exclusive Styles in
SWEATERS
And Ladies' Union Garments. Best for riding purposes.

Send Stamp
for
CATALOGUE
A.

THE HOLMES CO.,
109 Kingston Street, Boston, Mass

Hunt's Pneumatic Saddle.

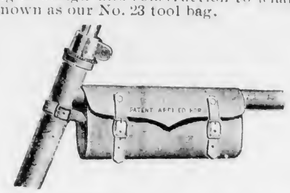


THE latest thing in bicycle improvements is the extremely light pneumatic saddle manufactured by the Hunt Mfg. Co. Three years ago this company placed a pneumatic saddle on the market for the first time in this country and it met with a liberal sale by the retail dealers, but as soon as light wheels and light saddles came on the market these saddles seemed to be a little heavy. This company has now produced an extremely light saddle, its weight being only eighteen ounces. Its length is only ten inches, and it is just the thing for either ladies or gentlemen. It is very narrow at the forward end as shown by the cut and well shaped to the rider. It is thoroughly ventilated and the leather covers are laced together around the sides in such a manner that the inside rubber case may be taken out, mended and replaced by the most inexperienced. It is made of first-class stock throughout. It has been used successfully by several prominent riders and on long distances. The price has been reduced from $9.00 to $6.00.

Certain parties are making pneumatic saddles and have lately received notice to discontinue the manufacture of their saddle as the Hunt Mfg. Company intend to prosecute all infringements upon any patents controlled by them. See their formal notice below:

NOTICE TO CYCLE MANUFACTNRERS AND DEALERS.

We are informed upon good authority that the salesmen reprsenting one of our neighboring competitors are giving out the information that they have secured patents upon bicycle toolbags corresponding in design and construction to what is known as our No. 23 tool bag.



These representations they know to be false, as the firm they represent had never obtained a patent upon this bag, neither have they applied for one, although they have recently obtained a patent on the folding of the ends together on a square bag, which we have been honest enough not to infringe. The only patents that have ever been issued on this bag are those granted to our company March 20, 1894, and we hereby give notice that anyone manufacturing or selling a bag covered by the claims of our patent are liable to prosecution for infringement. Steps have already been taken to prosecute two companies manufacturing bags covered by our claims. HUNT MFG. CO.

A. L. Garford, President.
J. A. Hunt, Treas. and General Mgr.

Will Make High Frames.

EDITOR BICYCLING WORLD: In recognition of numerous calls made upon us for League wheels with high frames, we have experimented some time and have been successful in making a frame that we consider, together with our chainless feature, places our wheel far ahead of any other make.

This high frame has the steering head 1 1-2 inch longer, and is 4 inches higher at the seat rod bracket, than our regular frame and cannot fail to meet the requirements of tall riders.

This style of machine will be ready to place upon the market May 1, and will be known as the League Chainless Special. It will list for $125 with steel rims and $135 with wood rims.

As we shall carry only a limited number of these frames in excess of orders it will be necessary for you to place your orders for this style machine with us at once.

THE LEAGUE CYCLE CO.
Hartford, April 24, 1894.

To Handle the League Chainless.

THE Chainless Bicycle Co., of 120 East 8th street, Chattanooga, Tenn., have organized with capital of $100,000 and will open a new store at the above address. They will handle the League Chainless exclusively in Tennessee and Georgia, and expect to get a large share of southern trade. Mr. Harry Steffner of Steffner & Sloan, Chattanooga, Tenn., is Secretary of the new company.

A Generous Offer to Our Lady Readers.

THE line of beauty among artists is a reversed or double curve. The "bloomer" cycling costume for ladies breaks the graceful curve of nature, and the result is anything but beautiful. Again, as a matter of propriety, why is it any better to expose the outline of six inches of the limb than ten inches? President Johnson, of the Premier Cycle Company, who has long sold ladies' bicycles, says that the "bloomer" must go. It must be either skirts or knickerbockers. For conventionality, skirts; for comfort and beauty, knickerbockers. Miss Tessie Reynolds, of long distance fame, wears the latter, and to introduce her costume to those of our lady readers who are struggling with the question of dress, they will send a large photograph of Miss Reynolds in cycling costume and mounted on her wheel free to any lady on request. Address Publication Department, Premier Cycle Co., 34, 36 and 38 Watts St., New York.

Unlike the Dutch Process
No Alkalies
—OR—
Other Chemicals
are used in the preparation of
W. BAKER & CO.'S
BreakfastCocoa
which is absolutely pure and soluble.



It has *more than three times the strength* of Cocoa mixed with Starch, Arrowroot or Sugar, and is far more economical, *costing less than one cent a cup.* It is delicious, nourishing, and EASILY DIGESTED.

Sold by Grocers everywhere.

W. BAKER & CO., Dorchester, Mass.

Mr. Jefferson's Ride to Constantinople.

MR. JEFFERSON, in writing from Trieste, says that his "Swift" Safety has so far borne him capitally. He has not had the slightest trouble with either machine or the Dunlop tires, and has not yet experienced a puncture, in spite of bad roads.

THE New York Belting and Packing Co. Ltd., have done the cycling fraternity "a good turn" in devising so excellent a tire as the New York Key Tire, and they now suggest that the cyclists do themselves "a good turn" by investigating the merits of the tire and putting it on their wheels. One good turn deserves another. Those who have tried the Key tire are much pleased with its simplicity, lightness and resiliency. A mere turn of a key tightens or loosens the cover, so that the inner tube is easily examined or repaired.

"RED BIRD" is the name of the racing machine of the Syracuse Cycle Company. Richly enameled in carmine; artistically striped in gold and silver, it at once becomes an object much to be desired by the bicycle enthusiast.

AT the cycle races in Bombay, India, during the Victoria Jubilee, the Rambler again scored; Homi D. Patel, on a Rambler Racer, winning the first prize in the cycle event there contested.

THE Western Wheel Works have issued a catalogue that every cycler should have in his possession. It is attractive and contains a whole fund of practical information.

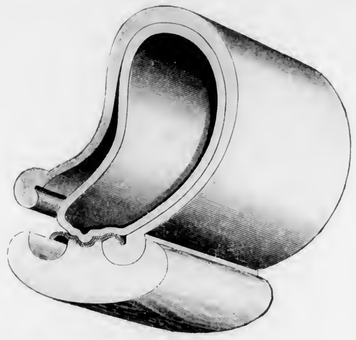
THE Mutual Supply Co., of Baltimore, agents for the League Chainless wheel, opened, on May 1st, a bicycle school.

CHARLES ROTHE,
—EXPERT—
Purchasing Agent
Of any Bicycle in the market. Second hand wheels at rock bottom prices. Call and have this new system explained.
OPEN EVENINGS.
220 Columbus Avenue, · BOSTON, MASS.

LOVE AT FIRST SIGHT!

Strengthened by Acquaintance!

A SOUVENIR and SECTION —FREE—



For the Asking, if Bi. World is mentioned.

Will Be Pleased to Introduce You.

TILLINGHAST MFG. CO.,

117 Orange Street, Providence, R. I.

Use.. BICYLINE

FOR YOUR CHAINS

If you want to be a record breaker. Nothing like it. Reduces friction and lubricates chain perfectly. *Will keep your chain from rusting.*

We Claim Everything



FOR

BICYLINE

As a Chain Lubricant, and every one who has used it pronounce it the best, doing more than we claim. All the crack riders from "Zimmy" down use it, since Bicyline was introduced, imitations have appeared by the score, but nothing has yet been made to equal it. Be sure you buy the genuine. Every can has above trade mark on.

If your dealer does not keep it have him send for some. He will never regret it.

MANUFACTURED BY

A. COOK'S SONS, 313 West St., New York City.

Directions sent with each box. Price, 25 cts. One box delivered to any part of the United States, 30 cts.

THE '94

HUNT PNEUMATIC

IS THE FINEST THING YET PRODUCED . . . . .

Weight 18 ounces. **Price reduced from $9.00 to $6.00.**



Enquire for it of your agent or write direct to the manufacturers. A large variety of

Saddles, Tool Bags, and Toe Clips.

SALES AGENTS FOR THE UNITED STATES

ROGER B. McMULLEN & CO.,

CHICAGO, ILL., AND SPRINGFIELD, MASS.

New York Depot, - JOHN S. LENG'S SON & CO.

CYCLOMETER RACE

First Prize, $200.00 in Diamonds.
Second Prize, $100.00 in Diamonds.
Third Prize, $50.00 in Diamonds.

CAN YOU RIDE 10 MILES PER DAY?
IF YOU CAN, WHY NOT COME IN?

Entrance Fee, $3.00

GUSTIN CYCLOMETER CO.,

BOSTON, MASS.

The JAMES ....Won Gold Medal...

At New Castle Exhibition again this year.

Riders wanted in every town to sell the JAMES.
Special discount given, write for particulars and photo.

WEIGHTS GUARANTEED.

Track Racer, 18 and 20 lbs.
Road Racer, 22, 24 and 26 lbs.

J. BRIDGER,

Sole Importer, U. S. A.

[Mention Bi. World.] 103 Adams Street, CHICAGO.

Attention, Cyclists. The Harris Combination Wrench.



A new novelty and practical combination tool for 1894. Wrench, oil can, pump and screw driver all combined in one.

Made of drop forged steel, case hardened.

Weight, ten (10) oz.

Electrotypes for Catalogues on application.

The Harris Mfg. Co.

381 Main St.,

BUFFALO, N. Y.

Send for descriptive circular and mention BICYCLING WORLD.

WHEELMEN—

Do YOU know that at last there is a good BICYCLE PUMP on the market? . . . .

IT IS DOUBLE ACTING. . . . . .
IT IS STRONG, DURABLE AND . . . HANDSOMELY FINISHED.
IT WILL PLEASE YOU. . . . . .



The Dickens Double Action Pump. Patented.

Ask your local dealer for it. If he cannot supply you we will send it by mail on receipt of price, $1.25.
We also make a double acting foot pump which is acknowledged to be the best pump ever offered for sale.

THE DICKENS MFG. CO.,

1 and 3 Union St., New Brunswick, N. J.



A HIGH GEAR

MEANS EASY RUNNING—

If You Ride a PHILLIPS!

The Wonder of the Cycling World.
The Speed Problem Solved.
Road wheels geared to 80 inches; Racers to 88 2 3 in.
And you ride with less exertion than ever before.
Our descriptive list tells you all about it. Send for one and mention Bicycling World.

PHILLIPS WHEEL CO., - Rochester, N. Y.

WHEELMEN ATTENTION!

Before purchasing your new mount, examine the '94 models of the

Lovell Diamond Cycles.

You will find in their six new models just what you want. In WEIGHT, STRENGTH and IMPROVEMENTS they lead. Send for catalogue to

JOHN P. LOVELL ARMS CO., Mention Bicycling World. **Boston, Mass.**

"Mine eye hath well examined it in all its parts, and finds them perfect, Richard."—King John.

22 POUNDS

Of Steel and Rubber

For USE,

NOT DISPLAY.



ARIEL LIGHT ROADSTER.

ARIEL ROADSTER.

ARIEL RACER.

ARIEL TITANIA.

If you will send us your name and address, and mention "Bicycling World," we will mail you our new work of art, "Knights of the Ninth and Nineteenth Centuries."

ARIEL CYCLE MFG. COMPANY, = = GOSHEN, IND.

.. To .. Agents.

We have not, like some of our elder brethern, any of our '93 production on the market, in the hands of large jobbers, so dealers purchasing Bicycles of us will not have their throats cut by the market being flooded with COLUMBUS No. 7's at reduced list price.

Remember, our 28-pound wheel for $90 and our 25-pound one for $100. We want good agents. We do not deal with jobbers.

Write us for territory and discounts and save the jobbers' profit. We have the equal of any Bicycle made regardless of price. If you do not believe it order sample and see.

Very truly yours,

The COLUMBUS BICYCLE COMPANY,
COLUMBUS, OHIO.

Agents wanted for our Columbus No. 7. Write us for terms and territory.



You Are Looking for the Best Wheel

FOR YOUR MONEY. HERE IT IS.

$100.00 LIGHT, STRONG AND HANDSOME.

Send your address and let us tell you about it, and the $85 wheel as well.
Mention Bicycling World.

W. G. SCHACK, - BUFFALO, N. Y.

REMINGTON BICYCLES

▲▲▲ ARE BEST ▲▲▲

In Design, Material, Finish and Durability.

Fitted with the world-famous Bartlett "Clincher" and Palmer Tires. Send for Catalogue.

REMINGTON ARMS CO., 313-315 Broadway, New York.

WOULD YOU Ride a Bicycle Weighing 2015 Lbs.?

I DON'T BELIEVE YOU WOULD; THEREFORE

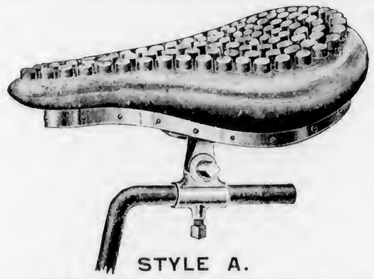
I BUILD THEM WEIGHING 2000 LBS. LESS.

My Special Light Road Wheels for Men weigh 19 lbs. . . . . For Ladies, 15 to 19.

Nothing Can Touch Them for BEAUTY and STRENGTH.

Write me for Prices and Description and mention Bicycling World.

P. J. BERLO, Berlo Cycles, 46 Columbus Ave., BOSTON, MASS



STYLE A.
SPECIAL ROAD SADDLE.
[PATENT PENDING.]

The Bartlett Pneumatic.

The cut herewith shows our Pneumatic Saddle, which can be adjusted to any wheel. It is the

ONLY PERFECT SADDLE ON THE MARKET.

It allows free circulation of air between the saddle and rider. They are fitted with an inner tube and furnished with the well-known J. C. Valve.

No Jar. No Chafing. The Acme of Comfort.

Manufactured by the

Bartlett Pneumatic Saddle Mfg. Co., Lorain, O.

CYCLE REPAIRING FREE
(OF FREIGHT)

High Class Work is Our Specialty.

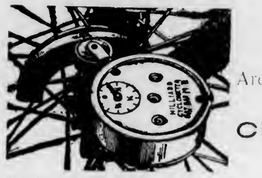
We Pay Freight Both Ways on Work Amounting to $5.00. If sent by Express to save time, we allow the freight rates in each case.
IS ANYTHING WRONG WITH YOUR BICYCLE? We can reconstruct it entire if need be.
Has it Solid or Cushion Tires? We can alter it and fit pneumatics, so you might think it originally made for them.
Are the Direct Spokes Troublesome? We can put tangents in place of the straight ones.
Do You Want a Pair of the New "Wooden Rims" which are so wonderfully light and strong?
Do You Want New Tires of any kind, or a New Inner Tube, Valve or Outer Case for the old ones?
Do You Want Your Machine Re-enameled or Nickeled equal to new? It will sell quicker and for better price.

HERE ARE A FEW PRICES:

We re-build wheels any size and furnish best steel rims; Morgan & Wright tires and pump for $14; wood rims, $2 extra.
Remodeling for pneumatics, $20 to $25 (includes new rims, either Steel or Wood, also re-enameling complete.
New front fork complete, wide steel crown and best weldless tube sides, $5.
Tangent spokes in place of direct, $10.
If new steel hubs are necessary, we make an extra pair light wheels, $25 ($15 rear, $10 front).
Steel rims fitted, $5 pair. Wood Rims fitted, $8 pair.
If we fit rims, *tires are figured at cost.*
Re-enameled, 2 coats, baked on, $5.
Re-nickel, usual parts, except hubs and spokes, $5.
Plating hubs, spokes, and all bright parts, $10.
Two or more of above items, will be combined at lower rate.
Dealers or repairers who lack facilities for difficult work should take advantage of this offer.
Ten years' experience has made our advice valuable. You can have it for the asking. Write us, and mention Bicycling World.

HARADON & SON, - 135 State St., Springfield, Mass.

HILLIARD No. 1.



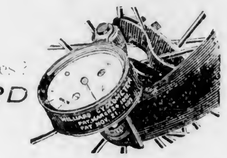
Registers 1,000 miles and repeats.
PRICE $7.50.

WHY

Are all other manufacturers of Cyclometers reducing their prices? ASK first class dealers, or purchase a HILLIARD CYCLOMETER for a satisfactory answer.
Send for circular. Electrotypes on application.

HILLIARD CYCLOMETER CO., 1132-34 NORTH 40TH ST., PHILADELPHIA.

HILLIARD No. 2.



Registers 100 miles. Can be set back to zero.
PRICE $5.50.

$85.00 Waverley



TO THE RIDER.

When you are looking for a new "up-to-date" mount, do not overlook the fact that you can save from $40 to $60 by buying a WAVERLEY. Many a dealer will represent to you that he can furnish some other machine "just as good" at the same price. *He can't do it!* Don't let him deceive you. Look up the WAVERLEY Agent and insist on having a . . . . . .

Remember, we guarantee this machine to be fully equal in grade, and every detail of construction, to any machine built, regardless of price. Our Catalogue is Free by mail.

Waverley

INDIANA BICYCLE CO., Indianapolis, Ind., U. S. A.



$4

Weight, 4 ounces.

SPECIAL NOTICE. Bicycle Riders and Dealers. Improved facilities to meet our large and increasing demand enables us to place within the means of every Cyclist our small, light, easily read, best constructed and only positively accurate

NOVELTY . . . AND . . . SHEDD'S

CYCLOMETERS

Perfect satisfaction guaranteed or purchase money cheerfully refunded. Sent post-paid on receipt of price.

RECORDING INSTRUMENT CO., 602 CHAMBER OF COMMERCE, BOSTON, MASS.

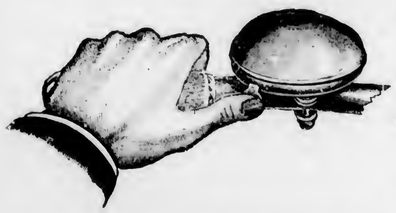


$5

Weight, 4 1-2 ounces.

THE PRESSURE CYCLE BELL.

LATEST AND .... BEST ....

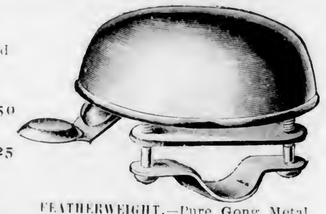


No lever to scratch the hand.
No lever to catch the coat sleeve.
No lever to break if machine falls.
Made of pure gong metal and hand somely finished in nickel.

No. 1—8 1-2 oz., diam. 2 3-4 in., Price, postpaid, $1.50
No. 2—5 1-2 oz., diam. 2 1-4 in., Price, postpaid, $1.25

Liberal inducements to dealers.

THE CYCLE SUPPLY CO., HARTFORD, CONN.



FEATHERWEIGHT.—Pure Gong Metal, Beaded Edge, Mechanism all on inside. Weight, 2 1-2 oz. Price, postpaid, 75 cts.

The HY-LO (TRADE MARK) INSTANTANEOUS CHANGEABLE GEAR

Strong. Simple. Durable.
POSITIVE. LIGHT.

Applicable to all chain bicycles, new or old, men's or women's.

Catalogue and Testimonials from Experts on application.

LOUIS ROSENFELD & CO., 10 WARREN ST., NEW YORK.



A SCORCHER

Can not burn holes in the road unless he wears out light scorcher shoes.

Send for catalogue.

DETACHABLE CLEAT CO., 31 Bedford St., Boston.

To What Purpose Is All This Waste?

Keep a record of your mileage and you will have something to show for your riding at the end of the season. The '94 pattern



WESTON FORK Cyclometer

will do the business for you; ask your dealer for it or send to

Frank C. Weston.
Bangor, Me.

Postpaid on receipt of price, $7.00.

WHEELS

For Bicycles and Sulkies.

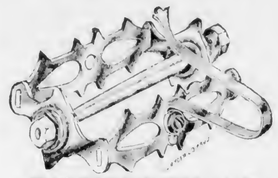
Wheels of all grades for Safety Bicycles, Hubs, Spokes, Nipples, Rims. Tires of all kinds.

Large and small manufacturers and dealers' supplies.

I. A. WESTON & CO.,
JAMESVILLE, N. Y.,

RANKIN TOE CLIPS

For Rubber or Rat-Trap Pedals.



THE RANKIN TOE CLIP.
For Rubber Pedals, 50c. by mail.
For Rat-Trap Pedals, $1 per pair, by mail
Dealers, write for discounts.

W. G. RANKIN.
121 Mathewson Street, - - Providence, R. I.
Mention Bi. World.

Jones' Suspension Bicycle Saddle.



PRICE $2.50.

Agents Wanted. Simplest, Cheapest, Neatest and Best.

For Carrying Children on Ordinary Safety Bicycles.

For sale by all dealers. Manufactured by

A. H. GOETTING, Springfield, Mass.



A HEAD IN CAPS

As we are ahead in all sundries, our Caps are well made and neat. 75 cents.

DETACHABLE CLEAT CO., 31 Bedford St., Boston.



The Billings' Bicycle Wrench.

Adopted by the Pope Mfg. Co., and pronounced by them the Best Bicycle Wrench in the Market.

The BILLINGS & SPENCER CO., HARTFORD CONN.

TO CYCLISTS. The L. & W. Belt.

PATENTED APRIL 17, 1894.

THE L & W BELT TRADE MARK MANUFACTURED BY MACULLAR, PARKER & COMPANY.

This belt consisting of an elastic gore with elastic strap and buckles—made a part of the waistband of trousers at side seams—will be found to be of great value to cyclists, foot-ball men, tennis players, and athletes generally, who require snug but easy fitting waistbands to their trousers, and do not wish to use the leather belt (which presses on the abdomen), or suspenders (which pull on the shoulders) to keep them in place.

WE ATTACH THE BELT TO TROUSERS OR SELL IT TO BE PUT ON ELSEWHERE.

DESCRIPTIVE CIRCULAR AND PRICES MAILED UPON REQUEST.

MACULLAR, PARKER & COMPANY, 400 Washington St., Boston.

Handsome. Easy Running. Light.

Reading Safety Bicycles

Best Wheels.
Best Finish.
Best Material.

W. H. WILHELM & CO., M'f'rs., Reading, Penn.

Write for prices on our line. We are giving some inside figures. Mention Bicycling World.

RED CROSS COLORED ENAMELS.



For Brilliancy, Durability and High Grade Finish there is no enamel on the market equal to the Red Cross. We will warrant this enamel not to contain one particle of Asphaltum.

We can furnish it in all the following 12 colors: White, Black, Cream Yellow, Rose Color, Robin Egg Blue, Deep Blue, Orange, Primrose, Vermillion, Light Green, Cycle Blue and Drab.

Either air-drying or baking furnished in bulk in any quantity desired.

Price, per Can, 50 cts.

Send for Catalogue and discounts to the trade on Red Cross Sundries, manufactured by

Arlington U. Betts & Co., Toledo, O.



DON'T CARRY A TRUNK

But use our

SCORCHER GRIP.

Light and Strong.

Send for catalogue.

DETACHABLE CLEAT CO.,
31 Bedford St., Boston.

"RACER" TOE CLIP.



FITS ANY PEDAL.

Finest steel and every pair tempered.
Price by mail, 50 cts. per pair.



Acknowledged the standard lock.
Price by mail, $1.00.

UP TO DATE DISCOUNT TO TRADE.

LEMONT & WHITTEMORE CYCLE CO.,

Mention Bicycling World. 637 MAIN ST., WORCESTER, MASS.



Call's Racing Suits.

No. 15 1-4 sleeve shirt, best worsted, solid color, $2.75; No. 15 knee tights, best worsted, solid color, $2.50. Strips around neck, 50 cts. extra; strips around waist, arms and legs, 25 cts. each.



Any style suit, striped, figured or lettered, made to order. No. 151 shirt and 148 knee tights, Black or Navy Worsted, $2.50; Cotton suits, shirt and tights, $1.50 and $2.15. Send chest, waist, and inseam measure. Our 80-page illustrated catalogue of Bicycle and Athletic goods sent on receipt of a 2 ct. stamp.

S. B. CALL, 229 Main St., Springfield, Mass.

SCORCHER

MADE OF SPRING STEEL AND TEMPERED
WILL NOT BREAK-

50 CENTS

DISCOUNT TO DEALERS

Boston Cycle Exchange
660 Centre St.
Jamaica Plain, Boston.

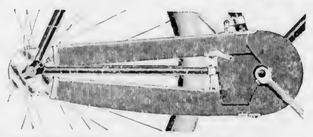
THE "W. AND M." GEAR CASE

No Noise. No Friction.

WEIGHT ONLY 15 OZ.

Easy to adjust.

Absolute protection for the chain and sprocket wheels.



Mud and Dust cannot clog the Chain.

THE LATEST DEVICE

For making Cycling a Luxury in all Seasons and Climates.

AGENTS WANTED EVERYWHERE. ADDRESS

WILLIAMS & MOORE MFG. CO.,

31 BEDFORD STREET, - - - BOSTON, MASS., U. S. A.

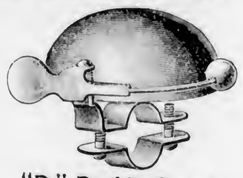
NEW DEPARTURE BELLS.



"C," 4 oz. Electric.

IT IS USELESS TO SAY MORE THAN THAT THESE ARE

THE BEST!



"D," Double Ounce.

For Sale Everywhere. THE LIGHTEST BELL MADE.

Transportation to Denver.

A general impression seems to prevail among wheelmen that the L. A. W. meet at Denver will not be attended by many Eastern members, wing to the great expense of railroad fare and the long distance to be traveled. This feature of the expense is not in accordance with the facts. Denver is a distance, but a jolly party traveling in sleeping and dining cars, attached to a through train over the Fitchburg, West Shore, Nickel Plate and Rock Island Route, would find it many hours nearer, and at a rate much below what one would spend on a week's outing. The cars will be chartered exclusively for Wheelmen and the rate will include berth and meals both ways. The attendance of a large Eastern delegation is assured, inasmuch as this cheap, but still first class excursion, will make it possible for all to get out to this very exhilarating climate and beautiful country.

The Southwestern Limited

VIA THE BIG FOUR ROUTE TO ALL WESTERN POINTS. "THE FINEST TRAIN IN AMERICA."

"I have traveled thousands of miles," remarked a commercial traveler, "and in every conceivable manner; but never have I found a more perfect service than that offered by the Southwestern Limited, via the Big Four." This is the universal edict in regard to this beautiful train.

Every day in the year it runs solid to Columbus, Springfield, Dayton, Cincinnati, Indianapolis and St. Louis, with the finest equipment in modern railway structure. Composed of Wagner Sleeping Cars, Library, Smoking and Cafe Car, Elegant Coaches and New Dining Cars, it provides every feature of comfort and luxury.

When you go West take the Big Four.

E. O. McCORMICK, Pass'r Traffic Mgr.
D. B. MARTIN, Gen'l Pass'r and Ticket Agt.

CINCINNATI, OHIO.

Through Cars to New Orleans.

Among the many important improvements in the Baltimore and Ohio Railroad train service is the addition of through Pullman Sleeping cars from New York to New Orleans, via Philadelphia, Baltimore, Washington, and the Lanors-Shenandoah Valley route, passing through Roanoke, Knoxville, Chattanooga and Birmingham. The train leaves New York daily at 3.00 P. M.; Philadelphia, 12th and Market Sts., 7.22 P. M. and 24th and Chestnut sts., 7.38 P. M., reaching Roanoke at 7.40 A. M.; Knoxville, 3.52 P. M.; Chattanooga, 8.00 P. M.; Birmingham, 11.13 A. M., and New Orleans, 1.45 P. M.

This train is very handsomely appointed, being vestibuled throughout, and has Dining Car service New York to Chattanooga. At Washington a Pullman Sleeping Car, which runs through to Memphis, is added to the train.

All trains of Baltimore and Ohio Railroad leave New York from station foot of Liberty street.

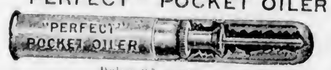
Improved Service to Cincinnati and St. Louis.

The Baltimore & Ohio Southwestern Limited, leaving New York at 9.00 A. M., and the Fast Express leaving at 7.30 P. M. for Cincinnati and St. Louis, are now equipped with a complete Dining Car service, built expressly for these trains by the Pullman Company. Pullman Dining Cars are also attached to Royal Blue Line trains leaving New York at 9.00 and 11.30 A. M., and 5.00 P. M. for Baltimore and Washington.

NO OTHER OILER

Is "JUST AS GOOD" as the

"PERFECT" POCKET OILER



Price 25 cents each.

Be as careful to get a good oiler as you would be in buying a bicycle. "Star" Oilers, 15 cts.; Oiler or Pump Holders, 25 cts. each.

CUSHMAN & DENISON, 172 9th Ave., N. Y.

The Elwell European Bicycle Tour

Starts from New York early in June. France, Switzerland, Germany and Holland. Address F. A. ELWELL, Portland, Me.



WILSON'S

WONDERFUL NICKEL AND ENAMEL

PRESERVER.

Will Polish Nickel and Enamel, Prevent Nickel and Steel from Rusting.

DIRECTIONS.

Shake well before using. Saturate a piece of cotton flannel with the solution, rub lightly, and finish with a clean, dry piece of cloth.

The solution leaves a fine coating, preventing the air from penetrating the nickel.

The solution is to be applied on good nickel. If such is the case, and done carefully, you will not be obliged to have the parts or cranks renickeled.

If the nickel has already begun to peel off, the solution should be applied at once; by so doing it will prevent the rust from going any farther.

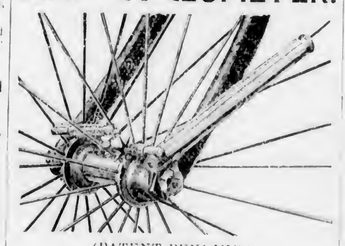
This solution is the best thing in the known world to prevent nickel from rusting and restoring the enamel. I make no claim to remove rust

MANUFACTURED BY
JOHN W. WILSON, 14-15 Tremont Row,
Boston, Mass., U. S. A.

PRICE 50 CENTS.

FOR SALE EVERYWHERE.

NEW CYCLOMETER.



(PATENT PENDING.)

PRICE, ONLY $2.50.

Nickel Plated. An Ornament to any Wheel. The Simplest on Earth. No Wheels. No Dial. No Hands. No Springs.

Registers 100 Miles

On either a 28 or 30 inch wheel (a seeming impossibility). Weight, 3 ounces. A boy can take it to pieces and put it together in a minute.

A liberal discount to the trade. Address

HALL MFG. CO., Wallingford, Conn.

Kindly mention the Bi. World when writing.

NOW OR NEVER

This week's offer will consist of

1 set Griswold's Folding Mudguards, price $2.50; 1 set Rankin's Toe Clips for Rubber or Rattrap Pedals, price 50 cts. and $1.00; 1 Stick Indian Grapholine price 25c.; all for **$2.50.**

Riders send postal note or money order.



Racing Bicycles built to order.
Give specifications and get estimate.

RALPH TEMPLE CYCLE WORKS,
158 22d Street, CHICAGO.

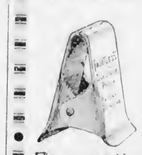
Have you heard of the "Fair Sample?"

... WHY ...

Do you ride a pneumatic in preference to a solid tire?

AH! COMFORT! EH?

Somewhere. Then stop and think. Why do you inconsistently wear clankles (alleged to be trouser guards) when I offer you



Pneumatic Trouser Guards.

The "Fearless" (15 cts. a pair.)

Protects perfectly. No hooks, but never slips. Free ventilation at ankles. Grips the trousers only — not the legs. So cool and comfortable you can't feel it's there. Dont be a lamb and follow the herd. Reason it out. Big trade discounts.

CHAS. SULZNER MAN'FR.
1300 North 23d St., Philadelphia.

PUNCTURE PROOF BANDS

$1.50 PAIR.

RESILIENT, LIGHTEST, CHEAPEST and BEST.



$1.50 PAIR $1.50 PAIR

Can be used on any inside tube tire. Anybody can put them in. No trouble.

Sent by mail anywhere on receipt of $1.50.

F. J. WERNETH CO.,

806 Druid Hill Avenue, - Baltimore, Md.

Care Clerk 5.

Annual Race Meet

. . . of the . . .

(N. Y. State Circuit, L.A.W.)

Cohoes Wheelmen

Rensselaer Park,

SAT. JUNE 2, 1894.

Splendid Half-Mile Track.
Elegant Prize List.

A. D. WAIT, Chairman, J. WILL ABLETT, Sec'y.
Race Meet Committee.

Bicycle Die Work.



Press Work AND Punching From Sheet Metal A SPECIALTY.

P. FORG, Somerville, Mass.

Opp. Somerville station of Fitchburg R. R.



WANTED

Second-Hand

BICYCLES

Of every description in exchange for New VICTORS, RALEIGHS, RAMBLERS, UNIONS, DIRIGS, ELLIOTT HICKORYS, WARWICKS, MAJESTICS, CRESCENTS, NIAGARAS, Etc.

Highest prices allowed. Send for Bargain List and List of New Wheels.

White Cycle Co.,

105 N. BROAD ST.,

TRENTON, N. J.

WHEN ON YOUR WHEEL,

wear—for enjoyment, for appearance and to save your walking clothes—one of our

Bloomer Bicycle $7.50 Suits.

It includes Coat, Bloomer Trousers of the best all wool cassimere, and Stanley 1894 Cap. **Suit Delivered Free.** Write for samples and booklet telling all about our complete bicycler's outfit—**Free.**

UNION BICYCLE CLOTHING CO.,

219 Market St., CHICAGO, ILL.



Send 2-cent stamp for our Encyclopedia of Cyclers' Wants.

Ready to mail.

HOWARD A. SMITH CO., Newark, N. J.

"SOLID COMFORT" SADDLES



CURTIS-CHILD MFG. CO.,

Send for Catalogue. PHILADELPHIA, PA.

WHY NOT ... USE ...

SUNBEAM CHAIN LUBRICANT

The most practical chain lubricant ever offered.

Absolutely clean. Full size 4 x 1 inch. Sample by mail 25 CTS. Dealers and Jobbers write for prices.

JULIUS ANDRAE,

225 W. Water St., Milwaukee, Wis.

Ira Perego & Co.

23 Park Row, - - New York.

Manufacturers and Importers of

ATHLETIC GOODS.

Bicycle Suits, $5.00 AND UP

Base Ball Suits, $2.00 AND UP

Lawn Tennis Suits, $4.00 AND UP

Illustrated catalogue and self-measurement blank sent free. All goods guaranteed. Estimates and samples of goods furnished for entire club outfits. We carry in stock a very large assortment of ALL KINDS of Athletic, Sporting and Gymnasium Goods. Every bicycle rider should have a WHITELY EXERCISER for home training. Write for illustrated book on Whitely Exerciser.

We want a good live agent for the Whitely Exerciser in every city and town of the U. S.

SPECIAL OFFER

IN ORDER TO INTRODUCE OUR

Scorcher Toe Clips,

we will send you a pair for

25 CTS.

This offer will close April 25th. After that date the regular price of 50 cts. will be maintained. These clips are made of best tempered spring steel and are warranted not to break; we will replace them if they do.

These clips are the equal of those advertised by some firms for $1 per pair.

BOSTON CYCLE EXCHANGE.

660 Centre St., (Jamaica Plain) Boston.

The Everett Bicycle Cleaning and Polishing Mitten.



Something entirely new. Every one who rides a wheel should have one of these reversible rubber cloth mittens. Sheepskin on one side for cleaning the machine, and chamois skin on the other for polishing. By using this mitten one can clean and polish bicycle quickly and beautifully without soiling the hands a particle. The mitten is so constructed that when the rubbing end of the wool pad wears thin the ends can be reversed by a mere turn of the hand. Can be worn on either hand. Every rider wants a clean machine, and this is just the article bicyclists have been looking for. Always handy and must necessarily become a great seller. First in the field secures the cream. Now is the season to work it.

Sample and terms to agents by mail postpaid, 50 cents.

EVERETT SPECIALTY COMPANY,

382 Washington street, Boston, Mass.

FOR SALE OR EXCHANGE.

In this department the prices are 15 cts. per line, 7 words per line, 12 lines per inch.

Stamps will NOT be taken in payment. Cash, check, money order, or postal note must accompany order, or no insertion.

COLUMBIA BICYCLES—We are selling '97 Models, 30, 31 (ladies), and 32 Columbias at $100; guaranteed by the makers for one year from the date of purchase. 1893 Hartfords at $65. These are bargains. Write promptly. NEW HAVEN CYCLE CO., New Haven, Ct.

$60 FOR HARTFORD, with new inner tube tires. Solid and cushion tired safeties changed to pneumatic for $15. General repair work solicited. F. C. TAPLIN, So. Newmarket, N. H.

WANTED—Position with bicycle firm, by a competent young man as clerk, bookkeeper, or salesman. Would like to go on the road on expenses and commission or small salary. Best of references given. Address X 169, BI. WORLD Office.

OLD WHEELS WANTED.

We want old wheels badly, as we have a large demand for them and will make you an exceptionally good trade for a new one; balance on time. Describe yours fully and get our catalogue.

Pneumatic tires put on $18.00

KNIGHT CYCLE CO.,

339 North 14th Street, - St. Louis, Mo.

FOR SALE—Columbia Tandem Safety, with Dunlop Tires; ladies' Columbia Safety, '93 model; good as new. G. J. McARTHUR, 23 Union street, Boston, Mass.

WANTED—STAR BICYCLE, 15 inch; will pay cash; must be cheap. Address, A. B. Co., Box 1036, Peoria, Ill.

STOLEN—From a store; Columbia Bicycle, Model 30, No. 2055. Address W. H. CRAFTS A. 20 Bicycling World, Boston, Mass.

WE [illegible]

KEEP UP

With the boys and the times. Have your wheels changed over to Pneumatics. We put on warranted tires from $15 up.

Our prices are always the lowest, our work the best. Write for information.

H. W. SMITH & CO.,

91 Marshall St., Somerville, Mass.

Mention Bicycling World.

$85 "King of Scorcher"

Bicycles, 1894 Model, Akron tires, GENUINE English machines made by Centaur Cycle Co., Coventry, England. Formerly $160. Highest grade machines made.

VOIGT, STARR & CO., 127 Duane Street, New York

Delivered Free!



L. A. W. Shoe. $2.00. TRY THEM.

Best value in Shoes ever offered.

$2.00.

Tried once you will always buy them. Best Kangaroo Calf. Best workmanship. Best satisfaction to the wearer. Send $2.00 cash, express money order or money order.

HUB SHOE CO., 95 Bedford St. Boston.

Crown Cyclometer

MADE BY

BOSTON METER CO.,

22 Chapman Place, - - Boston, Mass.



Upright Form, $4.50. To read from the saddle, $5.00.

Weight 2 1-2 ounces only.

Registers to 1,000 miles before repeating. Thoroughly tested and warranted accurate. Send for descriptive circular. Electrotypes for catalogues.

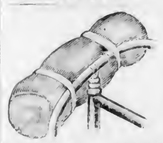


A POOR HOSE SUPPORTER

Is a nuisance, but the D. E. Hose Supporter is a comfort, as it holds up your socks. 50 cents

DETACHABLE CLEAT CO., 31 Bedford St., Boston.

WORK FOR ALL. $75 a month salary and expenses paid. If you want employment write at once to P. O. VICKERY, Augusta, Maine.



THE ROVER CARRIER.

WATERPROOF. Noiseless. Dust Proof.

Adjustable to FRAME, HANDLE BARS, SADDLE.

It don't weigh a pound.

PRICE $1. UNIQUE MFG. CO., Columbus, O.



DON'T PUSH

Your feet off your pedals, but wear Detachable Cleats; they save power.

Send for catalogue.

DETACHABLE CLEAT CO., 31 Bedford St., Boston.

KEYSER

Bicycle Clock



GUARANTEED

To keep good time for one year. Sold by all dealers, or sent on receipt of price, $2.50.

A. S. KEYSER,

Patentee and Manufacturer,

3220 Germantown Av., Philadelphia, Pa

Patented in United States and England.



A GOOD RAT TRAP.

Pedal and a pair of our Racer Shoes *catch* prizes.

Send for catalogue.

DETACHABLE CLEAT CO., 31 Bedford St., Boston.

THE BOSTON WOOD RIM CO. 509 TREMONT ST. BOSTON MASS.

[Patented Nov. 21, 1893.]

MAKERS OF

LAMINATED AND PLAIN

WOOD BICYCLE RIMS

FOR THE TRADE.

Durant Normal School

.... OF ....

PHYSICAL EDUCATION

FOR WOMEN.

The Durant Gymnasium (B. Y. W. C. A.) offers unequalled facilities. Nine instructors, besides special lecturers. For further particulars address

HOPE W. NAREY, Director,
Berkeley St., cor. of Appleton, Boston.

All Record Breakers.....



Use only the genu.

EAST INDIA

...Stick... Grapholine

FREE FROM GREASE.

It is necessary! Why? Because it is dust and rust proof; saves chain and sprocket, and increases speed. There are dozens of substitutes, so beware; take only the genuine; see that the trade mark, "Cut in corner," is on label.

Easily and neatly applied; no necessity of soiling hands.

Sold everywhere; recommended by the most prominent racing men.

Ask any cycle dealer, or send for sample stick, 25 cents, to any P. O. address.

Special discount to dealers.

Sole Importer,

PRINCE WELLS,

632 Fourth Ave., Louisville, Ky.

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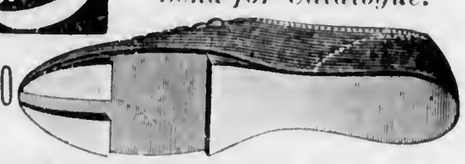
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